GLENORCHY PLANNING AUTHORITY MEETING AGENDA

MONDAY, 18 MAY 2020

GLENORCHY CITY COUNCIL

* **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 Kristie Johnston

Hour: 5.00 p.m.

TABLE OF CONTENTS:

1. PLANNING AUTHORITY DECLARATION

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 20 April 2020 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS (FIVE ADDITIONAL AND EIGHT EXISTING) - 160A SPRINGFIELD AVENUE WEST MOONAH

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 3559061

REPORT SUMMARY

Application No.:	**PLN-20-031**
Applicant:	**Another Perspective Drafting Design**
Owner:	**Symic Pty Ltd**
Zone:	**General Residential**
Use Class	**Residential**
Application Status:	**Discretionary**
Discretions:	**10.4.3 P2 Site coverage and private open space for all dwellings** **10.4.4 P2 Sunlight and overshadowing of all dwellings** (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	**No**
42 Days Expires:	**18/05/20**
Existing Land Use:	**Multiple Dwellings**
Representations:	**2**
Recommendation:	**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The application is for an additional five dwellings at a site with eight already constructed dwellings on a strata title. The proposal would utilise the existing access and a portion of the driveway, which is common land. The dwellings would be constructed on Lot 100, which is the remaining land. The proposed dwellings would be partially double storey and would be arranged on either side of a driveway. The dwellings would be constructed from a combination of brick foundations and steel framing, with beige steel cladding and charcoal skillion steel roofs. Each dwelling would provide for open plan living, three bedrooms and integrated single garages. All dwellings would have a deck off the living areas, between 16m^2 and 31m^2 in area. The proposal provides for twelve parking spaces. Works include a driveway extension and retaining walls. The application is discretionary for private outdoor space and window orientation. The proposal is shown in Figure 1.

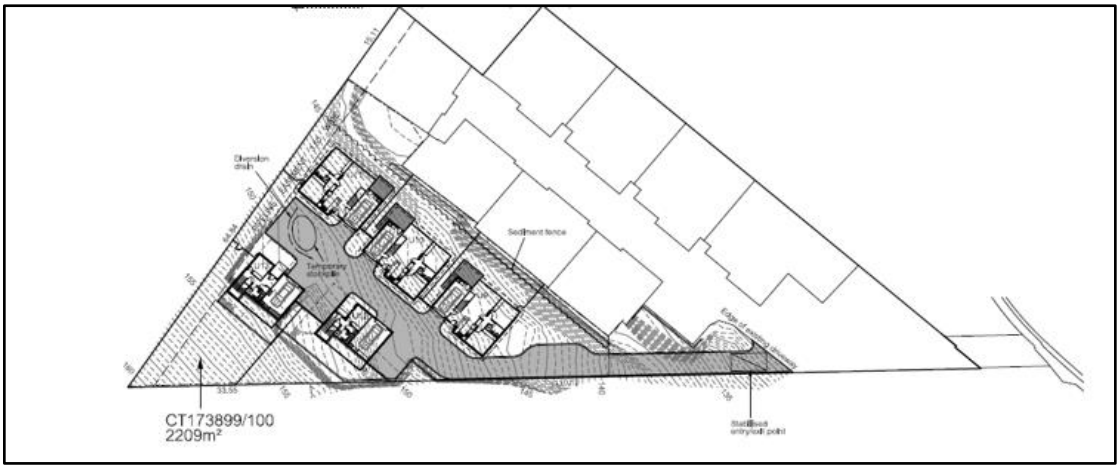

Figure 1: Proposal Plan - Another Perspective

SITE and LOCALITY

The subject site is known as 160A Springfield Avenue, Moonah and is described in title reference CT173899/100. The property is situated on the western side of Springfield Avenue, opposite Atherton Avenue and is shown in Figure 2.

Figure 2: Subject Site - Council Database 2019

The land sits behind a row of properties which front the street. The lot is triangular, has an area of 5269m^2 and a moderate to steep slope falling towards the road. The property is occupied by eight dwellings on strata lots. The proposed dwellings would be more than 5m away from the strata boundary of these dwellings, except a corner of a deck that would be 3m away. There is an existing access from the eastern corner of the lot and a portion of a driveway within the common property. The site is the rear portion of the land with an area of 2209m^2, which forms a triangle and is contained within Lot 100. The triangular portion is not in proximity of any neighbouring dwellings outside the property. The nearest neighbouring dwelling is approximately 24m away, at 9 Emily Road. The site is shown in Figure 3.

Figure 3: Site Photograph - 31/03/20

ZONE

The subject property is located within the General Residential Zone, which also applies to the surrounding land. The zoning map is shown in Figure 3.

Figure 4: Zoning Map - GIPS 2015

BACKGROUND

The following applications are on file:

- PLN-06-03799 - Construct twelve (12) multiple dwelling units - Approved 11/04/0. This permit was never acted on.
- PLN-07-4841 - Fourteen (14) multiple dwelling units - Refused 09/02/1. Reason for refusal was insufficient information to assess the application.
- PLN-11-341 - Thirteen Dwellings - Approved 30/04/12. This permit was not acted on.
- PLN-15-115 and one amendment - Fourteen (14) multiple dwelling units – Approved 10/08/2015. This permit was partially acted on for Units 1-5.
- PLN-16-175 - Eight multiple dwellings (Residential) relying on performance criteria - Approved 31/10/16. This permit was partially acted on for Units 6-8.
- PLN-17-003 - Twelve multiple dwellings - Stage 2: Units 9-12 – Approved -05/06/17. This permit was not acted on and the previously approved development is being replaced by the current application.

The plans approved in the above applications are shown in Figures 4 to 6.

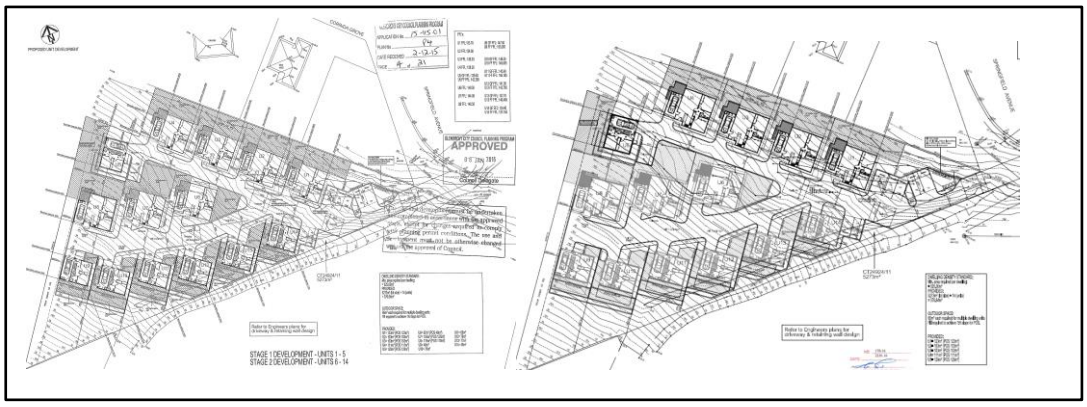

Figure 5: Approved Plan Planning PLN-15-115.01 and Building BP 16/0022 (5 Dwellings)

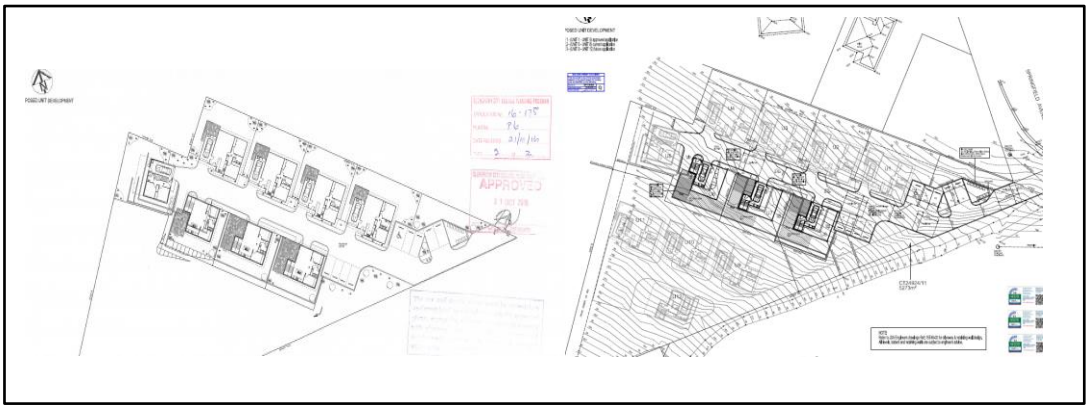

Figure 6: Approved Plan Planning PLN-16-175 and Building BP 17/0006 (3 Dwellings)

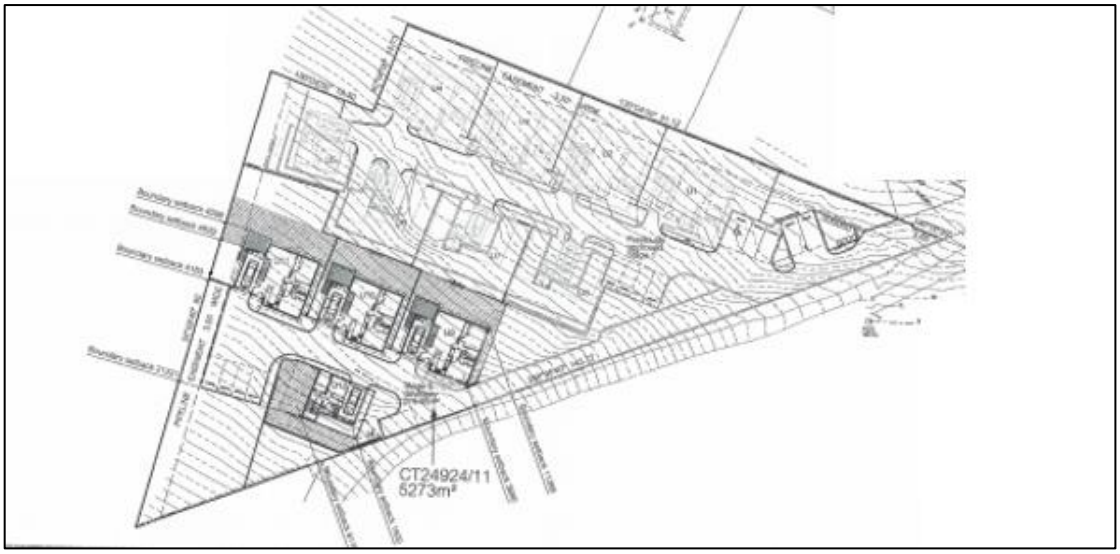

Figure 7: Approved Plan PLN - 17- 003

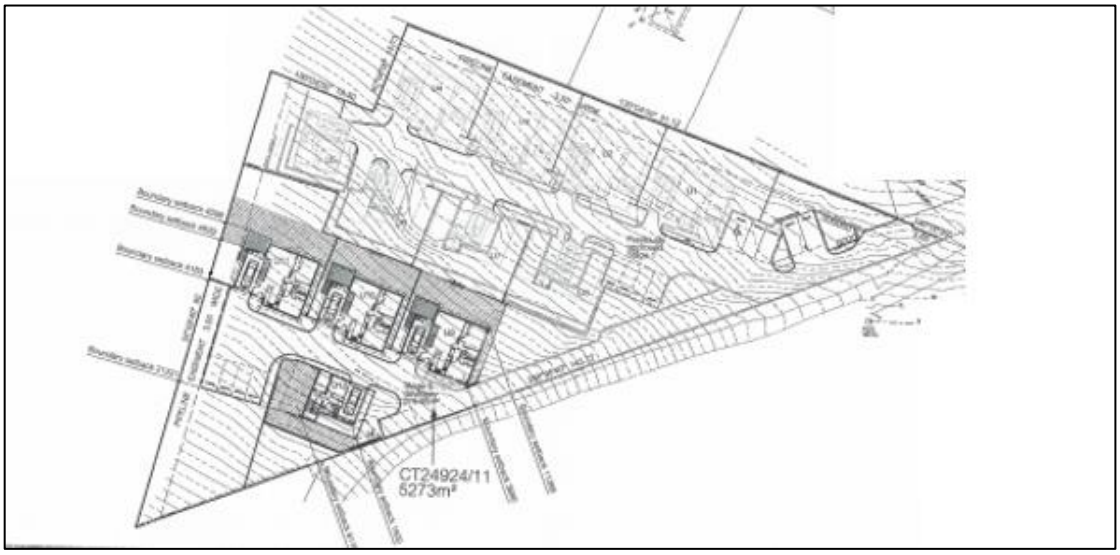

Figure 8: Approved Plan PLN-17-003 – Wilson Homes

Summary of Background

Various permits have been granted for the site. There were two building permits granted. Building Permit BP16/0022 relates to Planning Permit PLN-15-115, which was for fourteen dwellings, of which five dwellings were constructed. Subsequently, it was proposed to reduce the number of dwellings to eleven. This change required a new permit rather than an amendment, which was PLN-16-175. The description of the proposal in PLN-16-175 was later changed to refer to eight units, being Stage 1 only.

Subsequently there was another application for four dwellings approved with PLN-17-003 for Stage 2 for Units 9-12. This permit was not acted on and an application for the current proposal was made instead, for five dwellings with very similar design.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the Land Use Planning and Approvals Act 1993 (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

No Specific Area Plan applies. The following codes apply and prevail over the relevant Zone provisions if there is any conflict.

- E5.0 Road and Railway Access Code
- E6.0 Access and Parking Code
- E7.0 Stormwater Management Code

Use Class Description (Table 8.2):

Multiple Dwellings:

The application proposes an additional five dwellings on site which fits under the use class Residential (Multiple Dwellings) as defined in Table 8.2 as follows:

> *Residential*
>
> use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 4.1):

The following meanings in 4.1 Planning Terms and Definitions are applicable:

> *Multiple Dwelling*
>
> *means 2 or more dwellings on a site.*
>
> *Dwelling*
>
> *Means a building, or part of a building, used as a self-contained residence and which includes food preparation facilities, a bath or shower, laundry facilities, a toilet and sink, and any outbuilding and works normally forming part of a dwelling.*

Discretionary Use or Development

The application is discretionary under Clause 8.8 as follows:

> *The planning authority has discretion to refuse or permit a use or development if:*
>
> *(a) the use is within a use class specified in the applicable Use Table as being a use which is discretionary;*
>
> *(b) the use or development complies with each applicable standard but relies upon a performance criterion to do so; or*
>
> *(c) it is discretionary under any other provision of the planning scheme,*
>
> *(d) and the use or development is not prohibited under any other provision of the planning scheme.*

The proposal is discretionary under (b) above as it relies on Performance Criteria as follows:

- 10.4.3 P2 Site coverage and private open space for all dwellings
- 10.4.4 P2 Sunlight and overshadowing of all dwellings

Part C: Special Provisions

No Special Provisions apply.

Part D: Zones

The land is within the General Residential zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal:

Zone Purpose Statements

The purpose of the General Residential Zone in 10.1.1 is as follows:

- *To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.*
- *To provide for compatible non-residential uses that primarily serve the local community.*
- *To provide for the efficient utilisation of services*

Comment

The proposal accords with the above purpose as it is for residential development utilising serviced land.

Use Table

The use class Residential (Multiple Dwellings) is 'permitted' within the General Residential Zone in 10.2 Use Table.

Use Standards

The standards in Clause 10.3 Use Standards specifically relate to non-residential use, visitor accommodation and local shop and are therefore not applicable to this proposal.

Development Standards for Residential Buildings & Works

10.4.3 A2 Site coverage and private open space for all dwellings

The proposal does not accord with the Acceptable Solution in 10.4.3 A2 with respect to private outdoor space area and width. Therefore, the proposal relies on the related Performance Criteria as follows:

> *10.4.3 P2 Site coverage and private open space for all dwellings*
>
> *A dwelling must have private open space that:*
>
> *(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:*
>
> *(i) conveniently located in relation to a living area of the dwelling; and*
>
> *(ii) orientated to take advantage of sunlight.*

Comment
All dwellings would have a deck off the living areas between 16m^2 and 31.6m^2 in area. The Acceptable Solution requires 24m^2. All decks would be orientated to the north and northeast to take advantage of sunlight. Private outdoor space areas are as follows:

Unit 9: 27m^2, width 4m
Unit 10: 26m^2, width 4m
Unit 11: 24m^2, width 3m
Unit 12: 31m^2, width 3m
Unit 13: 16m^2, width 3m +10m^2 courtyard

Units 9 and 10 have private outdoor space that comply in terms of area and width. Units 11 and 12 comply in terms of area but the decks are only 3m wide, where the Acceptable Solution requires 4m width. The deck of Unit 11 is irregular shaped and is wider than 3m in part so that there is sufficient usable space. Unit 12 would have a larger area of 31m^2, which would compensate for the 3m-width and would provide for enough usable space. Unit 13 would only have a 16m^2 deck that would be 3m wide. However, there would be a courtyard at the rear of 10m^2 in addition, that would be also accessible from the living areas. Therefore, it is considered that Unit 13 would also have sufficient outdoor space. Overall, it is considered that all of the private outdoor areas are capable of serving as an outdoor extension to each dwelling.

Therefore, the proposal complies with the standard through the Performance Criteria.

10.4.4 A2 Sunlight and overshadowing of all dwellings

The proposal does not accord with the Acceptable Solution in 10.4.4 A2 with respect to window orientation. Therefore, the proposal relies on the related Performance Criteria as follows:

> *10.4.4 P2 Sunlight and overshadowing of all dwellings*
>
> *A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).*

Comment

All dwellings have windows to a habitable room on either the northwest elevations or the northeast elevation of 40° west of north or east of north, as the corners of the living rooms are facing due north. All of these windows are generally sliding doors to the decks. In addition, there would be also windows on the second wall facing northwards. Therefore, it is considered that the proposal is designed to allow for enough sunlight to enter the living areas.

Therefore, the proposal complies with the standard through the Performance Criteria.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E0.5 Road and Railway Access Code

The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix. For further comments please refer to the Engineering Assessment under the Referrals section later in this report.

E6.0 Access and Parking Code

The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix. For further comments please refer to the Engineering Assessment under the Referrals section later in this report.

E7.0 Stormwater Management Code

The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix. For further comments please refer to the Engineering Assessment under the Referrals section later in this report.

PART F: Specific Area Plans

No Specific Area Plan applies.

INTERNAL REFERRALS

Development Engineer

Comments

The development application seeks an approval for the total of thirteen (13) multiple dwellings (five 5 additional dwellings – unit 9, 10, 11, 12 and 13) to the eight (8) existing dwellings at the subject site. The works include new extended communal driveway, additional of 12 car parking spaces and retaining walls.

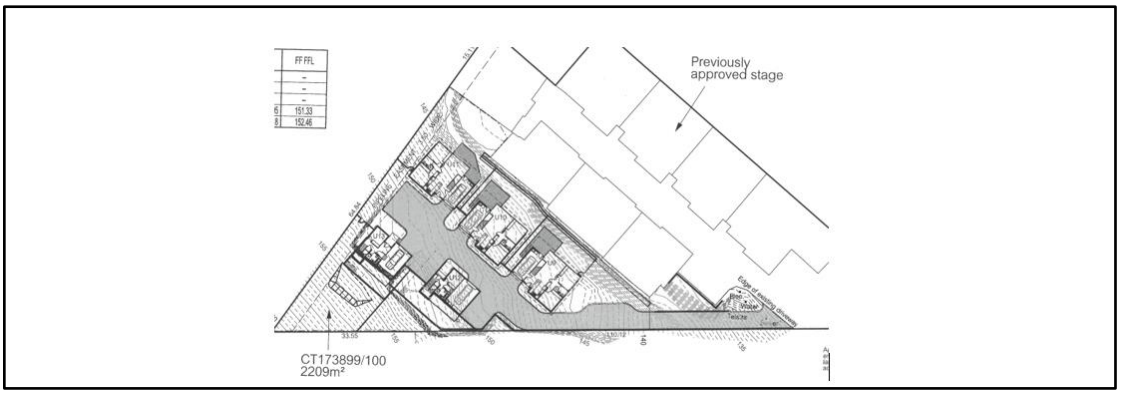

Figure 9: Site Plan - Another Perspective

There were representations received against the development with main concerns being the site construction, noise, stability of the retaining structure and water runoff. In response to the concerns, the appropriate conditions are recommended to manage relevant planning and engineering matters such soil and water management measures, stormwater runoff, retaining structures to be designed and certified by a qualified person.

