

GLENORCHY PLANNING AUTHORITY

AGENDA

MONDAY, 18 APRIL 2016



GLENORCHY CITY COUNCIL

- * *The General Manager certifies that the reports contained in this Agenda have been written by qualified persons under Section 65 of the Local Government Act 1993.*
- * Aldermen with an interest or concern in relation to a particular item on this Agenda, are invited to attend the meeting.
- * All application information is available to Aldermen for inspection upon request to the relevant Planning Officer.

Chairperson: Alderman K. Johnston

Hour: 3.00 p.m.

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1. PLANNING AUTHORITY DECLARATION
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The Chairperson stated that the Glenorchy Planning Authority intended to act as a Planning Authority under the Land Use Planning and Approvals Act 1993.

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 4 April 2016 be confirmed.

5. PROPOSED S.43A COMBINED AMENDMENT REQUEST AND PLANNING PERMIT APPLICATION - REZONE CT55734/11 (8 TERRY STREET) AND CT55734/16 (6 KENMERE PLACE) TO COMMUNITY PURPOSE ZONE TO ALLOW EXTENSION OF THE COUNCIL CARPARK AT 4 KENMERE PLACE (PLAM-16/02)

Author: Strategic Planner (Lyndal Byrne)

Qualified Person: Strategic Planner (Lyndal Byrne)

Property ID: 5378985

REPORT SUMMARY:

To seek the Planning Authority's decision on a Section 43A combined planning permit application and amendment request number PLS43A-16/02, involving the rezoning of CT55734/11 (8 Terry Street) and CT55734/16 (6 Kenmere Place), Glenorchy, from an Inner Residential Zone to a Community Purpose Zone to allow extension of the existing Council Carpark at 4 Kenmere Place, Glenorchy over these properties under planning permit application PLAM-16/02.

<i>Application No.:</i>	PLS43A-16/02
<i>Applicant:</i>	Glenorchy City Council
<i>Owner:</i>	Glenorchy City Council
<i>Existing Zoning:</i>	Inner Residential Zone
<i>Existing Land Use:</i>	Two single dwellings
<i>Proposal in Brief:</i>	Rezoning of the land from an Inner Residential Zone to a Community Purpose Zone
<i>Representations:</i>	Not Applicable (Proposal Yet to be Advertised)
<i>Recommendation:</i>	Initiate amendment and advertise

REPORT IN DETAIL:**PROPOSAL:**

The proposal seeks the Planning Authority's decision on a S43A combined amendment and planning permit application request (PLS43A – 16/02).

The amendment will rezone the land at 6 Kenmere Place and 8 Terry Street, Glenorchy from an Inner Residential Zone to a Community Purpose Zone. The proposal would see the conversion of one land use zone to another without any other scheme modification. There are no other provisions requested to be changed.

The planning permit seeks to extend the existing car park at 4 Kenmere Place, Glenorchy over the land to be rezoned (6 Kenmere Place and 8 Terry Street).

SITE AND LOCALITY:

Figure 1 – Site Plan

The subject properties are located behind the existing Council carpark on Barry Street. The land at 6 Kenmere Place has an area of 716m², and 8 Terry Street has an area of 610m², making a total area of 1,326m². Each site is developed with a single dwelling. Both sites are relatively flat and contain no significant vegetation.

Land to the west, south and east of the site is included with an Inner Residential Zone, comprising predominantly single dwelling development. Land to the north is within a Community Purpose Zone and contains an existing Council carpark.

Land further to the north is within a Central Business Zone and developed with the Glenorchy City Council offices, library and Glenorchy Central shopping centre, forming part of the Glenorchy Activity Centre. (See Figure 2 – Zoning Map and Figure 3 – Aerial Photo showing the broader area).

