

**GLENORCHY PLANNING AUTHORITY
AGENDA
MONDAY, 19 JUNE 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 5 June 2017 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - ADDITIONS AND ALTERATIONS TO METAL FABRICATION (MANUFACTURING AND PROCESSING) RELYING ON PERFORMANCE CRITERIA - 1 WHITESTONE DRIVE, GRANTON

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 7613272

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-028
<i>Applicant:</i>	B G Richardson
<i>Owner:</i>	J & R Erends Pty Ltd
<i>Zone:</i>	Light Industrial
<i>Use Class</i>	Manufacturing and processing
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	Clause 24.4.3 Design, Clause 24.4.5 Landscaping, Clause E6.6.1 Number of Car Parking Spaces and Clause E6.7.1 Number of Vehicular Accesses (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	24 Jun 2017
<i>Existing Land Use:</i>	Manufacturing and Processing (Metal Fabrication)
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The proposal is for additions to the existing business Steeline Roofing Hobart, who provide a range of products from roofing to garage and carports.

The proposal includes partial demolition along the south-east side of the building near the street frontage to accommodate an extension to the main workshop. The additions would increase the workshop area and an office area along the front façade. In addition to the main building, the proposal includes a display garage/shed in the rear north-east corner (Fig. 1).

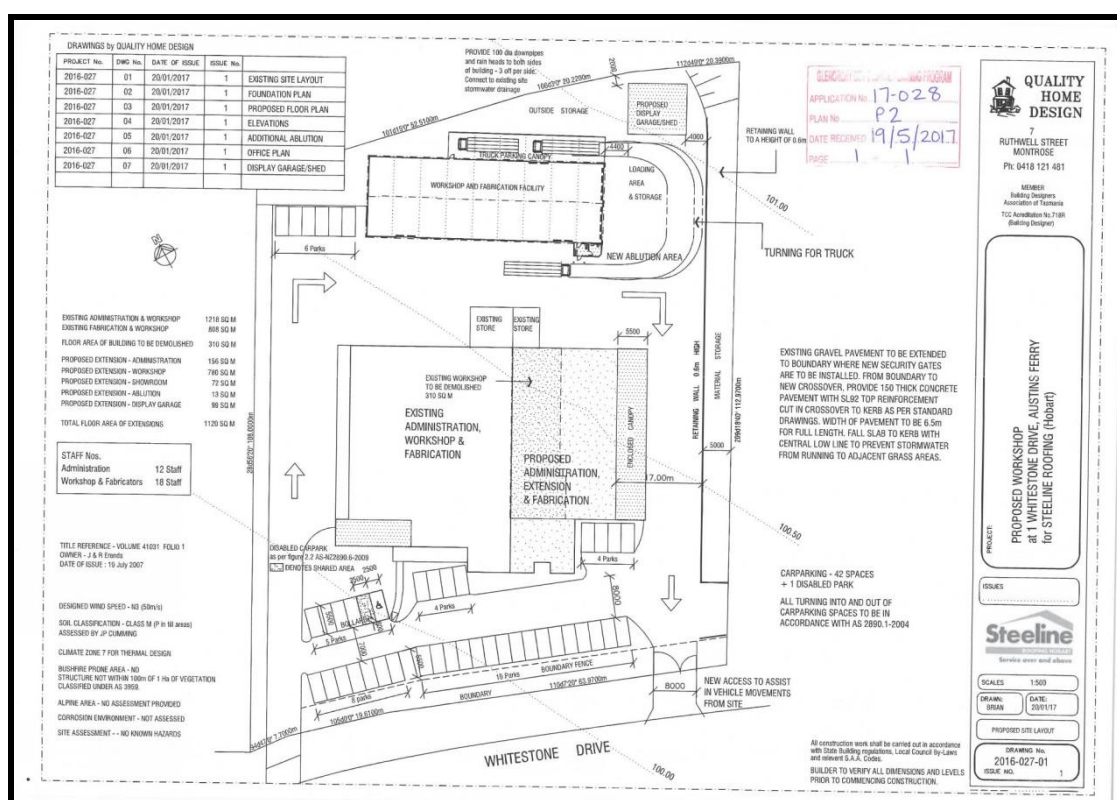


Figure 1: Site plan for 1 Whitestone Drive, Granton.

The extension the main building would be located 16.5m from the eastern side boundary, and 15.5m from the western side and front boundaries. The proposal would have a maximum height of seven metres.

The proposed display shed would be located two metres from the northern rear boundary and nine metres from the south-east side boundary. The display shed would have a maximum height of five and a half metres above natural ground level.

The proposal would increase the existing gross floor area by 620.5m² up to a combined total of 2,919.5m².

A traffic impact statement was provided, stating that there would be a maximum of 29 employees and a total of 43 car parking spaces would be provided on site.

A second access is proposed in the southern corner along the frontage.

Hours of Operation

The proposed use would have the following hours of operation:

Monday-Friday 7:30am to 5:00pm

SITE and LOCALITY

The subject site is located on the northern side of Whitestone Drive, approximately 82m to the east of the T-section of Main Road, Granton.

The property has buildings on site both for metal fabrication. There is existing hardstand for parking and access, with minimal landscaping to the rear. This site has a gentle slope of 1 in 20 falling to the north-west, with a steep drop off in the north-east rear corner.

The property has one constructed vehicular access and a second access in Permit PLN-14-168 approved on 19 August 2014 on the eastern side of the front boundary.

The site is surrounded by a public reserve to the west and north, and the Light Industrial zone to the east and south (Fig. 2). The northern boundary adjoins the railway reserve.



Figure 2: Aerial photograph of Site plan for 1 Whitestone Drive, Granton.

ZONE

The subject property is within the Light Industrial zone under the Glenorchy Interim Planning Scheme 2015 (Fig. 3).

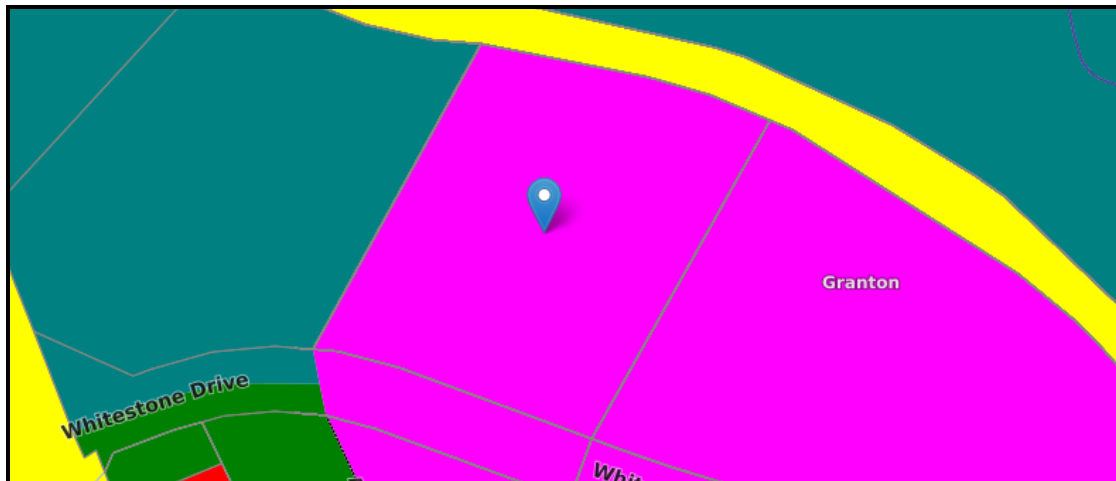


Figure 3: Zone over 1 Whitestone Drive, Granton. The Environmental Management zone is to the west and Utilities zone to the north.

BACKGROUND

There are two planning permits relevant to this proposal. PLN-14-168 approved on 19 August 2014 and DA 103/89 approved on 5 June 1989.

The original permit DA 103/89 required a total of 26 car parking spaces and the permit for the second workshop PLN-14-168 required an additional 15 car parking space (including one accessible parking space) and approved a second vehicular access.

This would bring the total number of car parking spaces to 41 (including one accessible parking space).

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 a Metal Fabrication fits within the Manufacturing and Processing use class description of the Glenorchy Interim Planning Scheme 2015.

The definition of Manufacturing and Processing use class states:

use of land for manufacturing, assembling or processing products other than Resource processing. Examples include boat building, brick making, cement works, furniture making, glass manufacturing, metal and wood fabrication, mineral processing and textile manufacturing.

The type of business would be for the metal fabrication for roofing and sheds, in addition to administration.

Other relevant definitions (Clause 4.1):

Not applicable.

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 for part of the main workshop near the front of the site. The demolition forms part of the proposal of Metal Fabrication 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 Light Industrial zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal.

Zone Purpose Statements

The Light Industrial purpose statements in Clause 24.1.1 is as follows:

24.1.1.1

To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses.

24.1.1.2

To promote efficient use of existing industrial land stock.

24.1.1.3

To minimise land use conflict in order to protect industrial viability and the safety and amenity of sensitive land uses in adjacent zones.

24.1.1.4

To provide industrial activity with good access to strategic transport networks.

The proposed Metal Fabrication would provide for the construction and distribution of roofing and sheds. The site location has good access to existing transport networks. The proposed use and development for metal fabrication would make use of existing industrial land stock.

Use Table

The proposed use of 'Metal Fabrication' is a permitted use without qualifications in accordance with the use table in Clause 24.2. However, the reliance on performance criteria for Clause 24.4.3 – P1 and Clause E6.6.1 – P1 makes the proposal discretionary.

Use Standards

The proposal complies with the acceptable solutions of the applicable standards set out in Clause 24.3. Please see Appendix 1.

Development Standards for Buildings or Works

Clause 24.4.3 Design

The proposal includes a single expanse of wall for approximately 15% of south-east side facing the internal driveway.

The proposal would require a façade, to ensure any single expanse of blank wall in the ground level front façade or facades facing a public space is not greater than 50% of the length of the façade in accordance with the acceptable solution Clause 24.4.3 – Standard A1(c). The proposal is reliant on performance criteria.

Building design must enhance the streetscape by satisfying all of the following:

- (a) provide the main access to the building in a way that is visible from the street or other public space boundary;*
- (b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;*
- (c) treat very large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;*
- (d) ensure the visual impact of mechanical plant and miscellaneous*

- equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is limited when viewed from the street;*
- (e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have limited visual impact;*
 - (f) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;*
 - (g) be consistent with any Desired Future Character Statements provided for the area.*

The proposed south-east façade would not be highly visible from the streetscape. The façade would be mainly viewed by passing traffic and has limited access to the public with the main car parking area located along the front boundary. On this basis, the proposal is considered to comply with the performance criteria in Clause 24.4.3 of the Scheme.

Clause 24.4.5 – Landscaping

The acceptable solution requires landscaping along the frontage of the site unless the building has nil setback to frontage. The property has an area for landscaping along the frontage facing the street. However, landscaping of this area does not form part of the application. The proposal relies on performance criteria.

The performance criteria require landscaping to be provided to satisfy all of the following:

- (a) enhance the appearance of the development;
- (b) provide a range of plant height and forms to create diversity, interest and amenity;
- (c) not create concealed entrapment spaces

Given that there is opportunity to comply with the performance criteria by landscaping the area between the frontage and the road reservation that would otherwise enhance the appearance of the development, a condition has been recommended to provide landscaping in this area. 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

Clause E6.6.1 – Standard A1

The proposal would require an additional 13 car parking spaces for an increase in gross floor area of 620.5m in accordance with Clause E6.6.1 – standard A1 of the Scheme. The proposal provides an additional two car parking spaces. The proposal is assessed against the performance criteria in Clause E6.6.1 – P1 as follows:

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.*

A traffic impact statement was provided to assess the parking needs of the metal fabrication business. The proposal would employ a maximum of 29 staff and would provide a total of 43 car parking spaces on site. This would be sufficient for meeting the needs of an industrial use that relies predominantly on workshop area to operate machinery.

Council's Development Engineer is supportive of the proposal based on the recommendations of the traffic impact statement. Therefore, the proposal would comply with the performance criteria in clause E6.6.1 – P1 in accordance with the Scheme.

Clause E6.7.1 – Standard A1

The proposal would provide a second vehicular access via Whitestone Drive. The proposal is considered against the performance criteria in Clause E6.7.1 – P1 as follows:

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*

- (c) *suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) *ease of accessibility and recognition for users.*

The previous use and development was given approval for a second access in accordance with permit PLN-14-168. However, this was not constructed. The location of the proposed access would avoid conflicts between users, avoid interference with the flow of traffic and would provide a suitable access for large vehicles to enter and leave the site in a forward direction.

Therefore, the proposal would comply with the performance criteria in Clause E6.7.1 – P1 in accordance with 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 in the standards in Section E7.0 of the Scheme. Please see Appendix 2 below.

PART F: Specific Area Plans

Not applicable.