E5.0 Road and Railway Assets Code

The development complies with the Code.

Based on the RTA guide to Traffic Generating Developments, the development is expected to create additional 37 vehicles per day (VPD). Therefore, the proposed development complies with the Acceptable solution A3 of E5.5.1. The site can be accessed off the existing vehicle crossing off the Springfield Street to the existing driveway, and no new access is proposed; this complies with A2, E5.6.2. There is no change to the existing access arrangement as the proposed work is from the existing driveway within the site; hence the sight distance does is not affected by the development.

E6.0 Parking and Access Code

The development complies with the Code and it is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

The numbers of parking spaces required under the GIPS Code E6.6.1 for five additional dwellings are 12 spaces (including two visitor spaces). The applicant proposes the total 12 car parking spaces as per the requirement; this complies with the Acceptable Solution, A1 of E6.6.1.

The passing bay and on-site turning areas are required. The passing bays and on-site turning area are provided and comply with the requirements in the scheme and AS2890.1.

The existing slope of the site is very steep, and this results in the grade of the driveway proposed to be over 25% as required in the standard. However, it is considered 27% grade of the driveway is acceptable provided that the driveway is a straight section with clear sightline and that this is a continuing driveway from the existing driveway.

The maximum driveway grade is proposed to be 27% between existing driveway to the end of the passing bay. This steepest section is a straight section and not to be used as an on-site turning area; therefore, where the slope may be greater than generally allow under the AS2890.1:2004 it is acceptable. Parking and turning areas comply with the requirements including gradient, cross-section fall and dimension. It is therefore considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

E7.0 Stormwater Management Code

The development considers meet the requirements in Stormwater Management Code.

There are no GCC stormwater mains affected by this application. The applicant proposes to discharge stormwater runoff to the existing stormwater system. The SW 225mm connection is connected to the existing 450 mm stormwater main off the Springfield Avenue; currently caters for the subject site. This complies with the acceptable solution, A1 of the code.

The development also considered comply with the acceptable solution A2. Based on the *Gandy and Roberts Engineers Advice dated 20/03/2020* the staged development of the site was originally planned for by engineering consultants JSA, and the target removal as required by the scheme can be achieved. Hence the acceptable solution, A2 is met. The development also satisfied the acceptable solution A3 that the design can accommodate the storm with an ARI of 20 years and the stormwater detention is proposed to accommodate the increased of the runoff. The advice also stated that none of the proposed works are located within the road reserve or any identified overland flow paths through the site as none are required. The acceptable solution A4 under the clause E7.7.1 is considered met.

Other

E3.0 Landslide Code

The land is identified as subject to a 'Low Hazard' as per the Dept. of Premier & Cabinet / Mineral Resources Tasmania MRT Hazard Maps for susceptibility to landslide. The applicant may wish to seek further advice from a geotechnical engineer in regard to the proposed development and the potential hazard. Further information can also be found at the following website:

http://www.dpac.tas.gov.au/divisions/local_government/osem/mitigating_natural_hazards

A Geotechnical Report was submitted with the previously approved application PLN-17-003. With this development application, a condition is recommended requiring that all development must proceed only in accordance with the recommendations contained in the Geotechnical Report by a qualified person.

E11.0 Waterway and Coastal Protection Code (E11.7.1 A4 and P4)

Not applicable.

E15.0 Inundation Prone Areas Code

There are no flooding impacts identified through Council's records that affect the application.

Waste Management Officer

Waste Management Services would be Councils shared bin service, collected weekly.

The wheelie bins should be stored in the bin enclosure which is built within the property boundary and are not to be taken to individual units. The five (5) units would be eligible for a maximum of 2 x 240L waste wheelie bins, 2 x 240L recycling bins and 1 x 240L FOGO bins collected weekly to be shared by all the five (5) units.

Collection of bins would be from the kerbside. Councils Waste Management Contractor collection trucks will not enter the property.

Please note: The bin enclosure has been built in the first stage of the development which was built in 2016 under planning permit PLN -16-175, and has been built to approved standard and to house the total number of 240L wheelie bins.

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater, which has nominated a number of conditions should the application be approved. The *Water and Sewerage Industry Act 2008* requires the Planning Authority to include conditions from TasWater, if a permit is granted.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with two representation(s) being received. The issues raised are as follows:

Construction Noise and Vibrations

The representor states that that the noise and vibration from the construction activities were unbelievable through Stage 1 and would not want to experience the same again. Furthermore, that there was non-stop loading of trucks with soil that caused disturbances. In addition, the representation states that with Covid-19 more people are at home, consideration should be given to these residents and older residents so as not to further increase anxiety and stress levels even further.

Planner's Comment:

This issue is not a planning issue that can be considered as part of this application. Construction hours and noise is regulated under the *Environmental Management and Pollution Control (Noise) Regulations 2016.* Construction hours on weekdays are from 7.00am to 6.00pm. Any unreasonable noise in terms of loudness and duration can be investigated by Council upon receipt of a complaint. It is noted that the representor lives approximately 90m away from the nearest boundary of the site, which should mitigate the noise issue somewhat.

Vegetation Removal

The representation states that total vegetation removal results in habitat loss for animals and birds, as well as soil erosion and seepage of excess water.

Planner's Comment:

In terms of habitat loss for birds and animals, it is noted that this land is zoned General Residential and does not have a biodiversity overlay. The zoning is for the purpose of residential development to urban densities, rather than for conservation at this location. Therefore, there are no planning standards for this property that would prevent vegetation removal. Soil stability and runoff will have to be managed in accordance with recommended engineering conditions.

Embankment Stability

The representor states that the embankment is not stable, and that rocks and mud fall onto the driveway of Stage 1, which is not safe according to the representor. The representor believes that retaining walls should have been built. In addition, lighting should have been installed for the driveway. Concerns were also raised that there are ongoing issues with water seepage.

Comment

It appears from a site visit, that debris are falling onto the driveway from the point where it is now proposed to extend the driveway, as well as from an area next to Unit 8 and opposite Unit 1. These retaining walls are part of the current application because the area upslope needs to be graded first before the retaining walls are installed. The applicant submitted preliminary engineering drawings that include retaining walls, which are satisfactory. In addition, stormwater must be adequately dealt with and engineering conditions are recommended accordingly. Therefore, the current application should take care of these concerns, if approved.

Figure 10: Areas without retaining walls currently

CONCLUSION

The application is for an additional five dwellings at a site with eight constructed dwellings on a strata title. The use of Residential (Multiple Dwellings) is permitted within the General Residential Zone. However, the application raises discretions in regard to private outdoor space and window orientation. It is considered that the proposal provides for sufficient usable outdoor space and that the dwellings would receive enough sunlight through the proposed window arrangement.

The application received two representations during the advertising period. Concerns were raised in relation to construction noise, vegetation removal and embankment stability, including water runoff. Construction noise is regulated under different

regulations and is not a planning issue. Vegetation removal is not controlled by planning provisions at this location. However, soil stability and water runoff issues are controlled through recommended engineering conditions and would have to be managed appropriately.

In conclusion, 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:

That a permit be granted for the proposed use and development of Multiple dwellings (five additional and eight existing) at 160A Springfield Avenue West Moonah, subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-20-031 and Drawing No. P2 submitted on 24/01/20, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2020/00236-GCC, dated 02/03/20, form part of this permit.
3. Windows within 1m of a shared driveway or parking space must have fixed obscure glazing extending to a height of at least 1.7m, as shown on the approved plans. This detail must be shown on plans submitted in association with a Building Permit application to the satisfaction of Council's Senior Statutory Planner.

Engineering

4. Prior to the issuing of a Building Approval or the commencement of works on site, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer.

   The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties.

   The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

   Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentestuary.org.au.

5. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
6. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains shall be undertaken by Council at the developer's cost.
7. The applicant must implement the recommendations in the Geotechnical assessment prepared by a suitably qualified person. The proposed retaining structure must be design and certified by a suitably qualified Engineer. The form and certification must be submitted to and approved by Council's Development Engineer prior to the issue of a Building Permit.
8. Prior to the issuing of a Building Permit, the design and construction of the parking, access, driveway and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. The proposed driveway, access and parking must comply with the following-:
   (a) Be constructed to a sealed finish and the finished gradient must not exceed the maximum gradient of 27% as provided in drawing no. C201 Rev A plan received by Council on 20/03/2020;

   (b) Twelve (12) clearly marked car parking spaces (two per dwelling) must be provided for the development and of the total required spaces, two visitor parking spaces must be provided. Each space must be clearly line-marked and kept available for these purposes at all times;

   (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;

   (d) Vertical alignment shall include transition curves (or straight sections) to the AS 2890.1 - 2004, Clause 2.5.3 (d) at all grade changes greater than 12.5%;

   (e) The gradient of any parking areas must not exceed 5%;

   (f) Minimum carriageway width must be 3.6 metres;

   (g) Passing bays must be provided for every 30metre interval;

   (h) Lighting in accordance with clause 3.1, AS1158.3.1:2005 must be installed and then to be maintained by the owners of the property;

   (i) Barriers compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for each parking spaces.

   To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit.

9. The Stormwater detention for a 1 in 20 year ARI storm event must be provided on site and be in accordance with the Drawing C401 Rev B dated 20/03/2020.

Any system proposed to retain the required runoff storage volume must be detailed in an engineering design lodged and approved as part of the plumbing application, and to be designed, constructed and maintained to the satisfaction of Council's Plumbing Surveyor.

10. Run-off from the car parking areas must be discharged and directed to Council's existing stormwater connection. Stormwater pre-treatment is required. A Water Sensitive Urban Design element for the treatment of stormwater discharging from the development must be incorporated into the development in accordance with JSA drawing C04 – Rev 10 as stated in the response by Gandy and Roberts Engineers Advice dated 20/03/2020 and be approved by Council's Development Engineer prior to the issuing of a Building Permit Approval. The stormwater treatment system has been constructed in accordance with the approved plans. Prior to the issue of a Building Permit Approval, the stormwater treatment detail designed certified by a suitably qualified Engineer must be submitted to and approved by Council.
11. Upon approval of the WSUD and OSD Maintenance Scheme, and in association with a Building Permit Application, the applicant must enter into a registered agreement with Council, at the sole expense of the applicant, pursuant to Part 5 of the Land Use Planning and Approvals Act 1993, for the area which is subject to this permit. The Owner and all successors in title must advise any subsequent successor in title of the existence of the Agreement and its terms and conditions. The Part 5 agreement must require the Owner and all successors in title to covenant and agree with Council the following:

    (a) All works outlined in the WSUD and OSD Maintenance Scheme submitted by the applicant and approved by Council, including the maintenance method and frequency for individual WSUD and OSD elements, must be implemented and managed by the Owner and all successors in title at their sole expense;

    (b) The Owner must keep the maintenance records in an accessible form (either printed or electronic) for five years from the date of the work was carried out to prove that the maintenance of each WSUD and OSD element has been conducted in accordance with the WSUD and OSD Maintenance Scheme;

    (c) Repair and replace all the WSUD and OSD elements at the sole expense of the Owner and all successors in title so that the WSUD and OSD functions (stormwater quality and quantity control) in a safe and efficient manner.

    (d) Permit the Council from time to time and upon giving reasonable notice (but in the case of an emergency, at any time and without notice) to enter and inspect the WSUD and OSD elements for compliance with the requirements of this agreement;

    (e) Comply with the terms of any written notice issued by the Council in respect of the requirements of this agreement within the time stated in the notice.

Advice to Applicant

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

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

Underground Services

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Waste Management

Waste Management Services would be Councils shared bin service, collected weekly.

The wheelie bins should be stored in the bin enclosure which is built within the property boundary and are not to be taken to individual units. The five (5) units would be eligible for a maximum of 2 x 240L waste wheelie bins, 2 x 240L recycling bins and 1 x 240L FOGO bins collected weekly to be shared by all the five (5) units.

Collection of bins would be from the kerbside. Councils Waste Management Contractor collection trucks will not enter the property.

Please note: The bin enclosure has been built in the first stage of the development which was built in 2016 under planning permit PLN -16-175, and has been built to approved standard and to house the total number of 240L wheelie bins.

Attachments/Annexures

1 Attachment - 160A Springfield Avenue ⇨

APPENDIX

10.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 **Residential density for multiple dwellings**	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m^2; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	Property 5269m2/13=405m^2	Yes
10.4.2 **Setbacks and building envelopes for all dwellings**	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or	Existing	NA

	(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.		
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the	Front setback: existing Rear Setback: No rear setback required triangle block Side setback south: 1.5 (4.2m wall) Side setback North:4m (6.7m wall)	Yes

	rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 **Site coverage and private open space for all dwellings**	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	• Site coverage: 24.11% • POS: 96.02m2 to 304.42m2 • Impervious free 56.53%	Yes
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and	See report Unit 9: 27m^2, width 4m Unit 10: 26m^2, width 4m Unit 11: 24m^2, width 3m Unit 12: 31m^2, width 3m Unit 13: 16m^2, width 3m +10m^2 courtyard	No - Discretion

	(b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
10.4.4 **Sunlight and overshadowing of all dwellings**	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	Windows to a habitable room on the northwest elevations of all dwellings are 40° west of north	No-Discretion
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west	Windows to a habitable room on the northwest elevations of all dwellings are 40° west of north and	Yes

	of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	would be separated by more than 3m from the next dwelling.	
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.	None of the dwellings would be directly north of the POS of another dwelling.	Yes

	(b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
10.4.5 **Width of openings for garages and carports for all dwellings**	A1 A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	None of the garages would be within 12m of the frontage.	Yes
10.4.6 **Privacy for all dwellings**	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and	All dwellings have decks with a floor level of more than 1m above NGL. None of the decks are within 3m of a side boundary. The decks of Unit 9 and 10 would have a screen of 1.7m on the northwest elevation and Unit 11 would have a screen on the northeast elevation. The decks of Units 12 and 13 would not have a screen but are separated at least 6m from another dwelling and private outdoor space.	Yes

	(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or	All dwellings have windows with a floor level more than 1m above NGL. No dwelling is within 3m of a side boundary. Unit 9 has a living room window on the NW elevation, which is 6m from Unit 10. Unit 10 only has an opaque bathroom window on the SE facing Unit 9. Unit 10 has a living room window on the NW elevation, which is 6.2m from Unit 11. Unit 11 has a living room window on the SE elevation 9.4m from Unit 10. Units 12 and 13 are separated by more than 6m.	Yes

	(ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (c) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.		
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	The dwellings are arranged on either side of an internal driveway. All dwellings except Unit 13 have kitchen and bedroom windows within 2m of the driveway or shared parking. However, all of these windows would have fixed obscure glazing, which complies.	Yes
10.4.7 **Frontage Fences for all dwellings**	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m	Not proposed	NA

	which provide a uniform transparency of not less than 30% (excluding any posts or uprights).		
10.4.8 **Waste Storage for multiple dwellings**	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m2 per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	There is sufficient room in the bin enclosure that was built as part of Stage 1.	Yes

APPENDIX
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.		NA
	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.		NA
	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.		Yes

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.		NA
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.		NA

Standard	Acceptable Solution	Proposed	Complies?
	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.		NA
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		NA
	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.		Yes
E5.6.3 **New Level Crossings**	**A1** No Acceptable Solutions.		NA

Standard	Acceptable Solution	Proposed	Complies?
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.		Yes – no change

APPENDIX

E6.0Parking 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		Yes

Standard	Acceptable Solution	Proposed	Complies?
	parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.		
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.		N/A
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.		N/A

Standard	Acceptable Solution	Proposed	Complies?
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.		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.		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; (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		N/A

Standard	Acceptable Solution	Proposed	Complies?
	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.		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.		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.		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.		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.		Yes

Standard	Acceptable Solution	Proposed	Complies?
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.		N/A
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.		N/A
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.		N/A
	A2		

Standard	Acceptable Solution	Proposed	Complies?
	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.		
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.		N/A
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.		Yes
E6.7.1.13 Facilities for E7 s	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:	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

APPENDIX

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.		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:		Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
	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.		Yes
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		Yes

6. PROPOSED USE AND DEVELOPMENT - STAGED FIFTEEN (15) LOT PLUS BALANCE SUBDIVISION - 38 WALLCREST ROAD BERRIEDALE

Author: Planning Officer (Bhavna Gungabison)

Qualified Person: Planning Officer (Bhavna Gungabison)

Property ID: 3111531

REPORT SUMMARY

Application No.:	**PLN-19-104**
Applicant:	**Leary & Cox Land & Engineering Surveyors**
Owner:	**Proseed Capital Pty Ltd**
Zone:	**General Residential Zone**
Use Class	**Subdivision**
Application Status:	**Discretionary**
Discretions:	**10.6.1 Lot Design(P2-P5)** **10.6.2 Roads(P1)** **10.6.4 Services (P4)** **E1.6.1 Subdivision: Provision of hazard management areas** **E10.8.1 Subdivision** **E14.7.1 Removal of Bushland** (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	**No**
42 Days Expires:	**19 May 2020**
Existing Land Use:	**Vacant land**
Representations:	**1**

Recommendation:	**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The application is for a staged fifteen (15) lots plus balance lot subdivision at 38 Wallcrest Road, Berriedale. The development is to proceed in four stages as follows:

Stage 1 – Lots 26, 39 and 40;

Stage 2 - Lots 27, 28, 36, 37 38;

Stage 3 - Lots 29, 30, 34, 35;

Stage 4 – Lots 31, 32, 33 and access to the balance lot.

The lots are to be ordinary residential lots with lot sizes ranging between 474m^2 and 815m^2 as shown in the proposed Plan of subdivision in figure 1 below:

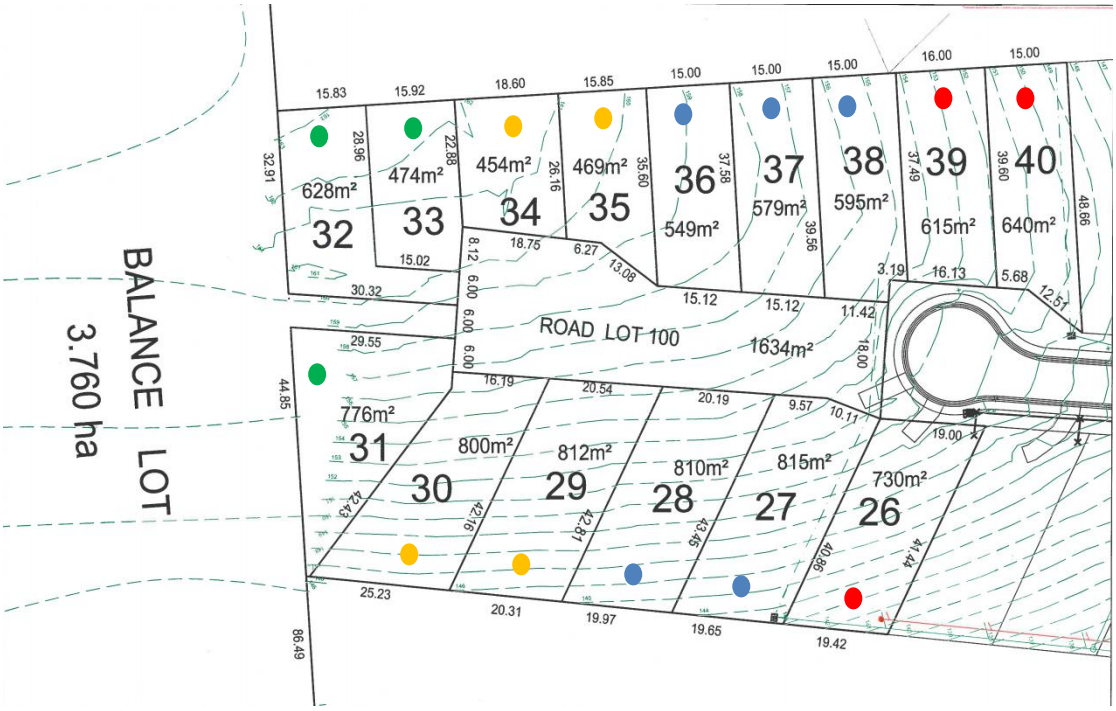

Figure 1: Proposed plan of subdivision showing proposed residential lots, road lot and balance lot. The dots demonstrate the different stages of the development (Red – stage 1; Blue – stage 2; Yellow – stage 3 and Green – stage 4)

The frontages of the lots are to range between 6m and 20.5m. Lot 32 and the balance lot are to be internal lots.