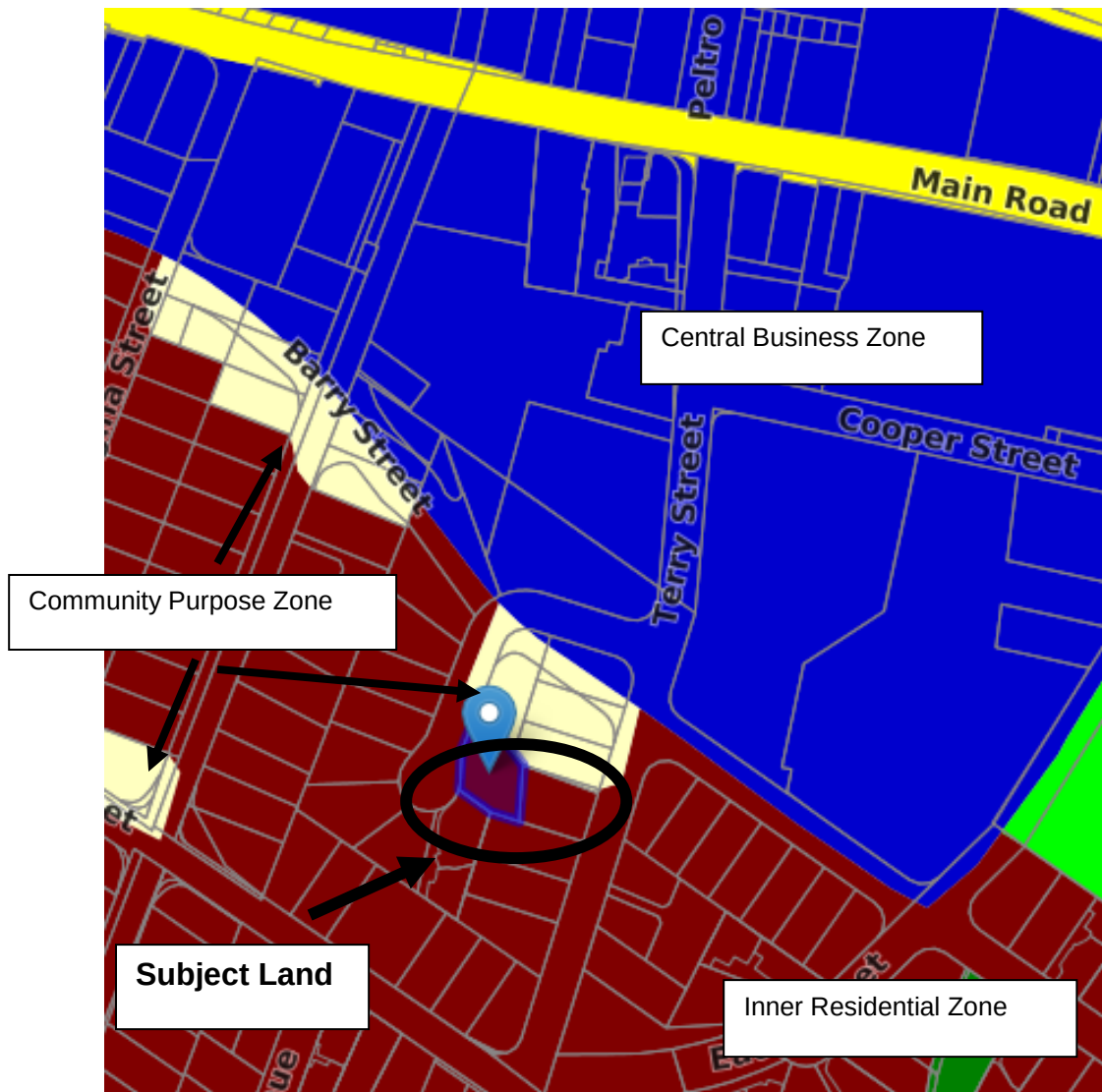


Figure 2 – Zoning Map

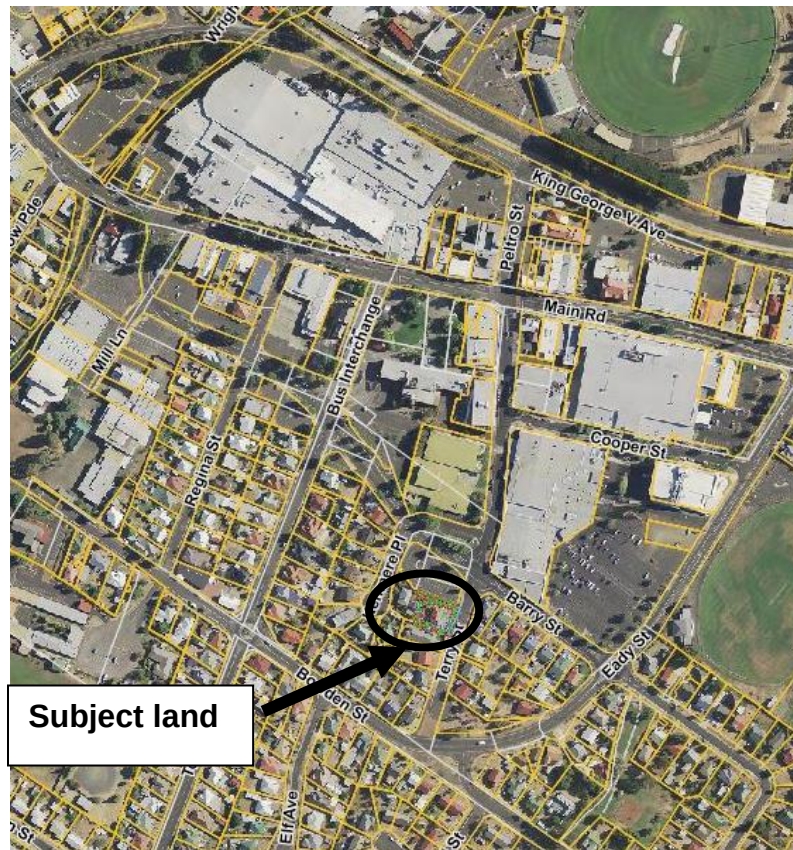


Figure 3 - Aerial Photo

All of 6 Kenmere Place and the western section of 8 Terry Street are affected by the Inundation Prone Areas Code, which identifies the land as being subject to risk of riverine flooding (potentially from Humphrey's Rivulet) of 1% Annual Exceedance Probability (AEP) or more.



Figure 4 Land subject to risk of riverine flooding of 1% AEP

BACKGROUND:

Planning approval to demolish the existing dwellings and associated outbuildings at 6 Kenmere Place and 8 Terry Street was granted on 5 September 2014 (PLN-14-199). The permit is subject to standard conditions, primarily to manage environmental impacts and protect residential amenity while demolition occurs.

The proposed zoning change is shown in Figure 5 below:

