

**GLENORCHY PLANNING AUTHORITY
AGENDA
MONDAY, 22 MAY 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.

TABLE OF CONTENTS:

1.	PLANNING AUTHORITY DECLARATION	3
2.	APOLOGIES/LEAVE OF ABSENCE	3
3.	PECUNIARY INTERESTS.....	3
4.	CONFIRMATION OF MINUTES	3
5.	PROPOSED USE AND DEVELOPMENT - ADDITIONS TO PUBLIC HALL (COMMUNITY MEETING AND ENTERTAINMENT) RELYING ON PERFORMANCE CRITERIA - CHIGWELL COMMUNITY HOUSE 8 BUCAAN STREET CHIGWELL.....	4

6.	PROPOSED USE AND DEVELOPMENT - DEMOLITION, ADDITIONS AND ALTERATIONS AT EXISTING SERVICE INDUSTRY - 34-36 NEGARA CRESCENT GOODWOOD AND 38 NEGARA CRESCENT GOODWOOD	29
7.	PROPOSED USE AND DEVELOPMENT - EXTENSION TO HOURS OF OPERATION - 51-53 CHAPEL STREET GLENORCHY	58
CLOSED TO MEMBERS OF THE PUBLIC		71
8.	PROPOSED CANCELLATION OF PERMIT PLN-16-008 FOR VISITOR ACCOMMODATION AT 51 AMIENS AVENUE, MOONAH	71

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 8 May 2017 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - ADDITIONS TO PUBLIC HALL (COMMUNITY MEETING AND ENTERTAINMENT) RELYING ON PERFORMANCE CRITERIA - CHIGWELL COMMUNITY HOUSE 8 BUCAAN STREET CHIGWELL

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 7336658

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-262
<i>Applicant:</i>	Rainbow Building Solutions
<i>Owner:</i>	Department Of Health And Human Services (DHHS)
<i>Zone:</i>	Community Purpose
<i>Use Class</i>	Community Meeting and Entertainment
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	Clause 17.2 Use Table, Clause 17.4.3 Design, Clause 17.4.4 Passive Surveillance, Clause E6.6.1 Number of Car Parking Spaces, and Clause E6.6.4 Number of Bicycle Parking Spaces (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	Extension granted until 23 May 2017
<i>Existing Land Use:</i>	Public Hall
<i>Proposal In Brief:</i>	Additions to public hall (community meeting and entertainment) relying on performance criteria

Representations: 0

Recommendation: Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal includes construction of a building for the storage of up to two vehicles for assisting elderly members of the community with transport. The space would provide an area for the storage of fresh vegetables and food, and an office space to assist with training and workshops. The uses will be relevant to the needs of the community, but may vary annually dependant on need.

The proposal will provide a new vehicular access via Bucaan Street to enable parking on site (fig. 1).



Figure 1: Site plan for 8 Bucaan Street, Chigwell.

The proposal would be located on the front portion of the site, up to 6m from the north-east front boundary, 1.86m from the eastern side boundary, 7.477m from the western boundary, and 47m from the southern rear boundary. The proposed building would be 9m by 6m with a maximum height of 4.52m above natural ground level.

As part of the construction building materials would be stockpiled on with a temporary silt fence to provide sediment control.

Two car parking spaces are proposed inside the building and a turning area would be provided on site for vehicles to enter and leave in a forward direction.

Staff

The Chigwell Community House has 6 staff and no additional staff is proposed for the development.

Hours of Operation

The proposed use would have the following hours of operation:

Monday-Friday 9:00am to 5:00pm

SITE and LOCALITY

The subject site is located on the north-east side of Bucaan Street, approximately 72m to the north-west of the T-section with Allunga Road, Chigwell.

The property has an existing building in the middle of the site for the Chigwell Community House. The rear portion of the site provides for passive recreation with a footpath linking to the Council's reserve. The land has no significant vegetation and an average slope of 1 in 18, falling toward the north-east with the steepest portion located at the front.

The site adjoins the local Chigwell shopping centre to the east, and Chigwell Community Park and Chigwell Barn to the west. The proposal is surrounded by the residential area to the north and south (fig. 2).



Figure 2: Aerial photograph of 8 Bucaan Street, Chigwell.

ZONE

The subject property is within the Community Purpose Zone under the Glenorchy Interim Planning Scheme 2015 (fig. 3).

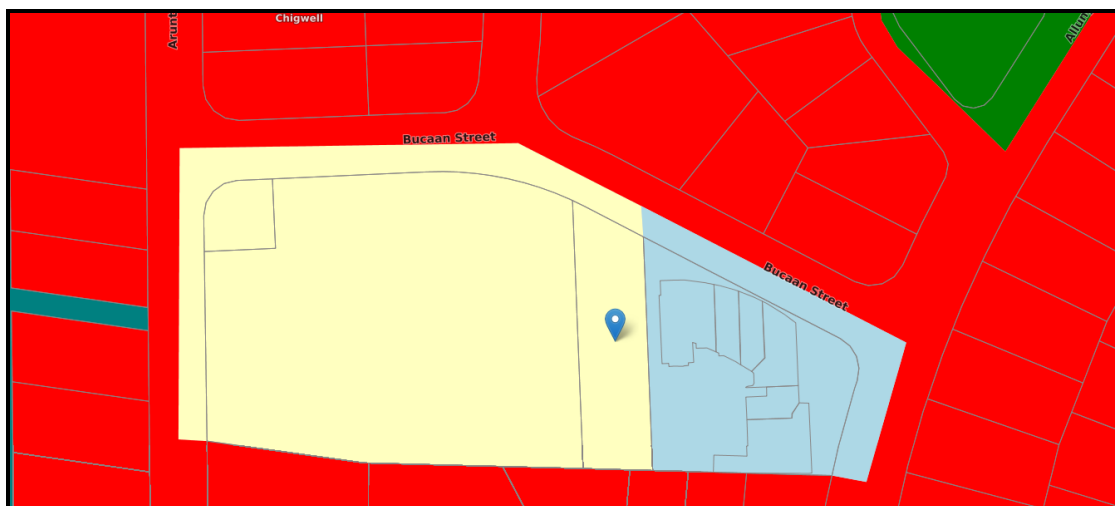


Figure 3: Zone over 8 Bucaan Street, Chigwell.

BACKGROUND

The original proposal was for the building to be located at the rear with access via Council's reserve to the west. This raised issues with gaining vehicular access through the parking area and the potential impact on Chigwell Barn, which is heritage listed locally.

Council's Property Management had several discussions with the applicant to explore options for the site and an amended plan was received with the building and access located wholly within the site of the Chigwell Community House.

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 Public Hall is located within the Community Meeting and Entertainment use class description of the Glenorchy Interim Planning Scheme 2015.

The definition of Community Meeting and Entertainment use class states:

use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.

Other relevant definitions (Clause 4.1):

Not applicable

Part C: Special Provisions

Not applicable.

Part D: Zones

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

Zone Purpose Statements

The Community Purpose zone purpose statements in Clause 17.1.1 of the Glenorchy Interim Planning Scheme 2015 are as follows:

17.1.1.1

To provide for key community facilities and services where those facilities and services are not appropriate for inclusion as an associated activity within another zone.

17.1.1.2

To ensure land required for future public use is protected from inappropriate use or development.

17.1.1.3

To encourage multi-purpose, flexible and adaptable social infrastructure to respond to changing and emerging community needs.

The proposed building for the use of Public Hall would provide community facilities and services in a central location. The building would provide a flexible and adaptable space for multiple purposes to respond to the needs of the local community. Therefore, the proposal is considered to be in accordance with the zone purpose statement in Clause 17.1.1 of the Scheme.

Use Table

The proposed use of 'Public Hall' is a permitted use in accordance with the use table in Clause 17.2 of the Glenorchy Interim Planning Scheme 2015.

Use Standards

The proposal complies with the use standards set out in Clause 17.3. Please see Appendix 1.