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 existing vehicular access onto the site while the vehicles can exit the site via a new proposed access. There will be then two vehicular accesses serving the subject site; however it is considered suitable for the scope and the use of the site. Forty-three car parking spaces are proposed to cater for the site; this includes one disabled parking space. There are also shortfalls in the total of number of parking spaces required; however the TIS is submitted and accepted. 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 Whitestone Drive frontage.

Other

Geoscience issues

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

Flooding/Inundation issues

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

Environmental Health Officer

The proposal was referred to Council's Environmental Health Officer who provided the following:

The initial building construction in 1989 incorporated noise mitigation measures as advised by Acoustic Consultant Pearu Terts. No noise complaints from this property are noted on Council files (28/02/2017).

The distance between the proposed development to the closest residential home is approximately 100 metres. Ambient traffic noise from Main Road Granton dominates the acoustic landscape. The Environmental Supplement Form states that "Noise will be no difference (sic) to what presently exists." The topography of the land, distance and the ambient noise provide acoustic mitigation. A noise condition has been applied.

The application meets the Acceptable Solution for the Road and Railway Assets Code, and no comment on noise or vibration impact is required from the applicant.

Perusal of the historical file shows this site is not on land which Council would suspect is contaminated. The site has been used for roof fabrication since the industrial land subdivision.

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.

Tas Rail

The application was referred to TasRail which was supportive of the proposal and did not recommend any conditions.

REPRESENTATIONS

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

CONCLUSION

The proposal is relying on the performance criteria to comply with the Clause 24.4.3 – Standard A1(c), Clause 24.4.5 – Standard A1, Clause E6.6.1 – Standard A1 and Clause E6.7.1 – Standard A1. 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 Light Industrial 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 and no representations were received. 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 Additions and alterations to Metal Fabrication (Manufacturing and Processing) relying on performance criteria at 1 Whitestone Drive, Granton subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-028 and Drawing No. P1 pages 2 to 6 of 6 submitted on 15 February 2017, and Drawing No. P2 submitted on 19 May 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. A landscaping plan, prepared by a suitably qualified person, is to be submitted in association with the building permit application for approval by Council's Senior Statutory Planner. Particular attention is to be paid to area between the car park and the front boundary. The landscaping works must be completed *within 6 months of the issue of a Certificate of Occupancy* and then maintained to the satisfaction of Council's Senior Statutory Planner. The landscaping plan is to be prepared at a suitable scale, and indicate the following:-
 - a) outline of the proposed buildings;
 - b) existing trees and those to be removed;
 - c) any proposed driveways, paths ,car parking, retaining walls and fencing (indicating the materials and surface finish);
 - d) the proposed planting (including expected mature height and plant size);
 - e) earth shaping works; and
 - f) measures used for protection of existing plants during construction works.
 - g) Maintenance plan such as watering system.
4. Landscaping works must be completed within six months from issue of 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

5. Prior to the issuing of a Building Permit 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 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.

6. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
7. New vehicle crossing concrete driveway apron must be constructed in accordance with standard drawing SD-1003 between the kerb and the property boundary and to the satisfaction of Council's Development Engineer. The detail design must be submitted and approved prior to the occupancy of the buildings.
8. Any driveway crossover work within Council's road reservation must be carried out by a Council-registered contractor. A road-opening permit from Council's Planning Services Program is required. An inspection fee is payable upon application. Any modifications to vehicular kerb crossing must include reinstatement of the footpath/nature strip and kerbing to match the existing environment.
9. 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.

The proposed driveway, access and parking must comply with the following:-

- a) Be constructed to a sealed finish;
- b) Forty three (43) 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;
- c) Of the required number of car parking spaces, one (1) car parking space shall be provided for the exclusive use of people with disabilities, clearly marked and kept available for these purposes at all times;
- d) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
- e) The gradient of any parking areas must not exceed 5%; and
- f) Appropriate signage and driveway line-markings must be installed to ensure the safe, efficient and convenient traffic for all users.

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.

10. 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.
11. Run-off from the car parking areas must be discharged and directed to Council's existing stormwater connection. Stormwater pre-treatment is also 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 the Glenorchy Interim Planning Scheme Stormwater Management Code 7 and be approved by Council's Development Engineer prior to the issuing of a Building Permit Approval.

Environmental Health

12. The use must operate only between the hours of 7.30am to 5.00pm, Monday to Friday inclusive.
13. An activity carried out in accordance with a permit associated with the land, must not exceed an equivalent continuous A-weighted sound pressure level as measured over 15 minutes (LAeq15min) of:

45dB(A) between the hours of 7am to 6pm;

40dB(A) between the hours of 6pm to 10pm;

35dB(A) between the hours of 10pm to 7am;

when measured in a habitable room of a residential premise in other ownership. Further recommended design sound levels are specified in AS2107:2000 – Table 1.

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

Any area where liquid wastes (including spills) are generated must be suitably graded and bunded to direct the liquid waste to sewer.

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

- a) waste must be minimised, that is, the generation of waste must be reduced to the maximum extent that is reasonable and practicable, having regard to best practice environmental management;
- b) waste must be re-used or recycled to the maximum extent that is reasonable and practicable; and
- c) any residual waste must be disposed of only at a site and in a manner approved by the Senior Environmental Health Officer.

Advice to Applicant

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

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.

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

24.0 Light Industrial Zone

Standard	Acceptable Solution	Proposed	Complies?
24.3 Use of Standards			
24.3.1 Hours of Operation	A1 Hours of operation of a use within 100 m of a residential zone must be within: (a) 7.00 am to 7.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 5.00 pm Saturdays; (c) nil Sundays and Public Holidays. except for office and administrative tasks.	7:30am to 5pm Monday to Friday	Yes.
24.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAmx) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.	No noise complaints noted on Council's records. Boundary to residential is 121 linear metres with ambient traffic noise from Main Road Granton dominating the acoustic landscape. Environmental Supplement Form states that "Noise will be no difference (sic) to what presently exists."	Yes.
	A2 External amplified loud speakers or music must not be used within 50 m of a residential zone.	None proposed.	Yes.

Standard	Acceptable Solution	Proposed	Complies?
24.3.3 External Lighting	A1 External lighting within 50 m of a residential zone must comply with all of the following: (a) be turned off between 10:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.	Not applicable.	N/A
24.3.4 Commercial Vehicle Movements	A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 7.00 am to 7.00 pm Mondays to Saturdays inclusive; (b) 9 am to 5.00 pm Sundays and public holidays.	7:30am to 5pm.	Complies.
24.3.5 Outdoor Work Areas	A1 Outdoor work areas and noise-emitting services such as air conditioning equipment, pumps and ventilations fans must not be located within 50 m of a residential zone.	Not applicable.	N/A
24.4 Development Standards for Buildings and Works			
24.4.1 Building Height	A1 Building height must be no more than: 9m.	Complies. The proposal would have a maximum height of seven metres.	Yes
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.	Not applicable.	N/A
24.4.2 Setback	A1 Building setback from frontage must be parallel to the frontage and must be no more than: (a) 10 m; or (b) the alignment of the adjoining buildings whichever is the lesser.	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	A2 Building setback from a residential zone must be no less than: (a) 10m; or (b) half the height of the wall, whichever is the greater.	Not applicable.	N/A
24.4.3 Design	A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots;	The proposal would provide a single expanse of wall of approximately 85% along the south-east side façade. The proposal would require a single expanse of wall to be no greater than 50%. Therefore the proposal would have a discretion of 35%.	Performance criteria Refer to discussion in the report.

Standard	Acceptable Solution	Proposed	Complies?
	(g) not include security shutters over windows or doors with a frontage to a street or public place.		
	A2 Walls of a building facing a residential zone must comply with all of the following: (a) be coloured using colours with a light reflectance value not greater than 40 percent; (b) if within 50m of a residential zone, must not have openings in walls facing the residential zone, unless the line of sight to the building is blocked by another building.	Not applicable.	N/A
24.4.4 Passive Surveillance	A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 20 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 10% of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;	Complies. The proposal would provide windows and doors no less than a minimum of 15% along the side and rear, and 41% along the front façade.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park.		
24.4.5 Landscaping	A1 Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has a nil setback to frontage.	The proposal provide a strip of land between the car park and the front boundary. A condition has been recommended.	Performance criteria Refer to discussion in the report.
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 10m.	Not applicable.	N/A
24.4.6 Outdoor Storage Areas	A1 Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.	Not applicable. The storage area is existing.	N/A
24.4.7 Fencing	A1 Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 2.1 m must not be erected within 10 m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.	Not applicable.	N/A

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.	The proposal provides an additional two car parking spaces on site. The proposal would require an additional 13 car parking spaces. Therefore the proposal would a shortfall of 11 car parking spaces.	Performance criteria Refer to discussion in the report.
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.	Complies.	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.	Complies.	Yes

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.	Complies.	Yes
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.	The proposal includes a second access. Compliance would require a maximum of one access, therefore the proposal would have an increase of one additional vehicular access.	Performance criteria Refer to discussion in the report.
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.	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; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day;	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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.	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: (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.	Complies.	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.	Not applicable.	N/A

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.	Not applicable.	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.	Not applicable.	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.	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

Standard	Acceptable Solution	Proposed	Complies?
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not applicable.	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	Complies.	Yes
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. A condition has been recommended.	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
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Complies.	Yes

Attachments/Annexures

- 1  Whitestone Drive, Granton

6. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA, (CT6377/10), (CT6377/9), (CT6377/8) - 39, 41 AND 43 KENBRAE AVENUE, GLENORCHY

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 5378248, 5378221, 5378213

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-050
<i>Applicant:</i>	Wilson Homes Tasmania Pty Ltd
<i>Owner:</i>	Housing Tasmania
<i>Zone:</i>	General Residential
<i>Use Class</i>	Residential (Multiple Dwellings)
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.4 (P1) Sunlight and overshadowing 10.4.6 (P3) Privacy for all dwellings 10.4.7 (P1) Frontage Fences for all dwellings (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	25 June 2017
<i>Existing Land Use:</i>	Single Dwelling (Residential)
<i>Proposal In Brief:</i>	Multiple dwellings (Residential) relying on performance criteria, (CT6377/10), (CT6377/9), (CT6377/8).
<i>Representations:</i>	0

Recommendation:	Approval Subject to conditions
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REPORT IN DETAIL:

PROPOSAL

The proposal is for the development of a total of six multiple dwellings at three separate lots (CT6377/10), (CT6377/9), (CT6377/8) at Kenbrae Avenue Glenorchy (two multiple dwellings on each site). There is no proposal or requirement to adhere the lots. The application has been made as one as a matter of convenience.

Of the proposed dwellings, identified as '2/39', '2/41' and '2/43' on the plans, each is proposed to have two bedrooms, single bathroom and an open plan kitchen-living-dining area. The existing dwellings at '1/39', '1/41' and '1/43' are identified on the plans as having three bedrooms and an open plan kitchen-living-dining area.

All dwellings are proposed to have an adequate area of private open space attributed to them. As well, each dwelling has car parking of a number that satisfies the table E6.1 attributed to it.

The proposal complies with all of the acceptable solutions of applicable standards, as outlined in the appendices to this report, except where reliant on the performance criteria for 10.4.4 (P1) Sunlight and overshadowing, 10.4.6 (P3) Privacy for all dwellings and 10.4.7 Frontage Fences for all dwellings. How the proposal satisfies the objective of the standard through the performance criteria is outlined in the body of this report.

SITE and LOCALITY

The subject site is located on the northern side of Kenbrae Avenue. The site area for both 39 and 41 Kenbrae Avenue is 671m², and the area for 43 Kenbrae Avenue is 672m².

The site is relatively flat with a gentle grade falling to the north east. The site adjoins single dwellings on all boundaries. The locality is characterised by residential uses, the majority of which are single detached dwellings.



Figure 1. Aerial view of the site and immediate surrounds.

ZONE

The proposed development is located in the General Residential zone. The site shares boundaries with other similarly zoned parcels of land. As well, the site is approximately 100m from the Light Industrial zone which overlays those industrial uses accessed from Pitcairn Street.



Figure 2. View of the zoning for the site and surrounding area indicating the General Residential zone in red and the Light Industrial zone (Fuchsia)

BACKGROUND

There is no background information on file relevant to the assessment of this 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

5.9 Demolition of exempt buildings.

Within the limited exemption 6.1 Minor structures and outbuildings, clause 6.1.5 it is stated that,

the construction, placement or demolition of minor outbuildings or structures if:

- (a) no new outbuilding is closer to a street frontage than the main building is;*
- (b) the gross floor area of each outbuilding or structure does not exceed 9m² and a combined total area of such buildings or structures does not exceed 20m²;*
- (c) no side is longer than 3m;*
- (d) no part of the outbuilding or structure is higher than 2.4m above natural ground level;*
- (e) the maximum change of level as a result of cut or fill is 1m; and*
- (f) no part of the outbuilding encroaches on any service easement or is within 1m of any underground service.*

Therefore, the demolition of the two 6m² structures shown as 'shed' on the proposal plans are exempt, pursuant to clause 5.9.1 as demolition is exempt from requiring a permit for,

The demolition in whole or in part of a building, the erection of which would be exempt under this planning scheme (5.9).