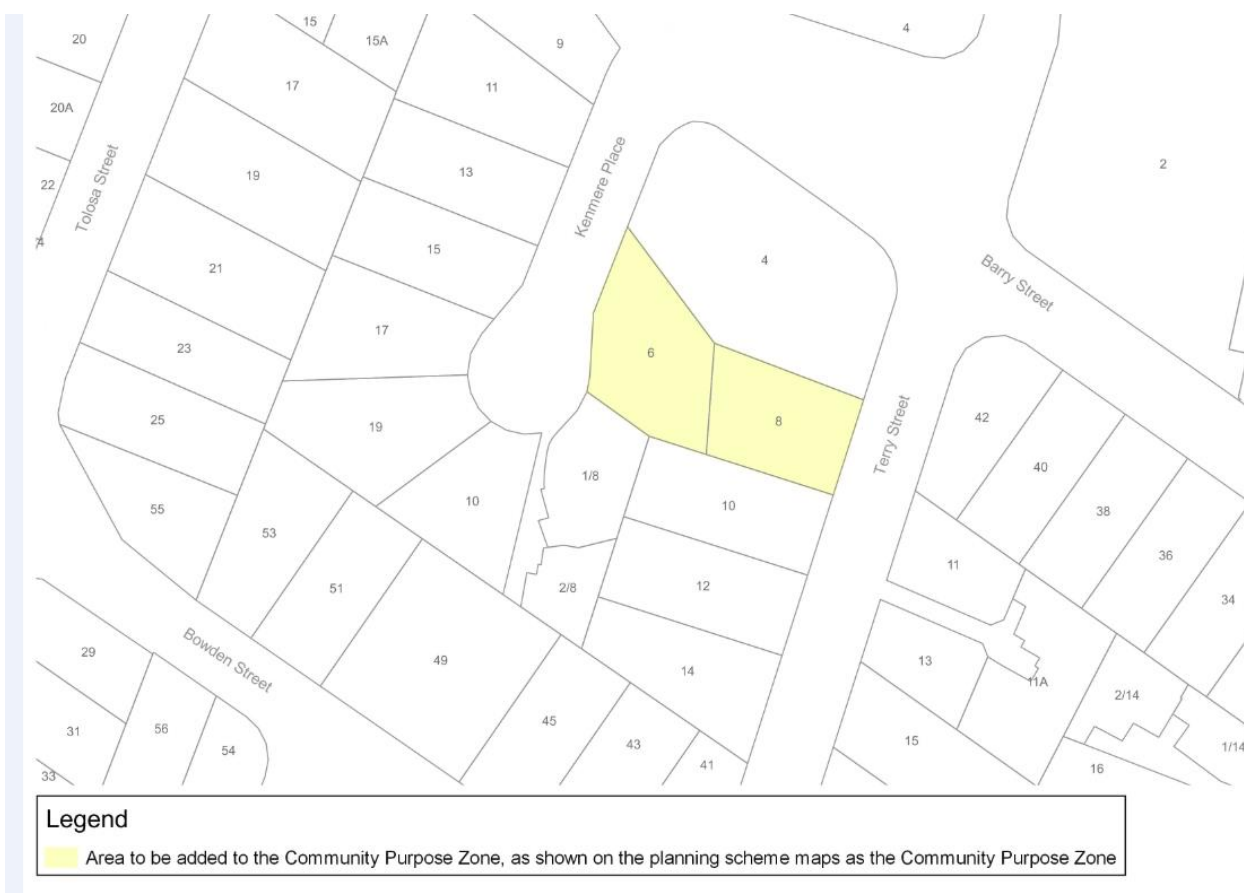


Figure 5 – proposed zoning change

STATUTORY REQUIREMENTS:

Matters for consideration under the Land Use Planning and Approvals Act 1993 (the Act)

Section 20(1) of the Act is relevant in that a planning scheme amendment is also considered to be the making of a planning scheme. Under this provision, the amendment must, in the opinion of the planning authority:

- Seek to further the objectives set out in Schedule 1 of the Act.
- Be prepared in accordance with State Policies made under section 11 of the State Policies and Projects Act 1993.

- Have regard to the strategic plan of a council referred to in Division 2 of Part 7 of the Local Government Act 1993 as adopted by the council at the time the planning scheme is prepared.
- Have regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

Section 33(2B) of the Act requires that before making a decision as to whether or not to initiate an amendment of the planning scheme, the planning authority must consider: -

- whether the requested amendment is consistent with the requirements of section 32; i.e.
 - Must as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area.
 - Must not conflict with the requirements of section 30O (i.e., be to a local provision of the scheme, not conflict with a planning directive, and be, as far as practicable, consistent with the regional strategy).
 - Must have regard to the impact that the use and development permissible under the amendment will have on use and development of the region as an entity in environmental, economic and social terms.
- Any representation made under section 30I, and any statements in any report under section 30J as to the merit of a representation, that may be relevant to the amendment.
- The advice of a person with the necessary qualifications and experience (section 65 of the Local Government Act 1993).

Section 43A of the Act provides:

- A person who requests a planning authority to amend a planning scheme may also request the planning authority to consider an application for a permit which would not be allowed if the planning scheme were not amended as requested.

- Where a planning authority has decided to initiate an amendment under section 33(3), it may consider the application for a permit under section 43A(1) concurrently with the preparation of the requested amendment to the planning scheme.
- An application may be made for a permit under this section even if it could not be granted under the existing planning scheme.

Under section 43C(1)(a) of the Act a planning authority, in determining an application under section 43A, must seek to further the objectives of Schedule 1 of the Act.

PART 1 - ASSESSMENT OF AMENDMENT REQUEST

PLANNING ASSESSMENT:

A planning assessment of the merits of the proposed amendment is provided below.

Consistency with the Objectives of Schedule 1 of LUPAA

The “Part 1” objectives of the resource management and planning system of Tasmania are –

- (a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;***

The site has been used for residential purposes for some time and, given its urban context, is unlikely to be of significance in terms of the provision of natural habitats or wildlife corridors. The site is not subject to the Biodiversity Code or the Waterway and Coastal Protection Code under the GIPS 2015.

- (b) to provide for the fair, orderly and sustainable use and development of air, land and water;***

The proposed rezoning will see land currently zoned for residential purposes converted to a zoning that can facilitate a variety of community focused activities. It is necessary therefore to assess the application in terms of the demand for community use land versus the demand for land used for residential purposes within the locational context.

The subject land sits on the edge of designated commercial activity centre of Glenorchy. It directly abuts land within a Community Purpose Zone and is proposed to be included within this zone.

The *Interim Land Use Planning Strategy*, adopted by Council on 13 September 2010, identifies the need to provide for a greater range of housing stock to improve housing affordability and cater for an aging population. The opportunity to provide for smaller dwellings at higher densities, particularly around activity centres, is also supported in the *Southern Tasmania Regional Land Use Strategy 201-2035 – (STRULS)*. These objectives are reflected through the inclusion of the land surrounding the Glenorchy Activity Centre within the Inner Residential Zone.

Several sites on the southern edge of the Glenorchy Activity Centre are included within the Community Purpose Zone, providing for schools and several at-grade Council operated car parking areas along Barry Street. The Community Purpose Zone provides for uses which support the administrative and commercial centre of Glenorchy. The proposed zoning reflects the zoning of the surrounding area and is consistent with the zoning of the adjacent land.

While the change in zoning will result in a loss of land for residential purposes, given the size of the site in the context of the surrounding area, the impacts will be minimal. The proposal is considered to meet the objectives for fair, orderly and sustainable land management.

(c) to encourage public involvement in resource management and planning;

The statutory process for a section 43A combined planning permit application and amendment request involves a public notification period of 28 days. Any representations received will be considered by the Planning Authority. The Planning Authority is required to report on any representations to the Tasmanian Planning Commission, which in turn may hold public hearings into representations.

(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c);

The proposal represents a conversion of land to facilitate the provision of community infrastructure (and specifically for the extension to an existing car park). Opportunities for community based activities will support the surrounding business and higher density residential zones – and therefore support economic development within the area.

(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State;

The proposal is not in conflict with this objective. The proposed amendment was referred to the relevant agency, Taswater, who indicated no objection to the proposal. (Refer to Attachment 1)

The “Part 2” objectives of the resource management and planning system of Tasmania are –

(a) to require sound strategic planning and co-ordinated action by State and local government;

The STRLUS is a statutory planning instrument under Section 30C(3) of the former provisions of the Act. All interim planning schemes within the Southern Region are to be consistent with and further the objectives and outcomes of the Strategy pursuant to Section 30E(6), former provisions, of the Act.

The STRULS identifies the Glenorchy Activity Centre as a Principal Activity Centre providing for a range of services and facilities (including offices for business and government) to serve the surrounding sub-region, with a strong focus on the retail and commercial sector.