The proposed road lot is to have an area of 1634m^2 and act as an extension of the existing Wallcrest Road cul-de-sac, to service the proposed residential lots and provide access to the balance lot.

The balance lot is to have an area of 3.76 hectare and located to the rear of the site as shown in figure 2 below. The balance lot is to be accessed through a 6m wide access strip, with no further development proposed as part of this application.

A bushfire hazard management area is proposed within the boundary of the site to allow for a BAL 12.5 and BAL 19 rating for the proposed residential lots.

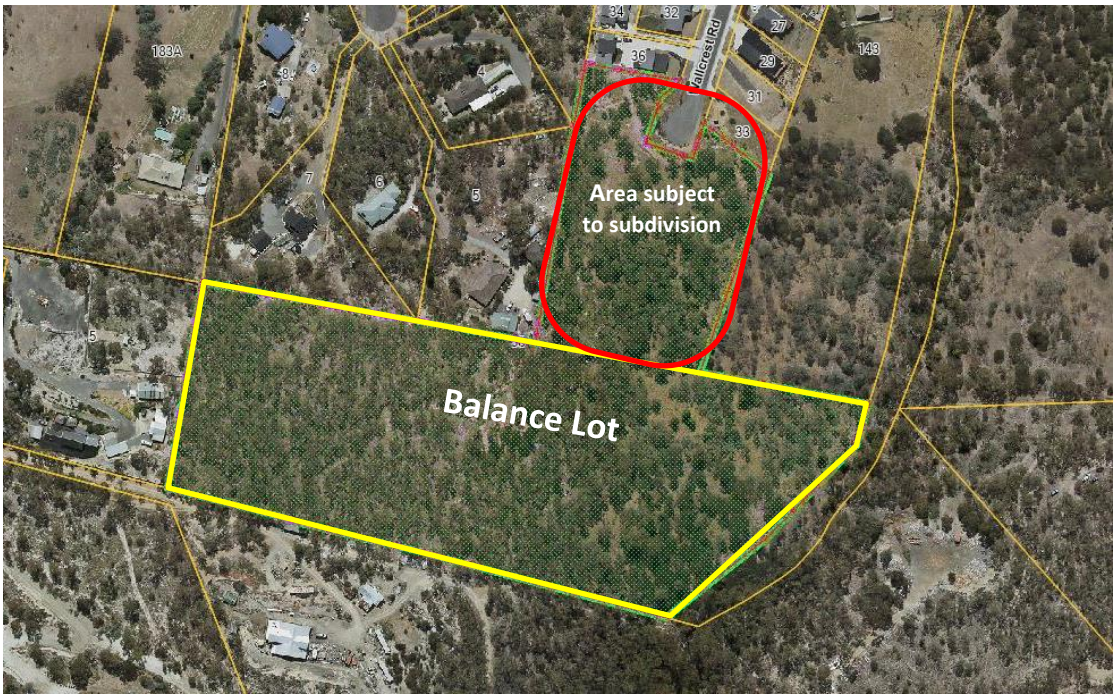

Figure 2: An aerial view of the site and location of balance lot and area subject to the residential lots and road lot.

The proposed subdivision relies on the following performance criteria:

- 10.6.1 Lot Design(P2-P5)
- 10.6.2 Roads(P1)
- 10.6.4 Services (P4)
- E1.6.1 Subdivision: Provision of hazard management areas
- E10.8.1 Subdivision
- E14.7.1 Removal of Bushland

SITE and LOCALITY

The subject site at 38 Wallcrest Road, Berriedale is located at the end of the Wallcrest Road cul-de-sac. The site (CT 161800/100) has an area of approximately 4.7ha and comprises of scattered vegetation on the section to be subdivided. Denser vegetation with biodiversity and scenic landscape values are located within the balance lot. The area subject to the proposed subdivided lots as shown in figure 2 above, is not identified as having significant native vegetation or biodiversity values.

The land is generally north facing and has a variable grade from flat to gently sloping but extends to a more significant east facing slope on the eastern side of the lot.

The site adjoins residential lots to the north, east and west with lot sizes ranging between 700m^2 and 2.2 hectare. The adjoining property to the south is bushland with a single dwelling as shown in figure 3 below:

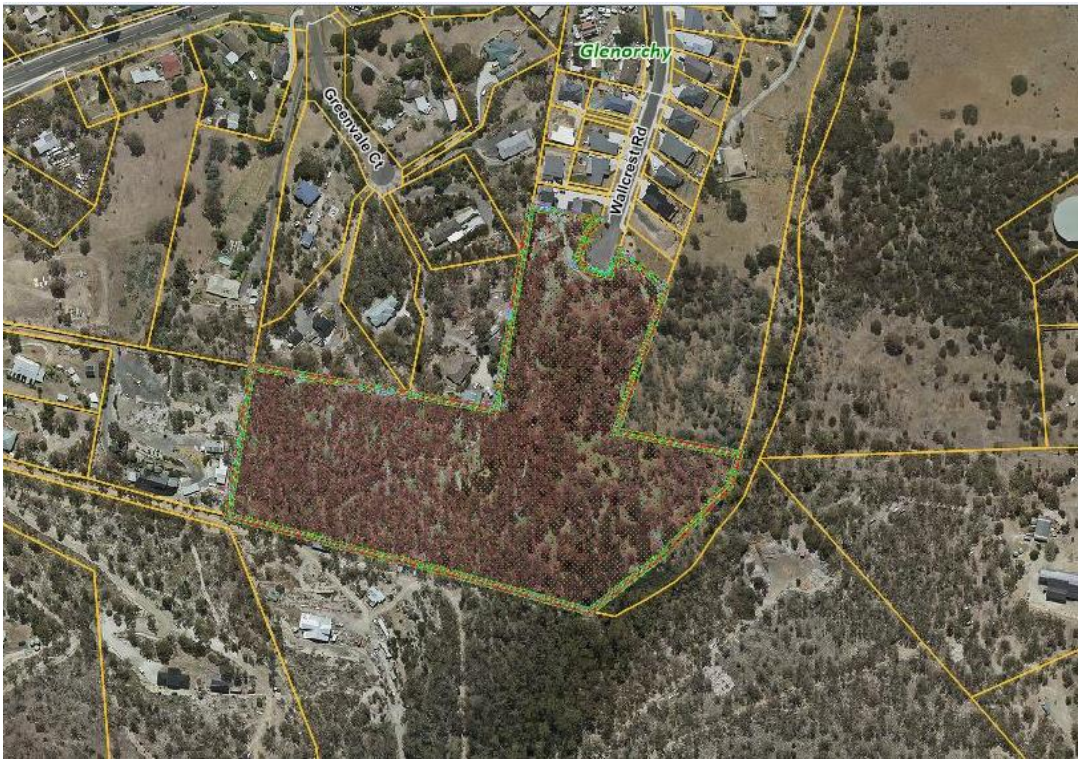

Figure 3: An aerial view of the site and surrounding locality

ZONE

The site is subject to two zone – General Residential Zone and Environmental Living Zone as shown in figure 4 below:

Figure 4: A snapshot of the zoning (Red – General Residential Zone; Olive- Environmental Living Zone; Teal – Environmental Management Zone)

The area subject to the residential subdivision is located within the General Residential Zone boundary and the balance lot is to entirely be within the Environmental Living Zone.

BACKGROUND

A considerable subdivision history exists in respect to the land. A staged 32 lot subdivision was approved on the 20th September 1994 under SU 39-94 with titles being issued for Stage One. This stage essentially comprised what is now the Wallcrest Road development. This subdivision also included an outline development plan for another 34 lots and balance.

A further approval for the subdivision of a 2.12 ha lot from the parent title of the land forming part of the balance (SU39/94) was approved under DA 164/96.

An additional approval was granted on the 16th March 2000 to create a 4300m^2 lot from the 9.080 ha balance on the western portion of the land. This approval effectively combined 4 lots of the second stage of the previously approved subdivision.

On the 16th June 2008, a further 19 lots plus balance subdivision approval was granted under PLN-07-4921, to be developed in two stages.

The current application proposes 15 lots plus balance subdivision of the balance lot created under PLN-07-4921.

Reason for GPA:

Planning Services does not have delegation to determine an application for subdivisions creating more than five (5) lots. Additionally, a representation was received during the advertising period which will be addressed in the assessment.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the Land Use Planning and Approvals Act 1993 (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

Nil

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

No SAP applies.

The following codes apply and prevail over the relevant Zone provisions if there is any conflict.

- E1.0 Bushfire -Prone Areas Code
- E5.0 Road and Railway Assets Code
- E6.0 Parking and Access Code
- E7.0 Stormwater Management Code
- E10.0 Biodiversity Code
- E14.0 Scenic Landscape Code

Use Class Description (Table 8.2):

The proposal is for subdivision, which is categorised as development. Accordingly, there is no use class description of the proposal.

Other relevant definitions (Clause 4.1):

Applicable standard means as defined in subclause 7.5.2, which is a standard in a zone, specific area plan or code, is an applicable standard if:

(a) 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

(b) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.

Standard means, in any zone, code or specific area plan, the objective for a particular planning issue and the means for satisfying that objective through either an acceptable solution or performance criterion presented as the tests to meet the objective.

Development means as defined in the Act. The Act defines development to include:

(a) the construction, exterior alteration or exterior decoration of a building; and

(b) the demolition or removal of a building or works; and

(c) the construction or carrying out of works; and

(d) the subdivision or consolidation of land, including buildings or airspace; and

(e) the placing or relocation of a building or works on land; and

(f) the construction or putting up for display of signs or hoardings –

but does not include any development of a class or description, including a class or description mentioned in paragraphs (a) to (f), prescribed by the regulations for the purposes of this definition.

Works means as defined in the Act. The Act defines works to include any change to the natural or existing condition or topography of land including the removal, destruction or lopping of trees and the removal of vegetation or topsoil, but does not include forest practices, as defined in the Forest Practices Act 1985, carried out in State forests.

Building area means the area shown on a plan or plan of subdivision to indicate where all buildings will be located.

Part C: Special Provisions

The following special provisions of the Scheme apply to this proposal:

9.6 Access Across Land in Another Zone

9.6.1 If an application for use of land includes access that runs through a different zone to the land upon which the use is proposed to take place, the use status of the application is to be determined disregarding the use status of the access in the different zone.

Comment:

The current application does not include the use of the balance lot.

The balance lot is proposed to have an access through the General Residential Zone and therefore any future use application for the balance lot must disregard the use status of the access in the General Residential Zone.

9.7 Subdivision

A discretionary application is required for development involving a plan of subdivision as per Clause 9.7.1 and 9.7.2.

Part D: Zones

The land is within the General Residential zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal:

Zone Purpose Statements

10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3 To provide for the efficient utilisation of services.

Comment:

It is considered that the proposal accords with the above objectives as the lots are for residential use and would be provided with full infrastructure.

Development Standards for Subdivisions

10.6.1 Lot Design P2

The proposal does not comply with the Acceptable Solution in 10.6.1 A2 (b) in regard to codes. The lots are affected by the Bushfire Prone Areas Code and therefore the proposal relies on performance criteria P2 which requires the design of each lot to contain a building area able to satisfy all of the following:

(a) be reasonably capable of accommodating residential use and development;

(b) meets any applicable standards in codes in this planning scheme;

(c) enables future development to achieve maximum solar access, given the slope and aspect of the land;

(d) minimises the need for earth works, retaining walls, and fill and excavation associated with future development;

(e) provides for sufficient useable area on the lot for both of the following;

(i) on-site parking and manoeuvring;

(ii) adequate private open space.

Comment:

The lots 32 – 40 have a natural gentle slope of 1:6 falling north. The lots 32 – 40 even though located within the Bushfire Code overlay, do not require a buffer zone and are to have a BAL rating of 12.5 due to adjoining previously cleared/ developed land. The lots have an average width of 15m and depth of 26m – 39m. The area, dimensions and gentle slope of the lots allow for a minimum building area of 10m × 15m, with the long axis facing north. The lots 32-40 are assessed as enabling future residential developments to achieve maximum solar access with minimal earth works requirement. The lots are to have a reasonable amount of useable area for parking, manoeuvring and private open space for future dwellings.

The lots 26 – 31 are to have a buffer zone of 18m to the eastern side of the lots which restricts the development area for the respective lots. The lots are however designed to have an area between 730m^2 and 815m^2 or approximately 300m^2 over the minimum lot size requirement. The lots are to have an average width of 15m and depth ranging between 40m – 43m. Taking the buffer zone into account, the building area for the lots 26-31 are capable of having a width of 15m and a minimum depth of 23m, with the long axis facing north. The lots are to have sufficient area for residential development including parking, manoeuvring and private open space.

Overall, the proposal is assessed as satisfying the performance criteria and meeting the code.

10.6.1 Lot Design P3

Lots 31, 33 and 38 have a frontage width of less than 15m and therefore rely on performance criteria P3.

This performance criteria requires the frontage of each lot to satisfy all of the following:

(a) provides opportunity for practical and safe vehicular and pedestrian access;

(b) provides opportunity for passive surveillance between residential development on the lot and the public road;

(c) is no less than 6m.

Comment:

The lots 31, 33 and 38 are to have a frontage of at least 6m, with the exception of internal lots (assessed below). As a result, the opportunity for safe vehicular and pedestrian access, with passive surveillance between the lots and the public road is provided.

The proposal is assessed as satisfying the performance criteria and meeting the code.

10.6.1 Lot Design P4

The balance lot and lot 32 are internal lots and the standard has no acceptable solution. The performance criteria requires an internal lot to satisfy all of the following:

(a) *the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;*

(b) it is not reasonably possible to provide a new road to create a standard frontage lot;

(c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;

(d) the lot will contribute to the more efficient utilisation of residential land and infrastructure;

(e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;

(f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m;

(g) passing bays are provided at appropriate distances to service the likely future use of the lot;

(h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road;

(i) a sealed driveway is provided on the access strip prior to the sealing of the final plan.

(j) the lot addresses and provides for passive surveillance of public open space and public rights of way if it fronts such public spaces.

Comment:

Proposed lot 32 and balance lot are the only internal lots in the proposed subdivision. On the whole, the proposal has been designed to efficiently utilise the residential land and internal lots have been kept to a minimum. Each proposed internal lot is to have its own 6m wide access and the access strips are to be sealed prior to sealing of the plan. The access strips are to be located next to each other and would have a maximum length of 30m. The access strip for Lot 32 is to be 15m and no passing bays would be required. The balance lot is to have an access strip of 30m and has a width of 6m which can accommodate a passing bay if need be. The amenity of the neighbouring lots are not expected to be impacted due to the internal lots. Overall, the proposal is assessed as satisfying the performance criteria and meeting the code.

10.6.1 Lot Design P5

This acceptable solution requires subdivision to be for no more than three lots. Considering the proposal is for 15 residential lots plus balance lot, it relies on the performance criteria, which requires the arrangement and provision of lots to satisfy all of the following;

(a) have regard to providing a higher net density of dwellings along;

(i) public transport corridors;

(ii) adjoining or opposite public open space, except where the public open space presents a hazard risk such as bushfire;

(iii) within 200 m of business zones and local shops;

(b) will not compromise the future subdivision of the entirety of the parent lot to the densities envisaged for the zone;

(c) staging, if any, provides for the efficient and ordered provision of new infrastructure;

(d) opportunity is optimised for passive surveillance between future residential development on the lots and public spaces;

(e) is consistent with any applicable Local Area Objectives or Desired Future.

Comment:

The subject site is not along a public transport corridor, adjacent to public open space or within 200m of commercial zones or local shops, notwithstanding the layout provides an average lot size of 651m^2 consistent with the suburban density required in the General Residential zone.

The balance lot is located in an Environmental Living Zone and has limited scope for future subdivision and rezoning due to being located outside the urban growth boundary. The proposed subdivision design however does not compromise the future subdivision of the balance lot. The proposed staging is assessed as orderly, in relation to the provision of services and infrastructure. Finally, most of the lots within the layout are designed with wide frontages to the road which optimises opportunity for passive surveillance between future residential development and the road

The proposal is assessed as satisfying the performance criteria.

10.6.2 Roads P1

A road lot is proposed to extend the existing Wallcrest road by approximately 75m. The performance criteria requires the arrangement and construction of roads within the subdivision to satisfy all of the following:

(a) the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;

(b) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;

(c) the future subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian paths, where appropriate, to common boundaries;

(d) an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;

(e) cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;

(f) connectivity with the neighbourhood road network is maximised;

(g) the travel distance between key destinations such as shops and services are minimised;

(h) walking, cycling and the efficient movement of public transport is facilitated;

(i) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;

(j) any adjacent existing grid pattern of streets is extended, where there are no significant topographical constraints.

Comment:

Council's Development and Traffic Engineers have assessed the proposed subdivision against the municipal standards and are satisfied that the proposal meets these requirements. The application proposes completion of the subdivision to the extent of the residentially zoned land of the site and therefore results in the subdivision to its full subdivision potential in this zone. The short extension of the existing road will provide an acceptable level of access and legibility. Furthermore, the layout replaces the existing cul-de-sac at Wallcrest Road by transferring it further along the proposed road lot, no new terminated roads are therefore created as part of this application. There are no adjacent or nearby walking or cycling connections with the exception of existing roads and footpaths. Efficient movement of public transport is not affected and bus stops are approximately 800m from the site. No new arterial or collector roads requiring provision for bicycle infrastructure are proposed and there is no adjacent existing grid pattern of streets which require extension due to topographical constraints.

Overall, the proposal is assessed as complying with the standard through the performance criteria.

10.6.3 Ways and public open space

It is considered that there is no need to provide public open space in this instance, in line with Council's policy because there is existing public open space within 500m of the proposed subdivision. Therefore, the standards in 10.6.3 of the Scheme are not applicable.

Council's Public Open Space Policy provides guidelines as to whether to acquire public open space as follows:

Subdivisions - Public Open Space Acquisitions and Contributions Policy Manual Number: 18-4

The Local Government (Buildings and Miscellaneous Provisions) Act 1993 empowers Council to acquire public open space as a part of any subdivision proposal, to require cash in lieu of open space, or to refuse a subdivision application because it should include or omit public open space.

1. Where public open space which is accessible to the residents of a proposed subdivision already exists, a cash in lieu contribution should generally be required to provide for the upgrading or enhancement of that open space.

2. Public open space that is accessible to the community for both active and passive recreation should generally be provided within 500 metres of any dwelling within an urban residential subdivision.

Comment

A condition is recommended for a cash-in-lieu payment to Council (i.e. a monetary contribution of 5% of the unimproved value of the land).

It is noted that the road layout and pedestrian footpaths are addressed under the roads standard and are considered acceptable. It is also noted that there are no existing walkways in proximity to the adjoining boundary so that it is not considered that a new access to the reserve could be provided. The nearest access to the reserve is located through Berriedale Road, approximately 355m from the boundary of the subject lot as shown in Figure 5 below.

Figure 5: Aerial showing closest access to reserve

10.6.4 Services P4

This performance criteria requires the subdivision to provide for the installation of fibre ready facilities (pit and pipe that can hold optical fibre line) and the underground provision of electricity supply.

The proposal is to include fibre ready facilities and the underground provision of electricity supply. A condition of approval has been recommended.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E1.0 Bushfire-Prone Areas Code

The subject site is located within the Bushfire- Prone Areas Code as shown in Figure 6 below and is the proposal is therefore assessed against the Subdivision standards of the Code.

Figure 6: Exponare map showing Bushfire Code (orange) affecting the entire site.

E1.6.1 Subdivision: Provision of hazard management areas (A1/P1)

The acceptable solution A1 requires a plan of Subdivision to show a building area for each lot. The proposal does not comply with that requirement as no building area is shown on the plan of subdivision. The proposal therefore relies on performance criteria P1 which requires the following:

A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:

(a) the dimensions of hazard management areas;

(b) a bushfire risk assessment of each lot at any stage of staged subdivision;

(c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;

(d) the topography, including site slope;

(e) any other potential forms of fuel and ignition sources;

(f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development;

(g) an instrument that will facilitate management of fuels located on land external to the subdivision; and

(h) any advice from the TFS.

