

GLENORCHY PLANNING AUTHORITY

AGENDA

MONDAY, 18 SEPTEMBER 2017



GLENORCHY CITY COUNCIL

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

Chairperson: Commissioner Sue Smith

Hour: 3.00 p.m.

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 21 August 2017 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - DEMOLITION AND RESIDENTIAL (SIX MULTIPLE DWELLINGS) RELYING ON PERFORMANCE CRITERIA - 174 BRANSCOMBE ROAD, CLAREMONT
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Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 2674914

REPORT SUMMARY:

Application No.:	PLN-17-146
Applicant:	Pinnacle Drafting & Design
Owner:	D L Vincent
Zone:	General Residential
Use Class	Residential
Application Status:	Discretionary
Discretions:	Clause 10.4.2 Setbacks and building envelope for all dwellings, Clause 10.4.3 Site coverage and private open space for all dwellings and Clause 10.4.6 Privacy for all dwellings (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	Extension of time until 19 Sep 2017
Existing Land Use:	Single Dwelling
Proposal In Brief:	Demolition and Residential (Six Multiple Dwellings) relying on performance criteria
Representations:	1
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The proposal is for demolition of the existing dwelling and associated outbuildings and the construction of a six multiple dwellings on the property. The proposed buildings would be single storey with two bedrooms. Each dwelling would be provided with an attached single garage.

Three dwellings would have direct access to private open space. The proposed dwellings would be located at regular intervals with a driveway and access down the centre of the property. The buildings would be a minimum of 4.6m from the north-west front boundary, 2.25m from the south-east rear boundary, 2.99m from the north-east side boundary and 4m from the north-west side boundary.

The proposed dwellings would be brick veneer, with aluminium windows and Colorbond roofing.

The proposal provides parking with two spaces for each dwelling and one visitor space, with on-site turning and a passing bay at the curb, with a second passing bay inside the property (figure 1).



Figure 1: Site plan of proposal at 174 Branscombe Road, Claremont.

SITE and LOCALITY

The subject site is located on the eastern side of Branscombe Road, approximately 49m from the intersection with Travers Court, Claremont. The property has a frontage of 4.02m, an average depth of 41m, and a total area of 2197m².

The site is generally flat and falls toward the east, with an average gradient of 1 in 17. The land has an existing dwelling and outbuildings on the front portion of the site and no significant vegetation.

The site is located within a General Residential area with a mix of single dwellings and multiple dwellings. The property is within the General Residential zone (figure 2).



Figure 2: Aerial photo of 174 Branscombe Road, Claremont.

ZONE

The subject property is within the General Residential Zone under the Glenorchy Interim Planning Scheme 2015.

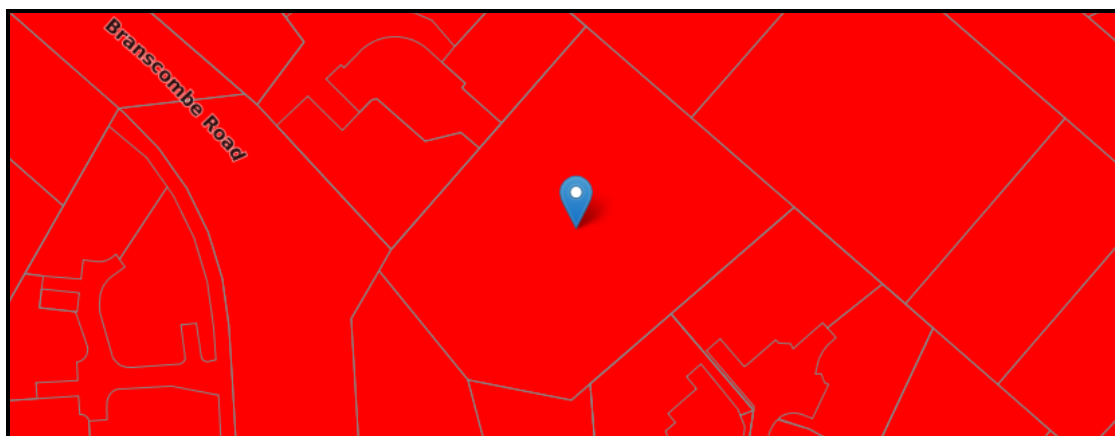


Figure 3: General Residential Zone over 174 Branscombe Road, Claremont.

BACKGROUND

A Part 5 Agreement entered into on 19 December 2005 would require buildings within the lot to *'demonstrate the use of storm management measures to minimise run off and discharge into Council stormwater system'*.

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.