Key regional policies include:

Regional policies – Social Infrastructure

- *SI 1 Provide high quality social and community facilities to meet the education, health and care needs of the community and facilitate healthy, happy and productive lives.*

SI 1.3 provide social infrastructure that is well located and accessible in relation to residential development, public transport services, employment and education opportunities.

Regional policies – Activity Centres:

- *AC 1 Focus employment, retail and commercial uses, community services and opportunities for social interaction in well-planned, vibrant and accessible regional activity centres that are provided with a high level of amenity and with good transport links with residential areas.*

AC 1.6 Encourage an appropriate mix of uses in activity centres to create multi-functional activity in those centres.

The STRULS encourages the provision of social and community infrastructure within Activity Centres. The rezoning will provide the opportunity for future community uses that will support the economic development of the Glenorchy Activity Centre to be developed adjacent to the centre and is considered to be consistent with the objectives of the STRULS.

(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;

It is not considered necessary to include any additional land use controls other than those which currently exist in the GIPS 2015.

Use and development standards to regulate amenity impacts on adjoining land, particularly in residential zones, apply in the Community Purpose Zone.

An assessment of the merits of the proposed car park that forms part of the amendment request is undertaken in Part 2 of this report.

- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;***

The environmental impacts associated with any future redevelopment of the site will be addressed through existing legislation and land use planning controls. The planning permit application that forms part of the subject proposal and seeks to extend the existing car park is assessed under Part 2 of this report.

The proposal will result in the loss of land for residential development. However, the social and economic impacts of this loss are unlikely to be significant. Comparatively, the ability to provide for community infrastructure on the edge of the Glenorchy Activity Centre will produce positive social and economic benefits.

- (d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;***

The proposal is assessed against the relevant State policies below. It has been assessed against the relevant regional and municipal policies and strategies in previous sections of this report. On the whole the proposal is found to be consistent with all relevant State, regional and municipal policies and is considered to be supportive of the above objective.

- (e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;***

The proposal does not conflict with this intent.

- (f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation;***

The proposal represents the conversion of residential land to land for community purposes, reflecting the zoning of the adjoining land to the north. The provision of land for community facilities on the edge of Glenorchy's Principal Activity Centre, supports the operation of the centre and increases its ability to provide a broad range of services and facilities for the community.

- (g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;***

The proposed rezoning does not apply to any place of cultural heritage significance.

- (h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;***

The amendment seeks to rezone urban land currently well serviced by public infrastructure.

- (i) to provide a planning framework which fully considers land capability.***

This proposal is considered to be consistent with the Regional Land Use Strategy and is considered to provide for the efficient use of urban land.

Consistency with State Policies

State Policy on Water Quality Management 1997

As the proposal relates to existing urban land, the rezoning itself will not result in an increase in sediment transport to surface waters.

The intent of the State Policy on Water Quality Management 1997 has been effectively translated into the GIPS 2015 and any proposal will be assessed against the provisions of the scheme. In this instance, the proposed extension of the carpark forms part of the amendment request and is considered in Part 2 of this report.

State Policy on the Protection of Agricultural Land 2000.

The proposal does not involve the conversion of prime agricultural land to non-agricultural use.

State Coastal Policy 1996.

The subject land is not within 1km of the High Water Mark of the River Derwent and the Coastal Policy does not apply.

National Environmental Protection Measures

National Environment Protection Measures (NEPM) are automatically adopted as State Policies under section 12A of the *State Policies and Projects Act 1993* and are administered by the Environment Protection Authority.

Principle 5 of the NEPM states that planning authorities *'that consent to developments, or changes in land use, should ensure a site that is being considered for development or a change in land use, and that the authorities ought reasonably know if it has a history of use that is indicative of potential contamination, is suitable for its intended use.*

The land is currently used for a sensitive use – residential purposes – and there is no known contamination issues associated with the land.

Consistency with the Glenorchy City Council Strategic Plan 2013-18 (Interim)

The amendment is consistent with the following objectives of Council's strategic plan:

- Objective 3.2: Create liveable built environments and sustainably manage our natural and built environments.
- Objective 4.1: Manage our resources to achieve community outcomes.

Gas Pipelines Act 2000

The site is not located in the vicinity of the gas secondary distributor pipeline.

Potential for Land Use Conflict with Adjacent Planning Scheme Areas

The site is not located in the vicinity of any adjacent planning scheme area.

Consistency with the requirements of Section 300 of the Act

The amendment is considered to be consistent with the requirements of Section 300 of the Act as it:

- Involves a change to the local content of the planning scheme as it seeks to rezone the land.
- Is consistent with the *Southern Tasmanian Regional Land Use Strategy, 2010-2035*, (refer to discussion above) as the change in zoning is consistent with the surrounding land use and is appropriate at a local level.

Impact of Permissible Use and Development on the Region

The proposal will not have impacts for the wider region. It is assessed as being consistent with the relevant regional policies.

Consideration of any representation under section 30I and statements under section 30J of the Act

One representation was received seeking a review of heritage values for property on Barry, Eady and Bowden Streets (which includes the subject site) during the exhibition and assessment of the Glenorchy Interim Planning Scheme 2015.

As identified in the response to the representor in the Section 30J Report, Council commissioned Ian Terry and Paul Davies to compile an inventory of heritage places within Glenorchy in 2004/5. The subject site was not identified as having heritage value as part of this work. It was also identified in the Section 30J Report that future heritage work based on precincts or streetscape value may be undertaken in the medium to long term as part of the Council's strategic planning work, and these areas may be further considered.

As there are no heritage controls currently affecting the site, and no work identifying the need for future heritage controls, it is considered that the merits of the representation will not be impacted by the proposed rezoning.

It should also be noted that planning permits have been granted for the demolition of both dwellings on the subject land.

Consistency with the Glenorchy Interim Planning Scheme 2015?

- Is the draft amendment clear and concise and will it achieve its intended purpose?

The proposed amendment involves the rezoning of the land only – and is site specific.

- Is the draft amendment consistent with the strategy, intent and all relevant objectives and provisions of the planning scheme?

The proposed conversion of the land from an Inner Residential Zone to a Community Purpose Zone promotes the objectives and provisions, strategies and intents as stated in the GIPS 2015 and will reflect the current land use pattern of the area.

- What is the effect of the proposed amendment on the status of use and development?

The following table provides a comparison of the Use Tables for the land before and after the amendment (derived from Clauses 11.2 and 17.2).