Development Standards for Buildings or Works

Clause 17.4.3 – Standard 1, Design

The proposal would require any single expanse of blank wall in the ground level front façade and facades facing other public spaces to be not greater than 50% of the length of the façade in accordance with the acceptable solution Clause 17.4.3 – Standard A1(c). The proposal does not meet the acceptable solution and is therefore 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 addresses 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 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 insignificant when viewed from the street;*
- (e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;*
- (f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;*
- (g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;*
- (h) be consistent with any Desired Future Character Statements provided for the area.*

The proposed building is located on land for the Chigwell Community House which is used for a public space. In addition the land shares a boundary with the Chigwell Community Park to the west. The proposal would be reliant on the performance criteria along the eastern, southern and western facades.

The proposal would be located in close proximity to the existing building for the Chigwell Community House.

When viewed from the east and west the overall façades (new and existing) would provide for a variation of architectural detail from a public space. The southern façade with the greatest amount of blank wall would be less visible when viewing the buildings from a distance. Therefore, in this instance the proposal is considered to provide reasonable visual detail when viewed from a public space. On this basis, the proposal is considered to comply with the performance criteria in Clause 17.4.3 of the Scheme.

Clause 17.4.3 – Standard 2, Design

The front facade of the proposal would be facing a residential zone. A condition has been recommended for the front façade of the building to be coloured using colours with a light reflectance value not greater than 40 percent. Therefore the proposal would be in accordance with Clause 17.4.3 – Standard A2 in the Scheme.

Clause 17.4.4 – Passive Surveillance

The proposal would require windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park to amount to no less than 30% of the surface area of the ground floor level façade in accordance with the acceptable solution Clause 17.4.4 – Standard A1(c). The proposal does not meet the acceptable solution and is therefore reliant on performance criteria.

Buildings design must provide for passive surveillance of public spaces by satisfying all of the following:

- (a) *provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;*
- (b) *locate windows to adequately overlook the street and adjoining public spaces;*
- (c) *incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;*
- (d) *locate external lighting to illuminate any entrapment spaces around the building site;*
- (e) *provide external lighting to illuminate car parking areas and pathways;*
- (f) *design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;*
- (g) *provide for sight lines to other buildings and public spaces.*

As discussed previously, the building is located in a public space and would not meet the acceptable solution on the eastern, southern and western facades.

The site provides a clear pedestrian access via the existing path and the proposal has been set back to ensure a clear line of sight to both buildings. The narrow space between the proposed and existing building would maintain a clear line of sight from the public reserve and pedestrian access.

Although, the proposed building would not have windows on the southern side, the existing building has several large windows for providing passive surveillance into space between the buildings. On this basis, the proposal is considered to comply with the performance criteria in Clause 17.4.4 of the Scheme.

Clause 17.4.5 – Landscaping

The property provides existing landscaping along the frontage facing the street. A condition has been recommended to maintain the landscaping. The proposal would be in accordance with Clause 17.4.5 – Standard A1 in the Scheme.

Development Standards for Subdivisions

Not applicable

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 a total of four car parking spaces for a floor area of 53m² in accordance with Clause E6.6.1 – standard A1 of the Glenorchy Interim Planning Scheme 2015. The proposal provides a total of 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.*

The proposal is for the Chigwell Community House that would serve and provide activities for the local community. The uses of the building is representative of the existing needs of people who live in close proximity, and will be specifically designed to give priority to activities that would benefit the local community. In this respect the uses would be adjusted from time to time to cater for the local community. The land does not currently have parking on site and instead relies mainly on pedestrian traffic. There is off-street parking available and the land adjoins a public reserve with parking provided. The proposal would not increase the number of staff and is designed to accommodate the existing services provided off site such access to transport for the elderly. Therefore it would be expected that a higher percentage of clients would walk to the site. Council's Development Engineer is supportive of the proposal based on the operation of the use serving the local community.

Therefore, the proposal would comply with the performance criteria in clause E6.6.1 – P1 in accordance with the Scheme.

Clause E6.6.4 – Standard A1

The proposal would require a total of two bicycle parking space in accordance with the Scheme. The proposal does not provide any bicycle parking spaces. Therefore, the proposal is considered against the performance criteria in clause E6.6.4 – P1 as follows:

The number of on-site bicycle parking spaces provided must have regard to all of the following:

- (a) *the nature of the use and its operations;*
- (b) *the location of the use and its accessibility by cyclists;*
- (c) *the balance of the potential need of both those working on a site and clients or other visitors coming to the site.*

The proposal provides access to transport for the elderly and is not expected to generate any additional need for bicycle parking. The use would not increase the number of staff and the local clients are unlikely to utilise bicycles for transport to and from the site. Therefore, the proposal would comply with the performance criteria in clause E6.6.4 – 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

There are no traffic or parking issues associated with this application. The site currently has no vehicle access and it is proposed to construct as part of the works.

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application.

Other

E3.0 Landslide Code

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

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

There is no waterway and coastal protection issues identified that affect this application

E15.0 Inundation Prone Areas Code

There are no flooding/inundation issues identified through Council records that affect this application.

Environmental Health

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

This development is occurring within 50 metres to the nearest residential zone. However given the requested hours of operation, it will comply with acceptable solution 17.3.1 A1. It is recommended that the requested hours be recommended as a condition.

It is understood that this development will be used for the storage of a meals on wheels van. It is expected that this will comply with the noise emissions requirement of acceptable solution 17.3.2 A1. It is recommended that the acceptable solution 17.3.2 A1 be recommended as a condition.

It is feasible, based on the vehicle proposed to be stored in the development, that commercial vehicles may frequent this property. To ensure that any commercial vehicle movements do not unreasonably impact the nearby residents it is recommended that acceptable solution 17.3.4 A1 be applied to the permit.

EXTERNAL REFERRALS

TasWater

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

REPRESENTATIONS

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

CONCLUSION

The application is for additions to public hall (community meeting and entertainment) relying on performance criteria at the Chigwell Community House, 8 Bucaan Street, Chigwell. As stated in the report, the Public Hall is a permitted use. The reliance on performance criteria for parking and access are discretionary. The proposal is considered to accord with the standards of the Community Purpose Zone of the Scheme.

The reliance on performance criteria for parking is reflective of the proposed use and development relative to the operation for use by the local community. The proposed reliance on performance criteria are considered to accord with the parking standards of E6.0 Access and Parking Code in the Scheme.

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

Council's Development Engineer and Environmental Health Officer are supportive of the proposal subject to recommended conditions.

Recommendation:

That a permit be granted for the proposed use and development of Additions to public hall (community meeting and entertainment) relying on performance criteria at Chigwell Community House 8 Bucaan Street, Chigwell subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-262 and Drawing No. P2 submitted on 28 March 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. All external surfaces for facade walls of a building facing a residential zone (the street frontage) must be coloured using colours with a light reflectance value not greater than 40 percent. Details are to be submitted with the building permit application and approved by Council's Senior Statutory Planner.

4. Plans submitted with the building permit application must show landscaping in the form of fences, screens and/or planting to enhance the appearance of the development along the streetscape to the satisfaction of Council's Senior Statutory Planner.

Engineering

5. Soil and water management is to comply with best practice to prevent any transfer of soil material outside of the area specifically and necessarily disturbed for construction. Particular attention is to be paid to ensure no soil material is tracked onto roads and footpaths or to enter the Council's stormwater system. All aspects and protection measures in connection with soil and water management are to comply with the requirements of Council's Development Engineer and be installed prior to the removal of and/or disturbance of any soil or vegetation.
6. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
7. The new vehicle crossing must be 3.6-metre wide and constructed in accordance with standard drawing SD-1003 between the kerb and the property boundary to align with the new access. Any driveway / crossover work within Council's road reservation must be carried out by a Council approved contractor and all work must be reinstated to match the existing adjacent footpath/nature strip profile. A Property Access Works Application must be completed prior to any work being undertaken. The application is available from Council's Planning Department or available from Council's website at: <http://gcc.tas.gov.au/content/Driveways.GCC?ActiveID=1304>
8. Driveways, car parking and turning areas must be constructed and sealed with an approved impervious surface treatment prior to use. All runoff from paved and driveway areas must be retained within site boundaries and discharged into Council's stormwater system. Construction details must generally be in accordance with Council's standard requirements.
9. 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.