Limited Exemptions

Nil

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

No SAP or Code provisions override zone provisions in this assessment

Use Class Description (Table 8.2):

The use class is Residential (multiple dwellings).

The use class description of 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.

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.

Applicable standard: means as defined in subclause 7.5.2, which states, 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.

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.

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

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:

10.1.1 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 for multiple dwellings (residential), which are permitted within the General Residential zone. The proposal is considered to be consistent with the purpose of the General Residential zone, by providing dwellings at suburban densities.

10.2 Use Table

Residential (multiple dwellings) is a permitted use class pursuant to clause 10.2. However, the proposal involves discretionary consideration owing to reliance on the performance criteria for applicable development standards.

10.3 Use Standards

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

10.4 Development Standards for Residential Buildings & Works

The proposed development complies with all relevant development standards for buildings and works as demonstrated in Appendix 1, except where it relies on the performance criteria for 10.4.4 (P1) Sunlight and overshadowing of all dwellings, 10.4.6 (P3) Privacy for all dwellings and 10.4.7 (P1) Frontage fences for all dwellings.

10.4.4 (P1) Sunlight and overshadowing for all dwellings.

The proposed dwellings '2/41' and 2/39' each have windows to the living areas which face approximately 70° west of north and 120° east of north respectively. The proposal therefore is reliant on the performance criteria which require,

A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

Comment

The proposed windows predominately are, when considered collectively with each dwelling's respective glazed sliding doors and north facing glazed back door, able to allow sunlight to enter this open plan living area. It is a recommended condition of approval that the glazing of these north facing doors be of a minimum translucent glazing, so as to allow light to enter the dwelling. This glazing must be maintained for the life of the use.

The proposal is assessed as complying with the standard subject to conditions.

10.4.6 (P3) Privacy for all dwellings

The proposal is for the existing driveways servicing the single dwellings to be shared by the proposed dwellings on each respective lot. As each of the shared driveways are separated less than 2.5m from windows of the existing dwellings, and no screening which satisfies the acceptable solution is proposed, the proposal is reliant on the performance criteria which require,

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.

Comment

In order to satisfy the performance criteria, the proposal must erect screening between each shared driveway and windows of the existing dwellings which are within 2.5m of that driveway. It is therefore a recommended condition of approval that screening of a height no less than 1.7m from natural ground level be sited between the shared driveway and windows of the existing dwellings identified on the plans as '1/39', '1/41' and '1/43', so as to minimise vehicle light intrusion into that dwelling.

The proposal is assessed as complying with the standard subject to conditions.

10.4.7 (P1) Frontage fences for all dwellings.

The proposal plans show a paling fence along the side and rear boundaries of each lot. Although side and rear fences are ordinarily exempt where not higher than 2.1m, it is because no dimension is shown for the height of this fencing within 4.5m of the frontage, that 10.4.7 Frontage fences for all dwellings is an applicable standard. It is a recommended condition that plans submitted for building approval must show that all boundary fencing within 4.5m of the frontage of each lot must have a height above natural ground level of not more than 1.8m, and that this fence design must allow for any section above a height of 1.2 m, to provide a uniform transparency of not less than 30% (excluding any posts or uprights).

With respect to the recommended condition, the proposal is considered to comply with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Rail Asset Code

The proposal does not involve a new access, though will intensify the existing accesses. Because this intensification is not considered to generate more than 40 vehicle movements per day, the proposal complies with the acceptable solution for E5.5.1 (A3).

E6.0 Parking and Access Code

The proposal has been referred to Council's Development Engineer, who is satisfied that the parking and access arrangement for the site complies with all of the acceptable solutions of the Parking and Access code as outlined in Appendix 3.

E7.0 Stormwater Management Code

The proposal has been referred to Council's Development Engineer, who is satisfied that the stormwater arrangement for the site is compliant with the acceptable solutions of the Stormwater Management code (see Appendix 4).

INTERNAL REFERRALS

Development Engineer

The proposal has been referred to Council's development Engineer who has made the following comments.

Comments

The development application seeks an approval for two additional dwellings at the rear of the existing dwellings to make the total of six multiple dwellings on a subject site.

Traffic, Access & Parking

The site can be accessed off the Kenbrae Avenue frontage with two existing vehicular accesses onto the site. The driveways proposed generally comply with AS2890.1:2004 and Code E6 of GIPS. 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 connections for 39 and 41 Kenbrae Avenue are proposed to the existing Stormwater main which runs along the rear boundary of the property. The existing connection located at the frontage of 43 Kenbrae Avenue will be kept and utilise as usual.

Other

Geoscience issues

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

Flooding/Inundation issues

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

Waste Management Officer

Waste Services to the proposed multiple dwelling development 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 ten (10) bins, five (5) Waste bins and five (5) Recycling Bins.
- This property has an existing kerbside/nature strip area for placement of the bins therefore the dwellings would have 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 proposal has been referred to TasWater. TasWater is in support of the proposal subject to the inclusion of conditions (Appendix A).

REPRESENTATIONS

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

CONCLUSION

The proposal for multiple dwellings at 39, 41 and 43 Kenbrae Avenue is assessed to comply with all of the acceptable solutions for the relevant standards of the General Residential zone, as well as the applicable codes, except where reliant on the performance criteria for 10.4.4 (P1) Sunlight and overshadowing of all dwellings 10.4.6 (P3) Privacy for all dwellings and 10.4.7 Frontage Fences for all Dwellings. The proposal is assessed as satisfying those performance criteria in order to meet the objectives of the standard and as such complies.

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 (Residential) relying on performance criteria, (CT6377/10), (CT6377/9), (CT6377/8). at 39 Kenbrae Avenue, Glenorchy - 43 Kenbrae Avenue, Glenorchy and 41 Kenbrae Avenue, Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-050 and Drawing No. P2 submitted on 3/5/2017, 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. Plans submitted for building approval must show that screening of a height no less than 1.7m above natural ground level is to be sited between the shared driveway and the south and east facing corner kitchen window of the existing dwelling identified as 1/43 on the approved plans. This screening must be of a design so as to minimise vehicle light intrusion into that dwelling. This screening must be installed prior to the issue of the certificate of occupancy of the proposed dwelling '2/43' and must be maintained for the life of the use.
4. Plans submitted for building approval must show that screening of a height no less than 1.7m above natural ground level is to be sited between the shared driveway and the west facing living room window of the existing dwelling identified as '1/41' on the approved plans.

This screening must be of a design so as to minimise vehicle light intrusion into that dwelling. This screening must be installed prior to the issue of the certificate of occupancy of the proposed dwelling '2/41' and must be maintained for the life of the use.

5. Plans submitted for building approval must show that screening of a height no less than 1.7m above natural ground level is to be sited between the shared driveway and the south and east facing living room window of the existing dwelling identified as '1/39' on the approved plans. This screening must be of a design so as to minimise vehicle light intrusion into that dwelling. This screening must be installed prior to the issue of the certificate of occupancy of the proposed dwelling '2/39' and must be maintained for the life of the use.
6. The glazing of the rear doors of the proposed dwellings identified as '2/41' and '2/39' on the approved plans must be translucent, so as to allow adequate light to enter the living area of those dwellings. This glazing must be maintained for the life of the use.
7. Plans submitted for building approval must show that all proposed boundary fencing within 4.5m of the frontage of each lot must have a height above natural ground level of not more than 1.8 m. The design must allow for any section of this fencing with a height above natural ground level of 1.2m, to provide a uniform transparency of not less than 30% (excluding any posts or uprights). This fencing must be maintained for the life of the use in accordance with this design criteria.

Engineering

8. Prior to the issuing of a Building Permit 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 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.

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

11. 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) Twelve (12) 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;
 - (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - (d) The gradient of any parking areas must not exceed 5%; and
 - (e) 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.
12. 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 2000.
13. Plans submitted for building approval must demonstrate that the development incorporates Water Sensitive Urban Design Principles. 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 must be installed prior to the occupancy of the dwellings to the satisfaction of the Council's Development Engineer.
14. The development must comply with Council's Stormwater Runoff Management Policy, 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.
15. Prior to the occupancy of the dwellings, the new stormwater connections to the existing Stormwater main must be provided by Council at full cost to the applicant. The developer is required to contact Council's Development Engineer on (03) 62166439 to organise for Council to provide a quotation to perform the stormwater connection works. The developer must contact Council requesting a quotation for the new Stormwater connection prior to the commencement of works.

Advice to Applicant:

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.

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 Policy No 28-4. 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 are encouraged. 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.

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?
10.4 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.	Proposed site area per dwelling is in excess of 325m 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 (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.	Proposed dwellings are each within the building envelopes of the respective lots	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 (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.	Proposed Carport is in excess of 5.5m 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 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).	Each proposed multiple dwelling is contained within the prescribed building envelope for each lot.	Yes

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 m ² 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 is less than 50% and so complies with both (a) and (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 m ² ; or (ii) 12 m ² , 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	Each dwelling has an area identified on the plan which complies with (a) The minimum horizontal dimension of the nominated space is 4m. Each dwelling has an area of private open space attributed to it, which is directly accessible from and adjacent to a habitable room other than a bedroom. For those existing dwellings, though there are a number of steps, this does not hinder direct accessibility	Yes Yes Yes

	(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.	Private open space nominated for each dwelling is to the north of that dwelling. Not Applicable The site is not considered steep in any area The area is not used for vehicle access or parking.	N/A Yes Yes
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).	The windows of the proposed dwellings identified as '2/41' and '2/39' on the plans are not within 30° of east or west of north.	No- Refer Report
	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	Proposed dwellings identified as '2/39', '2/41' and '2/43' are contained within respective lines to the existing dwellings. These lines correspond with diagram 10.4.4A.	Yes

	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.		
	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.	Proposed dwellings identified as '2/39', '2/41' and 2/43' are contained within respective lines measurable from the northern edge of the private open space of the existing dwellings. These lines correspond with diagram 10.4.4C.	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).	Proposed garage is in excess of 12m from the frontage	N/A

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 (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.	There are no proposed structures above 1m that are within 3m from side boundaries.	N/A
	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	Proposed windows are all located in excess of 3m from the side boundaries.	Yes

	(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 (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: 2.5 m; or 1 m if: it is separated by a screen of at least 1.7 m in height; or 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 for each lot is not proposed to be screened where within 2.5m of an existing window to a habitable room.	No – Refer 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: 1.2 m if the fence is solid; or 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).	Fencing within 4.5m of the frontage does not show any height dimension.	No – Refer Report
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 m ² 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.	Site plan indicates compliance for each dwelling with (a)	Yes

APPENDIX 2

E5.0 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 e	N/A
	A2 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 more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	N/A
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	The proposed additional vehicle movements are not anticipated to exceed 40 per day	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.		
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.	Not Applicable	N/A
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.	Not Applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
E5.6.2 Road accesses and junctions	A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h	Kenbrae Avenue has a speed limit of 50km/h	N/A
	A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	The proposal is reliant on the existing arrangement of access on site.	N/A
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.	Not Applicable	N/A
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	The proposal is reliant on the existing arrangement of access on site.	N/A

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

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: 1. 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.	Proposal is for two car parking spaces per dwelling.	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). 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.	Not applicable	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.	Not applicable	N/A
E6.7 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.	There is presently one vehicle access point per lot	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; 2. 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.	Vehicle access point is existing	Yes
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: 1. 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;	Not applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(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.	Proposal is for two multiple dwellings only and so on-site turning is not required.	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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this 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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	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.	Not applicable	N/A

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.	Not applicable	N/A
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: 1. 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; 2. be located within 30 m of the main entrance to the building.	Not applicable	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.	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

Standard	Acceptable Solution	Proposed	Complies?
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not applicable	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	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.	Proposal is for stormwater generated by new impervious surfaces to be disposed of to an existing stormwater connection.	
	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: 1. the size of new impervious area is more than 600 m²; 2. new car parking is provided for more than 6 cars; 3. a subdivision is for more than 5 lots.	Not applicable	N/A
	A3 A minor stormwater drainage system must be designed to comply with all of the following: 1. be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Not applicable	N/A
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Not applicable	N/A

Attachments/Annexures

- 1  39, 41 and 43 Kenbrae Avenue, Glenorchy

7. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA (CT110985/1), (CT68299/7) - 26 AND 28 NORMAN CIRCLE, GLENORCHY

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 5386504

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-052
<i>Applicant:</i>	Wilson Homes Tasmania Pty Ltd
<i>Owner:</i>	Housing Tasmania
<i>Zone:</i>	General Residential
<i>Use Class</i>	Residential (multiple dwellings)
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.4 (P1) Sunlight and overshadowing of all dwellings. (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	20 June 2017
<i>Existing Land Use:</i>	Single Dwelling
<i>Proposal In Brief:</i>	Multiple dwellings (Residential) relying on performance criteria, (CT110985/1), (CT68299/7).
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal is for the development of a total of four multiple dwellings at two separate addresses at 36 and 38 Norman Circle Glenorchy (two multiple dwellings on each site). There is no proposal or requirement to adhere the lots, the application has been made as one as a matter of convenience.

