

GLENORCHY PLANNING AUTHORITY

AGENDA

MONDAY, 24 APRIL 2017



GLENORCHY CITY COUNCIL

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

Chairperson: Commissioner Sue Smith

Hour: 3.00 p.m.

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 10 April 2017 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - CHANGE OF USE TO PLACE OF WORSHIP (COMMUNITY MEETING AND ENTERTAINMENT) - 1/370 MAIN ROAD, GLENORCHY

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 5382052

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-012
<i>Applicant:</i>	Ireneinc Planning
<i>Owner:</i>	Tasmanian Investment Corporation Pty Ltd
<i>Zone:</i>	Central Business
<i>Use Class</i>	Community Meeting and Entertainment
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	E6.6.1 Number of Car 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>	07 May 2017
<i>Existing Land Use:</i>	Community Service Centre (Business and Professional Services).
<i>Proposal In Brief:</i>	Change of Use to Place of Worship (Community Meeting and Entertainment)
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval Subject to Conditions

REPORT IN DETAIL:**PROPOSAL**

The proposal is for a change of use of a 200m² portion of the lower floor tenancy at 1/370 Main Road Glenorchy. This change is from a Community service centre (Business and Professional services) to a place of worship (Community meeting and Entertainment). For the remainder of the tenancy, it is proposed that a business and professional use will continue in accordance with that existing use.

There is no proposed change to the existing building façade other than a sign.

The applicant has identified that it is intended that the patronage for the place of worship use will be approximately 70 people, and will operate between,

8am-5pm Mondays,

8am-8pm Tuesdays,

8am-5pm Thursday - Saturdays and

9am-6pm on a Sunday.

The proposal is reliant on performance criteria owing to not providing any car parking for the proposed use. The applicant has provided a parking assessment which is in support of the proposal.

SITE and LOCALITY

The site is located on the corner of Main Road and Terry Street in Glenorchy. This site, along with other tenancies within the same building occupies the majority of that corner, and is adjacent to the Glenorchy Council gardens. The total floor area of the lower floor tenancy at 1/370 Main Road is approximately 600m².

The locality is characterised by a mixture of Commercial and Public uses, predominately for passive recreation, public transport infrastructure and shopping.

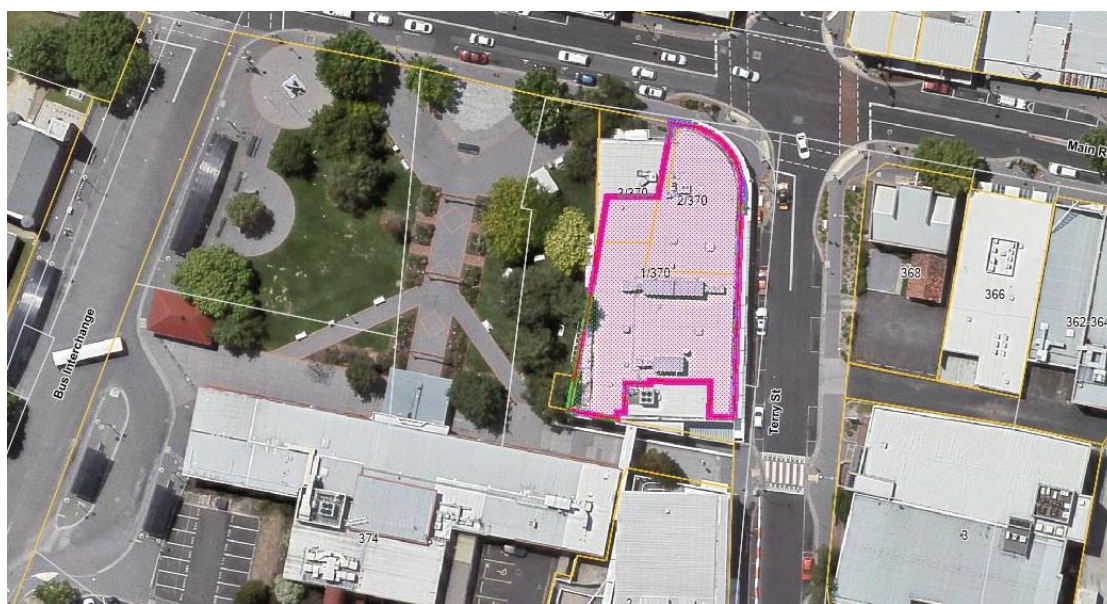


Figure 1. View of the site and immediate surrounds.