Environmental Health

10. Hours of operation must be within:
 - (a) 9.00 am to 5.00 pm Mondays to Fridays inclusive;
except for office and administrative tasks
11. Noise emissions measured at the boundary of a residential zone must not exceed the following:
 - (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;

- (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am;
- (c) 65dB(A) (LAm_{ax}) 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.

- 12. Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of:
 - (a) 7.00 am to 6.00 pm Mondays to Fridays inclusive;
 - (b) 9.00 am to 5 pm Saturdays
 - (c) 10.00 am to 12 noon Sundays and Public Holidays.

Advice to Applicant

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

Other Permits

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

Attachments/Annexures

- 1  Attachment - 8 Bucaan Street, Chigwell

APPENDIX 1**17.0 Community Purpose Zone**

Standard	Acceptable Solution	Proposed	Complies?
17.3 Use Standards			
17.3.1 Hours of Operation	A1 Hours of operation must be within: (a) 8.00 am to 8.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 6.00 Saturdays; (c) 10.00am to 5.00pm Sundays and Public Holidays; except for office and administrative tasks.	Complies. The proposed hours of operation are 9am to 5pm Monday to Friday.	Yes
17.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am; (c) 65dB(A) (LAmax) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.	Complies. A condition has been recommended.	Yes

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

Standard	Acceptable Solution	Proposed	Complies?
Building Height	Building height must not be more than: 10m.	maximum height of 4.42m.	
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.	Not applicable	N/A
17.4.2 Setback	A1 Building setback from frontage must be must be no less than: (a) 5m; or (b) the alignment of adjoining buildings; whichever is the lesser.	Complies. The proposal would have a setback of 6m from the frontage.	Yes
	A2 Building setback from a residential zone must be no less than: (a) 3 m; (b) half the height of the wall, whichever is the greater.	Not applicable.	N/A
	A3 Building setback for buildings for sensitive use must comply with all of the following: (a) be sufficient to provide a separation distance from land zoned Rural Resource no less than 100 m; (b) be sufficient to provide a separation distance from land zoned Significant Agriculture no less than 200 m.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
17.4.3 Design	A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots; (g) not include security shutters over windows or doors with a frontage to a street or public place.	The proposal would not comply with Clause 17.4.3 – Standard A1(c) on the eastern, southern and western facades.	Performance Criteria Please refer to discussion in the report.
	A2 Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.	A condition has been recommended.	Yes
17.4.4 Passive Surveillance	A1 Buildings design must complying with all of the following:	The proposal would not comply with Clause 17.4.4 – Standard A1(c) on the	Performance Criteria Please refer to discussion in

Standard	Acceptable Solution	Proposed	Complies?
	(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park.	eastern, southern and western facades.	the report.
17.4.5 Landscaping	A1 Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has nil setback to frontage.	A condition has been recommended.	Yes
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2 m.	Not applicable.	N/A
17.4.6 Outdoor Storage Areas	A1 Outdoor storage areas for non-residential uses must comply	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	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.		
17.4.7 Fencing	A1 Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 1.5 m must not be erected within 4.5 m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.	Not applicable.	N/A

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 includes two car parking spaces on site. Compliance would require four car parking spaces, and this would result in a shortfall of two car parking spaces.	Performance criteria Please 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.	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.	The proposal does not include bicycle parking spaces on site. Compliance would require two bicycle parking spaces, and this would result in a shortfall of two bicycle parking spaces.	Performance criteria Refer to discussion in the report.
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	Complies. The proposal would have one vehicular access.	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	Complies.	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:	Not applicable.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	Complies. The proposal would provide on-site turning.	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.		
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.		

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

Standard	Acceptable Solution	Proposed	Complies?
	3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.		
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	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.		
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.		
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Complies. The proposal would provide vehicular access to a road.	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.	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) 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.	Not applicable.	N/A

6. PROPOSED USE AND DEVELOPMENT - DEMOLITION, ADDITIONS AND ALTERATIONS AT EXISTING SERVICE INDUSTRY - 34-36 NEGARA CRESCENT GOODWOOD AND 38 NEGARA CRESCENT GOODWOOD

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 2183533 and 3288660

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-066
<i>Applicant:</i>	Our Plunge Pty Ltd
<i>Owner:</i>	Our Plunge Pty Ltd
<i>Zone:</i>	Light Industrial
<i>Use Class</i>	Service Industry
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	24.4.1 A1 Building Height (more than 9m) 24.4.3 A1 (b) Design (less than 40% openings) 24.4.3 A1 (c) Design (more than 50% blank wall) E11.7.1 A1 Buildings and Works (Watercourse Protection) E6.6.1 A1 Number of car parking spaces
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	29 May 2017
<i>Existing Land Use:</i>	Service Industry - Commercial Laundry
<i>Proposal in Brief:</i>	Demolition, additions and alterations at existing service industry
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The application proposes an extension to an existing laundry facility. The proposed extension would have an area of 710m² and would be added to the western side of the existing building. The application also includes partial re-roofing and new parking arrangements. The site plan is shown in Figure 1.

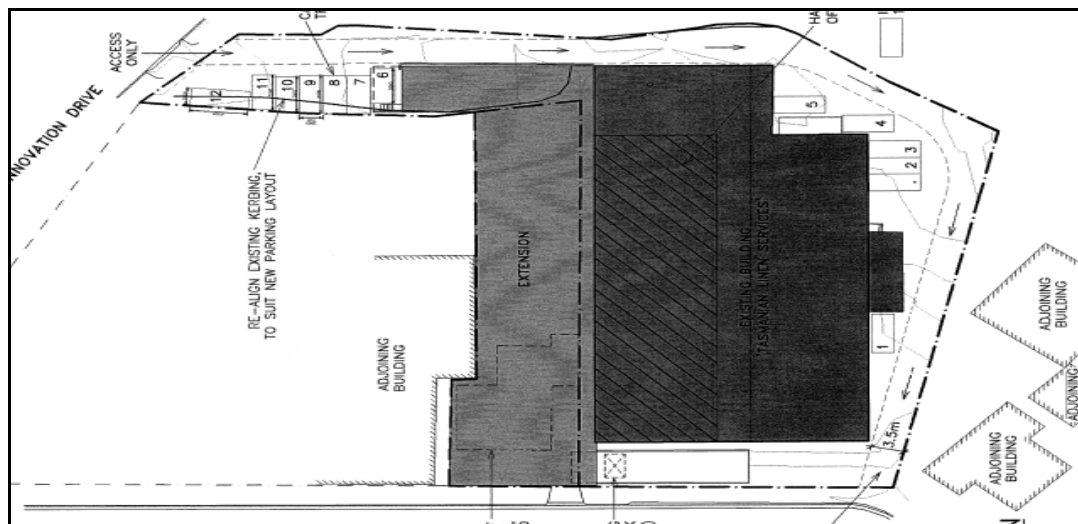


Figure 1: proposal Plan - Donal S. Anderson

SITE and LOCALITY

The subject site is over two properties known as 34-36 and 38 Negara Crescent and described in title reference CT 138034/1 and CT166689/1. The properties are located on the northern side of Negara Crescent and have a combined area of 3570m². The larger property is occupied by an existing laundry, whilst the smaller property is occupied by a weatherboard house. The site is shown in Figure 2.



Figure 2: Subject Site - Council Database 2016

The surrounding areas comprise industrial development, a public car park, non-conforming dwellings and residential development to the south.

ZONE

The site is located within the Light Industrial Zone (fuchsia), the car park is within the Community Purpose Zone (light yellow) and the general Residential Zone (red) which is approximately 60m away. The zoning is shown in Figure 3.