Of the dwellings identified as '2/26' and '2/28', which are to be constructed, each is proposed to have two bedrooms, single bathroom and an open plan kitchen-living-dining area, and carport.

The existing dwellings '1/26 and 1/28' are identified on the plans as having three bedrooms and an open plan kitchen living dining area. All dwellings are proposed to have an adequate area of private open space attributed to them. As well, each dwelling has car parking of a number that satisfies the table E6.1 attributed to it.

The proposal complies with all of the acceptable solutions of applicable standards, as outlined in the appendices to this report, except where reliant on the performance criteria for 10.4.4 (P1) Sunlight and overshadowing. How the proposal satisfies the objective of the standard through the performance criteria is outlined in the body of this report.

SITE and LOCALITY

The subject site is located on the northern side of Norman Circle, Glenorchy. The site area for 26 Norman Circle is 735m² and for 28 Norman Circle is 735m².

The site is relatively flat with a gentle grade falling to the north. The site adjoins single dwellings on all boundaries. The locality is characterised by residential uses, the majority of which are single detached dwellings.



Figure 1. Aerial view of the site and immediate surrounds.

ZONE

The proposed development is located in the General Residential zone. The site shares boundaries with other similarly zoned parcels of land (see Figure 2).

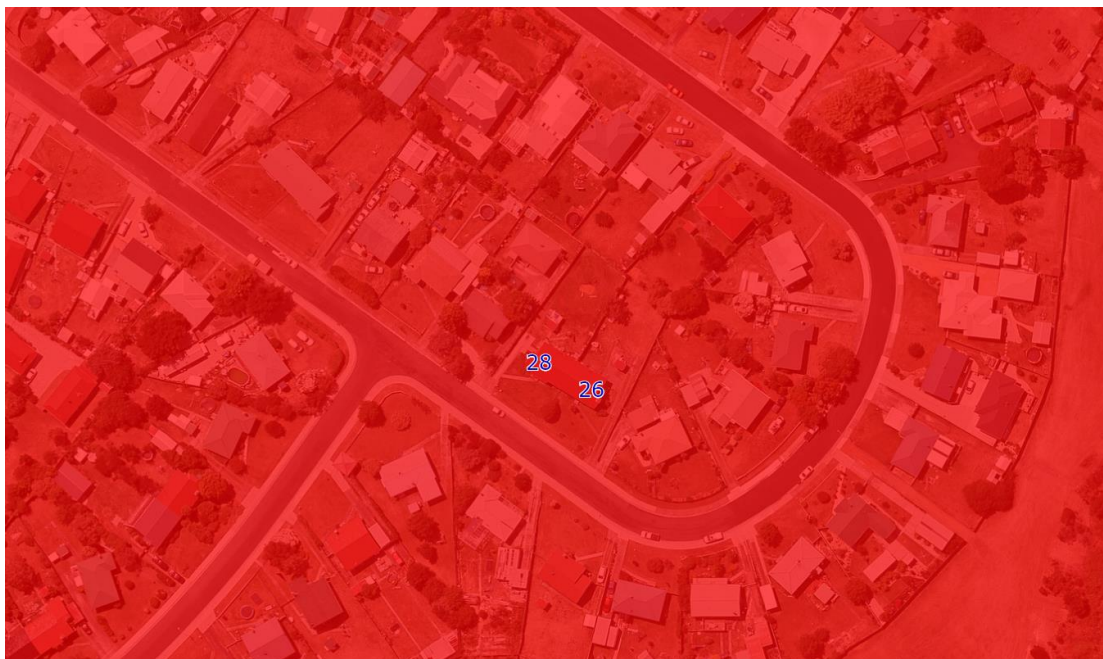


Figure 2. View of the zoning for the site and surrounding area indicating the General Residential zone in red and the open space zone in green.

BACKGROUND

There is no background information on file relevant to the assessment of this 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

5.9 Demolition of exempt buildings.

Within the limited exemption 6.1 Minor structures and outbuildings, clause 6.1.5 states that,

the construction, placement or demolition of minor outbuildings or structures if:

- (a) no new outbuilding is closer to a street frontage than the main building is;
- (b) the gross floor area of each outbuilding or structure does not exceed 9m² and a combined total area of such buildings or structures does not exceed 20m²;
- (c) no side is longer than 3m;
- (d) no part of the outbuilding or structure is higher than 2.4m above natural ground level;
- (e) the maximum change of level as a result of cut or fill is 1m; and
- (f) no part of the outbuilding encroaches on any service easement or is within 1m of any underground service. Outbuildings (shown as shed) on the proposal plans,

Therefore the demolition of the two 6m² structures shown as 'shed' on the proposal plans are exempt, pursuant to clause 5.9.1 as demolition is exempt from requiring a permit for,

The demolition in whole or in part of a building, the erection of which would be exempt under this planning scheme.

Limited Exemptions

Nil

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

No SAP or Code provisions override zone provisions in this assessment.

Use Class Description (Table 8.2):

The use class is Residential (multiple dwellings). The use class description of 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.

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.

Applicable standard: means as defined in subclause 7.5.2, which states, 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.

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.

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

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:

10.1.1 Zone Purpose Statements

10.1.1.1 The purpose of the zone is 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; and

10.1.1.3 to provide for the efficient utilisation of services.

Comment

The proposal is for multiple dwellings (residential), which are permitted within the General Residential zone. The proposal is considered consistent with the purpose of the General Residential zone, by providing dwellings at suburban densities.

10.2 Use Table

Residential (multiple dwellings) is a permitted use class pursuant to clause 10.2. However, the proposal involves discretionary consideration owing to reliance on the performance criteria for applicable development standards.

10.3 Use Standards

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

10.4 Development Standards for Residential Buildings & Works

The proposed development complies with all relevant development standards for buildings and works as demonstrated in Appendix 1, except where it relies on the performance criteria for 10.4.4 (P1) Sunlight and overshadowing of all dwellings.

10.4.4 (P1) Sunlight and overshadowing for all dwellings.

The proposed dwellings '2/26' and '2/28' each have windows to the living areas which face approximately 55° west of north. The proposal therefore is reliant on the performance criteria which require,

A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

Comment

The proposed windows predominately face west, are, when considered collectively with each dwelling's respective glazed sliding doors and north facing glazed back door, able to allow sunlight to enter this open plan living area. It is a recommended condition of approval that the glazing of these north facing doors be of a minimum translucent glazing so as to allow light to enter the dwelling. This glazing must be maintained for the life of the use.

The proposal is assessed as complying with the standard subject to conditions.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Rail Asset Code

The proposal does not involve a new access, though will intensify the existing access. Because this intensification is not considered to generate more than 40 vehicle movements per day, the proposal complies with the acceptable solution for E5.5.1 (A3).

E6.0 Parking and Access Code

The proposal has been referred to Council's Development Engineer who is satisfied that the parking and access arrangement for the site complies with all of the acceptable solutions of the Parking and Access code as outlined in Appendix 3.

E7.0 Stormwater Management Code

The proposal has been referred to Council's Development Engineer who is satisfied that the stormwater arrangement for the site is compliant with the acceptable solutions of the Stormwater Management code (see Appendix 4).

INTERNAL REFERRALS

Development Engineer

The proposal has been referred to Council's Development Engineer who is in support of the proposal and has made the following comments.

Comments

The development application seeks an approval for two additional dwellings at the rear of the existing dwellings to make the total of 4 multiple dwellings on a subject site.

Traffic, Access & Parking

The site can be accessed off the Norman Circle frontage with two existing vehicular accesses onto the site. The driveways proposed generally comply with AS2890.1:2004 and Code E6 of GIPS. 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 connections are available off the Norman Circle frontage. These connections are proposed to be upgraded to 150mm connections.

Other*Geoscience issues*

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

Flooding/Inundation issues

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

Waste Services

The proposal has been referred to Council's Waste Management Officer who has provided the following comments

Comment

Waste Services to the proposed multiple dwelling development at 26 & 28 Norman Circle Glenorchy 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 eight (8) bins, four (4) Waste bins and four (4) 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 proposal has been referred to TasWater. TasWater is in support of the proposal subject to the inclusion of conditions (Appendix A).

REPRESENTATIONS

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

CONCLUSION

The proposal for four multiple dwellings at 26 and 28 Norman Circle (two dwellings on each lot) is assessed to comply with all of the acceptable solutions for the relevant standards of the General Residential zone, as well as the applicable codes, except where reliant on the performance criteria for 10.4.4 (P1) Sunlight and overshadowing of all dwellings. The proposal is assessed as satisfying those performance criteria in order to meet the objectives of the standard and as such complies.

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 (Residential) relying on performance criteria, (CT110985/1), (CT68299/7) at 26 Norman Circle, Glenorchy and 28 Norman Circle, Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-052 and Drawing No. P2 submitted on 28/04/2017, 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. Any future alterations to the existing dwellings identified as '1/36' and '1/38' on the approved plans must not amend convenient resident access to the private open space attributed to each of those dwellings.
4. The glazing of the rear doors of the proposed dwellings identified as '2/26' and '2/28' on the approved plans must be translucent so as to allow adequate light to enter the living area of that dwelling. This glazing must be maintained for the life of the use.
5. Plans submitted for building approval must show that proposed boundary fencing within 4.5m of the frontage of each lot must have a height above natural ground level of not more than 1.8 m. The design must allow for any section of this fencing with a height above natural ground level of 1.2m, to provide a uniform transparency of not less than 30% (excluding any posts or uprights). This fencing must be maintained for the life of the use in accordance with these design criteria.

Engineering

6. Prior to the issuing of a Building Permit 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 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.

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

7. 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.
8. 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) Six (8) 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;
 - (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - (d) The gradient of any parking areas must not exceed 5%; and
 - (e) 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.

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 2000.
10. Plans submitted for building approval must demonstrate that the development incorporates Water Sensitive Urban Design Principles. 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 must be installed prior to the occupancy of the dwellings to the satisfaction of the Council's Development Engineer.
11. The development must comply with Council's Stormwater Runoff Management Policy, 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.
12. Prior to the occupancy of the dwellings, the new stormwater connections to the existing Stormwater main must be provided by Council at full cost to the applicant. The developer is required to contact Council's Development Engineer on (03) 62166439 to organise for Council to provide a quotation to perform the stormwater connection works. The developer must contact Council requesting a quotation for the new Stormwater connection prior to the commencement of works.

Advice to Applicant:

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.

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 Policy No 28-4. 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 are encouraged. 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?
10.4 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.	Proposed site area per dwelling is in excess of 325m 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 (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	Proposed dwellings are each within the building envelopes of the respective lots	Yes

	(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.	Proposed Carport is in excess of 5.5m 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 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:	Each proposed multiple dwelling is contained within the prescribed building envelope for each lot.	Yes

[illegible]

	(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.	Private open space nominated for each dwelling is to the north of that dwelling. Not Applicable The site is not considered steep in any area The area is not used for vehicle access or parking	Yes N/A Yes Yes
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).	Living room area windows of each proposed dwelling are in excess of 30° west of north.	No- Refer Report
	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.	Proposed dwellings identified as '2/26', and 2/28' are contained within respective lines to the existing dwellings. These lines correspond with diagram 10.4.4A.	Yes

	(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.		
	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.	Proposed dwellings identified as '2/26', and 2/28' are contained within respective lines to the existing dwellings. These lines correspond with diagram 10.4.4C.	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).	Proposed garage is in excess of 12m from the frontage	N/A

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 (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.	There are no proposed structures above 1m and within 3m from side boundaries.	N/A
	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	Proposed windows are all located in excess of 3m from the side boundaries.	Yes

	(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 (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.	Driveway is in excess of 2.5m from wall of existing dwelling	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 proposal is reliant on the existing wire mesh fence which complies. Any design changes must be in accordance with the acceptable solution as	Yes - conditioned

	(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).	conditioned.	
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.	Site plan indicates compliance for each dwelling	Yes

APPENDIX 2**E5.0 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	N/A
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	N/A
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	The proposed additional vehicle movements are not anticipated to exceed 40 per day	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	N/A
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.	Not Applicable e	N/A

APPENDIX 3

E6.0 Parking and Access Code

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

Standard	Acceptable Solution	Proposed	Complies?
	(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.	Proposal is for no more than two dwelling units per lot, and so on-site turning is not required.	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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this 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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	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.	Not applicable	N/A

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.	Not applicable	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.	Not applicable	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.	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

Standard	Acceptable Solution	Proposed	Complies?
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not applicable	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	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.	Not applicable	N/A

APPENDIX 4

E7.0 Stormwater Management Code

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Proposal is for stormwater generated by new impervious surfaces to be disposed of to an existing stormwater connection.	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: the size of new impervious area is more than 600 m ² ; new car parking is provided for more than 6 cars; a subdivision is for more than 5 lots.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	Yes – conditioned
	A3 A minor stormwater drainage system must be designed to comply with all of the following: 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; (a) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	Yes – conditioned
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Not applicable	N/A

Attachments/Annexures

- 1  26 and 28 Norman Circle, Glenorchy

8. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA, (CT68299/11), (CT68299/12) - 36 AND 38 NORMAN CIRCLE, GLENORCHY

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID:

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-053
<i>Applicant:</i>	Wilson Homes Tasmania Pty Ltd
<i>Owner:</i>	Housing Tasmania
<i>Zone:</i>	General Residential
<i>Use Class</i>	Residential (multiple dwellings)
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.4 (P1) Sunlight and overshadowing of all dwellings. (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	19 June 2017
<i>Existing Land Use:</i>	Single Dwelling
<i>Proposal In Brief:</i>	Multiple dwellings (Residential) relying on performance criteria, (CT68299/11), (CT68299/12).
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal is for the development of a total of four multiple dwellings at two separate addresses, 36 and 38 Norman Circle Glenorchy (two multiple dwellings on each site). There is no proposal or requirement to adhere the lots, the application has been made as one as a matter of convenience.