Comment:

The application was accompanied by a Bushfire Report which demonstrates compliance with the performance criteria P1. The report includes a bushfire management plan, including specifications for appropriate management. The report identified a bushfire hazard management area to be established within the site to allow lots 32 - 40 to have a BAL rating of 12.5 and the lots 26 – 31 to have a BAL rating of 19. Lots 32-40 are to have the BAL rating of 12.5 throughout the lots while lots 26-31 are to have an 18m buffer zone along the eastern section of the lots adjoining 143 Berriedale Road to be able to achieve a BAL rating of 19. The buffer zone is required to provide adequate separation distance between future residential developments on the respective lots and the dense vegetation located on the adjoining property to the east. A restrictive covenant is recommended as a condition ensuring dwellings are not constructed within the buffer area. The proposal was referred to TasFire Service who is supportive of the proposal and has provided comments in the referral section of the report.

Overall, the proposal is assessed as meeting the standard through the performance criteria.

The application meets all other acceptable solutions of the applicable standards of the code as described in the appendix section of the report.

E5.0 Road and Rail Asset Code

The proposal was reviewed by Council's Development and Traffic Engineers who are in support of the proposal and have provided comments in the referral section below. Overall, the proposal is assessed as meeting the standards of the Code.

E6.0 Parking and Access Code

The proposal was reviewed by Council's Development and Traffic Engineers who are in support of the proposal and have provided an assessment against the applicable standards of the code in the referral section below. Overall, the proposal complies with the relevant acceptable solutions of the Code.

E7.0 Stormwater Management Code

The proposal was reviewed by Council's Hydraulics Engineer who is in support of the proposal and has provided an assessment against the applicable standards of the code in the referral section below. Overall, the proposal is assessed as meeting the acceptable solution of the applicable standards of the Code.

E10.0 Biodiversity Code

The site is affected by the Biodiversity Code contained within the proposed Balance lot as shown in Figure 7 below:

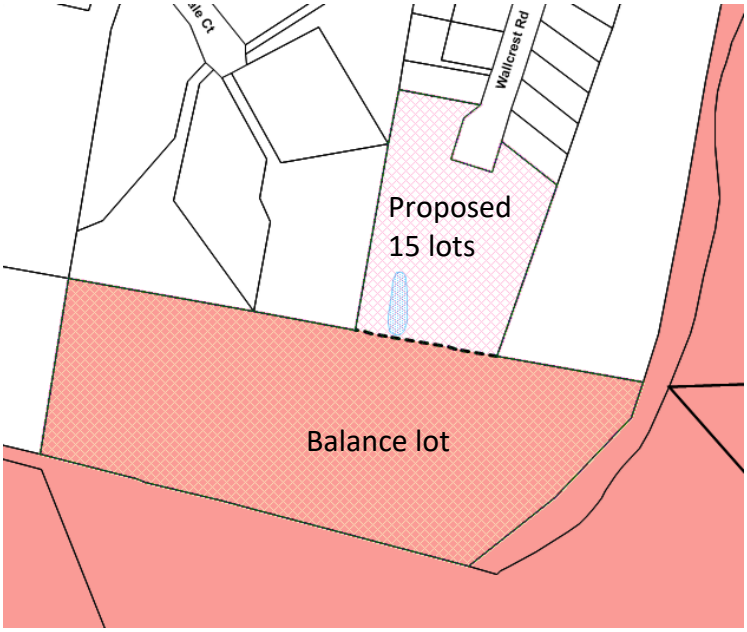

Figure 7: An extract of exponare map to show the extent of the site subject to the biodiversity code

Since the Bushfire hazard management area extends for a dimension of 18m×103m within the balance lot for the protection of Lots 31 and 32, the proposal is assessed against the subdivision standards of the code

E10.8.1 Subdivision

The proposal does not comply with A1 as the bushfire management area extends within the balance lot and area subject to the Biodiversity Protection Area. The proposal is therefore assessed against the performance criteria P1:

Clearance and conversion or disturbance must satisfy the following:

(c) if high priority biodiversity values:

(i) subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;

(ii) impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;

(iii) high priority biodiversity values outside the area impacted by subdivision works, the building area and the area likely impacted by future bushfire hazard management measures are retained and protected by appropriate mechanisms on the land title;

(iv) special circumstances exist;

(v) residual adverse impacts on high priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the Guidelines for the Use of Biodiversity Offsets in the Local Planning Approval Process, Southern Tasmanian Councils Authority 2013 and any relevant Council policy.

The Natural Values Assessment (ECOTas, 30th Sep 2019) was submitted as part of the application which states that the impact of the Bushfire Management Areas within the Biodiversity Code is to be minimal on biodiversity values. Most of the subdivision works are to occur on the section of the site which is not affected by the Biodiversity Code and hazard management area within the balance lot is only to provide protection for proposed Lots 31 and 32. In addition, the report details that the affected community (Eucalyptus tenuiramis forest and woodland on sediments - DTO) is a resilient and robust vegetation type and responds positively to disturbance such as understorey management using fire and/or slashing. Such actions rarely result in the loss of vascular plant species, and sometimes the diversity of native vascular plant species (and hence fauna species) increases markedly because of greater structural diversity, especially canopy gaps that allow forest herbs to proliferate. Additionally, the area to be disturbed due to the proposed HMA is approximately 2000m^2 and is therefore considered as acceptable given the size of the balance lot being 3.79 hectare with the remaining area being undisturbed by the proposal. The extent of disturbance is therefore considered as being minimised and therefore assessed as satisfying the performance criteria and complies with the standard.

E14.0 Scenic Landscape Code

The site is affected by the Scenic Landscape Code, contained within the proposed Balance lot as shown in Figure 8 below:

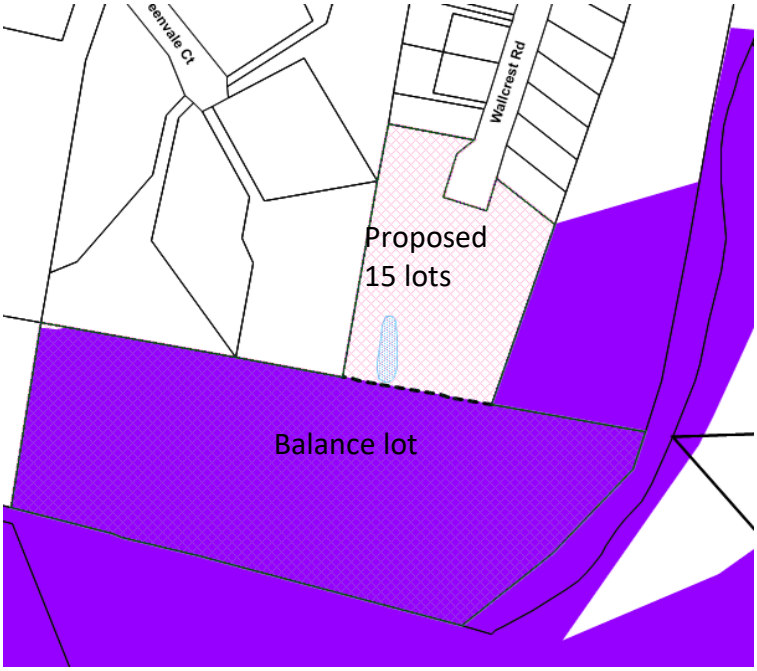

Figure 8: An extract of exponare map to show the extent of the site subject to the Scenic Landscape Code

The Scenic Landscape Code does not apply to the section of the site which proposes the 15 lots but instead only contained within the proposed balance lot.

E14.7.1 Removal of Bushland within Scenic Landscape Areas

The proposal involves the disturbance of vegetation within the balance lot for the purpose of the bushfire hazard management area. The area to be disturbed exceeds 500m^2 and therefore rely on performance criteria P1:

Removal or disturbance of bushland must be minimised and must satisfy both of the following:

(a) result in only negligible change to the silhouette of skylines;

(b) maintain scenic landscape value.

Comment:

The proposal is located away from a skyline. The works associated with the subdivision within the Code overlay will not impact on the scenic landscape value of the area given the location and the retained surrounding high canopy vegetation will screen the vegetation removal required for the hazard management area from surrounding public views. The proposal is assessed as meeting the standard through the performance criteria.

PART F: Specific Area Plans

No Specific Area Plans apply to the site

INTERNAL REFERRALS

Development Engineer

Comments

The development application seeks an approval for a fifteen lot plus a balance lot subdivision at 38 Wallcrest Road. The work includes extending the existing Wallcrest road, a new cul-de-sac before the balance lot and services pipes, see figure 7 below.

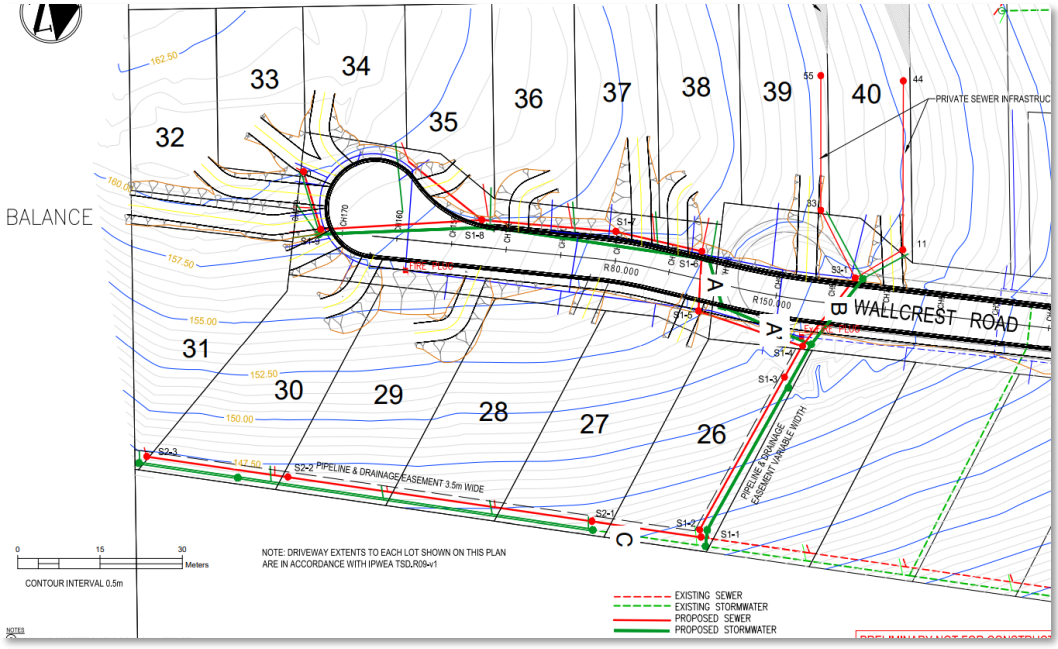

Figure 7: Proposed engineering works.

The development is also referred to Council's Hydraulics Engineer and Transport Engineer for comments and recommended conditions.

E5.0 Road and Railway Assets Code

The development complies with the Code.

Council's Transport Engineer stated that 'the 15-lot subdivision is expected to generate 15 vehicle movements during the AM and PM peak period and 161 vehicle movements per day'. The traffic generation of 161 vehicle movements per day is greater than 20% of the existing traffic along Wallcrest Road, the proposed development is unable to comply against the Acceptable Solution A3 of the code. The proposed development is expected to however comply with the Performance Criteria as the nature of the traffic to be generated is consistent with the current generation. Wallcrest Road is expected to have sufficient capacity to accommodate the additional 161 vehicle movements a day. The proposed new lots can be accessed off the new vehicle crossing, indicative locations are provided, and no more than one access is proposed; this complies with A2, E5.6.2. Similar to the sight distance clause, given the road is extended from the existing Wallcrest Road and the access to each new lot is provided with no obstruction. Hence the E5.6.4 acceptable solution is met. The new extended road must be designed and constructed to the LGAT standard drawing – this will be conditioned.

E6.0 Parking and Access Code

The development complies with the Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

The number of parking spaces, accessible parking, bicycle and motorcycle parking are considered not applicable at this subdivision stage; however, it is considered that each lot is able to cater for the parking space as required for the future development.

Each new lot is provided with one access, the indicative location is shown on the plan; this complies with the acceptable solution, A1 of E6.7.1. Similar to the Design of Vehicular access clause, it is considered complies with the acceptable solution given the indicative location to accesses provided; this will be conditioned to comply with the clause E6.7.2 and LGAT drawing. Clause E6.7.3 Vehicular passing area along an access, E6.7.4 on-site turning, E6.7.5 Layout of parking areas, E6.7.6 surface treatment of parking areas, E6.7.7 Lighting of parking areas and E6.7.8 Landscaping of parking areas are considered not applicable standard for this residential lots subdivision application. However, it is expected that the driveway and parking design standards once the development is proposed on each lot, are able to be complied with. The new road design shows road reservation width, the front of kerb to front of kerb width and cul-de-sac head to be in accordance with the LGAT standard and hence complies with the acceptable solution, A1, E6.7.14 Access to a Road.

E7.0 Stormwater Management Code

The development complies with the Code. The GCC stormwater (SW) network are not expected to be significantly affected by this application.

Each new lot are proposed to have a stormwater connection at the lowest point of the lot via new mains that proposes to connect to the existing 300mm SW main on the low side along the rear lot's boundary. Therefore, the SW arrangement is considered comply with the acceptable solution, A1.

The stormwater system is required to incorporate water sensitive urban design (WSUD) for treatment, as the application is for a subdivision for more than 5 lots. The hydraulics report submitted makes reference to the existing detention basin located on the corner of Wallcrest Road and Berriedale Road and its potential to provide WSUD

treatment and additional detention. This has been referred to Hydraulics Engineer and the comment is as follows.

"Though no calculations or modelling were included in the report to support compliance with Acceptable Solution A2 E7.7.1 Stormwater Drainage and Disposal, it is agreed that the proposed detention system and existing basin will control a degree of WSUD elements."

Therefore, it is considered the A2 can be complied with and a condition for a WSUD is recommended.

A3 and A4 are considered met with based on the stormwater analysis submitted. An analysis of the stormwater catchment outlines the design parameters and pre-existing and proposed new stormwater run-off flows from the land proposed for subdivision demonstrating the proposed pipe network will be sufficient to cater for the 1 in 20 year storm event. The road and stormwater network will be designed to manage and cater for the 1 in 100 year storm event. It is a condition that the design must be provided prior to the issuing of the GCC approved drawing and prior to the commencement of works.

Other

E3.0 Landslide Code

A small area along the waterways has been identified as subject to a 'Low Hazard' as per the Dept. of Premier & Cabinet / Mineral Resources Tasmania MRT Hazard Maps for susceptibility to landslide. Due to the 'Low Hazard' and the area subjected to the risk, a detailed Geotechnical Report was not required to be submitted with the application. The applicant may wish to seek further advice from a geotechnical engineer in regard to the proposed development and the potential hazard.

Further information can also be found at the website http://www.dpac.tas.gov.au/divisions/local_government/osem/mitigating_natural_hazards

E11.0 Waterway and Coastal Protection Code (E11.7.1 A4 and P4)

There is no new stormwater subject point of discharge into a watercourse. Therefore, the development application complies with the A4 of E11.7.1.

E15.0 Inundation Prone Areas Code

There are no flooding impacts identified through Council's records that affect the application

Hydraulics Engineer

The proposal is to extend Wallcrest Road to service a fifteen lot subdivision. The proposed subdivision is in an area located on a ridge near the crest of a hill. There are no concentrated drainage paths and stormwater run-off would be overland sheet flow into adjoining properties. The stormwater mains proposed will connect to the existing 300 dia. pipeline in the north-eastern corner of the property.

An analysis of the stormwater catchment was submitted outlining the design parameters and pre-existing and proposed new stormwater run-off flows from the land

proposed for subdivision indicating compliance with Acceptable Solution A3 E7.7.1 Stormwater Drainage and Disposal.

The hydrological report submitted refers to the existing detention basin located on the corner of Wallcrest Road and Berriedale Road and its potential to provide WSUD treatment and additional detention.

No calculations or modelling were included in the report to support compliance with Acceptable Solution A2 E7.7.1 Stormwater Drainage and Disposal. It is agreed that the proposed detention system and existing basin will control a degree of WSUD elements.

Traffic Engineer

Glenorchy City Council (GCC) has received a Development Application (DA) for a proposed 15 lot subdivision located at 38 Wallcrest Road in Berridale. The plans submitted as part of the DA has been reviewed and assessed against the Standards of the Road and Railway Assets Code of the Planning Scheme and the findings are presented below.

Clause E5.5.1

The 15-lot subdivision is expected to generate 15 vehicle movements during the AM and PM peak period and 161 vehicle movements per day. Wallcrest Road currently consists of approximately 25 dwellings resulting in 25 vehicle movements during the AM Peak, 24 vehicle movements during the PM peak and 268 vehicle movements a day.

As the proposed traffic generation of 161 vehicle movements per day is greater than 20% of the existing traffic along Wallcrest Road, the proposed development is unable to comply against the Acceptable Solutions.

The proposed development is expected to however comply with the Performance Criteria as the nature of the traffic to be generated is consistent with the current generation and Wallcrest Road is expected to have sufficient capacity to accommodate the additional 161 vehicle movements a day.

Clause E5.5.2

Does not apply for the proposed development as it does not have access across a rail network.

Conclusion

As the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety, there is no objection to the development on traffic engineering or road safety grounds.

Waste Management Officer

Waste services to the proposed subdivision would be Council's standard bin service collected fortnightly.

- Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste, one (1) x 240L wheelie bin for Recycling, and one (1) x 240L for FOGO wheelie bin to each of the lots, collected fortnightly.
- This subdivision needs to have enough kerbside area for placement of wheelie bins.
- For new subdivisions, a nature strip located adjacent to the kerbside with a minimum 1 metre in width must be included for the placement of bins. If there is no scope for a nature strip, the footpath must be designed and constructed to accommodate the placement of bins. Recommend footpath width to each lot to be a minimum of 2m to accommodate the placement of wheelie bins, as well as meeting the minimum accessible footpath width (1.8 metre).
- For new properties and subdivisions to have a waste service all new road construction must ensure that continuous forward movement for a waste collection vehicle is available.
- Turning heads of cul-de-sacs shall be a minimum of 18 metre diameter inside the kerb to allow for the continuous forward movement of a heavy rigid vehicle.
- Council's Waste Services Contractor collection trucks will not enter any of the properties to collect and empty the wheelie bins.
- All bins are to be placed on the kerbside for collection.
- In an area with an overhead obstruction such as a tree canopy a minimum height of 5.0 metres needs to be allowed for contractor's collection vehicle including access to the lifting arm.

EXTERNAL REFERRALS

TasWater

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P (1) TasWater imposes the conditions on the permit for this application.

TasFire

This proposal is supported by TFS subject to conditions.

The HMA for Lots 31 and 32 extends onto the balance lot. It would therefore be appropriate for a covenant or Part 5 Agreement to be formalised to allow the owners of Lots 31 and 32 to maintain this HMA. This could also be a permit condition.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with 1 representation being received. The issues raised are as follows:

Higher density and amenity impact

The representor states that the subdivision will increase the density in the area and will therefore have less separation distance between properties. The representor is concerned with new neighbours sharing the boundary and new ownership may affect liveability. Additionally, the representor is concerned about the use of loud machinery which will cause noise and health impacts.

Planner's Comment:

The proposed subdivision fits within the purpose of the General Residential Zone for residential purposes. The lot sizes comply with the minimum and maximum lot sizes required by the zone and is assessed as meeting the density requirements of the Planning Scheme. The future subdivided land ownership and potential noise pollution is not a planning issue that can be considered as part of this application. The noise pollution generated from other sources may be dealt with under the *Environmental Management and Pollution Control Act 1994* when a noise complaint is received.

Impact on pond

The representor states that there is a gorgeous pond over which is inhabited by small wildlife such as frogs, native hens and other critters. This pond (which could be destroyed) is also water hole for the large native animals to quench their thirst and we do not want to diminish or make our wildlife suffer.

Planner's Comment:

The pond as shown in figure 9 below is located outside the Biodiversity Protection Area and is therefore not subject to assessment against the Biodiversity Code.