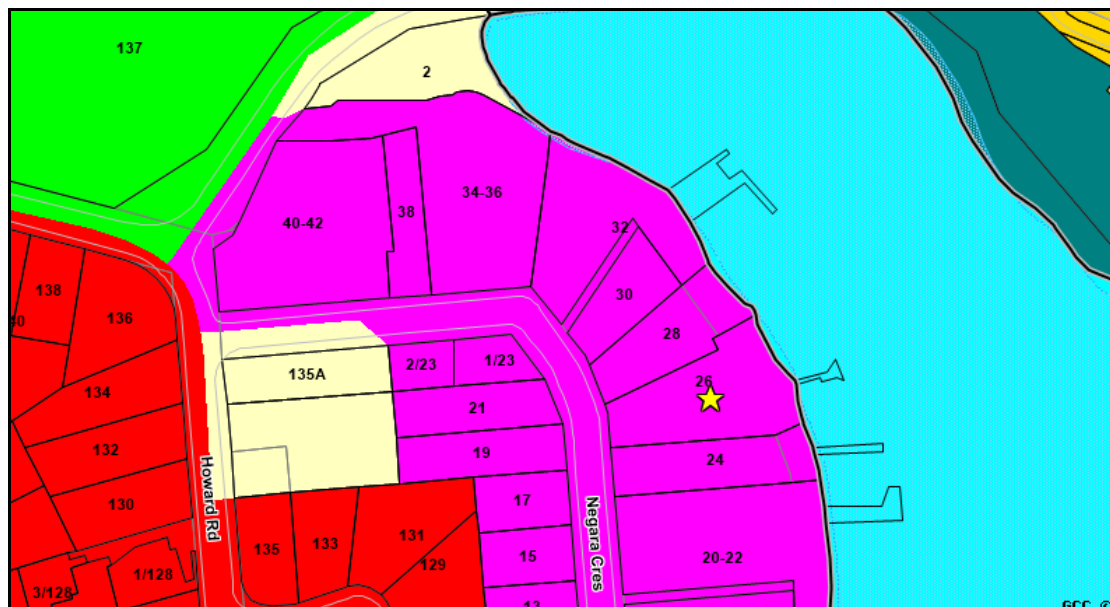


Figure 3: Zoning Map - GIPS 2015

Background

According to the property file, which starts in 1982, the laundry was first developed in 1964 as a linen service and was known as the Mitchell Laundry. Various permits have been granted for the site as follows:

- DA132-91 – Construction of boiler house (126m²) – Approved 16/07/91
The associated planning report stated that the area was 126m² and required 13 parking spaces for the site, 4 spaces at the front of the building and 9 at Council's carpark at 135A Howard Road.
- DA 271-94 – Development of limited impact industry (extension to existing laundry) – Approved 09/09/94
This application required a total of 22 spaces, 6 spaces along the frontage, 9 within Council's carpark, and 8 new spaces conditioned on Crown land adjacent to the river. The application was for an extension of 246m². Council's carpark is at 135A Howard Road and it appears that cash-in-lieu was paid for the 9 spaces. The approved layout later shows 4 spaces at the frontage and 9 spaces on the Crown land as shown in Figure 4.

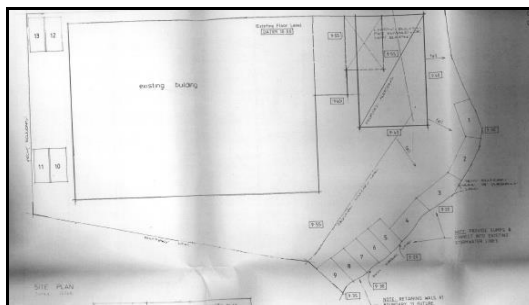


Figure 4: Approved Parking DA271-94

- DA 196-01 – Extension to existing laundry - Approved 15/11/01

This permit was for an extension in the same partial foot print as shown on the plans approved with the previous permit above in DA 271-94. There is a plan on file which was submitted later that shows 8 parking spaces at the rear of 38 and 40 & 42 Negara Crescent. It is assumed that these spaces were provided instead of the parking shown in Figure 4 above.

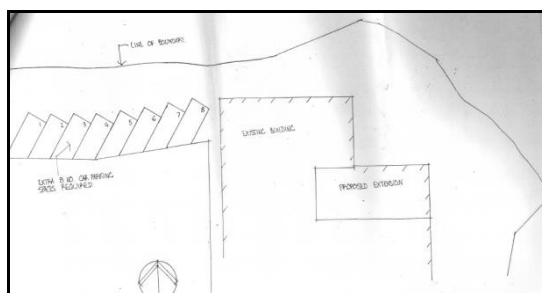


Figure 5: File Plan showing parking at the rear

- PLN-03-01963-01 Extension of operating hours – Approved 11/08/03

This permit allowed for the following hours of operation: 6:00am to 8:00pm and Mondays 5.00am for boiler. At the time the floor area was 1500m², there was no parking required as there was no development.

- PLN-15-029 Change of Use to Limited Impact Industry and additions to existing Limited Impact Industry within 30m of a listed watercourse with parking and access variation –Approved 07/09/15

This application was for a similar addition to what is proposed as part of this application but smaller (492m²). This permit was never acted on, but is still valid. The permit required the provision of 29 car parking spaces as shown in Figure 5.

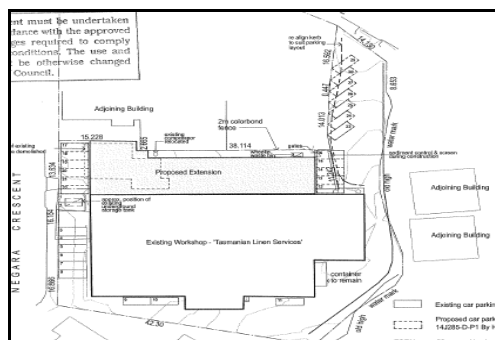


Figure 6: Endorsed Plan - PLN-15-029

Summary of Background Section

The above history shows that the existing parking requirement is that of permit DA 196-01, which is for 13 spaces on site and a credit of 9 spaces within Council's carpark. It appears that the 9 spaces on Crown land were never constructed, but were provided behind 40-42 Negara Crescent at a later point on a plan responding to the permit. It appears that there was a boundary adjustment in the area of the parking so that additional land was available. The existing configuration on site shows the parking layout in front of the building as shown in PLN-15-029 and not as approved in DA 271-94.

In conclusion, the existing permit requirement is for 13 spaces to be provided on site and a credit of 9 spaces.

ASSESSMENT**STATE POLICIES, OBJECTIVES of LUPAA**

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015**Part B: Administration****General Exemptions**

Nil

Limited Exemptions

Nil

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

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

- E6 Access and Parking Code
- E7.0 Stormwater Management Code
- E11 Waterway and Coastal Protection Code

Use Class Description (Table 8.2):

The use classifications are listed in Table 8.2 Use Classes of the Scheme. The use is categorised as follows:

Service industry

use of land for cleaning, washing, servicing or repairing articles, machinery, household appliances or vehicles. Examples include a car wash, commercial laundry, electrical repairs, motor repairs and panel beating.

Other relevant definitions (Clause 4.1):

Nil

Discretionary Use or Development

The application is discretionary under Clause 8.8.1 as follows

The planning authority has discretion to refuse or permit a use or development if:

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

The proposal is discretionary under (b) above as it relies on a Performance Criteria because it does not meet the following Acceptable Solutions:

- 24.4.1 A1 Building Height (more than 9m)
- 24.4.3 A1 (b) Design (less than 40% openings)
- 24.4.3 A1 (c) Design (more than 50% blank wall)
- E11.7.1 A1 Buildings and Works (Watercourse Protection)
- E6.6.1 A1 Number of car parking spaces

Part C: Special Provisions

Nil

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 purpose of the Light Industrial Zone is in 24.1.1 as follows:

- *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.*
- *To promote efficient use of existing industrial land stock.*
- *To minimise land use conflict in order to protect industrial viability and the safety and amenity of sensitive land uses in adjacent zones.*
- *To provide industrial activity with good access to strategic transport networks.*

Comment

The proposal is for an extension of the existing industrial use of a commercial laundry, which is a preferred use within the zone as it is a *permitted* use. The operation of the laundry is managed to minimise any offsite impacts in regards to noise and emissions. Therefore, the proposal meets the above purpose statements.