Of the dwellings identified as '2/38' and '2/36', which are to be constructed, each is proposed to have two bedrooms single bathroom and an open plan kitchen-living-dining area, and carport.

The existing dwellings '1/36 and 1/38' are identified on the plans as having three bedrooms and an open plan kitchen-living-dining area. All dwellings are proposed to have an adequate area of private open space attributed to them. As well, each dwelling has car parking of a number that satisfies the table E6.1 attributed to it.

The proposal complies with all of the acceptable solutions of applicable standards, as outlined in the appendices to this report, except where reliant on the performance criteria for 10.4.4 (P1) Sunlight and overshadowing. How the proposal satisfies the objective of the standard through the performance criteria is outlined in the body of this report.

SITE and LOCALITY

The subject site is located on the northern side of Norman Circle Glenorchy. The site area for 36 Norman Circle is 714m² and for 38 Norman circle is 719m².

The site is relatively flat with a gentle grade to the north. The site adjoins single dwellings on all boundaries. The locality is characterised by residential uses, the majority of which are single detached dwellings.



Figure 1. Aerial view of the site and immediate surrounds.

ZONE

The proposed development is located in the General Residential zone. The site shares boundaries with other similarly zoned parcels of land.



Figure 2. View of the zoning for the site and surrounding area indicating the General Residential zone in red and the open space zone in green.

BACKGROUND

There is no background information on file relevant to the assessment of this 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 or Code provisions override zone provisions in this assessment.

Use Class Description (Table 8.2):

The use class is Residential (multiple dwellings). The use class description of 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.

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.

Applicable standard: means as defined in subclause 7.5.2, which states, 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.

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.

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

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:

10.1.1 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 for multiple dwellings (residential), which are permitted within the General Residential zone. The proposal is considered consistent with the purpose of the General Residential zone by providing dwellings at suburban densities.

10.2 Use Table

Residential (multiple dwellings) is a permitted use class pursuant to clause 10.2. However, the proposal involves discretionary consideration owing to reliance on the performance criteria for applicable development standards.

10.3 Use Standards

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

10.4 Development Standards for Residential Buildings & Works

The proposed development complies with all relevant development standards for buildings and works as demonstrated in Appendix 1, except where it relies on the performance criteria for 10.4.4 (P1) Sunlight and overshadowing of all dwellings.

10.4.4 (P1) Sunlight and overshadowing for all dwellings.

In assessing the application for a new residential use, though there are no internal alterations proposed for the existing '1/38' and '1/36', it is considered that 10.4.4 Sunlight and overshadowing for all dwellings, is an applicable standard owing to the change of use from single dwelling to multiple dwelling. The existing windows are approximately orientated 45° east of north, and this does not comply with the acceptable solution. The proposal therefore is reliant upon the performance criteria which require,

A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

Comment

The existing windows '1/38' and '1/36', are considered to provide adequate light to the open plan living and dining area as shown on the plans, as these windows are predominately facing north east and there are no obstructions to the access to light within the respective sites.

The proposal is assessed as complying with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Rail Asset Code

The proposal does not involve a new access, though will intensify the existing access. Because this intensification is not considered to generate more than 40 vehicle movements per day, the proposal complies with the acceptable solution for E5.5.1 (A3).

E6.0 Parking and Access Code

The proposal has been referred to Council's Development Engineer who is satisfied that the parking and access arrangement for the site complies with all of the acceptable solutions of the Parking and Access code as outlined in Appendix 3

E7.0 Stormwater Management Code

The proposal has been referred to Council's Development Engineer who is satisfied that the stormwater arrangement for the site is compliant with the acceptable solutions of the Stormwater Management code (see Appendix 4).

INTERNAL REFERRALS**Development Engineer**

The proposal has been referred to Council's Development Engineer who is in support of the proposal and has made the following comments.

Comments

The development application seeks approval for two additional dwellings at the rear of the existing dwellings to make the total of 4 multiple dwellings on a subject site.

Traffic, Access & Parking

The site can be accessed off the Norman Circle frontage with two existing vehicular accesses onto the site. The driveways proposed generally comply with AS2890.1:2004 and Code E6 of GIPS. 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 connections are available off the Norman Circle frontage. These connections are proposed to be upgraded to 150mm connections.

Other*Geoscience issues*

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

Flooding/Inundation issues

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

Waste Management Officer

The proposal has been referred to Council's Waste Management Officer who has made the following comments.

Waste Services to the proposed multiple dwelling development at 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 eight (8) bins, four (4) Waste bins and four (4) 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 proposal has been referred to TasWater. TasWater is in support of the proposal subject to the inclusion of conditions (Appendix A).

REPRESENTATIONS

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

CONCLUSION

The proposal for four multiple dwellings at 36 and 38 Norman Circle is assessed to comply with all of the acceptable solutions for the relevant standards of the General Residential zone, as well as the applicable codes, except where reliant on the performance criteria for 10.4.4 (P1) Sunlight and overshadowing of all dwellings. The proposal is assessed as satisfying those performance criteria in order to meet the objectives of the standard and as such complies.

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 condition.

Recommendation:

That a permit be granted for the proposed use and development of Multiple dwellings (Residential) relying on performance criteria, (CT68299/11), (CT68299/12) at 36 Norman Circle, Glenorchy and 38 Norman Circle, Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-053 and Drawing No. P2 submitted on 27/04/2017, 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. Any future alterations to the existing dwellings identified as '1/36' and '1/38' on the approved plans must not amend convenient resident access to the private open space attributed to each of those dwellings.
4. No more than two car parking space may be assigned to any dwelling at any one time. Car parking spaces must remain available for the respective dwellings at all times.
5. Plans submitted for building approval must show that all proposed boundary fencing within 4.5m of the frontage of each lot must have a height above natural ground level of not more than 1.8 m. The design must allow for any section of this fencing with a height above natural ground level of 1.2m, to provide a uniform transparency of not less than 30% (excluding any posts or uprights). This fencing must be maintained for the life of the use in accordance with these design criteria.

Engineering

6. Prior to the issuing of a Building Permit 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 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.

7. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
8. 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.

9. 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) Six (8) 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;
 - (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - (d) The gradient of any parking areas must not exceed 5%; and
 - (e) 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.

10. 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 2000.
11. Plans submitted for building approval must demonstrate that the development incorporates Water Sensitive Urban Design Principles. 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 must be installed prior to the occupancy of the dwellings to the satisfaction of the Council's Development Engineer.
12. The development must comply with Council's Stormwater Runoff Management Policy, 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.

13. Prior to the occupancy of the dwellings, the new stormwater connections to the existing Stormwater main must be provided by Council at full cost to the developer. The developer is required to contact Council's Development Engineer on (03) 62166439 to organise for Council to provide a quotation to perform the stormwater connection works. The developer must contact Council requesting a quotation for the new Stormwater connection prior to the commencement of works.

Advice to Applicant:

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.

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 Policy No 28-4. 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 are encouraged. 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?
10.4 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.	Proposed site area per dwelling is in excess of 325m ²	Yes
10.4.2 Setbacks and building envelopes for all dwellings:	A1 (a) 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: (b) 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 (c) 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	Proposed dwellings are each within the building envelopes of the respective lots	Yes

	(d) 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 (e) 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: 5.5 m, or alternatively 1 m behind the façade of the dwelling; or the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (a) 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.	Proposed Carport is in excess of 5.5m 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	Each proposed multiple dwelling is contained within the prescribed building envelope for each lot.	Yes

	(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).		
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 is less than 50% and so complies with both (a), and (c). For (b) each dwelling has an area of 60m ² attributed to that dwelling.	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	Each dwelling has an area identified on	Yes

	(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; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.	the plan which complies with (a) The minimum horizontal dimension of the nominated space is 4m. Proposal shows each area of private open space is accessible by a small number of steps adjacent to a habitable room other than a bedroom. Private open space nominated for each dwelling is to the north of that dwelling. Not applicable The site is not considered steep in any area The area is not used for vehicle access or parking	Yes Yes Yes N/A Yes Yes
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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).	Living room area windows of each proposed dwelling are in excess of 30° west of north.	No- Refer Report
	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.	Proposed dwellings identified as '2/28', and 2/38' are contained within respective lines to the existing dwellings. These lines correspond with diagram 10.4.4A.	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.	Proposed dwellings identified as '2/28', and 2/38' are contained within respective lines to the existing dwellings. These lines correspond with diagram 10.4.4C.	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).	Proposed garage is in excess of 12m from the frontage	N/A

10.4.6 Privacy for all dwellings	A1 (a) 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: (b) 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 (c) 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 (d) 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.	There are no proposed structures above 1m and within 3m from side boundaries.	N/A
	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	Proposed windows are all located in excess of 3m from the side boundaries.	Yes

	(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 (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: 2.5 m; or 1 m if: it is separated by a screen of at least 1.7m in height; or	Driveway is in excess of 2.5m from wall of existing dwelling	Yes

	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.		
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: 1.2 m if the fence is solid; or 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.	Site plan indicates compliance for each dwelling	Yes

APPENDIX 2**E5.0 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 e	N/A
	A2 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 more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable e	N/A
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	The proposed additional vehicle movements are not anticipated to exceed 40 per day	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.		
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.	Not Applicable e	N/A
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (iii) the existing building; or (iv) an immediately adjacent building.	Not Applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
E5.6.2 Road accesses and junctions	A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h	Norman Circle has a speed limit of 50km/h	N/A
	A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	The proposal is reliant on the existing arrangement of access on site.	N/A
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.	Not Applicable	N/A
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	The proposal is reliant on the existing arrangement of access on site.	N/A

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

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

Standard	Acceptable Solution	Proposed	Complies?
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Not applicable	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.	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.	There is presently one vehicle access point per lot	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;	Vehicle access point is existing	Yes

Standard	Acceptable Solution	Proposed	Complies?
	in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Not applicable	N/A
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	Proposal is for a single dwelling only and so on-site turning is not required.	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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this 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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	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.	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.	Not applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
	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.		
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
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

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.	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.	Not applicable	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	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.	Not applicable	N/A

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

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Proposal is for stormwater generated by new impervious surfaces to be disposed of to an existing stormwater connection.	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: the size of new impervious area is more than 600 m ² ; new car parking is provided for more than 6 cars; a subdivision is for more than 5 lots.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	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.	Not applicable	N/A

Attachments/Annexures

- 1  36 and 38 Norman Circle, Glenorchy

**9. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS
RELYING ON PERFORMANCE CRITERIA - 11, 13 AND 15
MILPARA STREET, BERRIEDALE**

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 5335459

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-059
<i>Applicant:</i>	Wilson Homes Tasmania Pty Ltd
<i>Owner:</i>	Housing Tasmania
<i>Zone:</i>	General Residential
<i>Use Class</i>	Residential (Multiple Dwellings)
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.3 (P2) Site Coverage and private open space for all dwellings. 10.4.4 (P1) Sunlight and overshadowing of all dwellings 10.4.6 (P3) Privacy for all dwellings (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	22 June 2017
<i>Existing Land Use:</i>	Single dwelling
<i>Proposal In Brief:</i>	Multiple Swellings relying on performance criteria
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The proposal is for the development of a total of five multiple dwellings at Milpara Street, Berriedale. The site presently is three titles, however, as the development and hydraulics cross boundary lines, an adhesion of the lots pursuant to the *Local Government Building and Miscellaneous Provisions Act 1993* is required.