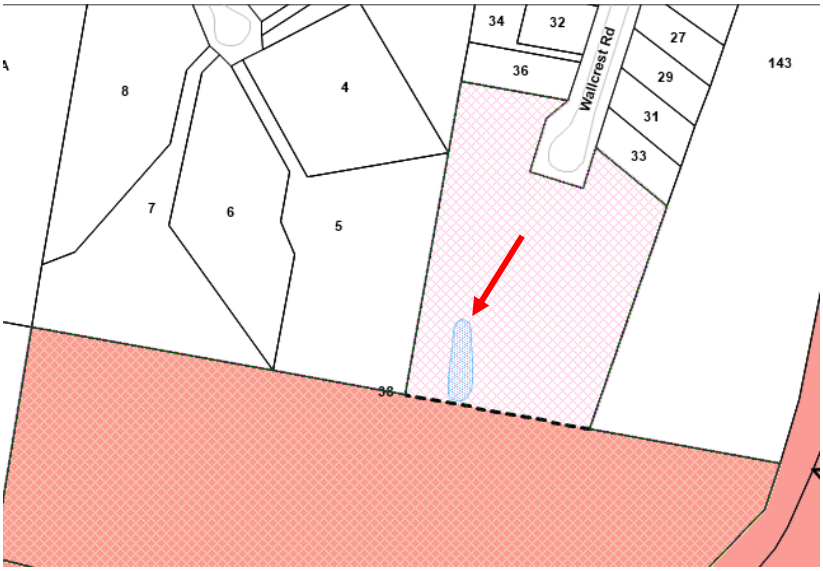

Figure 9: Location of pond with respect to area subject to biodiversity code

Bushland removal and traffic congestion

The representor states that there is an increase loss of bushland in the three northern suburbs which include – Berriedale, Rosetta, and Chigwell, and the area is already displaying signs of ugliness due to more and more houses now being built around Marys Hope Road and further north on the hills behind both sides of that road. This will indeed eventually cause more traffic congestion and further discourage wildlife in our beautiful part of Tasmania.

Planner's Comment:

This issue has been previously addressed under the heading Scenic Landscape Code and Traffic Engineer comments. The removal of vegetation is considered as minimal

within the section of the land affected by Scenic Landscape code. Additionally, the section of the site subject to major works and subdivision is located outside the Scenic Landscape Code and removal of trees are not subject to additional controls. The traffic impact has been addressed by Council's Development and Traffic Engineer and concluded that the proposed subdivision is not expected to cause traffic safety or efficiency issues.

CONCLUSION

The application is for a 15 lot subdivision plus balance at 38 Wallcrest Road. The proposal is discretionary and relies on performance criteria to comply with the lot design, roads, services, bushfire hazard management areas, subdivision standard within the Biodiversity code and removal of bushland standards. The proposal is assessed as satisfying the performance criteria and complies with these standards.

The proposal was accompanied by supporting documents such as preliminary engineering drawings, bushfire report and Natural Values assessment which were reviewed and assessed as being satisfactory.

The application was advertised in accordance with statutory requirements and one representation was received. The concerns raised were addressed within the body of the report and are not considered to carry determining weight.

Overall, the application 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:

That a permit be granted for the proposed use and development of Staged fifteen (15) lot plus balance subdivision at 38 Wallcrest Road Berriedale subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-19-104 and Drawing No. P4 submitted on 5/03/2020, except as otherwise required by this permit.

2. Any conditions and/or advice as determined by TasWater and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2019/00617-GCC, dated 24/03/2020, form part of this permit.

3. The implementation of the subdivision must occur in the following stages:

   Stage 1 – Lots 26, 39 and 40;

   Stage 2 - Lots 27, 28, 36, 37 38;

   Stage 3 - Lots 29, 30, 34, 35;

   Stage 4 – Lots 31, 32, 33 and access to the balance lot.

4. An original and two copies of each of the Plan of Subdivision and Schedule of Easements must be submitted to Council for sealing.

5. Council having determined not to require the subdivider to include areas of open space before approving the plan of subdivision, requires payment of an amount to Council in accordance with Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*, to the equivalent of five per cent (5%) of the unimproved value of the whole area as shown on the plan of subdivision. Payment must be made to Council prior to the sealing of the Final Plan.

6. The Final Plan must include a covenant to which the Glenorchy City Council is a party, on all lots within the Bushfire Management Hazard Area to the effect that all development must be in accordance with the recommendations of the Bushfire Hazard Management Plan (J. Blowfield, 21st Oct 2019) and report by Ireneinc Planning & Urban Design dated 21 October 2019.

7. Prior to sealing of the Final Plan for all stages, the Final Plan of Survey must include a covenant for Lots 26 to 31 to which the Glenorchy City Council is a party, to the effect as not to construct any dwelling house within the Bushfire Hazard Management Area eighteen (18) metres deep from the rear boundary abutting 143 Berriedale Road. The area must also be shown on the Final Plan.

8. Prior to the sealing of the final plan of subdivision for Stage 4, the schedule of easement and final plan of survey must contain a covenant to which Council is to be made a party to, for lots 31, 32 and balance lot to the effect of maintaining the Bushfire Hazard Management Area within the Balance lot, as described in the Bush Fire Hazard Management Report, dated 21st October 2019.

Engineering

9. Prior to the commencement of works on site for any construction phase or the issuing of approved engineering drawing for subdivision submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of and to be approved by the Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

   Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentestuary.org.au.

10. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.

11. The construction details of specific components of the works must comply with LGAT Standard Drawings and accord with Tasmanian Subdivision Guidelines 2013, the developer must appoint a qualified experienced engineer who will be

required to certify practical completion of subdivision construction works. The appointed supervising engineer must be the primary contact person on matters concerning the subdivision.

12. The cost of any alterations and/or reinstatement to existing services or private property incurred in proposed subdivisional works to be borne by the developer. Any work so required is to be specified and undertaken by the appropriate Authority concerned.

13. The final plan and schedule of easements is to include, to the satisfaction of the Council's Development Engineer, any existing or proposed right of ways, drainage and/or service easements that are or may be required to adequately provide access and services to, from or through the lots shown on the plan.

14. The applicant is to submit to Council a copy of the surveyor's field notes prepared to accompany the final plan.

15. A minimum of 2.50m wide easements must be created in favour of Council over all public stormwater infrastructure systems located in private property.

16. A detailed estimate for the works must be provided and payment of the engineering assessment fee must be made prior to the issue of approved engineering drawings. Under Council Resolution Nov 10/03, the engineering assessment fee is 1% of the value of the works or minimum of $306. This amount is subject to annual adjustment in accordance with the Council Fees and Charges Register. Construction must not commence until the approved engineering plans have been issued.

17. The developer must pay to Council to complete the measure up and record "as constructed" data for all services and connections prior to the works being placed on maintenance or the sealing of a final plan.

18. Prior to sealing of the plan of subdivision, all approved subdivision infrastructure works must be completed in accordance with the approved engineering plans and the requirements of Council's Development Engineer. Financial guarantees covering the cost of the uncompleted and unsecured works prior to the completion of approved Council infrastructure will not be permitted to be lodged.

19. The design and construction of road must be in accordance with Austroads Guide to Road Design Part 1-8. The proposed roads must comply with the following-:

    (a) The materials used for roadworks are to be in accordance with State Growth General Specification for Roadworks;

    (b) Road reservation width must be 18 metre wide.

    (c) The minimum carriageway widths (face of kerb – face of kerb) for the road proposed must be 8.9 metre wide

    To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Council's approved drawing for any construction phase. All works required by this condition must be installed prior to the sealing of the Final Plan for each stage.

20. Pavement depths shown on the Standard Drawings are the minimum required. Final depths will be determined by structural calculations based on actual sub-grade C.B.R. and design traffic loads and must be certified by an appropriate qualified engineer. All design plans submitted must be accompanied by pavement design calculations to demonstrate that the design is appropriate.

21. The construction of footpath and walkways must be in accordance with the LGAT Standard Drawings and Council's footpath policy. The proposed footpath and walkways must comply with the following-:

    (a) Footpath must be constructed on both sides of the carriageways;

    (b) Footpath must be minimum of 1500mm wide concrete as detailed in the TSD-R11;

    To satisfy with the above requirements, submit details demonstrating the above prior to the issuing of Council's approved drawing for any construction phase. All works required by this condition must be installed prior to the sealing of the Final Plan for each stage.

22. Driveway access construction is to accord with Standard Drawings TSD-RO9. Designs for the driveway are to include the full extent of the formation to achieve the maximum gradient of 20% (or 1 in 5) as well as an area for on-site turning and must be submitted and approved prior to the issuing of the Council's approved Engineering drawing for any construction phase. All driveways servicing internal lots must be demonstrated on the design drawing as complying with standards of acceptable sight distance, must be sealed and are to be fully constructed to the lot proper (minimum 3.600m. wide in accordance with Standard Drawing TSD-RO9) prior to the sealing of final plan.

Hydraulics

23. The proposed stormwater system, including overland flow paths must be sized to accommodate the estimate 1 in 100 year or 1% AEP (Annual Exceedance Probability) flow based on a possible future fully developed catchment with an allowance for predicted climate change up to the year 2100. All proposed piped mains must be sized to accommodate at least the estimated 1 in 20 year storm event based on a possible future fully developed catchment. Prior to the start of the work for any construction phase, the developer is required to submit hydraulic design calculations carried out by a suitably qualified engineer supporting their design, to the satisfaction of Council's Senior Civil Engineer.

24. Stormwater flow maintenance and quality treatment for the development must be installed at the developers cost, to the satisfaction of Council's Development Engineer. The development must incorporate a Water Sensitive Urban Design (WSUD) treatment train, based on a possible future fully developed catchment, to meet the overall 80%, 45% and 45% reduction of the average annual load of total suspended solids (TSS), total phosphorus (TP), and total nitrogen (TN) respectively. Prior to the start of work, the applicant must provide a detailed design and supporting calculations, designed by suitably qualified person and to the Council's Senior Civil Engineers satisfaction, to demonstrate that the designed WSUD treatment train is able to meet the pollutant reduction targets

required. The Developer must maintain all the WSUD treatment train elements until the completion and sealing of the survey diagram for the final stage of the subdivision. Prior to Council taking over all the WSUD treatment train elements, the developer is required demonstrate to Council by providing evidence or documentation, to the satisfaction of Council's Senior Civil Engineer, that all the WSUD treatment train elements are in a working condition as designed. The developer is also required to replace all consumable parts, such as filters and cartridges, no more than one month before Council taking over these WSUD treatment train elements. Prior to the start of the work for any construction phase, the developer is required to submit WSUD design to form part of the approved engineering drawing.

25. The stormwater drainage arrangements must comply with the following:

    (a) All lots must be serviced with a one hundred and fifty diameter (150mm.) house connection at the lowest point to adequately drain the entire lot;

    (b) All dwelling connections must be discharged into a piped system (no connections to the kerb and gutter); and

    (c) Side entry pits for road drainage to be type four (4)

    To satisfy with the above requirements, submit details demonstrating the above prior to the issuing of Council's approved drawing for any constriction phase. All works required by this condition must be completed prior to the sealing of the Final Plan for each applicable stage.

26. Prior to the issuing of Council's approved drawing for any constriction phase, the developer is required to provide Council with a detailed engineering services plan indicating the location of all proposed easements and services, and how they connect to public infrastructure including;

    (a) Lot connections, size and location. Each connection must service the lowest point of the lot;

    (b) Long sections along with invert levels and depths of all proposed new mains;

    (c) Any proposed manholes and inspection openings must be sized appropriately; and

    (d) The servicing plan must clearly indicate how all stormwater from the site, will be discharged to Council infrastructure with sufficient receiving capacity.

    All works required by this condition must be completed prior to the sealing of the Final Plan for each applicable stage.

27. Any creation, diversion and augmentation of Council owned stormwater assets must be designed and constructed to the satisfaction of Council's Development Engineer. A twelve (12) month maintenance period will be applied to any creation, diversion and augmentation of Council owned assets after the practical completion, during which time the works shall be maintained by the developer, prior to being handed over at the completion of the defects liability period. During the period all defects must be rectified at the developers cost. A further twelve

(12) month maintenance period may be applied to defects after rectification. The Council may, at its discretion, undertake rectification of any defects at the developers cost. Before the end of the maintenance period, the developer must arrange CCTV inspections of any stormwater assets subject to this permit, taken no more than one month before the end of the maintenance period, and submit the inspection reports to the requirements of the Councils' Stormwater Engineer and at full cost to the applicant. Any defect identified in the CCTV inspection must be rectified to the satisfaction of Council's Stormwater Engineer, before the Council takes over the stormwater assets.

28. Private sewer, stormwater and water services/connections are to be entirely separate to each lot in order to ensure that they are contained entirely within the lots served. Power and telephone connections must also be contained within their respective lots. A detailed services plan showing both the existing and the proposed (or as built) private services, Council mains and access to all lots on the site must be prepared by a civil engineer or a qualified designer and submitted to the Council for approval prior to the sealing of the final plans. In particular, the developer must confirm the position of any services that may be affected by the subdivision.

29. In order to satisfy the above condition on the separation of services, the developer must verify compliance by supplying the Council with a services plan clearly indicating the location and details of all relevant services (entirely contained within their respective lots) and also a covering letter, where the Council is advised in writing that all the relevant engineering work required in these planning permit conditions have been satisfactorily completed, prior to the sealing of the final plan. Any final plan submitted for sealing cannot be fully processed unless it is accompanied by documentation by a qualified person that clearly certifies that this condition has been satisfied and that all the work required by this condition has been completed. A "qualified person" must be a professional engineer or professional surveyor or other persons acceptable to Council. Applicants or their agents should take notice that unless this condition is satisfactorily complied with, then documents submitted for sealing of the final plans will not be processed.

Advice to Applicant

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

Waste Services

Waste services to the proposed subdivision would be Council's standard bin service collected fortnightly.

- Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste, one (1) x 240L wheelie bin for Recycling, and one (1) x 240L for FOGO wheelie bin to each of the lots, collected fortnightly.
- This subdivision needs to have enough kerbside area for placement of wheelie bins.

- For new subdivisions, a nature strip located adjacent to the kerbside with a minimum 1 metre in width must be included for the placement of bins. If there is no scope for a nature strip, the footpath must be designed and constructed to accommodate the placement of bins. Recommend footpath width to each lot to be a minimum of 2m to accommodate the placement of wheelie bins, as well as meeting the minimum accessible footpath width (1.8 metre).
- For new properties and subdivisions to have a waste service all new road construction must ensure that continuous forward movement for a waste collection vehicle is available.
- Turning heads of cul-de-sacs shall be a minimum of 18 metre diameter inside the kerb to allow for the continuous forward movement of a heavy rigid vehicle.
- Council's Waste Services Contractor collection trucks will not enter any of the properties to collect and empty the wheelie bins.
- All bins are to be placed on the kerbside for collection.
- In an area with an overhead obstruction such as a tree canopy a minimum height of 5.0 metres needs to be allowed for contractor's collection vehicle including access to the lifting arm.

Engineering

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

Attachments/Annexures

1 Attachment - 38 Wallcrest Road
⇨

APPENDIX

10.0 General Residential Zone.

Standard	Acceptable Solution	Proposed	Complies?
10.6 Development Standards for Subdivision			
10.6.1 **Lot Design.**	**A1** The size of each lot must comply with the minimum and maximum lot sizes specified in Table 10.1, except if for public open space, a riparian or littoral reserve or utilities.	The lots have an area ranging between 454m^2 and 815m^2. The balance lot is to have an area of 3.7 hectare and is compliant with Table 10.1.	Yes
	A2 The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities: (a) clear of the frontage, side and rear boundary setbacks; (b) not subject to any codes in this planning scheme; (c) clear of title restrictions such as easements and restrictive covenants; (d) has an average slope of no more than 1 in 5; (e) the long axis of the building area faces north or within 20 degrees west or 30 degrees east of north; (f) is 10 m x 15 m in size.	The plan of subdivision does not show a building area	No – see report

	A3 The frontage for each lot must comply with the minimum and maximum frontage specified in Table 10.2, except if for public open space, a riparian or littoral reserve or utilities or if an internal lot.	The lots 26 -30, 34 – 37, 39 and 40 comply with the minimum 15m wide frontage. Lot 32 and the balance lot are internal lots and therefore the standard does not apply. Lots 31, 33 and 38 have a frontage width of less than 15m and therefore rely on performance criteria P3.	No – see report
	A4 No lot is an internal lot.	Lot 32 and balance lot are internal lots	No – see report
	A5 Subdivision is for no more than 3 lots.	15 lots plus balance	No – see report
10.6.2 **Roads.**	**A1** The subdivision includes no new Road.	New road proposed	No – see report
10.6.3 **Ways and Public Open Space.**	**A1** No Acceptable Solution.	No ways or public open space proposed	NA
10.6.4 **Services.**	**A1** Each lot must be connected to a reticulated potable water supply.	Each residential is to be connected to a reticulated potable water supply.	Yes
	A2 Each lot must be connected to a reticulated sewerage system.	Each lot must be connected to a reticulated sewerage system	Yes
	A3 Each lot must be connected to a stormwater system able to service the building area by gravity.	Each lot must be connected to a stormwater system able to service the building area by gravity	Yes
	A4 The subdivision includes no new Road.	New roads proposed.	No – see report

E1.0 Bushfire-Prone Areas Code

Standard	Acceptable Solution	Proposed	Complies?
E1.6.1 Subdivision: Provision of hazard management areas	A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or (b) The proposed plan of subdivision: (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and (c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that	Relies on performance criteria	See report

Standard	Acceptable Solution	Proposed	Complies?
	land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.		
E1.6.2 Subdivision: Public and fire fighting access	A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or (b) A proposed plan of subdivision showing the layout of Roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that: (i) demonstrates proposed Roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and (i) (ii) is certified by the TFS or an accredited person.	Subdivision internal roads to meet all requirements of E1.6.2 and Table E1, E2 and E3. The proposed road extension appears to comply with the objectives of public and fire-fighting access roads under the Bushfire Prone Areas Code.	Yes
E1.6.3 Subdivision: Provision of water supply for fire fighting purposes	A1 In areas serviced with reticulated water by the water corporation: (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or	Provision of water supply to meet the requirements of E1.6.3 Table E4 for all future dwellings established on the subdivision.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(c) (a) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.		
	A2 In areas that are not serviced by reticulated water by the water corporation: (a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes; (b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or (c) (i) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	NA – lots to be fully serviced.	Yes.

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 the proposal is for development.	NA
	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 the proposal is for development.	NA
	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.		Yes

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	NA
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.	The site is not located in proximity to a rail network or category 1 or 2 road.	NA

Standard	Acceptable Solution	Proposed	Complies?
	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.		NA
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 proposed.	NA
	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.		Yes
E5.6.3 **New Level Crossings**	**A1** No Acceptable Solutions.		NA

Standard	Acceptable Solution	Proposed	Complies?
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.		Yes

E6.0Parking 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;		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(ii) this provision was not used in this planning scheme.		
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.		N/A
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.		N/A
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.		N/A

Standard	Acceptable Solution	Proposed	Complies?
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.		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; (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.		Yes
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must:		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
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.		N/A
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		N/A

Standard	Acceptable Solution	Proposed	Complies?
	Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.		
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.		N/A
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.		N/A
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		N/A

Standard	Acceptable Solution	Proposed	Complies?
	the area of the car park, except in the Central Business Zone where no landscaping is required.		
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.		N/A
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.		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.		N/A

Standard	Acceptable Solution	Proposed	Complies?
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.		N/A
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.		N/A
E6.7.1.13 Facilities for E7 s	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.	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

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.		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.		Yes
	A3 A minor stormwater drainage system must be designed to comply with all of the following:		Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		Yes

E10 Biodiversity Code

Standard	Acceptable Solution	Proposed	Complies?
E10.8 Subdivision Standards			
E10.8.1 **Subdivision**	**A1** Subdivision of a lot, all or part of which is within a Biodiversity Protection Area, must comply with one or more of the following: (a) be for the purposes of separating existing dwellings; (b) be for the creation of a lot for public open space, public reserve or utility; (c) no works, other than boundary fencing works, are within the Biodiversity Protection Area; (d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Biodiversity Protection Area.	Subdivision lots (building areas) are proposed within the biodiversity protection area.	No – see report
	A2 Subdivision is not prohibited by the relevant zone standards.	Not prohibited.	Yes

E14 Scenic Landscapes Code

Standard	Acceptable Solution	Proposed	Complies?
E14.7 Development Standards			
E14.7.1 **Removal of Bushland within Scenic Landscape Areas**.	**A1** Removal or disturbance of bushland must comply with both of the following: (a) be on land no less than 50 m (in elevation) from a skyline; (b) be no more than 500 m^2 in extent.	Extent of disturbance exceed 500sqm and therefore proposal relies on performance criteria	No – see report
E14.7.2 **Appearance of Buildings and Works within Scenic Landscape Areas**	**A1** Buildings must comply with one of the following: (a) not be visible from public spaces; (b) be an addition or alteration to an existing building that; (i) increases the gross floor area by no more than 25%; (ii) does not increase the building height; (iii) provides external finishes the same or similar to existing.	No buildings proposed	NA
	A2 Works must not be visible from public spaces.	No works are to be visible from public spaces	Yes

7. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS (10) - 115 ALLUNGA ROAD CHIGWELL

Author: Planning Officer (Bhavna Gungabison)

Qualified Person: Planning Officer (Bhavna Gungabison)

Property ID: 3312245

REPORT SUMMARY

Application No.:	**PLN-19-274**
Applicant:	**Another Perspective Drafting Design**
Owner:	**Roman Catholic Church Trust Corporation Of The Archdiocese**
Zone:	**General Residential Zone**
Use Class	**Residential**
Application Status:	**Discretionary**
Discretions:	**10.4.3 Site coverage and Private open space** **10.4.8 Waste storage for multiple dwellings** **E5.5.1 Existing road accesses and junctions** **E6.6.1 Number of car parking spaces** (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	**No**
42 Days Expires:	**19 May 2020**
Existing Land Use:	**Vacant land (residential lot)**
Representations:	**0**
Recommendation:	**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The application is for a multiple dwelling (10) development for Lot 3 at 115 Allunga Road, Chigwell.