Use Class Description (Table 8.2):

The use of Multiple Dwelling is listed within the Residential use class description of the Glenorchy Interim Planning Scheme 2015.

The definition of Residential use class states:

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 use of a multiple dwellings is defined as the following in Clause 4.1 of the Glenorchy Interim Planning Scheme 2015:

means 2 or more dwellings on a site.

Part C: Special Provisions

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

Demolition

The proposal includes demolition; therefore Clause 9.4 of the Scheme applies:

Unless approved as part of another development or prohibited by another provision, an application for demolition may be approved at the discretion of the planning authority having regard to:

- (a) the purpose of the applicable zone;
- (b) any relevant local area objective or desired future character statement of the applicable zone;
- (c) the purpose of any applicable code; and
- (d) the purpose of any applicable specific area plan.

The proposal would involve demolition of the single dwelling and associated outbuildings on the front portion of the site. The demolition forms part of the proposal of multiple dwellings and therefore the demolition will be considered with the proposed use and development, in accordance with the Scheme.

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 General Residential zone purpose statements in Clause 10.1.1 of the Glenorchy Interim Planning Scheme 2015 are as follows:

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.

The proposed multiple dwellings would be consistent with the residential uses for the zone and would assist with accommodating a range of dwelling types. The proposal would efficiently utilise existing infrastructure. Therefore, the proposal is considered to be in accordance with the zone purpose statement in Clause 10.1.1 of the Scheme.

Use Table

The proposed use of 'multiple dwellings' is permitted without qualifications, in accordance with the use table in Clause 10.2 of the Glenorchy Interim Planning Scheme 2015. However, the proposal is discretionary owing to the reliance on performance criteria for Clauses 10.4.2, 10.4.3, and 10.4.6.

Use Standards

The use standards set out in Clause 10.3 of the Glenorchy Interim Planning Scheme 2015 are not applicable to this application. Please see Appendix 1.

Development Standards for Residential Buildings & Works

Clause 10.4.2 – Standard A2, Setback

The proposed garage attached to Unit 1 would be setback a minimum of 4.6m from the front boundary. The proposed garage would require a minimum setback of 5.5m from the front boundary, in accordance with Clause 10.4.2 – Standard A2 in the Scheme. The proposal may be considered in accordance with the performance criteria:

A garage or carport must have a setback from a primary frontage that is compatible with the existing garages or carports in the street, taking into account any topographical constraints.

The proposed garage attached to Unit 1 would be setback a similar distance to surrounding dwellings with attached garages and would be compatible with the existing streetscape.

In addition, the garage would be at an angle to the front boundary, which would minimise the visual appearance from a public road. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance.

Clause 10.4.2 – Standard A3, Setback

The proposed Unit 2 would be setback a minimum of 2.252m from the south-west rear boundary, Unit 4 would be 3.968m, and Unit 6 would be 3.874m.

The proposed units would require a minimum setback of 4m from the south-west rear boundary, in accordance with Clause 10.4.2 – Standard A3 in the Scheme. The proposal may be considered in accordance with the performance criteria:

The siting and scale of a dwelling must:

- (a) *not cause unreasonable loss of amenity by:*
 - (i) *reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or*
 - (ii) *overshadowing the private open space of a dwelling on an adjoining lot; or*
 - (ii) *overshadowing of an adjoining vacant lot; or*
 - (v) *visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and*
- (b) *provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.*

The proposed setbacks are not considered to cause unreasonable overshadowing because the proposed dwelling heights would be single storey. In addition, the buildings would be located a reasonable distance from the boundary to reduce potential for overshadowing. Shadow diagrams were provided to demonstrate there would be no unreasonable loss of sunlight to the neighbouring dwelling and private open space. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance.

Clause 10.4.3 – Standard A2, Site coverage and private open space for all dwellings

The proposed plans show that the private open space for Units 2, 4 and 6 would be accessed via a hallway. The proposed private open space would require direct access from a habitable room other than a bedroom, in accordance with Clause 10.4.3 (c) – Standard A2 in the Scheme. The proposal may be considered in accordance with the performance criteria:

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 that is:*
 - (i) *conveniently located in relation to a living area of the dwelling; and*
 - (ii) *orientated to take advantage of sunlight;*
- unless the projected requirements of the occupants are considered to be satisfied by communal open space or public open space in close proximity.*

The proposed multiple dwellings would have a reasonable amount of private open space. However, the design would not provide for direct access from a habitable room. The proposal provides for areas that are capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play, with reasonable access between the living area and private open space via a wide hallway. The private open space would have reasonable access to sunlight during the day. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance.