INNER RESIDENTIAL ZONE		COMMUNITY PURPOSE ZONE	
No Permit Required		No Permit Required	
Use Class	Qualification	Use Class	Qualification
Education and occasional care	Only if home-based child care in accordance with a licence under the <i>Child Care Act 2001</i>	Natural and cultural values management	
Natural and cultural values management		Passive recreation	
Passive recreation		Resource development	Only if for a community garden
Residential	Only if single dwelling. Only if home-based business with no more than 1 non-resident worker / employee, no more than 1 commercial vehicle and a floor area no more than 30 m2.	Utilities	Only if minor utilities
Utilities	Only if minor utilities		
Permitted		Permitted	
Use Class	Qualification	Use Class	Qualification
Residential	Except if No Permit Required. Except if home-based business with more than 1 non-resident worker/employee, more than 1 commercial vehicle or a floor area more than 30m2.	Business and professional services	Only if office for a community-based organisation
Visitor accommodation		Community meeting and entertainment	Only if an art and craft centre or a public hall
		Education and occasional care	
		Emergency services	
		Hospital services	
		Recycling and waste disposal	Only if a waste transfer station
		Sports and recreation	
		Tourist operation	Only if a visitor centre

INNER RESIDENTIAL ZONE		COMMUNITY PURPOSE ZONE	
Discretionary		Discretionary	
Use Class	Qualification	Use Class	Qualification
Business and professional services	Only if a medical centre or consulting rooms	Community meeting and entertainment	Except if permitted
Community meeting and entertainment	Only if church, art and craft centre or public hall	Crematoria and cemeteries	
Educational and occasional care	Only if child care centre, day respite facility, employment training centre or kindergarten.	Custodial facility	Only if existing
Emergency services		Food services	
Food services	Only if not displacing a residential use	Residential	Only if residential aged care, respite centre or retirement village, or multiple dwellings for the aged or community housing
General retail and hire	Only if a local shop	Tourist operation	Except if permitted
Residential	Except if No Permit Required or Permitted	Utilities	Except if No Permit Required
Sports and recreation		Vehicle parking	
Utilities	Except if No Permit Required		
Prohibited		Prohibited	
Use Class	Qualification	Use Class	Qualification
All other uses		All other uses	

Note: Determining use class status under the Use Table is only one aspect of determining permissibility of a proposal. Permissibility will also be determined based on whether the proposal meets the acceptable solution or performance criteria of any applicable use or development standard within the scheme.

Rezoning the land to a Community Purpose Zone will enable its use for a range of purposes, and the land is considered capable of supporting and sustaining these activities.

- What is the effect of the proposed amendment on any specific land and adjacent land.

The change of zoning will have limited impact on any other land, noting that the land is being including in the same zoning as land to the north (the existing car park).

THE PROCESS FROM HERE:

Draft amendments to the Glenorchy Interim Planning Scheme 2015, once initiated by the Planning Authority, require public notification in accordance with the requirements of the Act which includes advertising in *The Mercury* on two occasions, one of which is to be on a Saturday and letters to adjoining owners and occupiers of land – where the proposed amendment is site specific.

With a section 43A proposal, the planning permit and application documents are also required to be exhibited during the public notification period.

Any representations received would be reported to a future meeting of the Glenorchy Planning Authority for consideration, as the Planning Authority is required to report to the Tasmanian Planning Commission as to the public notification outcomes and any recommendations leading out of them.

If no representations are received, the senior planning staff has delegation to forward a report to that effect to the Commission.

The Commission would then assess and decide upon the draft amendment and planning permit application, after taking into account the outcomes of any hearings it may hold.

CONCLUSION

The rezoning will constitute the conversion of land from an Inner Residential Zone to a Community Purpose Zone adjacent to the Glenorchy Activity Centre. It will facilitate the use of land for social/community infrastructure that supports the operation of the commercial centre of Glenorchy, strengthening operational efficiencies and in turn promoting economic development within the City.

The proposal will result in the loss of land zoned for residential purposes, however the loss of two single dwelling lots is not considered to be significant. It is also noted that the Community Purpose Zone does allow for social/community housing uses (such as aged care or multiple dwellings for aged or community housing).

Any potential land use conflict issues will be fully considered through the planning permit assessment process required under GIPS 2015 (the associated permit application for the extension to the existing car park is assessed under Part 2 of the report and will be subject to a further community consultation process, should the amendment be initiated). Given these controls it is considered that potential impacts can be adequately mitigated.

For the above reasons, it is assessed that the proposed amendment is consistent with the objectives and other requirements of the *Land Use Planning and Approvals Act 1993*, the tenor of the Glenorchy Interim Planning Scheme 2015 and is not contrary to any State Policies.

PART 2 – ASSESSMENT OF PLANNING PERMIT APPLICATION

APPRAISAL:

Site and Locality

Refer to site locality description above.

Zone

The subject site is proposed to be included within the Community Purpose Zone, pursuant to clause 17 of the Glenorchy Interim Planning Scheme 2015, and is assessed as such in this section of the report.



Figure 6– Aerial view of existing car park

Consistency with State Policies, Objectives of the Act:

The proposed use and development are consistent with the objectives of the Act and the relevant State Policies. (See detailed discussion within the amendment section of the report – Part 1 – above).

Zone Intent:

See discussion under Consistency with Glenorchy Interim Planning Scheme 2015 (above).

ASSESSMENT:**Part B: Administration**

The following administrative provisions are relevant to this proposal:

Planning Scheme Operation (Does a SAP or Code override Zone provisions?)

No

Use Class Description (Table 8.2):

Vehicle parking: use of land for the parking of motor vehicles. Examples include single and multi-storey car parks.

Other relevant definitions (Clause 4.1):

Access: means land over which a vehicle enters or leaves a road from land adjoining a road.

Access strip: means land, the purpose of which is to provide access to a road.

Hours of operation: means the hours that a business is open to the public or conducting activities related to the business, not including routine activities normally associated with opening and closing for business.

Applicable standard: The proposed use or development will be on a site within a zone or the area to which a specific plan relates, or is a use or development to which the code applies; and the standard deals with a matter that could affect, or could be affected by the proposed use or development.

Environmental harm: any adverse effect on the environment (of whatever degree or duration)

Environmental nuisance: means –

- (a) the emission of a pollutant that unreasonably interferes with, or is likely to unreasonably interfere with, a person's enjoyment of the environment; and

(b) any emission specified in an environment protection policy to be an environmental nuisance;

Frontage: Means a boundary of a lot which abuts a road.

Part D Zones

The land is within the Community Purpose Zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal.

Zone Purpose Statement

17.1.1 Zone Purpose Statements:

- To provide for key community facilities and services where those facilities and services are not appropriate for inclusion as an associated activity within another zone.
- To ensure land required for future public use is protected from inappropriate use or development.
- To encourage multi-purpose, flexible and adaptable social infrastructure to respond to changing and emerging community needs.