ZONE

The subject site is zoned Central Business (See Figure 2). The site shares boundaries with other similarly zoned parcels of land as well as the utilities zone which overlays Main Road (see Figure 2).

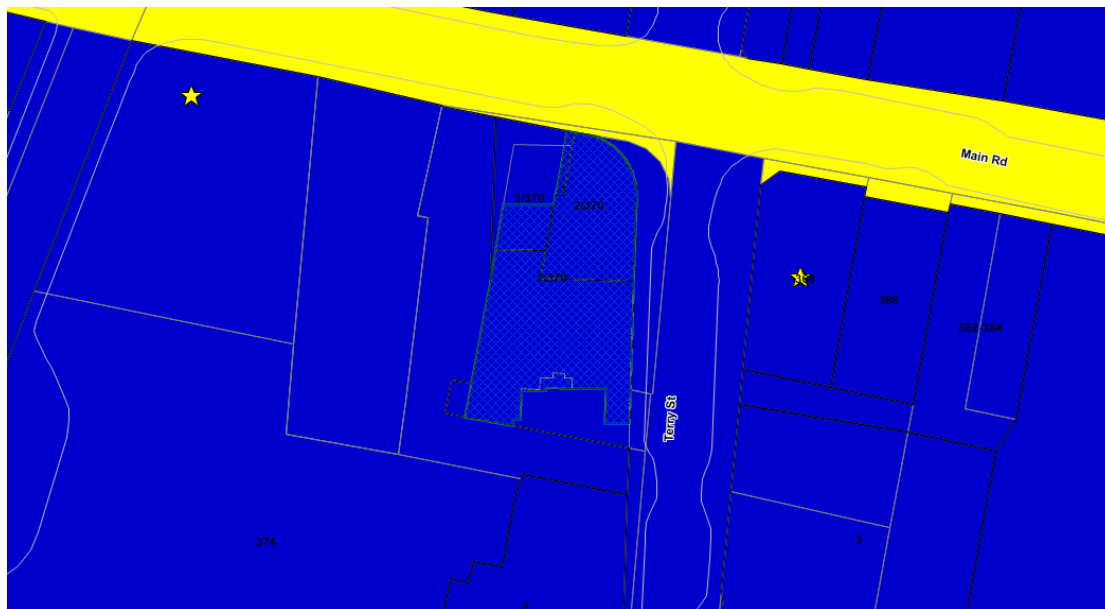


Figure 2. View of the zoning for the site and surrounding area, indicating the Central Business zone (Blue) and adjacent Utilities zone (Yellow).

BACKGROUND

PLN-303-93 – Development – Office and Retail Complex – 370-374 Main Road, Glenorchy.

The approval for the development of an Office and Retail complex did not include the provision of any of the 77 car parking spaces required, pursuant to the Glenorchy Planning Scheme 1992. At the time of the approval of the development (5th July 1993), Council's Planning Officer relied on a report from the Council Policy and Executive Committee from 19th October 1992 which recommended,

(d) Council will make no requirement for public car parking or contribution for cash in lieu of spaces not provided.

At the time of this Council recommendation, the number of spaces anticipated to be generated by the development was 58. Upon lodgement of an application, it was determined that an additional 19 spaces were required, and a payment in lieu of the provision of those spaces was required and paid as a condition of that approval.

As such, there is an existing credit for the whole site for 77 spaces, or more specifically, 15 for the whole tenancy (which is the subject of this assessment), at 600m².

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?)