The arrangement of the dwellings within lot 3, would be five (5) on either side of the proposed internal driveway. The dwellings are setback at a minimum of 5m from the front boundary, 4m from the eastern side boundary, 4m from the western side boundary and a minimum of 4m from the rear boundary. The Units 1-10 would have a maximum height of 5.3m above natural ground level.

The proposal provides for 14 car parking spaces altogether, with one for each dwelling and four visitor parking spaces. A total of two passing bays are proposed along the internal driveway.

The proposed site plan showing building layout is shown in Figure 1 below.

Figure 1: Proposed site plan

The dwellings are proposed to be single storey units. Unit 1 comprises of three bedrooms, an open plan living and a bathroom and laundry space. Units 2-5 consist of an open plan living, one bedroom, laundry and bathroom area. Units 6- 10 comprise of two bedrooms, an open plan living and a bathroom and laundry space. Each dwelling would have an area of private outdoor space of at least 24m^2, accessible from a living area.

The proposal also includes excavation of land for building purposes and fill to achieve driveway and parking grade.

The proposal relies on performance criteria for private open space and waste storage standards and use standards of the Road and Railway Assets code and Parking and Access Code of the Planning Scheme.

SITE and LOCALITY

The subject site is at 115 Allunga Road (CT 174668/1) is an irregular shaped lot, located off Allunga Road as shown in figure 2 below.

Figure 2 – Aerial view of subject land and surrounding locality.

The site, 115 Allunga Road accommodates St Francis Hobart Flexible Learning Centre and has a three lot subdivision approved under previous permit approval process. The site has a total area of 2.9 hectare and lot 3(subdivided under PLS43A-18/01) has an area of 3580m^2. The lot is accessed via the Allunga Road extension and is to adjoin the learning centre to the east, residential properties to the west and communal dwellings/respite centre to the south.

ZONE

The site is zoned as General Residential Zone as shown in figure 3 below.

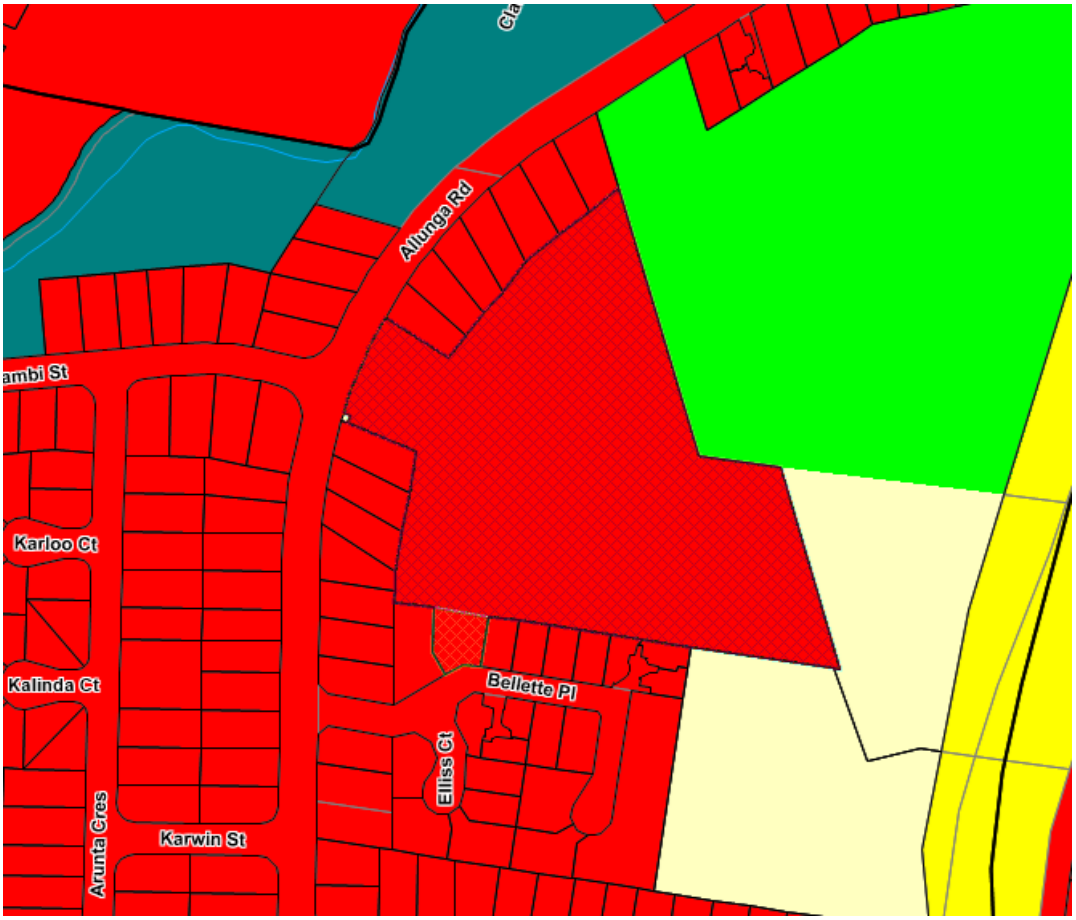

Figure 3: Snapshot of zoning (Red- General Residential Zone, Green – Recreation Zone, Beige – Community Purpose Zone)

BACKGROUND

The subject site comprises of a number of different applications which are not relevant to the current application except for the following:

PLS43A-18/01 - Rezone 115 Allunga Road, Chigwell to a General Residential Zone combined with a 3 lot subdivision at 115 Allunga Road and 131A Allunga Road, Chigwell – Approved 21/01/2019

The combined planning scheme amendment and subdivision approval was to rezone the subject site to a General Residential zone and create three lots (including lot 3 which is subject to the current application) designated for multiple dwelling development and a road lot for access from Allunga Road.

Reason for GPA:

The proposal involves development of more than four dwellings and involves a shortfall of car parking spaces. Planning Services therefore does not have delegation to determine the application.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the Land Use Planning and Approvals Act 1993 (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

Nil

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

No SAP applies.

The following codes apply which override the zoning provisions in the instance of a conflict:

- E5.0 Road and Railway Assets Code
- E6.0 Parking and Access Code
- E7.0 Stormwater Management Code

Use Class Description (Table 8.2):

Residential means the use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 4.1):

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

Building envelope means the three-dimensional space within which buildings are to occur.

Building height means the vertical distance from natural ground level at any point to the uppermost part of a building directly above that point, excluding minor protrusions such as aerials, antennae, solar panels, chimneys and vents.

Development area means the area of land occupied by development including its yard, outbuildings, car parking, driveways, storage areas, landscaping and wastewater disposal areas.

Dwelling means a building, or part of a building, used as a self-contained residence and which includes food preparation facilities, a bath or shower, laundry facilities, a toilet and sink, and any outbuilding and works normally forming part of a dwelling.

Habitable room means any room of a dwelling other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended periods.

Multiple dwellings mean 2 or more dwellings on a site.

Site area per dwelling means the area of the site (excluding any access strip) divided by the number of dwellings.

Site coverage means the proportion of a site (excluding any access strip) covered by roofed buildings.

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

The land is within the General Residential zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal:

Zone Purpose Statements

10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3 To provide for the efficient utilisation of services.

Comment:

The proposal is considered to be consistent with the purpose of the zone as the proposed development allows for an increased residential density where full infrastructure services are available.

Use Table

Residential (multiple dwelling) use has 'permitted' status within the Use Table 10.2 of the Scheme. The proposal, however, relies on performance criteria for compliance with the private open space and waste storage standards together with the use standards of the Road and Railway Assets Code and Parking and Access Code.

Use Standards

The use standards of the zone relate to non-residential use, visitor accommodation and local shop and are therefore not applicable to the assessment of this proposal.

Development Standards for Residential Buildings & Works

10.4.3 Site coverage and private open space for all dwellings (A2/P2)

The acceptable solution A2 requires the following:

A dwelling must have an area of private open space that:

(a) is in one location and is at least:

(i) 24 m²; or

(ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and

Each proposed unit provides a minimum 24m^2 private open space in one location.

(b) has a minimum horizontal dimension of:

(i) 4 m; or

(ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and

The private open space for units 1-10 complies with the minimum horizontal dimension of 4m.

(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and

The private open space for all the units 1-10 is adjacent to the main living space. Units 1-4 have access to the designated private open space via a timber landing and steps or ramp (for unit 3). Units 5-10 can directly access the private open space through the sliding door of the living area. Therefore units 1-4 do not comply with (c).

(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and

The private open space for units 1-5 is located to the north-west of the respective dwellings and private open space for units 6-10 are located to the north-east. The proposal therefore complies with (d)

(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and

Not applicable. No private open space is located between unit and frontage.

(f) has a gradient not steeper than 1 in 10; and

The private open space for units 1 -10 is to meet the gradient 1:10.

(g) is not used for vehicle access or parking.

Not applicable

The private open space for units 1-4 relies on performance criteria P2 due to the private outdoor space not being directly accessible to a habitable room. The performance criteria P2 requires the following:

A dwelling must have private open space that:

(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:

(i) conveniently located in relation to a living area of the dwelling; and

(ii) orientated to take advantage of sunlight.

Comment:

The proposed private open space for the units have an area exceeding 24m^2 with access from the open plan living area. The areas are conveniently located adjacent to the open plan living spaces of the units and can act as an extension to the dwellings, appropriate for outdoor relaxation, dining, entertaining and safe for children's play. Additionally, the decks are oriented towards north and north-east and would therefore have access to ample sunlight. The proposal is assessed as meeting the performance criteria and complies with the standard.

10.4.8 Waste storage for multiple dwellings

A communal bin enclosure is proposed along the frontage with a setback of less than 4.5m from the frontage. The proposal therefore relies on performance criteria P1 which requires the following:

A multiple dwelling development must provide storage, for waste and recycling bins, that is:

(a) capable of storing the number of bins required for the site; and

(b) screened from the frontage and dwellings; and

(c) if the storage area is a communal storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.

Comment:

The bin enclosure is to accommodate eight (8) 240L bins, which includes waste, recycling and FOGO bins. The bin enclosure is to be screened by a 1.8m high fence and is to be separated at a minimum of 2.6m from the closest dwelling on the site. The proposal was assessed by Council's Waste officer, who is satisfied with the information provided and has recommended conditions of approval.

Part E: Codes

The following codes of the Scheme apply to this proposal:

Road and Rail Asset Code

E5.5.1 Existing road accesses and junctions (A3/P3)

The proposal does not meet acceptable solution A3 as the proposal would generate an increase in vehicle movements by more than 20%, or more than 40 vehicle movements per day. The proposal therefore relies on performance criteria P3, which requires the following:

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.*
Comment:

A traffic impact assessment was provided as part of the application, which has been reviewed by Council's Development Engineer (review comments are provided in the referral section below). The Development Engineer is supportive of the proposal on the basis that the existing access and road will be able to accommodate the increase in traffic generated by the additional dwellings. The increase in traffic generation is considered to be reasonable and is to be readily absorbed in the surrounding road network without loss of efficiency or deterioration of road safety performance. The traffic generated would be residential in nature, which is consistent with traffic in the surrounding road network. The road to the site was designed to service multiple dwellings and has a speed limit of 50km/h speed limit, which would provide a safe environment for vehicles accessing the site. The proposed development of multiple dwellings is assessed as being in accordance with the purpose of the zone and would provide an increase in housing supply in the area.

Overall, the proposal is assessed as meeting the requirements of the performance criteria and therefore complying the standard,

Parking and Access Code

E6.6.1 Number of Car Parking Spaces (A1/P1)

As per table E6.1, six (6) two or more bedroom units are proposed which trigger 12 car parking spaces; and four (4) one bedroom units require four parking spaces; and the 10 dwelling development requires a total of three (3) visitor parking spaces. A total of 19 car parking spaces is required to meet acceptable solution A1.

Fourteen car parking spaces are proposed, which includes one car parking space per dwelling and four visitor car parking spaces. This results in a total shortfall of five (5) car parking spaces for the development. The application relies on performance criteria P1, which requires the following:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

(a) car parking demand;
(b) the availability of on-street and public car parking in the locality;
(c) the availability and frequency of public transport within a 400m walking distance of the site;
(d) the availability and likely use of other modes of transport;
(e) the availability and suitability of alternative arrangements for car parking provision;
(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;
(g) any car parking deficiency or surplus associated with the existing use of the land;

(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;
(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;
(j) any verified prior payment of a financial contribution in lieu of parking for the land;
(k) any relevant parking plan for the area adopted by Council;
(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;
(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.

Comment:

A Traffic Impact Assessment (TIA) was submitted as part of the application and it states the actual car parking demand for the ten dwellings is likely to be 11 car parking spaces. This is due to the development being for affordable housing, targeting low income residents. As a result, car ownership is expected to be low and only one car parking space is allocated for each unit. There is a large supply of on-streetcar parking in Allunga Road and the Traffic Impact Assessment states site observations indicate that there is sufficient on-street car parking available to cater for occasional visitor car parking demands associated with the development proposal. Additionally, Metro Tasmania services Allunga Road with regular bus services, with bus stops available immediately adjacent to the site. The site is also located within a residential area with pedestrian infrastructure to public open spaces and local shops. The Traffic Impact Assessment concludes that alternative parking arrangements are not considered necessary for the development. The provisions (g-m) are not applicable to the assessment of this application.

The proposal was referred to Council's Development Engineer, who is in support of the proposal and has provided comments in the referral section of the report.

The proposal is assessed as complying with the requirements of the performance criteria and therefore meeting the standard.

Stormwater Management Code

The proposal accords with the applicable Acceptable Solutions, as demonstrated in the Appendix section of the report. The proposal was referred to Council's Development Engineer, who is in favour of the proposal and has provided comments in the referral section below.

PART F: Specific Area Plans

No Specific Area Plans apply to this site.

INTERNAL REFERRALS

Development Engineer

Comments

The proposal is to construct 10 multiple dwellings on a site at 115 Allunga Road Chigwell that has been previously assessed for its suitability and serviceability through a Section 43A application (LUPAA – 1993).

E5.0 Road and Railway Assets Code

The traffic generated by the development is more than 40 vehicle movements per day (or 20% of the average daily traffic whichever is greatest) and therefore does not meet the acceptable solution of Code E5.5.1 A3. A TIA has been undertaken and accepted in which the performance criteria for Code E5.5.1 P3 has been met. Based on the TIA and plans submitted, the proposed development is not expected to have significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety.

E6.0 Parking and Access Code

The proposed development indicates 14 available parking spaces and does not comply with acceptable solution A1 of E6 Parking and Access Code, which would require 19 spaces to be provided.

The car parking area complies with the requirements of Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme, based on the findings in the TIA report, which identified the shortfall could be accommodated by utilising the on-street parking in Allunga Road. The report also identified Allunga Road as an important Metro bus route, with bus stops immediately adjacent to the site.

The TIA was based on the original parking area design of one (1) parking space/unit (10 spaces) and concluded that this number would meet the likely carparking demand associated with this type of development.

While it can be agreed that the empirical demand is likely to be lower than the Planning Scheme (Acceptable Solution) requirements if the development is to accommodate the elderly and disabled as indicated by the facilities that form part of the submitted design configuration.

After analysing the parking assessment submitted with the application, it was the lack of visitor parking that could be utilised by carers and healthcare workers that needed to be addressed.

After discussions with the applicant it was agreed to increase the on-site parking to fourteen (14), with the inclusion of four (4) designated visitor parking spaces.

The development is assessed as meeting the standard.

E7.0 Stormwater Management Code

The site falls to the north-west corner of the property. The site can be serviced by connection to the existing Council drainage main located adjacent to the site. The proposal submitted is assessed to comply with complies with E7.7.1, as well as Council's Stormwater Runoff Management Policy.

The stormwater system for the development will incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1

Other

E3.0 Landslide Code

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

E11.0 Waterway and Coastal Protection Code

There is no new stormwater point of discharge into a watercourse.

E15.0 Inundation Prone Areas Code

There are no Inundation issues identified through Council's records that affect the application

Waste Management Officer

Waste management service to the proposed ten dwellings at 115 Allunga Road Chigwell, would be Councils shared bin service to be collected on a weekly basis. The wheelie bins should be stored in a bin enclosure within the property boundary and are not to be taken to individual units. All wheelie bins should be placed on the existing kerbside for collection.

EXTERNAL REFERRALS

TasWater

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P (1), TasWater imposes conditions on the permit.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with no representation being received.

CONCLUSION

The application proposes ten 'multiple dwellings' at 115 Allunga Road (Lot 3), which relies on performance criteria for compliance with the private open space for all dwellings, waste storage, intensification of existing access and number of car parking space standards. The proposal is assessed as satisfying the performance criteria and complies with the relevant standards. The proposal is assessed as complying with all other use and development standards in the General Residential zone, as well as the applicable standards of the Road and Railway Assets Code, Parking and Access Code and the Stormwater Management Code.

The application was publicly advertised for the statutory 14-day period and no representation were received.

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:

That a permit be granted for the proposed use and development of Multiple dwellings (10) at 115 Allunga Road Chigwell subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-19-274 and Drawing No. P4 submitted on 11/03/2020, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2019/01579-GCC, dated 11/11/19, form part of this permit.

Engineering

3. Prior to the issuing of a Building Approval or the commencement of works on site, including demolition (whichever occurs first), a Soil and Water Management Plan must be submitted detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer.
   The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties.

   The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

   Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentestuary.org.au.

4. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
5. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway and parking must comply with the following
   a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 25%

   b) All runoff from paved areas must be discharged into Council's stormwater system;

c) The gradient of any parking areas must not exceed 5%; and

d) Minimum carriageway width is to be no less than 5.50 metres.

e) All works required to service each individual dwelling must be installed prior to the occupancy of that dwelling.

f) If the dwellings are to be occupied progressively, adequate temporary on-site turning for emergency vehicles is to be maintained at all times

6. Lighting is to be provided to all car parking and driveways areas in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car parks" of AS/NZ 1158.3.1: 2005. The illumination of the proposed light standards is to be activated prior to the occupancy.
7. Landscaping of parking and circulation areas must be provided. This landscaping must be no less than 5 percent of the area of the car park. A landscape design must be submitted for approval of the Senior Statutory Planner prior to commencement of any works on the site.
8. All internal hydraulic service works required for the development must be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains shall be undertaken by Council at the developer's cost. The developer is required to contact Council's Development Engineer on (03) 62166800 to organise for Council to provide a quote to perform the stormwater connection works prior to the issuing of a Building Permit Approval or the commencement of works on site.
9. Any system proposed to retain the required runoff storage volume must be detailed in an engineering design lodged and approved as part of the plumbing application. The construction and the appropriate maintenance of those facilities will be required prior to the commencement of the development and installed to the satisfaction of Council's Plumbing Surveyor.
10. The Services plan submitted (Drawing No. C220) identifying the proposed methodology for on-site detention and Water Sensitive Urban Design must conform to the hydrology report submitted and approved in Planning Permit 43A-18/01.