Use Table

The use of Service Industry is *permitted* in 24.2 Use Table.

Use Standards

There are use standards for hours of operation, noise, external lighting and commercial vehicles. Some of these standards apply to use within 100m of a residential zone and others to use within 50m. The property is approximately 60m from the nearest residential zone. The proposal complies with all of the relevant use standards or can be conditioned accordingly as shown in the attached appendix.

Development Standards for Buildings or Works**24.4.1 Building Height**

The proposal does not meet the Acceptable Solution in 24.4.1 Building Height as follows:

- Proposed 9.815m – Acceptable Solution 9m

The proposal therefore relies on the related Performance Criteria which is as follows:

24.4.1 Building Height

Building height must satisfy all of the following:

- (a) *be consistent with any Desired Future Character Statements provided for the area;*
- (b) *be compatible with the scale of nearby buildings;*
- (c) *not unreasonably overshadow adjacent public space;*
- (d) *allow for a transition in height between adjoining buildings, where appropriate;*
- (e) *be no more than 12 m.*

Comment

The proposed height is considered to meet the above criteria, because it would be less than 12m and because the building at 40-42 is also relatively high. This would allow for a transition in heights and would not cause any overshadowing. There is no Future Character Statement applicable to the site. Therefore, the proposal would be in accordance with the Performance Criteria and comply with the standard.

24.4.3 Design

The proposed extension would increase the length of the front wall by 15m to approximately 42m. There would be no openings in the front wall of the extension. In addition, it is proposed to alter the existing façade by removing a roller door and glass door and replacing them with cladding.

This would result in openings less than 40% and a blank wall of more than 50%. An existing glazed window with door to the reception and roller door would remain.

The proposal does not accord with the Acceptable Solution in 24.4.3 A1 as follows:

- 24.4.3 A3 (b) Windows and door openings less than 40%
- 24.4.3 A1 (c) Blank wall less than 50%

Therefore, the proposal relies on the related Performance Criteria as follows:

24.4.3 P1 Design

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 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;*
- (e) be consistent with any Desired Future Character Statements provided for the area.*

Comment

It is considered that the proposal would meet the relevant criteria above, which are in (a) (b) and (c). The existing façade provides for the main entry on the front wall, which is to remain. The existing window and roller door which is usually open will provide for passive surveillance. There would not be large expanse of blank wall because the existing wall is masonry and the new wall would be corrugated steel, so that there would be different textures to add interest. Overall, it is considered that the proposal meets the above criteria and complies with the standard.

Part E: Codes

E6.0 Parking and Access Code

The parking requirement is in E6.6.1 Number of Car Parking Spaces Required and refers to Table E6.6.1, which is as follows:

Use Class: Service industry		
Service industry	3	for each 100m ² floor area, or 3 spaces for each work bay; whichever is the greater.

The proposal does not provide any new parking spaces. The proposal requires thirty-four spaces, but has only room on site for twelve spaces. One space was lost due to a re-arrangement of parking, so that there is a loading area proposed in front of the laundry where there previously were parking spaces. The requirement is made up of thirteen spaces from previous permits, plus twenty-one for the proposed addition with a floor area of 710m².

Overall, the proposal cannot provide the required number of parking spaces and therefore does not accord with the Acceptable Solution in E6.6.1 A1 Number of Car Parking Spaces Required. The proposal therefore relies on the related Performance Criteria as follows:

E6.6.1 – P1 Number of Car Parking Spaces

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

- (a) car parking demand;*
- (b) the availability of on-street and public car parking in the locality;*
- (c) the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) the availability and likely use of other modes of transport;*
- (e) the availability and suitability of alternative arrangements for car parking provision;*
- (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*
- (g) any car parking deficiency or surplus associated with the existing use of the land;*
- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;*
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;*
- (j) any verified prior payment of a financial contribution in lieu of parking for the land;*
- (k) any relevant parking plan for the area adopted by Council;*
- (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;*
- (m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.*

Comment

The Applicant provided a Traffic Impact Assessment (TIA) in support of the application. Council's Transport Engineer reviewed the TIA and found the shortfall justified and in accordance with the above Performance Criteria. In particular, as there would be in the order of forty parking spaces available in the vicinity of the site. This would include a credit of for nine spaces in Council's car park, for which some cash-in-lieu was paid, according to the file. In addition, there would be public transport available in Howard Road, just south of the intersection with Negara Crescent.

For further comments, please refer to the Engineering Assessment in the Referrals section later in this report.

E7.0 Stormwater Management Code

The proposal accords with all Acceptable Solutions of the Code.

E11 Waterway and Coastal Protection Code

A small area of the footprint of the proposed addition steps within the waterway overlay as shown in Figure 7 below.



Figure 7: Waterway and Coastal Protection Code

E11.7 Development and Works

The proposal cannot accord with the Acceptable Solution in E11.7.1 Buildings and Works as there is no building area shown on the title plan. The proposal does not include vegetation removal, but includes soil disturbance. Therefore, the proposal relies on the related Performance Criteria as follows:

E11.7 P1 Development and Works

Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:

- (a) avoid or mitigate impact on natural values;*
- (b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;*
- (c) avoid or mitigate impacts on riparian or littoral vegetation;*

- (d) *maintain natural streambank and streambed condition, (where it exists);*
- (e) *maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;*
- (f) *avoid significantly impeding natural flow and drainage;*
- (g) *maintain fish passage (where applicable);*
- (h) *avoid landfilling of wetlands;*
- (i) *works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and "Tasmanian Coastal Works Manual" (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided.*

Comment

It is considered that the proposal would meet the above criteria as it would not impact on an area of natural values and as appropriate soil and water management is conditioned to prevent sedimentation and runoff. Therefore, the proposal satisfies the above criteria and complies with the standard.

PART F: Specific Area Plans

Nil

INTERNAL REFERRALS

Transport Engineer

Council's Transport Engineer provided the following assessment:

Proposed Development

The site is located at 34-36 Negara Crescent and 38 Negara Crescent, Goodwood. The proposed development comprises an extension and modifications to the existing laundry with the provision of twelve on site compliant parking spaces, including three small car bays and one disabled bay. Currently, there are two accesses to the site; one is via Innovation Drive and the other via Negara Crescent. It is noted that a previous planning permit for the laundry has been granted in 2015 (application number PLN-15-029).

Traffic Generation

The TIA states that there are currently twenty-two to twenty-four staff working at the laundry which may increase to twenty-eight staff on a seasonal basis. Based on worst case scenario of one trip per hour per person during the morning and afternoon peak period, the report calculates trip generation associated with the existing laundry in the order of 28 trips per hour and 56 trips per day.

The TIA also states that there is a proposed increase of up to five additional staff associated with the new laundry extension which will result in a maximum of 33 staff at the site following the proposed extension. The report, then, indicates that the trip generation associated with the proposed development would be in the order of 33 trips per hour and 66 trips per day.

Finally, the report concludes that the development will generate an additional five extra trips during the peak periods. The TIA also notes that the laundry operates between 6am until approximately 4pm with some casual staff finishing earlier (before 4pm) which means that trips to the laundry typically occur outside the typical peak traffic flow.

I concur that this traffic generation estimation is appropriate for the case of the proposed development and the traffic generated by the proposed development will not have any significant adverse impacts on the surrounding road network in terms of traffic efficiency or road safety.

Access

The site has two access driveways; one via Innovation Drive and one via Negara Crescent. The TIA states that it is proposed to have a one-way circulation pattern through the site considering vehicles enter the site via Innovation Drive and exit via Negara Crescent. As a result, the TIA assessed the sight distance only for the existing access onto Negara Crescent.

It should be noted that the one way circulation arrangement would be appropriate for the proposed development. However, an 'Entry' sign at the Innovation Drive access driveway and an 'Exit' sign and an 'Entry via Innovation Drive' sign at the Negara Crescent access driveway should be installed outside the development together with the installation of pavement arrow markings at both access points to dictate drivers to drive through the site in the dedicated direction.