17.2 Use Table

The proposed use of vehicle parking is defined as the use of land for the parking of motor vehicles. The use class vehicle parking is discretionary for the zone and as such, the proposed use forms part of the assessment of this report.

A copy of the plans is included in Attachment 3.

17.3 Use Standards

17.3.1 Hours of Operation

The proposal is exempt from the use standards for hours of operation as the proposal is not for a business.

17.3.2 Noise

The proposal does not demonstrate that the noise emissions as part of the use of the carpark will not exceed the levels prescribed in the acceptable solutions (A1). The proposal relies on the performance criteria and it is expected by the applicant that noise emissions measured at the boundary of a residential zone will not cause environmental harm. It is a condition of the granting of this permit that no noise emissions measured at the boundary of the proposed carpark adjoining a residential zone shall cause environmental harm.

17.3.3 External Lighting

The proposal does not indicate the level of lighting or any management of external lighting so as to meet the acceptable solutions. The proposal therefore relies on the performance criteria which states:

External lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must not adversely affect the amenity of adjoining residential areas, having regard to all of the following:

- (a) *level of illumination and duration of lighting;*
- (b) *distance to habitable rooms in an adjacent dwellings.*

In the absence of any indication of the placement of lighting, it is a condition of the granting of this permit that lighting must be designed, baffled and located so that light overspill does not have an unreasonable impact on residential amenity on land within a residential zone.

17.3.5 Discretionary Use

The proposal for a vehicle parking on the site is discretionary. There are no acceptable solutions for a discretionary use. The performance criteria for a discretionary use state that,

Discretionary use must complement and enhance the use of the land for community purposes by providing for facilities and services that augment and support Permitted use or No Permit Required use.

The proposed carpark extension is reasoned to reduce the demand for on-street parking in the vicinity and so supports permitted and no permit required uses in the vicinity, such as businesses and residences.

17.4 Development Standards for Building & Works

The proposal is for a carpark and development standards for building height, setback, design, or passive surveillance are not applicable. Standards which relate to landscaping are applicable standards.

17.4.5 Landscaping

Landscaping is not required along the frontage as the carpark is neither a building nor does it have any setback from the frontage.

The Acceptable Solutions (A2) of the standard for landscaping state that landscaping along a boundary must be provided for a depth no less than 2m. The proposal is for landscaping to be provided along the residential boundary with a range of depth from 1m to 1.5m. As this does not meet the acceptable solution, the proposal is reliant on the performance criteria which states that,

Along a boundary with a residential zone, landscaping or a building design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining land in a residential zone, having regard to the characteristics of the site and the characteristics of the adjoining residentially-zoned land.

As part of the proposal for landscaping, existing trees and shrubs are to remain. It is considered that this approach has regard to the characteristics of the site and reduces the adverse impact of the development on the land. Furthermore, as the development does not involve the construction of a building, it is considered that there is a minimal visual impact presented by the development and so landscaping provided in conjunction with the remaining fence is a suitable solution to avoiding any adverse impacts on the visual amenity.

The development standards for landscaping are applicable standards and the proposal is considered to meet the acceptable solutions (A1), as landscaping should be provided along the frontage of a site unless the building runs the width of the entire frontage. There are no proposed outdoor storage areas and existing fencing is to remain, as indicated on the plans.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Railway Assets Code

The road and railway assets code is an applicable code pursuant to E5.2.1, where (b) (the development) intensifies the use of an existing access.

E5.5 Use Standards

E5.5.1 Existing road accesses and junctions

The proposal estimates the annual average daily traffic (AADT) of vehicle movements will increase to 82 vehicle movements per day. The proposal therefore does not meet the acceptable solutions (A3) and so relies on the performance criteria (P3) which requires that:

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) the increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature and efficiency of the access or the junction;*
- (d) the nature and category of the road;*
- (e) the speed limit and traffic flow of the road;*
- (f) any alternative access to a road;*
- (g) the need for the use;*

- (h) *any traffic impact assessment; and*
- (i) *any written advice received from the road authority.*

Council's Transport Engineer has reviewed the traffic proposal and advises that:

Traffic volume on Barry Street is approximately 5600 vehicle movements per day, this amount of additional traffic is approximately 1.7% of the existing traffic volume along Barry Street. For this reason, the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency.

E5.6.2 Road Accesses and Junctions

The proposal is for two accesses to provide both entry and exit to Terry St. As the road is subject to a speed limit of 60km/h or less, the proposal does not meet the acceptable solutions and so relies on the performance criteria which requires that the proposal have regard to:

- (a) *the nature and frequency of the traffic generated by the use;*
- (b) *the nature of the road;*
- (c) *the speed limit and traffic flow of the road;*
- (d) *any alternative access to a road;*
- (e) *the need for the access or junction;*
- (f) *any traffic impact assessment; and*
- (g) *any written advice received from the road authority.*

Council's Transport Engineer has reviewed the proposal and advises that the altering of the existing accesses to be both entry and exit contributes to safer vehicle movements within the car park and he notes the amount of additional traffic is expected to not have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency.

E5.6.4 Sight distance at accesses, junctions and level crossings

An access or junction must comply with the safe intersection sight distance shown in Table E5.1; Council's traffic engineer has reviewed the proposal and advises that The current speed limit along Terry Street is 50km/h and the required sight distances for the speed of 50km/h is 80metres. The available sight distances have been found to be more than sufficient for the speed environment at the proposed access driveways. As a result, adequate sight distances are available at the access driveways of the proposed development and there are no concerns to be raised in regard to sight distances.

E.6.0 Parking and Access Code

The parking and access code applies to all development.

E6.7.1 The proposal creates an additional vehicle access, but because a frontage means a boundary of a lot which abuts a road and the proposal provides the second access on a separate lot the proposal meets the acceptable solution as the number of vehicle access points provided for each road frontage is no more than one.

E6.7.7 Lighting of Parking Areas

It is a condition of the granting of this permit that lighting must be provided in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

E15.0 Inundation prone areas code

The inundation prone areas code is an applicable code to the site of the proposal. However, it is noted that the development standards of the code relate to buildings and the proposal is for the construction of a car park. There are therefore no applicable standards for the proposal in regards to the inundation prone areas code.

INTERNAL REFERRALS

Development Engineer

The proposal has been referred to Council’s Development Engineer who made the following comments.

The application is for extension to an existing Council operated carpark.