11. Upon approval of the WSUD and OSD Maintenance Scheme and in association with a Building Permit Application, the applicant must enter into a registered agreement with Council, at the sole expense of the applicant, pursuant to Part 5 of the Land Use Planning and Approvals Act 1993, for the area which is subject to this permit. The Owner and all successors in title must advise any subsequent successor in title of the existence of the Agreement and its terms and conditions. The Part 5 agreement must require the Owner and all successors in title to covenant and agree with Council the following:

    (a) All works outlined in the WSUD and OSD Maintenance Scheme submitted by the applicant and approved by Council, including the maintenance method and frequency for individual WSUD and OSD elements, must be implemented and managed by the Owner and all successors in title at their sole expense;

    (b) The Owner must keep the maintenance records in an accessible form (either printed or electronic) for five years from the date of the work was

carried out to prove that the maintenance of each WSUD and OSD element has been conducted in accordance with the WSUD and OSD Maintenance Scheme;

(c) Repair and replace all the WSUD and OSD elements at the sole expense of the Owner and all successors in title so that the WSUD and OSD functions (stormwater quality and quantity control) in a safe and efficient manner.

(d) Permit the Council from time to time and upon giving reasonable notice (but in the case of an emergency, at any time and without notice) to enter and inspect the WSUD and OSD elements for compliance with the requirements of this agreement;

(e) Comply with the terms of any written notice issued by the Council in respect of the requirements of this agreement within the time stated in the notice.

Waste Services

12. The design for the bin enclosure must comply with the following:

(a) The bin enclosure must be built on a flat surface with a concrete base/pad and surround of a brick or painted block enclosure or other suitable material to Councils approval;

(b) It must have concrete at the entrance to the bin enclosure;

(c) It must suit nine (9) x 240L wheelie bins of size 1100 height x 600mm wide x 800mm deep and must allow for 300mm space in between each bin;

(d) The recommended minimum height of the enclosure is 1200mm and minimum recommended depth is 930mm;

(e) The front of the bin enclosure must be left open to enable the bins to be removed, and returned in a safe and efficient manner;

(f) There must be no lip on the concrete slab of the bin enclosure.

The bin enclosure must be constructed to the satisfaction of Council's Waste Services Co-ordinator, prior to occupancy of the dwellings.

Advice to Applicant

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

Engineering

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

Attachments/Annexures

1 Attachment - 115 Allunga Road Chigwell
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APPENDIX A

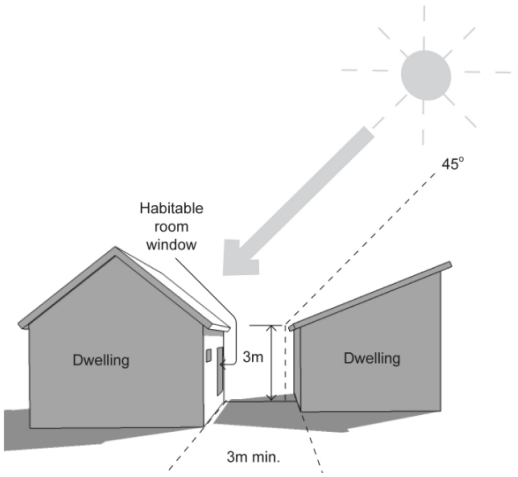
10.0 General Residential Zone

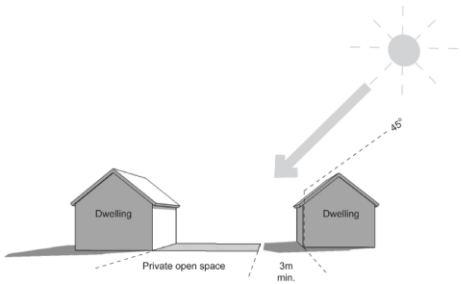
Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 **Residential density for multiple dwellings**	**A1** Multiple dwellings must have a site area per dwelling of not less than: (a) 325m^2; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	The lot has an area of 3580m^2 which allows for a 358m^2 site area per dwelling.	Yes
10.4.2 **Setbacks and building envelopes for all dwellings**	**A1** Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or	Unit 1 is located closest to the road and has a minimum setback of 5m from the frontage.	Yes

	(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	The proposed carport has a setback of more than 5.5m from the frontage, approximately 18m away from the frontage.	Yes
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the	The unit 1 complies with frontage setback requirement and therefore fits within the building envelope for the frontage. Unit 1-5 have a minimum setback of 4m and maximum setback of 7m from the western side boundary. The dwellings fit within the building envelope for the western side boundary. Unit 5 and 6 have a minimum setback of 4m and maximum setback of 6m from the rear boundary. The units fit within the building envelope for the rear boundary.	Yes

	rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).	Units 6-10 have a minimum setback of 4m from the eastern side boundary and fit within the building envelope. Overall, all proposed units fit within the building envelope as required in A3.	
10.4.3 **Site coverage and private open space for all dwellings**	**A1** Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	a) Area of site = 3580m^2 Total building area = 972.55m^2 Site coverage = 27.2% - Complies b) Each unit have a minimum of 60m^2 of private open space. c) The site has an approximate area of 1722.6m^2 being free from impervious surfaces which equals to 48.1% of the entire site.	a) Yes b) Yes c) Yes
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and	a) Each unit has a 24m^2 private open space area, located in one location - complies b) The designated private open space for each unit has a minimum dimension of 4m - complies c) The private open space for all the units are adjacent to the main living space. Units 1-4 have access to the designated private open space through a timber landing and steps or ramp. Units	No – see report for assessment against the performance criteria.

	(b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.	5-10 can access the private open space through the sliding door of the living area. Therefore units 1-4 do not comply with (c). d) The private open spaces are oriented to the north-east or north-west – complies e) No private open space located along frontage – complies f) All private open space are to have a gradient of 1:10 as specified on plans - complies g) The private open spaces are to be fenced off and separate from vehicle access or parking spaces - complies	
10.4.4 **Sunlight and overshadowing of all dwellings**	**A1** A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	Unit 1 -10 have open plan living room window facing between 30 degrees west of north and 30 degrees east of north	Yes
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west	The units 1-10 comply with (a). The dwellings are single storey with a maximum height ranging between 3.8m and 5.3m. The units 1-7 are to be separated from the unit to the north by 5.9m – 6.4m. The units 7-10 are to be separated by 4.6m from the unit to the north. The	Yes

	of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	units are contained within the line projecting at a distance of 3 m from the window; and vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. Diagram 10.4.4B. Separation from a north-facing window of a habitable room, of another dwelling 	
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.	Only unit 4 is partly located to the north of the private open space of unit 5. The unit is however located 5.6m from the closest edge of the private open space and is contained within the line projecting a distance of 3 m from the northern edge of the private open space; and vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.	Yes

	(b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	Diagram 10.4.4C. Separation from the private open space of another dwelling on the same site as required by subclause 10.4.4 A3(a). 	
10.4.5 **Width of openings for garages and carports for all dwellings**	**A1** A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	No garage or carport are located within 12m of the frontage.	NA
10.4.6 **Privacy for all dwellings**	**A1** A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and	Unit 1 has a timber landing with a finished level approximately 1.2m above natural ground level. Unit 1 faces the road and therefore the standard is not applicable for Unit 1. Units 2-4 have timber landing / ramp (for unit 3) which have finished level of 1.2m above natural ground level. The structures are setback more than 3m from the western side boundary. The structures are not within 6m of a window of a habitable room of another dwelling on the same site.	Yes

	(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door:	Units 1-4 have windows along the western elevation with floor level more than 1m above natural ground level but are setback at a minimum of 4m from the western side boundary. Unit 2 and 3 have a glazed door along the northern elevation which face a blank wall of the unit to the north.	Yes

	(i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (c) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.		
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	The shared driveway is to setback at a minimum of 2m from the shared driveway. The parking spaces allocated to a different unit on the site is to have a setback of 1m from the unit and a privacy screen of 1.7m in height. The proposed visitor parking spaces are to be 2m away from the units 7-10 but are to be located on the sections that do not have openings. The proposal therefore complies with A3.	Yes
10.4.7 **Frontage Fences for all dwellings**	**A1** A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than:	The fence along the frontage is to have a maximum height of 1.8m with 30% transparency.	Yes

	(a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).		
10.4.8 **Waste Storage for multiple dwellings**	**A1** A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m2 per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	A communal storage area is proposed which do not comply with (b)	No – see report for assessment against performance criteria.

APPENDIX B

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.		NA
	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.		NA
	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.	The traffic generated by the development is more than 40 vehicle movements per day, so does not meet the acceptable solution of Code E5.5.1 A3. Based on the TIA submitted, the proposed development is not expected to have any significant detrimental impacts on the surrounding network in terms of traffic efficiency or road safety. Thus the	No – see report

Standard	Acceptable Solution	Proposed	Complies?
		performance criteria is met for Code E5.5.1 P3.	
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.		NA
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.	As the accesses are greater than 50 metres from a Category 1 and Category 2 Road.	YES

Standard	Acceptable Solution	Proposed	Complies?
	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.		YES
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	No new access proposed	NA
	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.	It is proposed to utilise the existing access	YES
E5.6.3 **New Level Crossings**	**A1** No Acceptable Solutions.		NA

Standard	Acceptable Solution	Proposed	Complies?
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.	The Junction with Allunga Road has in excess of the required sight distance.	YES

APPENDIX C

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;	The proposed development indicates 14 available parking spaces and does not comply with Code E6 Parking and Access Code. The car parking area complies with the requirements of Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme. Based on the findings of in the traffic engineers report and it is considered there will be minimum impact on local traffic conditions.	NO – see report

Standard	Acceptable Solution	Proposed	Complies?
	(ii) this provision was not used in this planning scheme.		
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.	The carparking design has incorporated adequate manoeuvring spaces for accessible car parking for people with a disability.	YES
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.	No requirement	NA
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.	No requirement	NA
E 6.7 Development Standards			

Standard	Acceptable Solution	Proposed	Complies?
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.	Utilising existing Access	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; (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.	Complies with AS 2890.1	YES
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;		YES

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
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.		YES
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.		YES
E6.7.6	A1		YES

Standard	Acceptable Solution	Proposed	Complies?
Surface Treatment of Parking Areas	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.		
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.	Conditioned	YES
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.		YES
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	No requirement	NA

Standard	Acceptable Solution	Proposed	Complies?
	2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.		
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.	No requirement	NA
	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.	No requirement	NA
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.	No requirement	NA
E6.7.12 Siting of Car Parking	A1		YES

Standard	Acceptable Solution	Proposed	Complies?
	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.		
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.		NA
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		YES

APPENDIX D

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.		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.		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		YES

Standard	Acceptable Solution	Proposed	Complies?
	accommodated within existing or upgraded public stormwater infrastructure.		
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		NA

8. PROPOSED USE AND DEVELOPMENT - OUTBUILDING (RESIDENTIAL) - 12 NIELSON DRIVE MONTROSE

Author: Planning Officer (Bhavna Gungabison)

Qualified Person: Planning Officer (Bhavna Gungabison)

Property ID: 7765268

REPORT SUMMARY:

Application No.:	**PLN-20-035**
Applicant:	**A D J Garvey**
Owner:	**A D J Garvey**
Zone:	**Environmental Living Zone**
Use Class	**Residential**
Application Status:	**Discretionary**
Discretions:	**14.4.2 Setback** **14.4.3 Design** **14.4.4 Outbuildings** **E6.6.1 Number of car parking spaces** **E14.7.2 Appearance of Buildings and Works within Scenic Landscape Areas** (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	**No**
42 Days Expires:	**19 May 2020**
Existing Land Use:	**Single dwelling (Residential)**
Representations:	**0**
Recommendation:	**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The application is for a 10m × 9m garage and attached carport at 12 Nielson Drive. The outbuilding is to be located along the Montrose Road frontage, with a 20m setback from the frontage. The outbuilding is to have a 7m × 9m garage and a 3m × 9m attached carport which cumulatively have an area of 90m^2. The outbuilding is to have a maximum height of 3.8m above natural ground level, with a setback of 1.5m from the eastern side boundary as shown in Figure 1 below.

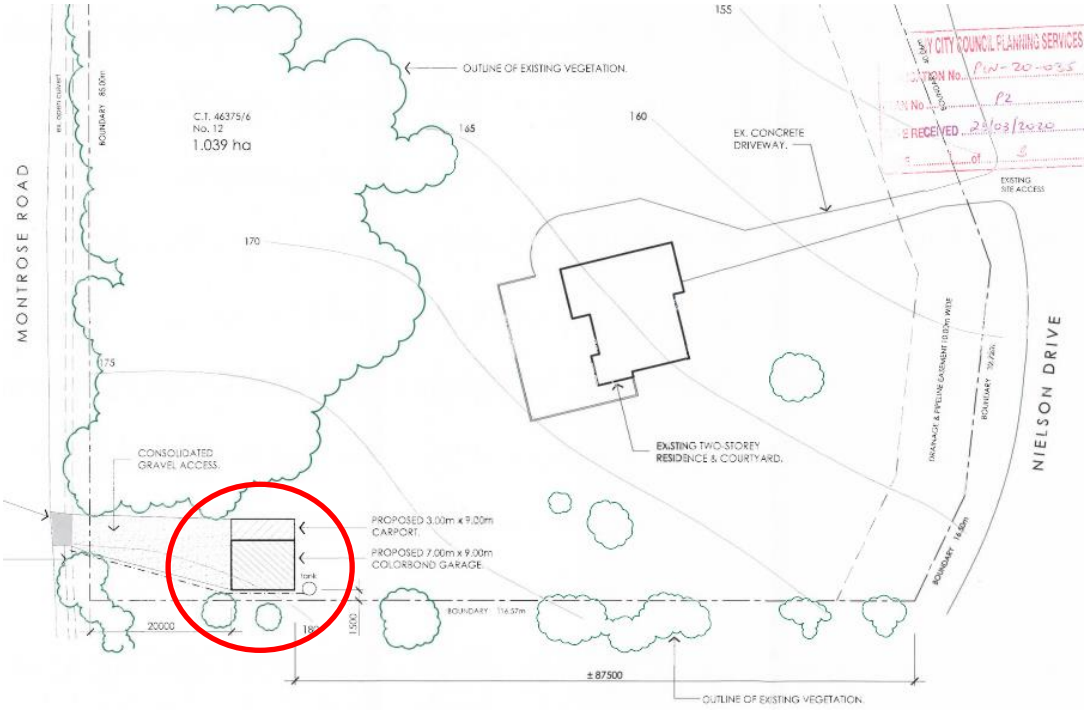


Figure 1: Proposed site plan with new garage/carport encircled.

The stormwater run-off from the proposed outbuilding is to be collected into a water tank for re-use and overflow is to be discharged into public infrastructure. No vegetation is to be removed as part of this application.

The proposal relies on performance criteria for Clause 14.4.2 Setbacks P1 and P2; 14.4.4 Outbuildings P1, E6.6.1 Number of Car Parking Spaces P1, and E14.7.2 Appearance of Buildings and Works within Scenic Landscape Areas P1.

SITE and LOCALITY

The subject site at 12 Nielson Drive has dual frontage with Nielson Drive and Montrose Road as shown in Figure 2 below. The site is predominantly rectangular in shape, with a frontage of 88.68m with Nielson Drive, 85m with Montrose Road, a depth of approximately 116m and an area of 1.04 hectare.

The site consists of a 200m^2 single dwelling with double garage, which is accessed through Nielson Drive. The surrounding locality is characterised by single dwellings on various lot sizes.

Figure 2: An aerial view of the subject site and surrounding locality.

ZONE

The subject site is located within the Environmental Living Zone as shown in figure

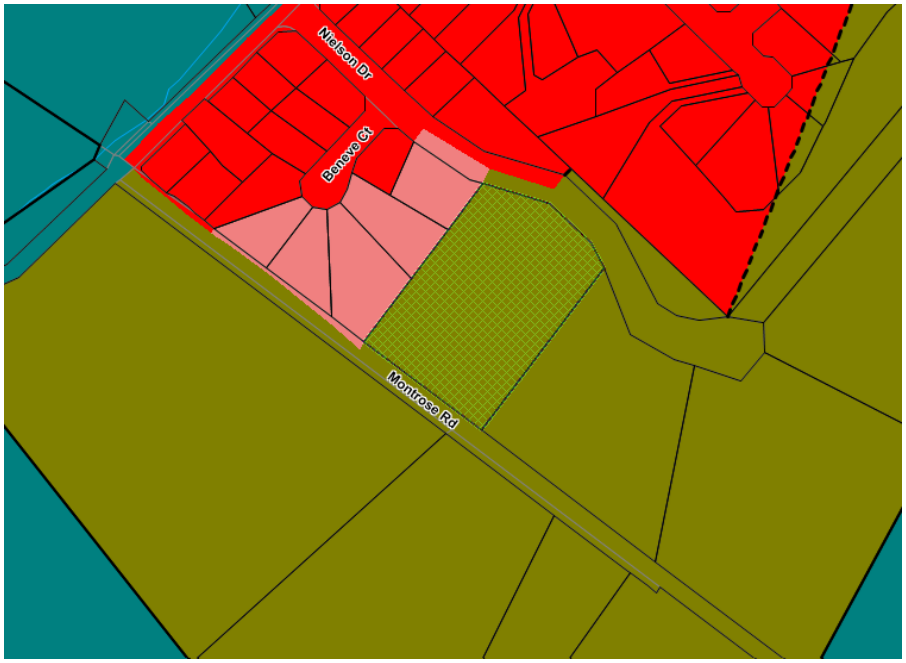


Figure 3: A snapshot of the zoning (Olive- Environmental Living Zone, Pink – Rural Living Zone, Red – General Residential Zone, Teal – Environmental Management Zone)

BACKGROUND

No background relevant to the assessment of the proposal available.

Reason for GPA:

The application causes a parking surplus on the site and therefore the Planning Services does not have delegation to determine the application.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the Land Use Planning and Approvals Act 1993 (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

Nil

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

No SAP applies.

No conflict between zone and code provisions.

Use Class Description (Table 8.2):

Residential means the use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 4.1):

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

Amenity means, in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable.

Building area means the area shown on a plan or plan of subdivision to indicate where all buildings will be located.

Building height means the vertical distance from natural ground level at any point to the uppermost part of a building directly above that point, excluding minor protrusions such as aerials, antennae, solar panels, chimneys and vents.

Frontage means a boundary of a lot which abuts a road.

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

The land is within the Environmental Living zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal:

Zone Purpose Statements

14.1.1.1 To provide for residential use or development in areas where existing natural and landscape values are to be retained. This may include areas not suitable or needed for resource development or agriculture and characterised by native vegetation cover, and where services are limited, and residential amenity may be impacted on by nearby or adjacent rural activities.

14.1.1.2 To ensure development is reflective and responsive to the natural or landscape values of the land.

14.1.1.3 To provide for the management and protection of natural and landscape values, including skylines and ridgelines.

14.1.1.4 To protect the privacy and seclusion that residents of this zone enjoy.

14.1.1.5 To provide for limited community, tourism and recreational uses that do not impact on natural values or residential amenity.

14.1.1.6 To encourage passive recreational opportunities through the inclusion of single or multiple use trail linkages.

14.1.1.7 To avoid land use conflict with adjacent Rural Resource or Significant Agriculture zoned land by providing for adequate buffer areas.

Comment:

The proposed outbuilding is to be constructed in a cleared area and does not require further removal of vegetation from the site. The building is to be low in scale and be compatible with the development in the area; and is to be responsive to the natural and landscape values of the site by causing minimal earthworks; and have materials and finishes with low reflectance values. The outbuilding is to be below the skyline and ridgeline and is not expected to hinder the privacy and seclusion of residents in the area. This is because the outbuilding is for a garage purpose with limited openings facing adjoining residential properties. The proposal is assessed as being consistent with the objectives of the zone.

Use Table

Residential is a permitted use within the Environmental Living zone provided it is for a single dwelling or a home-based business. The proposed outbuilding is in association to the existing Residential (single dwelling) use.

The application is discretionary due to reliance on performance criteria to comply with the standards for Clause 14.4.2 Setbacks P1 and P2; Clause 14.4.4 Outbuildings P1,

Clause E6.6.1 Number of Car Parking Spaces P1, and Clause E14.7.2 Appearance of Buildings and Works within Scenic Landscape Areas P1.

Use Standards

The use standards relate to Non-residential uses and Visitor Accommodation which are not applicable for the assessment of this proposal.