In terms of the sight distance assessment, the report indicates that the available sight distances to the right and to the left at the Negara Crescent access driveway were measured to be 60 metres and 105 metres respectively. The TIA also states that according to the Australian Standard AS 2890.2:2002 (Parking Facilities – Part 2: Off-street Commercial Vehicle Facilities), a minimum sight distance of 69 metres is required for a posted speed limit of 50km/hr.

In addition, the report indicates that parked vehicles provide an obstruction to sight distances to the left and in order to achieve the full 69 metre sight distance a parking restriction would need to be implemented. The TIA also states that the 85th percentile speed along Negara Crescent was 40km/hr. The report, then, indicates that since the sight distance requirement for a 40km/hr speed limit is 55metres, it is not anticipated that the available sight distance to the left will be an issue.

I agree with the conclusion that the available sight distances associated with the access driveway at Negara Crescent are adequate for the current situation.

Parking

Based on the requirements of the Glenorchy Interim Planning Scheme 2015, the parking requirement for Service Industry is three parking spaces per 100m² of floor area. Considering the proposed 710m² extension to the laundry floor area, there will be a requirement of twenty-one additional parking spaces to be provided to the previously approved development.

An advice from Council's planning section also reveals that:

“The existing permit requirement is for thirteen spaces in DA271-94 and nine spaces credit within Council’s carpark. A later permit PLN-15-029 was never acted on so that the previous requirement stands. The proposed addition is 710m², which generates a requirement for 21 spaces. The application does not propose any additional parking; the plan shows twelve spaces for the site. The existing permit requirement plus the new requirement would result in a total of thirty-four spaces on site. If the whole site was re-calculated then the parking requirement would be Fifty-two spaces based on the existing floor area of 1524m² and the proposed extension of 210m², which results in 1734m².”

As a result, based on the parking estimation of thirty-four parking spaces and the provision of twelve parking spaces on-site, the proposed development would have twenty-two spaces shortfall.

To assess further parking availability in the area, the TIA states that a parking survey was undertaken between 7.30am – 4.45pm on Wednesday 22nd and Thursday 23rd February 2017 in the vicinity of the development. The report also notes that the survey included for the available parking spaces both along the property frontage and in the Council owned public car park at the corner of Negara Crescent and Howard Road, directly opposite the proposed development.

The report, then, indicates that based on the survey results, there were a minimum of forty spaces available in the public car park. The TIA, finally, concludes that from survey evidence undertaken, the car parking shortfall could easily be accommodated in the off street car park located opposite the laundry on Negara Crescent.

I agree with the conclusion that the parking demand generated by the proposed development can be accommodated in the available car parking supply adjacent to the site without any serious impact on the road network.

Conclusion

As the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety, I have no objection to the development of the proposed demolition, additions and alterations at existing Service Industry at 34-36 Negara Crescent and 38 Negara Crescent, Goodwood on traffic engineering or road safety grounds, subject to the following conditions being met:

- An ‘Entry’ sign at the Innovation Drive access driveway and an ‘Exit’ sign together with an ‘Entry via Innovation Drive’ sign at the Negara Crescent access driveway must be installed;
- Pavement arrow markings at both access points must be installed to dictate drivers to drive through the site in the dedicated direction.

Development Engineer

E6.0 Parking and Access Code

This code applies to all use and development.

Access to the site is from an existing access points. Council's Traffic Engineer has made an assessment of these accesses and recommended improvements be undertaken, please refer to Traffic Engineers report.

The applicant provided a Traffic Impact Assessment (TIA) with the application. The findings and recommendations of the TIA are supported by Council's Traffic Engineer (please refer to Council Traffic Engineers report for a detailed discussion of these issues) with conditions recommended.

From the findings of the TIA and assessment by Councils Traffic Engineer, Councils planner and previous approved uses, twelve car parking spaces is considered adequate to satisfy the requirements of the Parking and Access Code of the Glenorchy Interim Planning Scheme 2015.

E7.0 Stormwater Management Code

This code applies to development requiring management of stormwater. This code does not apply to use.

There are no GCC stormwater mains affected by this application. The proposal accords with the Acceptable Solutions of the Stormwater Management Code.

Other

E3.0 Landslide Code

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

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

There is no waterway and coastal protection issues identified that affect this application

E15.0 Inundation Prone Areas Code

There are no flooding/inundation issues identified through Council records that affect this application.

Environmental Health Officer

Original hours of operation requested by the applicant fell outside of those specified in Acceptable Solution A1 of section 24.3.1 of the Glenorchy Interim Planning Scheme 2015 (The Scheme). Due to this Council requested an onsite Noise report completed by a suitably qualified person be submitted to Council to show compliance with P1 of 24.3.1 through compliance with A1 or P1 of 24.3.2 (noise) of The Scheme for outside hours use. From this further information request the applicants reduced the proposed hours of operation to within the hours allowed in A1 of section 24.3.1 of The Scheme. These hours of operation are recommended to be applied as a condition of the permit.

As the site is located over 60 meters from the closest residential zone boundary it is expected that the use will comply with A1 of 24.3.2 (noise) of The Scheme. This is also recommended to be applied as a condition of permit. The application is exempt from section 24.3.2, A2 of The Scheme as it is located greater than 50m from the boundary of the residential zone.

The application is exempt from section 24.3.4 of The Scheme as it is located greater than 50m from the boundary of the residential zone. The application is exempt from section 24.3.3 of The Scheme as it is located greater than 50m from the boundary of the residential zone.

As this site is located near a water course and the use generates liquid waste Councils standard liquid management conditions are recommended to be applied to the permit to ensure all liquid waste is managed appropriately.

EXTERNAL REFERRALS

TasWater

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

REPRESENTATIONS

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

CONCLUSION

The application proposes a 710m² addition to an existing commercial laundry. The application is discretionary as it relies on Performance Criteria in regards to building height, openings in the façade, percentage of blank wall, watercourse protection and a parking space shortfall. Overall, the proposal is assessed to meet each of these Performance Criteria as set out in the report.

The application was advertised for the statutory 14-days. There were no representations received.

Overall, the application is assessed as acceptable subject to the recommended conditions.

Recommendation:

That a permit be granted for the proposed use and development of 'demolition additions and alterations at existing service industry' at 34-36 Negara Cresce Goodwood and 38 Negara Crescent Goodwood subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-066 and Drawing No. P1 submitted on 23/03/17 pages 1-5; and Drawing No. P2 submitted on 26/04/17 page 1 (parking) and Drawing No P3 submitted on 30/03/17 page 1 (servicing plan), 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. Outdoor storage areas must be:

- (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.
- 4. Any roof-top service infrastructure, including service plant, must be screened so as to have limited visual impact from a public street.
 - 5. Any mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar must be screened from view from the street and other public spaces.

Development Engineer

- 6. Twelve (12) clearly marked car parking spaces must be provided prior to the approved use and kept available for these purposes at all times. Car parking spaces, manoeuvring areas and aisles must be provided in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking. In areas set aside for car parking, securely fixed wheel stops or kerbing must be provided to the satisfaction of Council to prevent damage to fences or landscaped areas.
- 7. In addition to the above, a minimum of one (1) of the twelve (12) car parking spaces must be provided, prior to use, for the exclusive use of persons with a disability and kept available for these purposes at all times. This car space must be provided in accordance with Australian Standard AS 2890.6 – 2009 Off-Street Parking for persons with a disability.
- 8. Driveways, car parking and turning areas must be constructed and sealed with an approved impervious surface treatment within three months of occupancy of the building. All runoff from paved and driveway areas must be retained within site boundaries and discharged into an approved stormwater system. 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.
- 9. Lighting must be provided for the car park and operated during the hours of use in accordance with Australian Standard AS 1158.3.1 – Lighting for roads and public spaces and completed prior to the commencement of use as approved.

Transport Engineer

- 10. An 'Entry' sign at the Innovation Drive access driveway and an 'Exit' sign together with an 'Entry via Innovation Drive' sign at the Negara Crescent access driveway must be installed;
- 11. Pavement arrow markings at both access points must be installed to direct drivers to drive through the site in the dedicated direction.