Traffic, Access & Parking

The applicant provided a statement from a recognised traffic engineer that the additional traffic movements generated by the development are not expected to significantly affect local traffic conditions.

GCC Services (Stormwater)

An existing DN100 stormwater main extends through the existing carpark that services an existing dwelling to be demolished is to be made redundant. There are no GCC stormwater mains affected by this application.

Other

Geoscience issues

There are no geotechnical issues identified through Council records that affect this application.

Flooding/Inundation issues

The site is within an area which could potentially be affected by extreme flooding of Humphrey’s Rivulet.

Flood mapping of the catchment indicates that for a 1 in 100 year flood the property may be subject to 100mm of inundation. An advice clause that the property is potentially subject to inundation is suggested.

Environmental Health

The proposal has been referred to Council's Environmental Health Officer who has made the following comments,

Rezoning of this area for the development of a carpark has few health implications. Conditions to protect residents from noise nuisance during works have been applied. Vehicles using the car park would make noise corresponding with the amount of noise they would make should they have been parked on the street. This is not deemed detrimental in this residential area.

Property Manager

The application has been submitted on behalf of property management which is in support of the proposal.

EXTERNAL REFERRALS

TasWater

Pursuant to the *Water and Sewerage Industry Act 2008 (TAS) Section 56P(1)* TasWater does not object to the proposed development and no conditions are imposed. (Refer to Attachment 1)

CONCLUSION

The proposed vehicle parking to be constructed on the land at 4 and 6 Kenmere Place, along with 8 Terry Street is considered to comply with the zone purpose statement of the Community Purpose zone. The proposal is assessed to meet the acceptable solutions of the Community Purpose zone's use standards where applicable, or, subject to the conditions of a granting of this permit, the acceptable solutions of the use standards for the zone will be satisfied.

A number of the development standards are not applicable as the proposal is not for a building. The proposal meets the acceptable solutions for landscaping (see Appendix 1). Where a standard of the code applies, the proposal is assessed to meet the objectives of the code or is subject to a condition of the granting of this permit to meet the acceptable solutions of the code (see Appendixes 2- 4).

The proposal is assessed to substantially comply with the requirements of Schedule 1 of the *Land Use Planning and Approvals Act 1993* and the Glenorchy Interim Planning Scheme 2015, subject to the recommended conditions.

Recommendation:

- A. That pursuant to Section 33 of the former provisions of the Land Use Planning and Approvals Act 1993, the Planning Authority agree to initiate Amendment PLS43A-16/02 to the Glenorchy Interim Planning Scheme 2015, to Rezone CT55734/11 (8 Terry Street) and CT55734/16 (6 Kenmere Place) to Community Purpose to allow extension of the Council Carpark at 4 Kenmere Place (PLAM-16/02).at 4 Kenmere Place Glenorchy 8 Terry Street Glenorchy 6 Kenmere Place Glenorchy ,as shown in Attachment 2 to this report.
- B. That having decided to initiate an amendment, and having prepared that amendment, the Planning Authority certifies pursuant to Section 35 of the former provisions of the Land Use Planning and Approvals Act 1993 that the draft amendment meets the requirements specified in Section 32 of the Act.
- C. That a permit be granted for the proposed use and development of a Rezone CT55734/11 (8 Terry Street) and CT55734/16 (6 Kenmere Place) to Community Purpose to allow extension of the Council Carpark at 4 Kenmere Place (PLAM-16/02). at 4 Kenmere Place Glenorchy subject to the following conditions

Planning

- 1. Use and Development shall be substantially in accordance with planning permit application No. PLS43a-16/02 and Drawing No. P1 submitted on the 26th of February 2016 except as otherwise required by this permit.
- 2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
- 3. Lighting must be provided in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.
- 4. Lighting must be designed, baffled and located so that light overspill does not become an environmental nuisance to the occupiers of surrounding properties.
- 5. No noise emissions measured at the boundary of the proposed carpark adjoining a residential zone shall cause environmental harm.
- 6. Titles for the land subject to the proposed use and development must be adhered prior to the commencement of the use of the carpark.

7. Layout of carpark, design of motor cycle parking and the design of bicycle parking facilities shall be in accordance with the Australian Standard (AS 2890.1)

Engineering

8. Soil and water management is to comply with best practice to prevent any transfer of soil material outside of the area specifically and necessarily disturbed for construction. Particular attention is to be paid to ensure no soil material is tracked onto roads and footpaths or to enter the Council's stormwater system. All aspects and protection measures in connection with soil and water management are to comply with the requirements of Council's Development Engineer and be installed prior to the removal of and/or disturbance of any soil or vegetation.
9. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land. The existing stormwater main through the site that is to be made redundant is to be cut and sealed at the stormwater pit in Kenmere Place to the approval of Council's Development Engineer.
10. Car parking spaces must be provided generally as shown on the Site Plan submitted with the development application and kept available for these purposes at all times. Car parking spaces, manoeuvring areas and aisles must be provided in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking prior to use. In areas set aside for car parking, securely fixed wheel stops or kerbing must be provided to the satisfaction of Council to prevent damage to fences, walls or landscaped areas.
11. Car parking and turning areas must be constructed and sealed with an approved impervious surface treatment generally as shown on the Site Plan submitted with the development application. All runoff from paved and driveway areas must be retained within site boundaries and discharged into Council's stormwater system. Construction details must generally be in accordance with Council's standard requirements.
12. The new vehicle crossing must be constructed in accordance with standard drawing SD-1003 between the kerb and the property boundary. Any driveway / crossover work within Council's road reservation must be carried out by a Council approved contractor and all work must be reinstated to match the existing adjacent footpath/nature strip profile. A Property Access Works Application must be completed prior to any work being undertaken. The application is available from Council's planning department or available from Council's website at:
<http://gcc.tas.gov.au/content/Driveways.GCC?ActiveID=1304>

Environmental Health

13. The loading and unloading of vehicles on the land and the transportation of any materials to or from the land during construction must only take place between the following hours:

Monday through to Saturday 0700 to 1800

Sunday and Public Holidays 0900 to 1800

14. The discharge of liquids, other than unpolluted rainwater, to Council's stormwater system, receiving water bodies or water courses is strictly prohibited.