Development Standards for Residential Buildings & Works

14.4.2 Setback (A1/P1)

The acceptable solution A1 requires a building setback of no less than 30m from the frontage. Since the proposed outbuilding is to be setback only 20m from the Montrose Road frontage, the proposal relies on performance criteria P1 which requires the following:

Building setback from frontages must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

(a) the topography of the site;

(b) the prevailing setbacks of existing buildings on nearby lots;

(c) the size and shape of the site;

(d) the location of existing buildings on the site;

(e) the proposed colours and external materials of the building;

(f) the visual impact of the building when viewed from an adjoining road;

(g) retention of vegetation.

Comment:

The outbuilding is proposed to be setback 20m from Montrose Road frontage and approximately 80m from the Nielson Drive frontage. The area identified for the outbuilding is relatively flat when compared to the other plausible locations on the site and is located at the end of an existing driveway from Montrose Road. The proposal therefore causes minimal works, excavation and fill and does not require the removal of vegetation.

The neighbouring properties have buildings and structures with similar setbacks notably an 8m setback at 161 Montrose Road and a 23m setback at 290 Montrose Road. The site also adjoins a Rural Living Zone to the west which have smaller setback requirements and are setback predominantly between 10m-15m from the frontage. The site has a natural gradient ranging between 1:4 and 1:3, falling to the north and is located on a lower level than the properties on the opposite side of Montrose Road. The outbuilding is to be screened via existing mature vegetation along the frontage and side boundaries, which are to be retained and is therefore not expected to cause a visual impact when viewed from the road and adjoining properties. Additionally, the view line is predominantly to the north and the proposed outbuilding is not expected to cause adverse impact with view lines.

The outbuilding is to be of a lower scale when compared to the existing dwelling on the site located in the middle of the property which is predominantly double storey.

The outbuilding is to have matching colour tones as the existing dwelling and is expected to be similar to existing outbuildings and dwellings in the area. No vegetation is to be removed as part of this application and the proposal is considered as maintaining the characteristic of the surrounding landscape and amenity of adjoining properties.

The proposal is considered to comply with the performance criteria and therefore meeting the standard.

14.4.2 Setback (A2/P2)

The proposed outbuilding is to have a 1.5m setback from the eastern side boundary and therefore relies on performance criteria P2, which requires the following:

Building setback from side and rear boundaries must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

(a) the topography of the site;

(b) the size and shape of the site;

(c) the location of existing buildings on the site;

(d) the proposed colours and external materials of the building;

(e) visual impact on skylines and prominent ridgelines;

(f) impact on native vegetation;

(g) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:

(i) overlooking and loss of privacy;

(ii) visual impact, when viewed from adjoining lots, through building bulk and massing.

Comment:

Despite having an area of 1.39 hectare, the site has limited building potential given the natural steep gradient of the site, ranging between 1:3 and 1:4. The existing dwelling is located in the middle of the site which has a steep gradient and would require a considerable amount of excavation and fill to level the land for the purpose of the building foundation. The location for the proposed outbuilding is strategically positioned to limit the need of earth works and would be at the end of an existing driveway.

The colour scheme of the outbuilding is to match the existing dwelling on the site and is to be consistent with the colours identified in the area. The outbuilding is located away from skylines and ridgelines and the proposal does not cause an adverse impact on native vegetation. The outbuilding is to be utilised as a garage and not as a habitable room. There is no opening proposed along the eastern elevation and is therefore not expected to cause an unreasonable impact in terms of overlooking and loss of privacy. Furthermore, the proposed outbuilding is low in scale at a height of 3.8m and is compatible in bulk to other outbuildings in the locality. As a result, the

proposed outbuilding is assessed as meeting the performance criteria and complies with the standard.

14.4.3 Design (A2/P2)

The outbuilding is proposed to have a classic cream external wall surface and manor red roof to match the existing dwelling. The manor red roof has a light reflectance value of 9% while the classic cream surface has a light reflectance value of 69%. As a result, the proposal relies on performance criteria P2, which requires the following:

Exterior building surfaces must avoid adverse impacts on the visual amenity of neighbouring land and detracting from the contribution the site makes to the landscape, views and vistas.

Comment:

The colours have been selected to match the colour of the existing dwelling. The external surface is to be compatible with the outbuildings in the area and is not expected to cause an adverse visual impact due to natural vegetation screening of the outbuilding. The outbuilding is to be low in scale and is not expected to detract from the contribution the sit makes to the landscape, views and vistas.

The proposal is assessed as meeting the performance criteria and therefore complies the standard.

14.4.4 Outbuildings (A1/P1)

The outbuilding is to have a floor area of 90m^2 and therefore relies on performance criteria P1, which requires the following:

Outbuildings (including garages and carports not incorporated within the dwelling) must be designed and located to satisfy all of the following:

(a) be less visually prominent than the existing or proposed dwelling on the site;

(b) be consistent with the scale of outbuildings on the site or in close visual proximity

(c) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape.

Comment:

The proposed outbuilding is lower in scale to the existing dwelling given its floor area and height and is taken to be less visually prominent than the existing dwelling. The proposed outbuilding is assessed as being compatible in scale to those located in the area. The location for the structure has been chosen as most suitable, having close proximity to an existing access, and being able to minimise cut and fill work. The slope of the land falls away steeply in other areas of the property. The outbuildings location will also take advantage of existing native vegetation for visual screening purposes.

The proposal is assessed as satisfying the performance criteria and complies with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

E6.6.1 Number of Car Parking Spaces P1

The existing single dwelling and proposed outbuilding are collectively required to provide two parking spaces in accordance with Table E6.1.

Considering two parking spaces are provided within the existing attached garage of the existing dwelling and two parking spaces are proposed within the outbuilding, the proposal provides a surplus of parking spaces. For that reason, the proposal relies on performance criteria to comply with the standard which requires the following:

The number of on-site car parking spaces to be sufficient to meet the reasonable needs of users, having regard to all of the following:

(a) car parking demand;

(b) the availability of on-street and public car parking in the locality;

(c) the availability and frequency of public transport within a 400m walking distance of the site;

(d) the availability and likely use of other modes of transport;

(e) the availability and suitability of alternative arrangements for car parking provision;

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;

(g) any car parking deficiency or surplus associated with the existing use of the land;

(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;

(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;

(j) any verified prior payment of a financial contribution in lieu of parking for the land;

(k) any relevant parking plan for the area adopted by Council;

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;

(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.

Comment:

The proposal is able to accommodate the required parking spaces on the site, with no overspill onto the street/road or reliance on alternative transport modes. Accordingly, the parking surplus is considered to meet the performance criteria and complies with the standard.

It is noted that criteria (f) through to (m) is not applicable to the assessment.

Council's Development Engineer has reviewed the proposal and is satisfied that the proposal complies with the acceptable solutions of the remaining applicable standards of this code.

E7.0 Stormwater Management Code

The stormwater run-off from the proposed outbuilding is to be collected into a water tank. The water tank is connected to the public stormwater infrastructure for overflow discharge. The proposal is assessed as complying with the applicable standard of the code through the acceptable solution. Council's Development Engineer has reviewed the application and is satisfied with the stormwater management proposed.

E10.0 Biodiversity Code

The site is subject to the Biodiversity Code. However, in accordance with E10.2 this code applies to development involving clearance and conversion or disturbance of native vegetation within a Biodiversity Protection Area. Since no native vegetation is to be cleared, converted or disturbed as part of this proposal, the code does not apply to the assessment of the proposal.

E14.0 Scenic Landscapes Code

The site is within the Scenic Landscape Area as shown in Figure 4 below and the code applies to the assessment of the application.

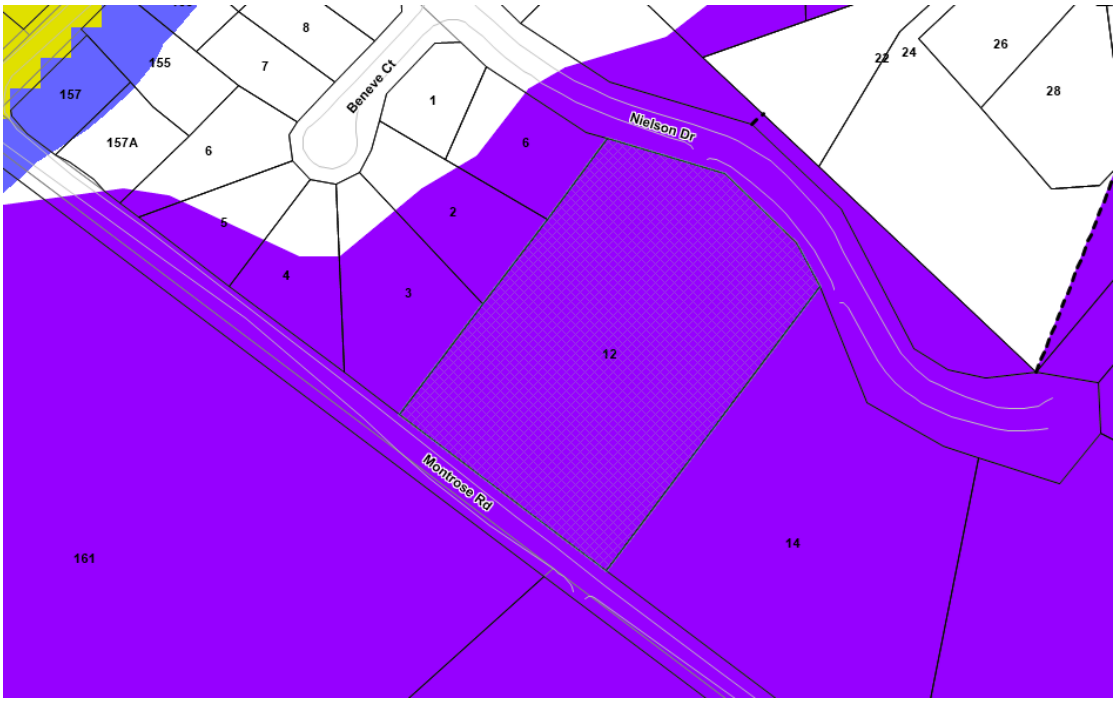


Figure 4: Exponare map showing Scenic Landscape Code (purple) affecting the entire site at 12 Nielson Drive.

E14.7.2 Appearance of Buildings and Works within Scenic Landscape Areas P1

The proposal is unable to comply with the acceptable solution and relies on the performance criteria, which require buildings visible from public spaces to maintain scenic landscape value by satisfying one or more of the following, as necessary:

(a) have external finishes that are non-reflective and coloured to blend with the landscape;

(b) be designed to:

(i) incorporate low roof lines that follow the natural form of the land;

(ii) minimise visual impact in height and bulk;

(iii) minimise cut and fill;

(c) be located below skylines;

(d) be located to take advantage of any existing native vegetation or exotic vegetation for visual screening purposes.

Comment:

The scenic landscape values are considered to be maintained the design of the low-pitched roof to a maximum height of 3.8m, and minimal requirement for cut and fill. The proposed outbuilding is to be located below the skyline and is sited near vegetation on the southern and eastern side of the site, which would provide screening from the public spaces.

The proposal is assessed as not causing an unreasonable change to, or have an unreasonable adverse impact on, the scenic landscape value of Scenic Landscape Area when viewed from public spaces. The proposal complies with the standard through the performance criteria.

PART F: Specific Area Plans

No SAP applies to this site.

INTERNAL REFERRALS

Development Engineer

Comments:

The proposal is to construct a garage and carport at 12 Nielson Drive Montrose.

The access to the proposed structure will be from an existing access constructed on the Montrose Road frontage.

E5.0 Road and Railway Assets Code

The development complies with Code E5 Road and Railway Assets Code; and the safety and efficiency of the road is not expected to be reduced by the proposed development. The development is not expected to increase vehicle movements, to and from the site by over 40 vehicle movements and therefore complies with the Acceptable solution A3 of E5.5.1. The site can be accessed off the existing vehicle crossing, and no new access is proposed; this complies with A1 and A2 under the Clause E5.6.2.

E6.0 Parking and Access Code

The proposal will create a surplus number of on-site carparking spaces of two (2) and thereby is not compliant with the Acceptable solution E6.6.1.

With the need for the owner to accommodate vehicles associated with thier occupation, the proposal meets the performance criteria E6.6.1 P1 (g) in that it would ensure

enough parking is provided for the existing use of the land. The proposed location would also ensure that the streetscape, amenity and character is not adversely affected by parking vehicles within the building line of the Nielson Drive frontage.

E7.0 Stormwater Management Code

This code applies to development requiring management of stormwater. This code does not apply to use. There are no stormwater management code issues associated with this application.

There are no stormwater mains affected by this application, the existing formed table drain will be utilised to manage the overflow from the proposed rainwater tank.

Other

E3.0 Landslide Code

There are no landslide issues identified through Council's records that affect the site

E11.0 Waterway and Coastal Protection Code (E11.7.1 A4 and P4)

There is no new stormwater point of discharge into a watercourse. Therefore, the development application complies with the A4 of E11.7.1

E15.0 Inundation Prone Areas Code

There are no Inundation issues identified through Council's records that affect the application

EXTERNAL REFERRALS

TasWater

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P (1) TasWater has assessed the application and has determined that the proposed development does not require a submission from TasWater.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with no representation being received.

CONCLUSION

The proposal is relying on the performance criteria to comply with applicable standards. The proposal is assessed as satisfying the performance criteria and complies with those standards. The proposal is assessed as complying with all other use and development standards in the Environmental Living zone, as well as the applicable standards of the Road and Railway Assets code, Parking and Access code, Stormwater Management code and the Scenic Landscape code. The application was publicly advertised for the statutory 14-day period and no representation received.

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:

That a permit be granted for the proposed use and development of Outbuilding (Residential) at 12 Nielson Drive Montrose subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-20-035 and Drawing No. P2 submitted on 23/03/2020, except as otherwise required by this permit.

Engineering

2. Prior to the issuing of a Building Approval or the commencement of works on site, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer.

   The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties.

   The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

   Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentestuary.org.au.

3. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.

4. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Drawings showing the driveway details must be in accordance with the Australian Standard 2890.1 and must be submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site.

   a) Be constructed to a sealed finish and the finished gradient must not exceed the maximum gradient of 25%

   b) All runoff from paved areas must be discharged into Council's stormwater system;

   c) The gradient of any parking areas must not exceed 5%; and

   d) Minimum carriageway width is to be no less than 3.00 metres.

All works required to service the outbuilding must be installed prior to the occupancy of the building.

5. All internal hydraulic service works required for the development must be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains must be undertaken by Council at the developer's cost.

Advice to Applicant

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

Engineering

This advice does not form part of the permit but is provided for the information of the applicant. The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

Attachments/Annexures

1 Attachment - 12 Nielson Drive ⇨

APPENDIX A

14.0 Environmental Living

Standard	Acceptable Solution	Proposed	Complies?
14.4 Development Standards for Buildings and Works			
14.4.1 **Building Height**	**A1** Building height must not be more than: 7.5 m.	The outbuilding is proposed to have a maximum height of 3.8m above natural ground level.	Yes
14.4.2 **Setbacks**	**A1** Building setback from frontage must be no less than: 30 m.	The outbuilding is to be setback only 20m from the Montrose Road frontage. Proposal relies on performance criteria.	No – see report for assessment against the performance criteria.
	A2 Building setback from side and rear boundaries must be no less than: 30 m.	The outbuilding is to be setback only 1.5m from the eastern side boundary. Proposal relies on performance criteria.	No – see report for assessment against the performance criteria.
	A3 Building setback for buildings for sensitive use (including residential use) must comply with all of the following:	The subject site is not located within 100m of a Rural Resource zone and 200m of a Significant Agriculture zone.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(i) be sufficient to provide a separation distance from land zoned Rural Resource no less than 100 m; (ii) be sufficient to provide a separation distance from land zoned Significant Agriculture no less than 200 m.		
	A4 Buildings and works must be setback from land zoned Environmental Management no less than 100 m.	The proposed building and associated works are to be setback approximately 200m away from the nearest Environmental Management zoned land.	Yes
14.4.3 **Design**	**A1** The location of buildings and works must comply with any of the following: (a) be located within a building area, if provided on the title; (b) be an addition or alteration to an existing building. (c) be located on a site that does not require the clearing of native vegetation and is not on a skyline or ridgeline.	The proposed outbuilding is to be located on a section of the site which does not require clearing of native vegetation and is not on a skyline or ridgeline.	Yes
	A2 Exterior building surfaces must be coloured using colours with a light reflectance value not greater than 40 percent.	The exterior wall is to be classic cream with a reflectance value of 69% and the roof is to be manor red with a light reflectance value of 9%. The wall colour does not comply with A2.	No – see report for assessment against the performance criteria.

Standard	Acceptable Solution	Proposed	Complies?
	A3 The combined gross floor area of buildings must be no more than: 300m^2.	The existing dwelling has a floor area of 200m^2 and the proposed outbuilding has an area of 90m^2. Therefore, the total floor area of buildings is only 290m^2.	Yes
	A4 Fill and excavation must comply with all of the following: (a) height of fill and depth of excavation is no more than 1 m from natural ground level, except where required for building foundations; (b) extent is limited to the area required for the construction of buildings and vehicular access.	Minimal cut and fill is proposed for the outbuilding. Any cut and fill is to be to the extent required for the building foundations.	Yes
14.4.4 **Outbuildings**	**A1** Outbuildings (including garages and carports not incorporated within the dwelling) must comply with all of the following: (a) have a combine floor area no more than 80 m2; (b) have a wall height no more than 5.5 m and a building height not more than 6.5 m;	The proposal is unable to comply with (a) as the outbuilding is to have an area of 90m^2	No – see report for assessment against the performance criteria.

Standard	Acceptable Solution	Proposed	Complies?
	(c) have setback from frontage no less than that of the existing or proposed dwelling on the site.		

APPENDIX

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.		NA
	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.		NA

Standard	Acceptable Solution	Proposed	Complies?
	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.	Estimated AADT increase = 4	YES
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.		NA
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.		NA

Standard	Acceptable Solution	Proposed	Complies?
	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.		NA
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		YES
	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.	One access to each road frontage	YES
E5.6.3 **New Level Crossings**	**A1** No Acceptable Solutions.		NA

Standard	Acceptable Solution	Proposed	Complies?
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.		YES

APPENDIX

E6.0Parking 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;	Complies with E6.6.1 P1 (g)	NO

Standard	Acceptable Solution	Proposed	Complies?
	(ii) this provision was not used in this planning scheme.		
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.	No requirement	NA
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.	No requirement	NA
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.	No requirement	NA
E 6.7 Development Standards			

Standard	Acceptable Solution	Proposed	Complies?
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.	Allotment has two (2) existing constructed 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; (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.		YES
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;		NA

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
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.		NA
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.		
E6.7.6	A1		YES

Standard	Acceptable Solution	Proposed	Complies?
Surface Treatment of Parking Areas	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.		
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.		NA
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.		NA
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	No requirement	NA

Standard	Acceptable Solution	Proposed	Complies?
	2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.		
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.	No requirement	NA
	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.	No requirement	NA
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.	No requirement	NA
E6.7.12 Siting of Car Parking	A1		NA

Standard	Acceptable Solution	Proposed	Complies?
	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.		
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.		NA
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		YES

APPENDIX

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.	The overflow from the proposed rainwater tank will discharge into the existing table drain.	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.		NA
	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		YES

Standard	Acceptable Solution	Proposed	Complies?
	existing or upgraded public stormwater infrastructure.		
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		NA

APPENDIX

E14 Scenic Landscapes Code

Standard	Acceptable Solution	Proposed	Complies?
E14.7 Development Standards			
E14.7.1 **Removal of Bushland within Scenic Landscape Areas**.	**A1** Removal or disturbance of bushland must comply with both of the following: (a) be on land no less than 50 m (in elevation) from a skyline; (b) be no more than 500 m^2 in extent.	No removal or disturbance of bushland is proposed.	NA

Standard	Acceptable Solution	Proposed	Complies?
E14.7.2 **Appearance of Buildings and Works within Scenic Landscape Areas**	**A1** Buildings must comply with one of the following: (a) not be visible from public spaces; (b) be an addition or alteration to an existing building that; (i) increases the gross floor area by no more than 25%; (ii) does not increase the building height; (iii) provides external finishes the same or similar to existing.	The proposed outbuilding may be visible from public spaces and is not an addition or alteration to an existing building.	No – see report for assessment against the performance criteria.
	A2 Works must not be visible from public spaces.	No works are proposed. The crossover, driveway and access are all existing. No retaining wall or fence are proposed as part of this application.	Yes