Environmental Health:

- 12. 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 Environmental Management, including adjustment of noise levels for tonality and impulsiveness.

Noise levels are to be averaged over a 15 minute time interval.

13. 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 Holidaysexcept for office and administrative tasks.
14. The discharge of liquids, other than unpolluted rainwater, to Council's stormwater system, receiving water bodies or water courses is strictly prohibited.
15. Any area where liquid wastes (including spills) are generated must be suitably graded and bunded to direct the liquid waste to sewer.

Advice to Applicant

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

Other Permits

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

Attachments/Annexures

- 1  Attachment - 34-36 & 38 Negara Crescent Goodwood

APPENDIX**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.	(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.	YES - recommended to be applied as condition of permit
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.	Extension not expected to increase noise generated	YES – recommended to be applied as condition of permit
	A2 External amplified loud speakers or music must not be used within 50 m of a residential zone.	N/A	N/A

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.	N/A	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.	N/A	N/A
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.	N/A	N/A
24.4 Development Standards for Buildings and Works			
24.4.1 Building Height	A1 Building height must be no more than: 9m.	9.815m	Discretion see report
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.	NA	NA
24.4.2 Setback	A1 Building setback from frontage must be parallel to the frontage and must be no more than:	(b) Aligned with adjoining building	Yes

	(a) 10 m; or (b) the alignment of the adjoining buildings whichever is the lesser.		
	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 adjacent to a residential zone	NA
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	(a) Main entrance at front (b) Less than 40% (c) More than 50% (d) Condition (e) Condition (f) NA (g) NA	(a) Yes (b) Discretion (c) Discretion (d) Yes (e) Yes (f) NA (g) NA

	facing other public spaces is not greater than 50% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots; (g) not include security shutters over windows or doors with a frontage to a street or public place.		
	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.	The building is not facing any residential zone.	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; (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	A1	The site is already developed so that this	N/A

Landscaping	Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has a nil setback to frontage.	standard is not applicable.	
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 10m.	The property does not share a boundary with any residential zone.	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) (c) all goods and materials stored must be screened from public view; (d) not encroach upon car parking areas, driveways or landscaped areas.	A condition is recommended	Yes
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.	No fencing is proposed	N/A

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: (c) 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.	Shortfall of 22 spaces	Discretion see 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.	Conditioned	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.	Not an applicable standard	
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 an applicable standard	
E 6.7 Development Standards			
E6.7.1	A1		

Standard	Acceptable Solution	Proposed	Complies?
Number of Vehicle Accesses	The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.		Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (d) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		Yes
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (b) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		Yes
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:	Not an applicable standard	

Standard	Acceptable Solution	Proposed	Complies?
	(a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.		Yes
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.		Yes - conditioned
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.	Rearrangement of the car parking is proposed and therefore lighting is considered applicable.	Yes - conditioned
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.	Rearrangement of the car parking is proposed and therefore landscaping is considered applicable.	Yes
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (b) be located, designed and constructed to comply with section 2.4.7 “Provision for Motorcycles” of	Not an applicable standard	

Standard	Acceptable Solution	Proposed	Complies?
	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.		
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 an applicable standard	
	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 an applicable standard	
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not an applicable standard	
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.		
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		Yes

Standard	Acceptable Solution	Proposed	Complies?
	zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.		
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

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.	Condition	Yes - conditioned
	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: (d) the size of new impervious area is more than 600 m ² ; (e) new car parking is provided for more than 6 cars; (f) a subdivision is for more than 5 lots.	Not an applicable standard	
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (b) 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	Not an applicable standard	

Monday 22 May 2017

Glenorchy Planning Authority Meeting Agenda

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

7. PROPOSED USE AND DEVELOPMENT - EXTENSION TO HOURS OF OPERATION - 51-53 CHAPEL STREET GLENORCHY

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 2734198

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-013
<i>Applicant:</i>	Akjj Pty Ltd
<i>Owner:</i>	Jjaki Pty Ltd
<i>Zone:</i>	Light Industrial
<i>Use Class</i>	Sports and Recreation
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	24.3.1 (P1) Hours of Operation (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	27/05/2017
<i>Existing Land Use:</i>	Gymnasium (Sport and Recreation)
<i>Proposal In Brief:</i>	Extension to hours of operation
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval subject to Conditions

REPORT IN DETAIL:**PROPOSAL**

The proposal is for an extension to the hours of operation for the gymnasium, located at 51-53 Chapel Street Glenorchy. It is proposed that the total weekly operating hours of the Gymnasium will be 24hrs a day, 7 days a week.

The proposal is relying on the performance criteria for 24.3.1 (P1) Hours of Operation, to meet the objective of that standard. This is owing to the proposal being outside of the prescribed hours of the acceptable solution, while being within 100m of a Residential zone. In support of the application, a noise report has been submitted which has determined that the level of noise emissions measurable at the boundary of the nearest Residential zone will comply with the acceptable solution of that standard.

The proposal is assessed to comply with all of the other acceptable solutions for the applicable standards of the Light Industrial zone, Road and Railway Assets code, and the Parking and Access code, as outlined in the body and appendices of this report.

SITE and LOCALITY

The site is situated on the corner of Chapel Street and Massey Street. Present improvements on the land consist of a dwelling, gymnasium, and car parking area (see Figure 1). The locality is characterised by a mixture of single dwellings, workshops and warehouses, as well as local shops (see Figure 2).



Figure 1. *Approved plans which show the existing gymnasium and car parking arrangement, relative to the existing dwelling.*



Figure 2. An aerial view indicating the site and locality (note this photograph is out of date and the current gymnasium on site is not shown though constructed)

ZONE

The site is situated within the Light Industrial Zone, and adjoins similarly zoned properties on all boundaries. Within approximately 52m there are two properties zoned Local Business and within approximately 70m, a significant expanse of the General Residential zone begins at 1 Pitcairn St. Within 80m, a significant expanse of the Inner Residential zone begins at Balmain Street, which is on the eastern side of Humphreys Rivulet. It is owing to the proximity to these two zonings that the proposal does not meet the acceptable solutions (see Figure 3).

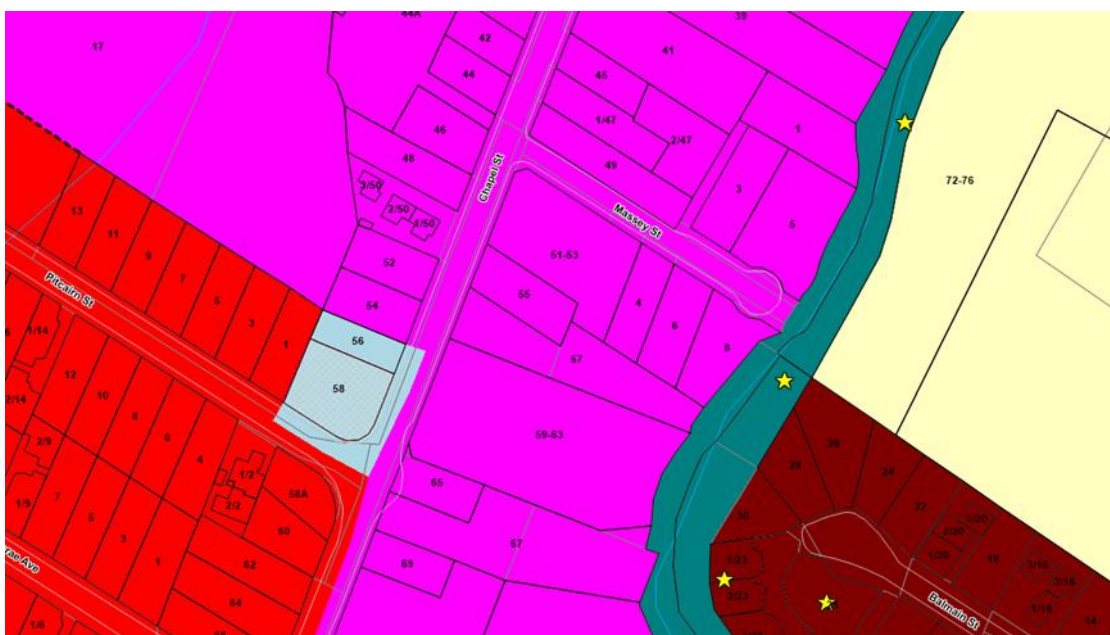


Figure 3. View indicating the Light Industrial zone (Fuchsia), Local Business zone (light blue) General Residential zone (red), Environmental Management zone (teal) the Inner Residential Zone (maroon) and the Community Purpose zone (light yellow).