Clause 10.4.6 – Standard A3, Privacy for all dwellings

The proposal would not provide screening for the bedroom window facing the south-west side of Unit 1. Proposed Unit 1 would require a permanently fixed screen to a height of at least 1.7m above the shared driveway space (excluding a parking space allocated to that dwelling), or a fixed obscure glazing screen extending to a height of at least 1.7m above floor level in accordance with Clause 10.4.6 – Standard A1 in the Scheme. The proposal may be considered in accordance with the performance criteria in Clause 10.4.6 – P3 as follows:

A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

The proposal shows a wide driveway adjacent the Unit 1 that would be primarily used for access into the attached garage. Whereas vehicles entering or leaving the surrounding spaces are unlikely to utilise the driveway immediately next to the window. In addition, the closest vehicle to reverse from a parking space near the dwelling would be allocated to Unit 1. Therefore, it is considered that the discretion would be acceptable in this instance. The proposal complies with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

Clause E6.6.1 – Standard A1, Number of Car Parking Spaces

The proposal would provide a total of thirteen car parking spaces for six multiple dwellings. Therefore, the proposal would in accordance with Clause E6.6.1 – standard A1 in the Scheme.

E7.0 Stormwater Management Code

The proposal is not exempt under Clause E7.4 of the Glenorchy Interim Planning Scheme 2015. However, the proposal complies with the acceptable solutions of the standards in Section E7.0 of the Scheme.

PART F: Specific Area Plans

No Specific Area Plans apply.

INTERNAL REFERRALS

Development Engineer

The proposal was referred to Council's Development Engineer who provided the following:

Traffic, Access & Parking

The site can be accessed off the Branscombe Road frontage with existing vehicular access onto the site. The driveway proposed will comply with AS2890.1:2004 the maximum gradients of 20%; and passing bays will be provided as shown on the P2 plan received by Council. The total of 6 multiple dwellings requires 12 parking spaces for the dwellings plus 1 visitor parking spaces for the entire site; it is proposed by the developer that the total of 13 parking spaces be provided. Therefore a parking 1 is considered acceptable and comply with the Performance Criteria P1 of Code E6.6.1 in GIPS.

It is noted that the passing bays must be constructed to comply with the acceptable solution of E6.7.3.

It is therefore considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application; and the stormwater connection is available off the Branscombe Road frontage via a 150mm connection onto 300mm pipe.

It is noted that the development must comply with Council's Stormwater Runoff Management Policy and the Acceptable Solution A3 of Stormwater management code E7 in the Glenorchy Interim Planning Scheme.

Other

Geoscience issues

There are no Geotechnical issues identified through Council's records that affect the application. However, the covenant on the property title requires that any proposed development be in accordance with the recommendations contained in the Geotechnical report prepared by William C Cromer Pty Ltd dated 29th October 2003; the applicant has accepted this statement that the guidelines outlined in the report will be implemented with the construction documentation as per an email sent to Council dated 14/07/2017.

Flooding/Inundation issues

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

Waste Management Officer

The proposal was referred to Council's Waste Management Officer who provided the following:

Waste Services to the proposed multiple dwelling development at 174 Branscombe Road Claremont would be Council's standard bin service collected fortnightly.

- *The Council's standard bin service includes one (1) x 140L wheelie bin for Waste and one (1) x 240L wheelie bin for recycling to each of the dwelling, collected fortnightly.*
- *Please note that this property would have a total of twelve (12) bins, six (6) Waste bins and six (6) Recycling Bins.*
- *This property has an existing kerbside/nature strip area for placement of the bins therefore the dwellings would have their own individual bins.*
- *All bins are to be placed on the kerbside for collection.*
- *Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.*

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater which was supportive of the proposal with recommended conditions. The *Water and Sewerage Industry Act 2008* requires the Planning Authority to include conditions from TasWater if a permit is approved.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with one representation being received and one letter outside the timeframe. The issues raised are as follows:

1. Privacy

The representor states that the proposal would impact on privacy for the neighbouring multiple dwelling to north-west. In particular, there would be a loss of privacy from the deck for Unit 5 that would be 3m from the boundary.

Planner's Comment:

The proposed deck complies with the acceptable solution for privacy for a deck higher than 1m above natural ground level, in accordance with Clause 10.4.6 – Standard A1 in the Scheme. Therefore, the proposed deck would provide for a reasonable level of privacy from the boundary of the property.

2. Traffic

The representor states that the proposal would cause traffic congestion in the vehicular access between the road and the property, which is shared by a neighbouring property to the south-east.