Of the dwellings identified as 'Unit 5' and 'Unit 4' on the plans, which are to be constructed, each is proposed to have two bedrooms single bathroom and an open plan kitchen-living-dining area, and two carports.

The dwellings Unit 4, and Unit 5 are each proposed to have an adequate area of private open space attributed to those dwellings which satisfies the acceptable solution of that standard. As well, each dwelling has car parking of a number that satisfies the table E6.1 attributable to it.

The proposal is reliant on the existing cross overs to remain, though it is proposed that they be resurfaced.

The proposal complies with all of the acceptable solutions of applicable standards, as outlined in the appendices to this report, except where reliant on the performance criteria for 10.4.3 (P2) Site Coverage and private open space for all dwellings, 10.4.4 (P1) Sunlight and overshadowing and 10.4.6 (P3) Privacy for all dwellings. How the proposal satisfies the objective of the standard through the performance criteria is outlined in the body of this report.

SITE and LOCALITY

The subject site is located on the northern side of Milpara Street Berriedale. The total area for where the dwellings are proposed is approximately 1800m². The site is relatively flat with a gentle grade to the north. The site adjoins single dwellings to the east and west, though to the north adjoins a development of 10 multiple dwellings.

The locality is characterised by residential uses, the majority of which are single detached dwellings. As well, in the immediate vicinity is the Milpara Street Reserve.



Figure 1. Aerial view of the site and immediate surrounds.

ZONE

The proposed development is located in the General Residential zone. The site shares boundaries with other similarly zoned parcels of land.

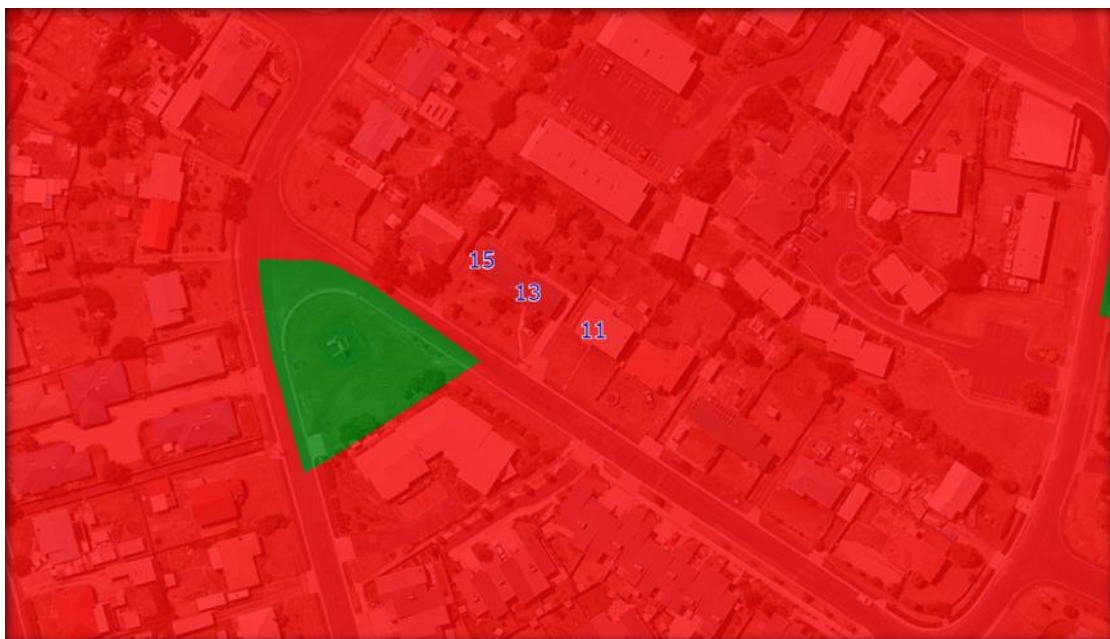


Figure 2. View of the zoning for the site and surrounding area indicating the general residential zone in red and the open space zone in green.

BACKGROUND

There is no Background information on file relevant to the assessment of this 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 or Code provisions override zone provisions in this assessment.

Use Class Description (Table 8.2):

The use class is Residential (multiple dwellings). The use class description of 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.

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.

Applicable standard: means as defined in subclause 7.5.2, which states, 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.

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.

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

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.

10.1 Zone Purpose Statements

The purpose of the zone is 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; and to provide for the efficient utilisation of services.

Comment

The proposal is for multiple dwellings, which are permitted within the General Residential zone. The proposal is considered consistent with the purpose of the General Residential zone, by providing dwellings at suburban densities.

10.2 Use Table

Residential (multiple dwellings) is a permitted use class in Table 10.2. However, the proposal involves discretionary consideration owing to reliance on the performance criteria for applicable development standards.

10.3 Use Standards

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

10.4 Development Standards for Residential Buildings & Works

The proposed development complies with all relevant development standards for buildings and works as demonstrated in Appendix 1, except where it relies on the performance criteria for 10.4.3 (P2) Site coverage and private open space for all dwellings, 10.4.4 (P1) Sunlight and overshadowing of all dwellings, and 10.4.6 (P3) Privacy for all dwellings.

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

Each area of private open space for the existing Units 1, 2 and 3 does not comply with the acceptable solution and therefore, is reliant on the performance criteria which require,

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

For 'Unit 1' and 'Unit 2', the proposed areas of private open space are identified on the proposal plans as not being directly accessible from a habitable room other than a bedroom, thus not satisfying (A2) part (c). However, with regard to the performance criteria, as these areas are located where presently the single dwellings have their private open space (see Figure 3), the location of the private open space (as unchanged), cannot be considered to be inconvenient, as it is existing and presently a usable outdoor area. With regard to (P2) part (a) (ii), this private open space is satisfactorily orientated toward north and so satisfies the performance criteria.

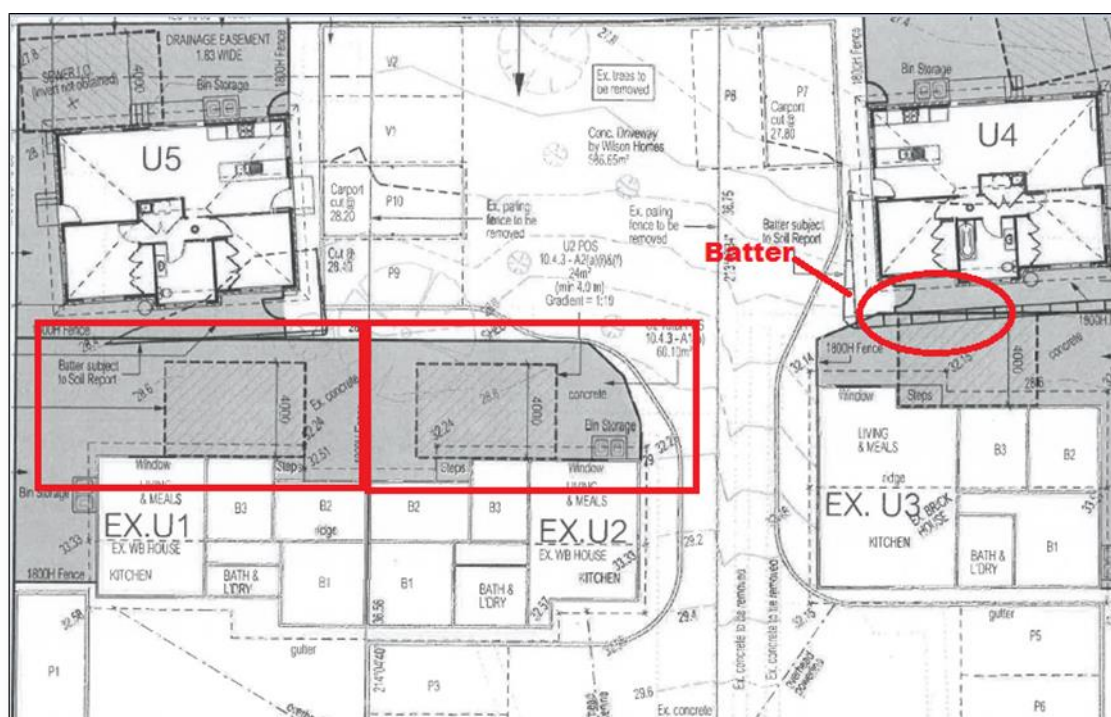


Figure 3. Graphic indicating the existing private open space arrangements for Unit 1 and Unit 2, as well as the section of private open space for 'Unit 3', which will become encumbered by the batter for Unit 4.

A condition for ongoing compliance with this standard is recommended to ensure any future internal alterations of the existing dwellings (which otherwise may not require a planning permit), do not amend the existing access to these areas of private open space.

With regard to the proposed 'Unit 3', though the proposed private open space is shown as a 24m² area, this includes a section of ground proposed to be battered for the development of 'Unit 4'. This batter is of a grade higher than 1:10, and so precludes the area of private open space from satisfying (A2) part (f).

The proposal therefore is reliant on the performance criteria as listed above. It is considered that this minor section of battered earth of a steep grade, though minimising the dimension of area capable of satisfying the acceptable solution, does not reduce the capability of the private open space attributed to 'Unit 3' so much that it cannot satisfy the performance criteria. This is because this area is an adequate section of land conveniently located with regard to the internal layout of the dwelling (as shown), with satisfactory orientation toward north.

The proposal is considered to comply with the standard.

10.4.4 (P1) Sunlight and overshadowing for all dwellings.

In assessing the application for a new residential use, though there are no internal alterations proposed for the existing 'Unit 1', 'Unit 2' and 'Unit 3' it is considered that 10.4.4 Sunlight and overshadowing for all dwellings, is an applicable standard owing to the change of use (though within a residential use class). The existing windows are approximately orientated 35° east of north, and this does not comply with the acceptable solution. The proposal therefore, is reliant upon the performance criteria which require,

A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

Comment

The existing windows to 'Unit 1', 'Unit 2' and 'Unit 3' are considered to provide adequate light to the open plan living and dining area as shown on the plans. The proposal is assessed as complying with the standard.

10.4.6 (P3) Privacy for all dwellings

The proposal converts the existing driveway between 'Unit 2' and 'Unit 3' to a shared driveway. As the shared driveway is separated less than 2.5m from the kitchen window of the existing 'Unit 2', and no screening is proposed, the proposal is reliant on the performance criteria.

In order to satisfy the performance criteria, the proposal must screen this shared driveway from the kitchen window. It is a recommended condition of the granting of approval that a screen of a height no less than 1.7m from natural ground level between the shared driveway and the kitchen window of the existing dwelling identified as Unit 2, is to be erected so as to minimise vehicle light intrusion into that dwelling. This screening must be installed prior to the issue of the certificate of occupancy of the proposed dwellings 'Unit 5' and 'Unit 4' and must be maintained for the life of the use.

The proposal is assessed as complying with the standard subject to conditions.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Rail Asset Code

The proposal does not involve a new access, though would intensify the existing access. Because this intensification is not considered to generate more than 40 vehicle movements per day on to Milpara Street, the proposal complies with the acceptable solution for E5.5.1 (A3).

E6.0 Parking and Access Code

The proposal has been referred to Council's Development Engineer who is satisfied that the parking and access arrangement for the site complies with all of the acceptable solutions of the Parking and Access code as outlined in Appendix 3.

E7.0 Stormwater Management Code

The proposal has been referred to Council's Development Engineer who is satisfied that the stormwater arrangement for the site is compliant with the acceptable solutions of the Stormwater Management code (see Appendix 4).

INTERNAL REFERRALS**Development Engineer**

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

Comments

The development application seeks an approval for two addition dwellings to the rear of the existing dwellings at the subject site, to create five dwellings in total. The works proposed include new stormwater connection, parking and driveway area.

Traffic, Access & Parking

There is no change in the current access arrangements; and a total of 12 parking spaces is proposed. This satisfies and complies with Code 6 of Glenorchy Interim Planning Scheme. 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 new stormwater connection is proposed to be at the developer's cost.

Other*Geoscience issues*

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

Flooding/Inundation issues

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

Waste Management Officer

The proposal has been referred to Council's Waste Management Officer who has made the following comments.

Waste Services to the proposed multiple dwelling development at 11-15 Milpara Street 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 ten (10) bins, five (5) Waste bins and five (5) 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 proposal has been referred to TasWater. TasWater is in support of the proposal subject to the inclusion of conditions (Appendix A).