BACKGROUND

PLN-13-090 The use of the land as a gymnasium (Sports and Recreation) was approved for operating hours between

7.00am to 7.00 pm Monday to Friday

7.00am to 8.00pm on a Saturday.

The validity of the permit had been extended pursuant to section 53 (5A) of the Land Use Planning and Approvals Act 1993, prior to the substantial commencement.

PLN-16-222 This application was for an extension to the operating hours. This application was approved with operating hours as,

7:00am to 7:00pm Monday to Friday

7:00am to 8:00pm Saturday

8:00am to 7:00pm Sundays and Public Holidays

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):

Sports and recreation: means use of the land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, public swimming pool, race course and sports ground.

Other relevant definitions (Clause 4.1):

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 is a standard in a zone, specific area plan or code, is an applicable standard if:

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

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

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

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal:

24.1.1 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 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:

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.

Comment

The proposal is considered to be consistent with the zone purpose statements, owing to being a use of the land which is not in conflict with any existing industrial activity.

As well, owing to the conclusions of the noise assessment submitted as part of the application, it is considered that the use protects the amenity of sensitive uses in adjacent zones.

24.2 Use Table

Sports and Recreation is a discretionary use within the Light Industrial Zone. It is considered that as the proposal is consistent with the zone purpose statement, the use is supportable as an allowable use.

24.3 Use Standards

24.3.1 Hours of Operation

The application for an extension to the hours of operation does not meet the acceptable solution for the standard, as the use is proposed to be undertaken outside of the prescribed hours which are,

- (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.

The proposal is therefore reliant on performance criteria which require,

Hours of operation of a use within 100 m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

In order to demonstrate that the proposal does not have an unreasonable impact on the residential amenity of land within the nearby residential zone, the applicant has supplied a noise report. Council's response to this noise report is outlined in the internal referrals section of this report. In brief, as a result of the advice of Council's Environmental Health Officer, there are recommended conditions for the use of the land, which ensure the proposal will continue to satisfy the performance criteria.

With regard to any other emissions, as the nearest residential zone is 70m away, it is not anticipated that there will be any emissions caused by an extension to the hours of operation, which would affect these residences to the point which would be considered unreasonable.

Development Standards for Buildings or Works

There is no proposed development as part of this application

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Rail Asset Code

Though the proposed development will intensify the existing access to Massey Street, the proposal complies with the acceptable solution E5.5.1 (A3), for an access to a road with a speed limit of 60km/h or less. This is because the increase to the Average Annual Daily Traffic (AADT) is less than a 20% increase to the existing number of vehicle movements per day.

E6.0 Parking and Access Code

The proposed extension to the use of the land will rely on the existing car parking as approved under PLN-13-090. The extension to the hours of operation is not assessable as requiring further car parking spaces pursuant to Operation of Table E6.1 (b) where if,

An existing use or development is extended or intensified, the additional number of car parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of parking spaces is not reduced.

The amount of extension is in duration only, and so cannot generate a requirement for additional spaces, which are calculated on floor space.

E7.0 Stormwater Management Code

There is no proposed increase to the impervious surfaces on site and so the code is not applicable.

INTERNAL REFERRALS**Environmental Health Officer**

A Noise Impact Assessment was completed by Pitt & Sherry, Glenorchy Health and Fitness Noise Impact Assessment - proposed extension to hours of operation (18 April 2017). This was requested to assess noise emissions from the gym during its 24/7 operation and any potential impacts on residential zoning.

The Noise Impact Assessment states (p.7):

Amenity criteria during the measurement period were calculated to be exceeded only twice at the nearest residence, on Massey Street (in the Light Industrial Zone), once in the evening, the other overnight. The night time exceedance corresponded with a heavy rain event, which would have dominated that reading

No exceedances were calculated for the nearby residence on Chapel Street (in the Light Industrial Zone)

No exceedances were calculated for the closest residence in the General Residential Zone, at 1 Pitcairn Street

There is no correlation between night time noise levels and visitor numbers

The additional street traffic from night time visitor vehicles is unlikely to cause a perceptible increase in night time traffic noise levels.

It is concluded that noise from the gym does not compromise Environmental Protection Policy (Noise) amenity criteria. The relevant Performance Criteria of the Glenorchy Interim Planning Scheme 2015 are therefore met.

The gym owners are aware of the business' obligations under the *Environmental Management and Pollution Control Act 1994*. Should a breach of this Act be identified it will be dealt with under the provisions of the Act.

The evidence contained in the Noise Impact Assessment shows the use is able to comply with noise emission requirements and is recommended for approval with conditions.

REPRESENTATIONS

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

CONCLUSION

The proposal for the extension to the hours of operation at 51-53 Chapel Street relies on the performance criteria to comply with the hours of operation standard. The proposal is assessed as satisfying the performance criteria, and so complies.

The proposal is assessed as complying with all other use standards in the Light Industrial Zone, as well as the applicable standards of the Road and Railway Assets code.

Though the Parking and Access code applies to all use and development, there are considered to be no applicable standards, owing to the extension of the use not generating the requirement for additional spaces.

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

Recommendation:

That a permit be granted for the proposed extension to hours of operation at 51-53 Chapel Street Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-013 and Drawing No. P1 submitted on 24/1/2017, except as otherwise required by this permit.

Environmental Health

2. A noise level from an activity/building must enable compliance with the following:
 - i. The equivalent continuous A-weighted sound pressure level measured over 15 minutes (LAeq15min) emitted from a noise source must not exceed 5dB above the background (LA90) noise level at any time when assessed at the boundary of an affected receiver. The background noise level must be measured in the absence of noise emitted from the proposed use in accordance with AS 1055.1-1997 Acoustics – Description and Measurement of Environmental Noise General Procedures.
3. The loading and unloading of vehicles on the land and the transportation of any materials to or from the land must only take place between the following hours:

Monday through to Saturday 0700 to 1900

Sunday and Public Holidays 0900 to 1700.

Advice to Applicant

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

Other Permits

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

Attachments/Annexures

- 1  Attachment - 51-53 Chapel Street, Glenorchy

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: (d) 7.00 am to 7.00 pm Mondays to Fridays inclusive; (e) 9.00 am to 5.00 pm Saturdays; (f) nil Sundays and Public Holidays. except for office and administrative tasks.	Proposal is for the operation of the use outside of the hours prescribed to 24hrs a day 7 days a week.	No – See Report
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.	The proposal has demonstrated through the provision of a noise assessment, that the use does not emit noise (measurable at the boundary of a residential zone) in excess of those noise levels stipulated within the acceptable solution.	Yes
	A2 External amplified loud speakers or music must not be used within 50 m of a residential zone.	There is no proposed externally amplified music	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.	There is no proposed external lighting within 50m of a residential zone.	Yes
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: (c) 7.00 am to 7.00 pm Mondays to Saturdays inclusive; (d) 9 am to 5.00 pm Sundays and public holidays.	There are no proposed Commercial vehicle movements	Yes
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.	N/A	N/A

APPENDIX 2

E5 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	N/A	N/A
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	N/A	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.	Proposed increase to the AADT of the existing access to Massey Street is <20%	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.	N/A	N/A

CLOSED TO MEMBERS OF THE PUBLIC

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|---|
| <p>8. PROPOSED CANCELLATION OF PERMIT PLN-16-008 FOR
VISITOR ACCOMMODATION AT 51 AMIENS AVENUE,
MOONAH</p> |
|---|

This item is to be considered at a closed meeting of the Glenorchy Planning Authority by authority of the Local Government (Meeting Procedures) Regulations 2005 Section 15(4).