Planner's Comment:

The design of the vehicular access was discussed with the applicant and amended plans were received providing sufficient width for the access to be used by the proposal and adjoining neighbour. This would provide a suitable area for two vehicles to pass on the access. A condition has been recommended.

3. Waste Collection

The representor states that there would be 'fourteen wheelie bins going to be placed on the kerbside' for collection.

Planner's Comment:

The proposed was referred to the Council's Waste Management Officer who had advised there was sufficient area along the road reserve to accommodate separate bins for each multiple dwelling. Therefore, the proposal is considered reasonable.

4. Construction

The representor states that there would be vehicles blocking the driveway during construction.

Planner's Comment:

This is not a relevant planning issue and cannot be considered as part of the application. However, parking over a driveway is controlled under the parking regulations contained within the 'Tasmanian Road Rules' 2009.

CONCLUSION

The proposal is relying on the performance criteria to comply with the acceptable standards of the Scheme in relation to; setbacks, building envelope for all dwellings, site coverage, private open space for all dwellings, and privacy for all dwellings.

The proposal is assessed as satisfying the performance criteria and complies with the applicable standard(s).

The proposal is assessed as complying with all other use and development standards in the General Residential zone, as well as the relevant standards of the Parking and Access Code and Stormwater Management Code.

The application was publicly advertised for the statutory 14-day period. The proposal received on representation and one letter outside the timeframe raising concerns for privacy, traffic congestion, waste collection and driveway access. As stated in the report, the proposal has been designed to comply with the acceptable solutions for privacy, traffic congestion and waste collection. A condition has been recommended for the design of the driveway. Parking over a driveway is controlled by separate legislation.

It is concluded that the proposal is consistent with the Scheme's zone and code purpose statements and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of Demolition and Residential (Six Multiple Dwellings) relying on performance criteria at 174 Branscombe Road, Claremont subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-146 and Drawing No. P2 submitted on 14 July 2017, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. Landscaping works as shown on the endorsed plans must be completed within 6 months of the issue of a Certificate of Occupancy to the satisfaction of Council's Senior Statutory Planner and then maintained to the satisfaction of Council's Senior Statutory Planner.

Engineering

4. Prior to the issuing of a Building Permit 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 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 Environment, Parks, Heritage and the Arts. 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 Stormwater detention for a 1 in 20 year ARI storm event must be provided on site. 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.

8. The development must incorporate Water Sensitive Urban Design Principles. Stormwater pre-treatment is required. These Principles will be in accordance with the Water Sensitive Urban Design Procedures for Stormwater Management in Southern Tasmania or The Model for Urban Stormwater Improvement Conceptualisation (MUSIC) and to the satisfaction of the Council's Development Engineer.
9. All stormwater drainage works, including the provision of treatment devices/elements must be to the satisfaction of Council's Development Engineer and in accordance with a Plumbing permit issued by the Permit Authority in accordance with the Building Act 2016.
10. 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. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway, access 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 20%;
 - b) The gradient of any parking areas must not exceed 5%;
 - c) Vertical alignment shall include transition curves (or straight sections) to the Australian Standard, AS 2890.1 - 2004, Clause 2.5.3 (d) at all grade changes greater than 12.5%;
 - d) Thirteen (13) clearly marked car parking spaces must be provided in accordance with the approved plan received by Council and kept available for these purposes at all times;
 - e) Of the required number of car parking spaces above, one (1) car parking space shall be provided for the visitor, clearly marked as "visitor parking" and kept available for these purposes at all times;
 - f) Passing bays must be 6 m long, 5.5 m wide, tapering to the width of the driveway and must be at intervals of no more than 30 m along the driveway.
 - g) All runoff from paved and driveway areas must be discharged into Council's stormwater system; and
 - h) Minimum carriageway width is to be no less than 3.0 metres.

To comply with the above requirements, the developer must submit drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit and/or the commencement of works (whichever occurs first). All works required by this condition must be installed prior to the occupancy of the dwelling.

11. Widening to the existing vehicle crossing to provide a passing bay at the access point must be constructed in accordance with standard drawing SD-1003 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the occupancy. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval. *Advice: A Property Access Works Application must be completed prior to any work being undertaken. The application is available from Council's planning department or available from Council's website at: <http://qcc.tas.gov.au/content/Driveways.GCC?ActiveID=1304>*
12. The proposed development must be in accordance with the recommendations contained in the Geotechnical report prepared by *William C Cromer Pty Ltd* dated 29th October 2003 as stated in Covenant. The guidelines outlined in the report must be implemented with the construction documentation and submitted to Council for and prior to the Building approval.

Advice to Applicant

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

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.