REPRESENTATIONS

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

CONCLUSION

The proposal for five multiple dwellings at 11, 13 and 15 Milpara Street Berriedale is assessed to comply with all of the acceptable solutions for the relevant standards of the General Residential zone, as well as the applicable codes, except where reliant on the performance criteria for 10.4.3 (P2) Site Coverage and private open space for all dwellings, 10.4.4 (P1) Sunlight and overshadowing of all dwellings and 10.4.6 (P3) Privacy for all dwellings. The proposal is assessed as satisfying those performance criteria in order to meet the objectives of the standard and as such complies.

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 relying on performance criteria at 11 Milpara Street Berriedale 15 Milpara Street Berriedale 13 Milpara Street Berriedale subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-059 and Drawing No. P2 submitted on 11/05/2017, 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. Plans submitted for building approval must show that a screen between the shared driveway and the kitchen window of the existing dwelling identified as Unit 2, of no less than 1.7m above natural ground level is to be erected so as to minimise vehicle light intrusion into that dwelling. This screening must be installed prior to the issue of the certificate of occupancy of the proposed dwellings 'Unit 5' and 'Unit 4' and must be maintained for the life of the use.
4. Any future alterations to the existing dwellings identified as 'units 1, 2 and 3 on the approved plans must not amend convenient resident access to the private open space attributed to each of those dwellings.
5. No more than two car parking space may be assigned to any dwelling at any one time. Car parking spaces must remain available for the respective dwellings at all times.
6. Car parking spaces identified on the approved plans as V2 and P9 must be set aside for use as visitor car parking spaces. These car parking spaces are to be individually marked as visitor spaces and remain available as visitor spaces at all times.
7. Areas of pervious surfaces shown on the approved plans, which do not form any individual unit entitlement, must be maintained with pervious treatments only and kept available for further landscaping for the life of the use.

Engineering

8. Prior to the issuing of a Building Permit Approval or the commencement of works on site, (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*
9. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
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.
- b) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
- c) Twelve (12) clearly marked car parking spaces must be provided in accordance with the approved plan P2 received by Council dated 11/05/2016 and kept available for these purposes at all times;
- d) Of the required number of car parking spaces, two (2) car parking spaces shall be provided for the exclusive use of visitor car parking spaces, clearly marked and kept available for these purposes at all times; and
- e) The gradient of any parking areas must not exceed 5%.

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 and/or the commencement of works (whichever occurs first). All works required by this condition must be installed prior to the occupancy of the dwellings.

- 11. 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. If no stormwater connection exists the developer is required to contact Council's Development Engineer on (03) 62166439 to organise for Council to provide a quote to perform the stormwater connection works.
- 12. Plans submitted for building approval must demonstrate that the development incorporates Water Sensitive Urban Design Principles. 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 must be installed prior to the occupancy of the dwellings to the satisfaction of the Council's Development Engineer.
- 13. The development must comply with Council's Stormwater Runoff Management Policy, 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.
- 14. Prior to the occupancy of the dwellings, a new stormwater connection to the existing stormwater main at the rear property boundary must be provided by Council at full cost to the applicant. The developer is required to contact Council's Development Engineer on (03) 62166439 to organise for Council to provide a quote to perform the stormwater connection works. The developer must contact Council requesting a quotation for the new Stormwater connection prior to the commencement of works.

Advice to Applicant

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

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.

All development applications that result in an increase in the impervious area of the site, and therefore the peak stormwater discharge rate must incorporate an On-Site Detention System (OSD) in accordance with Council Policy No 28-4. 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 are encouraged. 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 62166

APPENDIX 1**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.	Proposed site area per dwelling is 1/359m 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 (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.	Proposed dwellings are each within the building envelopes.	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 (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.	Proposed Carport is in excess of 5.5m 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 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 dwellings are contained within the prescribed building envelope.	Yes

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 m ² 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 is less than 50% (23%) and so complies with both (a) and (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 m ² ; or (ii) 12 m ² , 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	Each dwelling has an area identified on the plan which complies with (a) The minimum horizontal dimension of the nominated space is 4m. The private open space for Unit 1, Unit 2 and Unit 3 is not shown as directly accessible from a habitable room other than a bedroom. Private open space nominated for each dwelling is to the north of that dwelling. Not Applicable	Yes Yes No Refer Report Yes N/A No- Refer Report

	(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.	The private open space for the dwelling identified as 'Unit 3' includes an area battered at a grade of higher than 1:10 The area is not used for vehicle access or parking	Yes
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).	Proposed living room windows are in excess of 30° east of north	No- Refer Report
	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.	The proposed multiple dwellings to the north of the existing dwelling is contained within a line projecting 10.4.4B	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.	The proposed multiple dwellings to the north of the existing dwelling is contained within a line projecting 10.4.4C	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).	Proposed garage is in excess of 12m from the frontage	N/A
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	There are no proposed structures 1m above natural ground level, and within 3m from side boundaries.	N/A

	(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: (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	There are no proposed or existing windows which are above 1m natural ground level.	N/A

	(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.	Shared driveways and access are separated by fencing except for the kitchen window of the existing Unit 2 and the kitchen window of the proposed Unit 5.	No – Refer 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	Site plan indicates compliance for each dwelling	Yes

	(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.		
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APPENDIX 2**E5.0 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	N/A
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, 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 e	N/A
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	The proposed additional vehicle movements are not anticipated to exceed 40 per day	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.		
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.	Not Applicable e	N/A
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.	Not Applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
E5.6.2 Road accesses and junctions	A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h	Milpara Street has a speed limit of 50km/h	N/A
	A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	The proposal is reliant on the existing arrangement of access on site.	N/A
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.	Not Applicable	N/A
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	The proposal is reliant on the existing arrangement of access on site.	N/A

APPENDIX 3

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	Proposal is for two car parking spaces per dwelling	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). 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.	Not applicable	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.	Not applicable	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.	There is presently one vehicle access point	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.	Vehicle access point is existing	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; (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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this 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.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	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.	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.	The proposed parking and circulation areas include provision for land scaping. As well, the lawn areas at the front of the site will exceed 5% of the total area. These turfed areas are not attributable to any dwelling. It is a recommended condition of approval that these areas remain turfed.	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;	Not applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(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.	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.	Not applicable	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	Not applicable	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.	Not applicable	N/A

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

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Proposal is for stormwater generated by new impervious surfaces to be disposed of to an existing stormwater connection.	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.	Not applicable	N/A
	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) (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Not applicable	N/A
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Not applicable	N/A

Attachments/Annexures

- 1  11,13 and 15 Milpara Street, Berriedale

**10. PROPOSED USE AND DEVELOPMENT - SIGN FOR WAREHOUSE
(STORAGE) RELYING ON PERFORMANCE CRITERIA -
71-75 CHAPEL STREET, GLENORCHY**

Author: Planning Officer (Angela Dionysopoulos)
 Qualified Person: Senior Statutory Planner (Vanessa Tomlin)
 Property ID: 7804845

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-085
<i>Applicant:</i>	All Urban Planning
<i>Owner:</i>	Southern Food Service Pty Ltd
<i>Zone:</i>	Light Industrial
<i>Use Class</i>	Sign
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	E17.6.1 Use of Signs, E17.7.1 Standards for Signs (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	30 Jun 2017
<i>Existing Land Use:</i>	Storage (warehouse)
<i>Representations:</i>	1
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The application proposes to install an illuminated Pole Sign at the western corner of the site. The sign will be at right angles to the adjoining road, in order to be visible to passing traffic. The sign is to be located wholly within the site boundary.

The total height of the proposed sign is 5.78m, with a 3.5m clearance from the ground to the sign. The display area is to be 2.56m long by 2.28m high. A 1m section of the display area is to be an internally illuminated static digital print display with the name of the appurtenant business (Countrywide Food Market). The remaining 1.28m of the display area is proposed as an LED screen, with changeable text and graphics, advertising goods for sale on the site, on a seven second rotation/dwell time (Fig. 1).

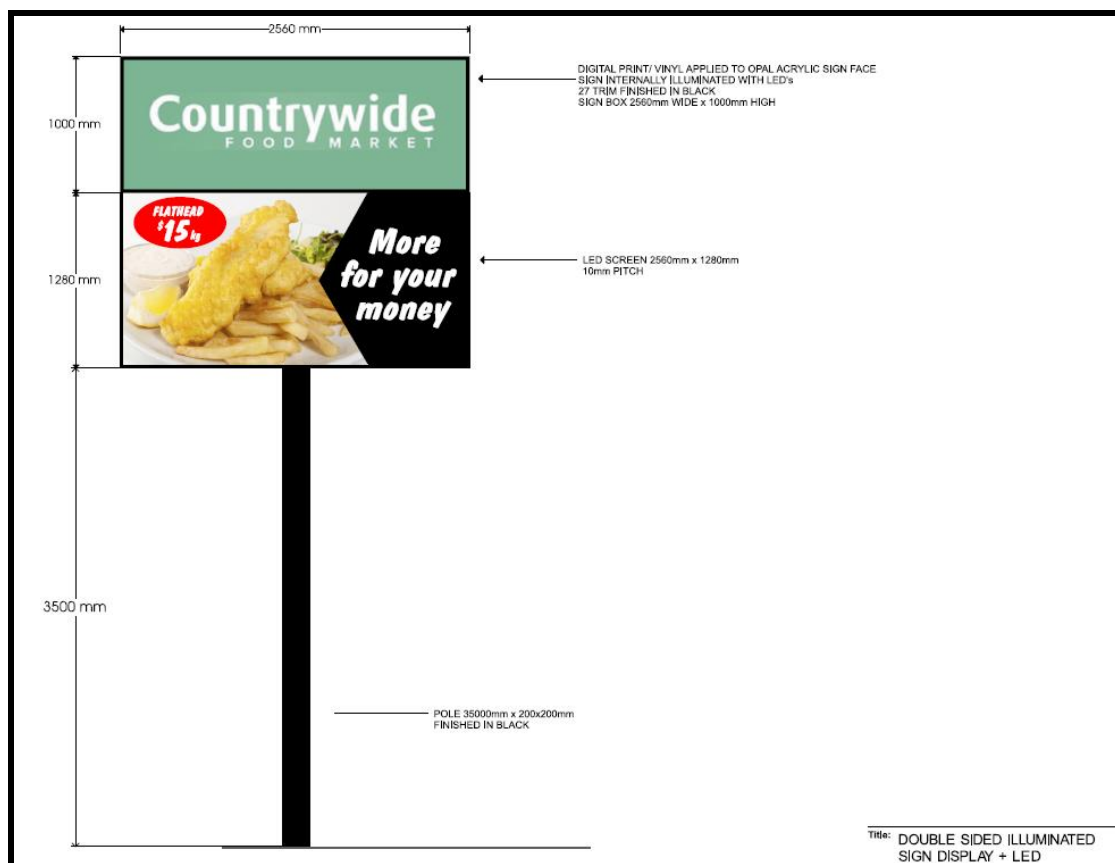


Figure 1. A snapshot of the proposed sign, showing the internally illuminated digital print and LED screen display area.

The proposed hours of operation of the sign (LED and illuminated face) are 7am to 6pm Monday to Saturday.

The proposed sign will replace an existing Pole Sign in the same location (Fig. 2).



Figure 2. Photograph of the site showing the existing sign – Google Streetview image June 2015

SITE and LOCALITY

The site is a 3183m², relatively flat lot located on the eastern side of Chapel Street in Glenorchy (Fig. 3).



Figure 3. Aerial view of the site (highlighted) and surrounds - Council database 2015

The rear portion of the site adjoins the Chapel Street Reserve at 67 Chapel Street. A residential dwelling adjoins the northern side boundary (69 Chapel Street) and storage warehouses are located on the lot adjoining the southern side and rear boundaries. Single residential dwellings are located across the road on Chapel Street, although these dwellings are separated from the existing location of the sign by more than 30m.

ZONE

The site is located in the Light Industrial Zone, opposite a General Residential Zone (Fig. 4).



Figure 4. The site is located in the Light Industrial zone (fuchsia), opposite a General Residential zone (red) – Glenorchy Interim Planning Scheme 2015

BACKGROUND

- | | |
|-----------|--|
| DA 118-91 | Permit approved 1/07/1991 for a double-faced, illuminated pole sign, subject to removal of a previously existing panel sign. |
| DA 231-94 | Permit approved 11/08/1994 for demolition and additions for warehouse, offices and wholesale outlet. |

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. E17.0 Signs Code applies, and therefore overrides the zone provisions, where there is any conflict.

Use Class Description (Table 8.2):

The use class of the site is **Storage**, which means use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, contractor's yard, freezing and cool storage, liquid fuel depot, solid fuel depot, vehicle storage, warehouse and wood yard. For the purpose of this assessment, the proposed use is for Signs.

Other relevant definitions (Clause 4.1):

Sign means a device that is intended to give information, advertise or attract attention to a place, product, service or event.

E17.3 defines a **Pole/Pylon Sign** to mean a sign erected on a pole, poles or pylon independent of any building, provided it is not designed or used as a poster panel (billboard).