15. All solid wastes must be managed in accordance with the hierarchy of waste management summarised below, unless otherwise approved in writing by the Senior Environmental Health Officer:

waste must be minimised, that is, the generation of waste must be reduced to the maximum extent that is reasonable and practicable, having regard to best practice environmental management;

waste must be re-used or recycled to the maximum extent that is reasonable and practicable; and

any residual waste must be disposed of only at a site and in a manner approved by the Senior Environmental Health Officer.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

Environmental Health

If asbestos is identified during demolition/renovation then removal must be undertaken in accordance with the Building Regulations 2014. The regulations outline a number of mandatory requirements covering the removal of asbestos, this includes ensuring that all practicable steps are taken before a demolition occurs to identify the presence of asbestos and only permits waste asbestos to be disposed of at an approved waste management facility.

Engineering

The property falls within an area potentially affected by flooding associated with Humphreys Rivulet during extreme rainfall events.

- D. That the Planning Authority, having certified the draft amendment and granted a planning permit determines pursuant to the former provisions of Sections 38 and 43F of the *Land Use Planning and Approvals Act 1993* to place the draft amendment, application documents and planning permit on public exhibition for a period of 28 days.

APPENDIX 1**17.0 Community Purpose Zone**

Standard	Acceptable Solution	Proposed	Complies?
17.3 Use Standards			
17.3.1 Hours of Operation	A1 Hours of operation must be within: (a) 8.00 am to 8.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 6.00 Saturdays; (c) 10.00am to 5.00pm Sundays and Public Holidays; except for office and administrative tasks.		N/A
17.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am; (c) 65dB(A) (LAmax) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.	No noise assessment has been provided.	Condition proposed

Standard	Acceptable Solution	Proposed	Complies?
	A2 External amplified loud speakers or music must not be used within 50 m of a residential zone, except if a school system used for school announcements.	Not Proposed	N/A
17.3.3 External Lighting	A1 External lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must comply with all of the following: (a) be turned off between 9:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.	Lighting design is not shown on plans submitted.	Condition Proposed
	A2 Flood lighting of sport and recreation facilities within 200 m of a residential zone must not subject nearby residential lots to obtrusive light, as defined in AS 4282-1997-1.4.7.	Not Applicable	N/A
17.3.4 Commercial Vehicle Movements	A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 7.00 am to 6.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 5 pm Saturdays (c) 10.00 am to 12 noon Sundays and Public Holidays.	Not Applicable	N/A
17.3.5 Discretionary Use	A1 No Acceptable Solution	Vehicle parking is a discretionary use in the community purpose zone.	No-See report

Standard	Acceptable Solution	Proposed	Complies?
17.4 Development Standards for Buildings and Works			
17.4.1 Building Height	A1 Building height must not be more than: 10m.	Not Applicable	N/A
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.	Not Applicable	N/A
17.4.2 Setback	A1 Building setback from frontage must be must be no less than: (a) 5m; or (b) the alignment of adjoining buildings; whichever is the lesser.	Not Applicable	N/A
	A2 Building setback from a residential zone must be no less than: (a) 3 m; (b) half the height of the wall, whichever is the greater.	Not Applicable	N/A
	A3 Building setback for buildings for sensitive use must comply with all of the following: (a) be sufficient to provide a separation distance from land zoned Rural Resource no less than 100 m; (b) be sufficient to provide a separation distance from land zoned Significant Agriculture no less than 200 m.	Not Applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
17.4.3 Design	A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots; (g) not include security shutters over windows or doors with a frontage to a street or public place.	Not Applicable	N/A
	A2 Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.	Not Applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
17.4.4 Passive Surveillance	A1 Buildings design must complying with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park.	Not Applicable	N/A
17.4.5 Landscaping	A1 Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has nil setback to frontage.	Proposal is not for a building.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2 m.	Landscaping along the residential boundary is at its least <2m and so does not comply.	No – See report
17.4.6 Outdoor Storage Areas	A1 Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.	Not Applicable	N/A
17.4.7 Fencing	A1 Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 1.5 m must not be erected within 4.5 m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.	Not Applicable	N/A
17.5 Development Standards for Subdivision			
17.5.1 Subdivision	A1 Subdivision is for the purpose of providing lots for public open space, a riparian or littoral reserve or utilities.	Not Applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
	A2 The frontage for each lot must be no less than 15 m.	Not Applicable	N/A
	A3 No Acceptable Solution.	Not Applicable	N/A

APPENDIX 2**E5 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	N/A
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	N/A
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	Proposal facilitates an increase of 82 vehicle movements per day.	No – See report

Standard	Acceptable Solution	Proposed	Complies?
E5.5.2 Exiting Level Crossings	A1 Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	N/A
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.	Not Applicable	N/A
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.	Not Applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
E5.6.2 Road accesses and junctions	A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h	Not Applicable	N/A
	A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	Proposal is for the existing accesses to be changed so as to facilitate both entry and exit in both locations	No – See Report
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.	Not Applicable	N/A
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	Sight distances assessed to be more than sufficient by Councils Transport Engineer.	Yes

APPENDIX 3**E6.0 Parking and Access Code**

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	Not Applicable	N/A
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	There is provision for 2 parking spaces for persons with a disability.	Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	6 motorcycle spaces are proposed	Yes
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not Applicable	N/A
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	Proposal is consistent with the acceptable solutions as there is no change to the number of vehicle accesses.	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;	Car Park design is consistent with the requirements of AS2890	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Proposed design allows for the safe passing of vehicles	Yes
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	Proposal meets a road carrying less than 6000 vehicles per day	Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	Layout of the carpark is consistent with the requirements of AS2890.1	Yes
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	Proposed carpark is to be paved with an all-weather seal and drained to council's stormwater infrastructure.	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	It is proposed by the applicant that lighting will comply with AS1158. In the absence of the details of the lighting, it cannot be assessed against the acceptable solutions.	Condition proposed
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Landscaping is incorporated into the proposal and will occupy an estimated 15% of the site.	Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Not Applicable	Yes
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Not Applicable	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Proposal is for bicycle parking to be provided in accordance with the Australian Standard	Condition Proposed
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Proposal is not for a building	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Proposal is within the community purpose zone.	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	The carpark is not proposed to facilitate the movement of goods by commercial vehicles.	Yes
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Council's transport engineer has reviewed the proposal and supports the development.	Yes

APPENDIX 4**E7.0 Stormwater Management Code**

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	There is existing public stormwater infrastructure.	Yes
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m ² ; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	The new car parking is for more than 6 cars. Water Sensitive Urban Design principles have been incorporated into the design of the carpark and are to the satisfaction of the Councils Hydraulic Engineer.	Yes
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Not Applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Not Applicable	N/A

Attachments/Annexures

- 1** TasWater Referral
- 2** Draft Amendment - Zoning Map
- 3** Planning Permit Application Plans