Water Sensitive Urban Design

All development applications that result in an increase in the impervious area of the site, and therefore the peak stormwater discharge rate may require an On-Site Detention System (OSD) in accordance with Council stormwater runoff management policy. The proposed OSD must provide a runoff storage volume equivalent to the difference between the allowable site discharge and the anticipated maximum discharge over the period of the design storm. An OSD proposal must be submitted with the Plumbing Permit Application and detailed in a hydraulic design for assessment and approval by Council's Plumbing Permit Authority.

Water Sensitive Urban Design (WSUD) elements is required. If the developer has any enquiries relating to acceptable methods of providing On-site detention, they should contact Council's Plumbing Surveyor on (03) 6216 6800.

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 62166800.

APPENDIX 1**10.0 General Residential Zone.**

Standard	Acceptable Solution	Proposed	Complies?
10.3 Use Standards			
10.3.1 Non-Residential Use	A1 Hours of operation must be within 8.00 am to 6.00 pm, except for office and administrative tasks or visitor accommodation.	Not applicable.	N/A
	A2 Noise emissions measured at the boundary of the site must not exceed the following: (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am; (c) 65dB(A) (LAmix) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.	Not applicable.	N/A
	A3 External lighting must comply with all of the following:	Not applicable.	N/A

	(a) be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.		
	A4 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of: (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive; (c) 9.00 am to 12 noon Saturdays; (d) nil on Sundays and Public Holidays.	Not applicable.	N/A
10.3.2 Visitor Accommodation	A1 Visitor accommodation must comply with all of the following: (a) is accommodated in existing buildings; (b) provides for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site; (c) has a floor area of no more than 160m².	Not applicable.	N/A
10.3.3 Local Shop	A1 A local shop must have a gross floor area no more than 200m².	Not applicable.	N/A
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) 325m²; or	Complies. The site area per dwelling would be 1 per 366m ² .	Yes

	(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.		
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 (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.	Complies. The proposal would be setback 4.6m.	Yes
	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	The proposed garage for Unit 1 would be setback a minimum of 4.6m. Compliance would require a minimum setback of 5.5m. Therefore the proposal would have a discretion of 0.9m.	Performance criteria Refer to discussion in the report.

	(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 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).	The proposed Units 2, 4 and 6 would have setbacks of 2.252m, 3.968m and 3.874m. Compliance would require a minimum setback of 4m. Therefore the proposal would have discretions of 1.748m, 0.032m and 0.126m.	Performance criteria Refer to discussion in the report.
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	Complies. The proposed site coverage would be 36%. Each dwelling would have more than 60m of private open space and the site area free of impervious surface would be approximately 30%.	Yes

	(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.		
	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 (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;	The proposed Units 2, 4 and 6 would have access to the private open space via a hallway. Compliance would require access via a habitable room other than a bedroom.	Performance criteria Refer to discussion in the report.

	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 overshadowing of dwellings and all	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).	Complies. Each dwelling would have a window 30% west 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 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.	Complies.	Yes

	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. (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.	Complies. Shadow diagrams were provided to confirm Clause 10.4.4 – A3(b).	Yes
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).	Complies.	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:	Complies. All proposed decks have been located within the minimum setback.	Yes

	(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 (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: (h) 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	Complies.	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 (iii) 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 proposed bedroom window facing south-west for Unit 1 would be setback a minimum of 0m from shared driveway. Compliance would require a minimum setback of 2.5m. Therefore the proposal would have a discretion of 2.5m.	Performance criteria Refer to discussion in the report.
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 which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	Not applicable	N/A

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.	Complies.	Yes
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APPENDIX 2

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	Complies. The proposal would provide thirteen car parking spaces.	Yes
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.	Not applicable.	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).	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	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.		
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not applicable.	N/A
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	Complies.	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.	N/A

Standard	Acceptable Solution	Proposed	Complies?
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.	Complies. Amended drawings were provided.	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.	Complies.	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.	Complies.	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;	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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.	Not applicable.	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 the area of the car park, except in the Central Business Zone where no landscaping is required.	Complies.	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 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Not applicable.	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Not applicable.	N/A
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.	Not applicable.	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.	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
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.	Not applicable.	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Complies.	Yes

APPENDIX 3**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.	Complies.	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.	Complies.	Yes
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Complies.	Yes

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

Attachments/Annexures

- 1  174 Branscombe Road, Claremont

CLOSED TO MEMBERS OF THE PUBLIC

6. APPEALS REPORT

This item is to be considered at a closed meeting of the Glenorchy Planning Authority by authority of the Local Government (Meeting Procedures) Regulations 2015 Regulation 15(4).