Streetscape means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setbacks of buildings and structures from the lot boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve.

For the purposes of determining streetscape with respect to a particular site, the above factors are relevant if within 100 m of the site.

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

The land is within the Light Industrial zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply where applicable to this proposal:

Zone Purpose Statements

The application is for a Sign and is assessed under the E17.0 Signs Code. The zone purpose statement does not apply.

Use Table

The application is for a Sign and is assessed under the E17.0 Signs Code. The zone use table does not apply.

Use Standards

The application is for a Sign and is assessed under the E17.0 Signs Code. The zone use standards do not apply.

Development Standards for Residential Buildings & Works

The application is for a Sign and is assessed under the E17.0 Signs Code. The zone development standards do not apply.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

The E6.0 Parking and Access Code applies to all use and development. However, no use or development generating parking a parking demand is proposed and the standards of the Code therefore, do not apply.

E17.0 Signs Code

E17.6.1 Use of Signs (A3)

Acceptable solution A3 of the Use of Signs standard requires that a sign must not contain flashing lights, moving parts or changing messages or graphics, except if a Statutory Sign. The proposed sign includes changing messages and graphics, and the proposal relies on performance criterion P3 for compliance with the standard.

The objective of the standard is to ensure that the use of signs complements or enhances the built or natural environment in which they are located.

Performance criterion P3 requires a sign containing flashing lights, moving parts or moving or changing messages or graphics to not have an unreasonable impact upon the residential amenity of a residential use caused by light shining into windows of habitable rooms, movement or visual intrusion or cause undue distraction to drivers of motor vehicles.

The proposed sign is to be located more than 30m from the nearest dwelling, with the illuminated face of the sign oriented perpendicular to the dwelling, thus minimising light overspill into habitable rooms. The separation distance accords with the mandated separation from residential use under acceptable solution A4 of this standard. In addition, the proposed hours of operation for the illuminated components of the sign are limited to 7am to 6pm Monday to Saturday. It is therefore considered that the proposed illumination is sufficiently separated from the habitable rooms of the relevant dwellings to not cause an unreasonable impact on the residential amenity.

In relation to the potential for driver distraction, a Traffic Advice report has been reviewed by Council's Transport Engineer. Council's Transport Engineer is satisfied that 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, primarily owing to the seven second dwell time, which corresponds with the speed of traffic moving along Chapel Street and that the proposed sign is sufficiently separated from the nearby roundabout. Details of the assessment are included in the Internal Referrals section of this report.

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

E17.7.1 Standards for Signs (A1)

Acceptable Solution A1 requires signs to comply with the standards listed in Table E.17.2 (Sign Standards). The sign standards for pole signs require a maximum height of 5m above ground level and an area of each display face of no more than 2m². The proposed sign has a maximum height of 5.78m above ground level and an area of 5.84m² for each face. The proposal relies on performance criterion P1 for compliance with the standard.

The objective of the standard is to ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located.

Performance criterion P1 requires signs to satisfy all of the following:

- (a) *be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;*

The premises are a warehouse and wholesale outlet, with unlandscaped parking at the front. The frontage of the adjoining internal lot at 77-79 Chapel Street consists of a gravel driveway with no landscaping and the undeveloped parcel of land at 81 Chapel Street also has an un-landscaped frontage. The proposed LED panel provides scope for attractive and informative marketing images to be displayed. The proposed dimensions of the proposed sign are in keeping with the nature and scale of the appurtenant premises and are not expected to dominate the building or streetscape.

- (b) *be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;*

The premise is a 31m long warehouse, while the adjoining 11m frontage at 77-79 Chapel Street and 13m frontage at 81 Chapel Street comprise a broad expanse of gravel. The proposed sign face is to be 2.56m long x 2.28m high, which is assessed as not dominating the scale of the buildings or features of the streetscape. The dimensions are deemed to be appropriate.

- (c) *be constructed of materials which are able to be maintained in a satisfactory manner at all times;*

The sign is proposed to be constructed partly of vinyl applied to opal acrylic sign face, and partly of an LED screen, providing for designed ease of maintenance.

- (d) *not result in loss of amenity to neighbouring properties;*

The sign will replace an existing sign of a comparable size in the same location. The proposed illumination is not expected to reduce the amenity of neighbouring properties, owing to the adequate separation and orientation away from the residential dwellings across the road to the north-west; the industrial and unimproved state of the adjoining land to the south-west; and the distance of the neighbouring property to the north-east (being located at the opposite end of the 51m wide site).

- (e) *not involve the repetition of messages or information on the same street frontage;*

The proposed sign is for the purpose of business identification, which is also displayed on the front of the building facing the street. As well as displaying goods for sale on the site. The proposal is assessed as meeting this criterion for the following reasons:

- Although facing the street, the building on which the business name is displayed is set back approximately 14.3m from the frontage. This existing sign, together with the proposed sign are not considered to cause clutter due the separation of the signs;

- The proposed sign contributes to the information provided, by displaying changeable advertising graphics and text; and
- The proposed sign accords with the purpose of the standard, which is to ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located.

(f) not contribute to or exacerbate visual clutter;

The proposed sign will replace an existing sign in the same location. No increase to visual clutter is considered to result from the proposal.

(g) not cause a safety hazard.

No safety hazard is identified from the proposed placement and content of the sign, owing to expert advice from a Transport Engineer.

The sign is assessed as meeting the performance criteria and complies with the standard.

E17.7.1 Standards for Signs (A2)

Acceptable solution A2 requires a maximum of one sign type, per street frontage, per business.

The application proposes to replace the existing, approved pole sign in the same location as the proposed sign. However, a site visit conducted during the assessment process identified a number of non-compliant signs at intervals along the 48.5m frontage, which do not appear to have planning approval or form part of this application. A condition is recommended to require removal of all unapproved signs along the frontage, prior to installation of the proposed sign.

PART F: Specific Area Plans

No Specific Area Plan applies.

INTERNAL REFERRALS

Traffic Engineer

Council's Traffic Engineer has reviewed the proposal and made the following comments.

The proposal is for a new double sided pole sign that includes a LED sign panel with an internally illuminated face. The LED component of the sign is proposed to operate with a 7 second image display to promote products stored and sold at the site. The sign is proposed to be located on the south-western corner of the site (within the property boundary of 71-75 Chapel Street, Glenorchy).

The application documentation included a Traffic Advice (TA) prepared by Midson Traffic (dated 18 May 2017). The TA states that the following research publications were used to assess the potential safety implications of the proposed signage:

- 'Impact of Roadside Advertising on Road Safety', Austroads, AP-R420-13, January 2013

- 'Safety Impacts of the Emerging Digital Display Technology for Outdoor Advertising Signs', The Veridian Group Inc., Berkeley, California, April 2009

The TA also states that according to the Austroads report, the following points are relevant to the proposal:

- The sign is proposed to be located in a location where there is a relatively low amount of competing advertising signage and other visual clutter.
- The sign is located approximately 70 metres from the holding line of the Pitcairn Street roundabout and 20 metres from the holding line of the Kenbrae Avenue T-junction. This location is unlikely to cause any significant distraction for motorists negotiating these intersections.
- The location of the sign is within the gaze direction offset (i.e. motorists are not required to shift their gaze away from the travel lane).
- The crash history of Chapel Street near the subject site does not indicate that the site is a 'Black Spot' in accordance with the Nation Building Program, which defines this as "for individual sites such as intersections, mid-block or short road sections, there should be a history of at least three casualty crashes over a five-year period".

The TA then concludes that based on the above assessment, the proposed signage is not considered high risk from a road safety point of view in accordance with the Austroads report.

In terms of the Berkeley report, the TA indicates that advertising devices are of greater concern on the approach to traffic control devices (mostly traffic signals, but also roundabouts and other intersection controls), but less so beyond these devices. The report also notes that advertising devices placed before a traffic control device (such as a roundabout) have the potential to get the attention of motorists before the regulatory device, whereas it is likely that an advertising device placed after a traffic control device will obtain a motorists attention after the regulatory device resulting in a safer environment overall.

The TA then states that the proposed advertising device is located a relatively large distance from the Pitcairn Street roundabout and is therefore not considered a risk. The report also indicates that the location of the sign is in relatively close proximity to the Kenbrae Avenue intersection. However as the sign is located in Chapel Street, which has priority, it does not detract from normal driver decisions (other than right turn into Kenbrae Avenue). As a result, the report concludes that the proposed signage is unlikely to distract drivers from normal intersection related decisions under normal driving demands.

The TA also assessed the length of time which each image is displayed on the electronic signage. The report states that the proposal is for a dwell time of 7 seconds. The report also indicates that while the speed limit of Chapel Street is 50km/h, it is likely that vehicles will only see one displayed image as they travel past the site (7 seconds = 97 metres at 50-km/h). The report then concludes that on this basis, the proposed dwell time of 7 seconds is considered appropriate for the speed environment.

The Transport Engineer agrees with the conclusion that the proposed advertising sign at 71-75 Chapel Street is considered acceptable in accordance with latest research on electronically changing signage and will not have any significant adverse impacts on road safety in the surrounding road network.

Overall, 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. As a result, the Council's Transport Engineer has no objection to the development of the proposed sign for Warehouse (Storage) relying on performance criteria at 71-75 Chapel Street, Glenorchy on traffic engineering or road safety grounds, and no conditions are recommended.

EXTERNAL REFERRALS

TasWater

TasWater has reviewed the proposal and does not object, nor impose any conditions.

REPRESENTATIONS

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

1. Objection

The representor didn't provide a specific reason for objecting to the proposal, other than to refer to an ongoing fencing dispute.

Planner's Comment:

Boundary fences are governed by the *Boundary Fences Act 1908* and are largely a civil matter, with no involvement from Council.

The Planning Authority is unable to consider this issue as the representation does not pertain to the proposed sign and is not a planning issue governed by the Glenorchy Interim Planning Scheme 2015 or the *Land Use Planning and Approvals Act 1992*.

CONCLUSION

The proposal relies on performance criteria for compliance with the Use of Signs and Standards for Signs standards. The proposal is assessed as satisfying the performance criteria and complies with the standards. The proposal is assessed as complying with all other use and development standards in the Signs Code. The application was publicly advertised for the statutory 14-day period and one representation was received. The representation pertains to an issue which does not relate to the proposed development, and is not subject to the provisions of the Scheme. It is concluded that the proposal is consistent with the requirements of the Scheme and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of Sign for Warehouse (Storage) relying on performance criteria at 71-75 Chapel Street Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-085 and Drawing No. P1 submitted on 10/04/2017, 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. Prior to installation of the sign shown on the endorsed plans, all existing freestanding unapproved signs on the site's frontage must be removed.
4. The variable messaging component of the sign must display messages associated with the sale of goods or services only that relate directly to the use of the site. The variable messaging component of the sign must have a dwell time no less than seven seconds and must not include any animation or moving graphics.
5. The sign (including the illuminated panel and the LED screen) must only be illuminated between the hours of 7am to 6pm Monday to Saturday inclusive and must not resemble statutory signage.

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 62166800.

APPENDIX

E17.0 Signs Code

Standard	Acceptable Solution	Proposed	Complies?
E17.6 Use Standards			
E17.6.1 Use of Signs	A1 A sign must be a permitted sign in Table E17.3	The proposed sign is a Pole Sign, which is a permitted sign in the Light Industrial Zone.	Yes
	A2 A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.	Conditioned.	Yes
	A3 A sign must not contain flashing lights, moving parts or changing messages or graphics, except if a Statutory Sign.	Changing messages and graphics are proposed.	No
	A4 An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.	The sign is not within 30 metres of three residential lots.	Yes
E17.7 Development Standards			
E17.7.1 Standards for Signs	A1 A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.	The sign standards for Pole Signs require a maximum height of 5m above ground level, and an area of each face of no more than 2m ² . The proposed sign has a maximum height of 5.78m above ground level and an area of 5.84m ² for each face.	No
	A2 The number of signs per business per street frontage must comply with all of the following: (a) maximum of 1 of each sign type; (b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3;	One sign of the Pole Sign type is proposed. A number of existing, non-compliant, unapproved pole signs are located on the frontage. A condition is recommended to require removal of all existing pole signs prior to installation of the proposed sign.	Conditioned to comply

Standard	Acceptable Solution	Proposed	Complies?
	(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit; (i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign.		
	A3 Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.	The proposed sign does not impede drivers' views of other signs.	Yes
	A4 Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.	The proposed sign does not resemble any Statutory Sign.	Yes
	A5 For properties that have a common boundary with Brooker Avenue, any advertising sign must be located at least 5m from that boundary.	Not applicable.	NA
E17.7.2 Standards for signs on Heritage Places subject to the Heritage Code or within Heritage Precinct or Cultural Landscape Precincts	A1 No acceptable solution	Not applicable.	NA

Attachments/Annexures

- 1  71-75 Chapel Street. Glenorchy