Pursuant to F9.2 of the Glenorchy Activity Centre Urban Design Specific Area Plan, the specific area plan overrides the following development standards

Central Business Zone:

Development Standards for Buildings and Works:

22.4.1 Building height

22.4.2 Setback

22.4.3 Design

22.4.4 Passive Surveillance

22.4.5 Landscaping

Use Class Description (Table 8.2):

Community Meeting and Entertainment: 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):

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.

Part C: Special Provisions

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

Part D: Zones

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

22.1 Zone Purpose Statements

1. To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.
2. To maintain and strengthen the principal activity centre providing for a wide range of services and facilities to serve the surrounding subregion, with a strong focus on the retail and commercial sector.
3. To facilitate high density residential development and visitor accommodation within the activity centre above ground level and surrounding the core commercial activity centre.
4. To ensure development is highly accessible by public transport, walking and cycling.
5. To maintain and strengthen Hobart's Central Business District and immediate surrounds including, the waterfront, as the primary activity centre for Tasmania, the Southern Region and the Greater Hobart metropolitan area with a comprehensive range of and highest order of retail, commercial, administrative, community, cultural, employment areas and nodes, and entertainment activities provided.
6. To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.
7. To facilitate high density residential development and visitor accommodation within the activity centre above ground floor level and surrounding the core commercial activity centre.

Comment

The proposal is considered to be in accordance with the zone purpose, by way of providing a community function and facility, which is anticipated to serve the surrounding subregion.

22.2 Use Table

Place of worship (Community meeting and entertainment) is a permitted use within the Central Business zone. However, the proposal is discretionary because of a shortfall in the provision of car parking spaces.

22.3 Use Standards

As the proposal is in excess of 50m from a residential zone, there are no applicable use standards.

22.4 Development Standards for Buildings & Works

There is no proposed development which requires assessment under any of the development standards of the Central Business zone. As well, the proposal is subject to the Glenorchy Activity Centre Urban Design Specific Area Plan which overrides the development standards as identified in Part F9.2 of the Glenorchy interim Planning Scheme 2015

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

The proposal is for a change of use for a 200m² area of the ground floor tenancy at 1/370 Main Road Glenorchy. This change of use requires one car parking space to be provided for every 15m² of floor area, or one space for every three seats, whichever is greater. As the proposal is for the place of worship to accommodate 70 people, 23 car parking spaces are required. There is no availability for any car parking spaces to be provided on site, and so the proposal is wholly reliant on off site parking, as well as the existing credit for that portion of the tenancy which is subject to the change. This existing credit is approved, as calculated under the Glenorchy Planning Scheme 1992, at 5 spaces (1/40m² x 200m²).

The proposal therefore is reliant on the performance criteria which require,

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 has provided a parking assessment which is in support of the proposal. This assessment has been referred to Council's Transport Engineer who has made comments in the referrals section of this report.

In brief, it is considered that the existing credit reduces the deficiency to 18 spaces, and this is relevant pursuant to (h) of the performance criteria. In assessing the needs of users against this deficiency, the likelihood of sharing activity within the locality, satisfying (f) is high. As well, there is an availability and demonstrated use of the public transport network in close proximity, satisfying (d) and (c).

Overwhelmingly, as the peak demand for the use is proposed to be outside of the ordinary operating hours of a majority of businesses within the locality, the availability of on-street public car parking is greater at times of peak demand, satisfying (a) and (b).

The proposal therefore is considered to comply with the standard through the relevant performance criteria.

E7.0 Stormwater Management Code

There are no new impervious surfaces proposed.

E17.0 Signs Code

The proposal is for a wall sign to be located on the right hand side of the existing entrance off Terry Street. This sign is to be of the dimensions 1m², and display the Salvation Army logo (see Figure 3). The proposed sign complies with the sign standards owing to the dimensions being less than 2m², and is a permitted sign within the Central business zone. As well, the sign is not proposed to be illuminated or contain flashing lights and is the only signage for that business per frontage. As such, the sign complies with all of the acceptable solutions of the Use standards, as well as the Development standards of the Signs code, as outlined in Appendix 4.



Figure 3. *Graphic of proposed signage.*

PART F: Specific Area Plans**F9 Glenorchy Activity Centre Urban Design Specific Area Plan**

The subject site is within the Glenorchy Activity Centre Urban Design Specific Area Plan, pursuant to Part F of the Glenorchy Interim Planning Scheme 2015 (See Figure 4). The purpose of the Specific Area Plan is to set principles and standards to support an improved standard of urban design on the land subject to the Specific Area Plan.

As the proposal is for a change of use only (with associated signage), of the standards within the Specific Area Plan, only F9.6.1 *Ground floor use* is an applicable standard, of which the proposal complies with the acceptable solution.

The proposal therefore is considered to be consistent with the purpose of the Specific Area Plan.



Figure 4. Extent of the specific area plan in the Glenorchy Central Business District (Yellow).

INTERNAL REFERRALS

Transport Engineer

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

Comments

I have reviewed the proposed change of use to Place of Worship (Community Meeting and Entertainment) at 1/370 Main Road, Glenorchy. The application documentation included a Parking Assessment prepared by Howarth Fisher and Associates (dated March 2017).

The subject site is located at 1/370 Main Road, Glenorchy. The site is located on the south western corner of Main Road and Terry Street with frontage to both roads. The total floor area is approximately 1660m².

The proposed development comprises a change of use of 200m² to a Salvation Army Church to accommodate approximately 70 people from the existing office space. The remaining area located in the ground floor will accommodate offices and consultancy services for the Salvation Army and as such will remain as 'Business and professional' services use. The first floor business and professional offices development remain unaltered

There is no vehicular access or parking associated with the existing site and there is no change to this situation proposed.

Based on the Glenorchy Interim Planning Scheme 2015, the parking requirement for Community Meeting & Entertainment use (Church) is 1 space per 15m² of floor area or one space for each three seats whichever is greater. The Parking Assessment states that with the floor area of 200m² and 70 seats, the total parking requirement for the proposed development is 23 spaces. The report also indicates that parking requirement for the existing use is seven spaces and, consequently, the total parking shortfall for the proposed development equates to 16 spaces. However, advice from Council's planning section shows that based on the existing credits; the shortfall for the proposed development is 18 spaces.

The Parking Assessment, then, argues that the peak parking demand associated with the Salvation Army Church occurs between 9am and 11am on Sundays and Tuesday evenings between 6.30pm and 8pm. The report also indicates that a survey of the parking occupancy rates during these periods has been undertaken on Sunday 5th of March 2017 and Tuesday 7th March 2017 to assess the parking availability in Council owned car parks in the vicinity of the site. The results of the survey showed there was a significant car parking available in the vicinity of the site at 9am to 11.15am on Sunday and on a Tuesday evening.

I agree that the peak time for the Salvation Army Church is likely to be on a Tuesday evening and early on Sunday morning when much of the demand for on and off street parking in the area is very low.

In addition, advice from the applicant shows that there will be maximum four staff operating from the premises during weekdays which require maximum four parking spaces. The report, then, notes that there are a number of Council owned car parks located in the vicinity of the site within approximately 300 metres walking distance of the proposed site and the demand for four car parking spaces can be easily accommodated in the nearby Council owned car parks.

It should be noted that according to Council's Parking Occupancy Survey Report – Glenorchy Commercial Precinct (May 2016), there were 543 off-street and 97 on-street parking spaces available during weekday's peak period (i.e. in the hour commencing 12pm). For this reason, I agree with the conclusion that the parking demand generated by the proposed development can be accommodated in the available car parking supply within the Glenorchy Commercial Centre without any serious impact on the road network.

Overall, based on the above discussion, 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 change of use to Place of Worship (Community Meeting and Entertainment) at 1/370 Main Road, Glenorchy on traffic engineering or road safety grounds.

EXTERNAL REFERRALS

TasWater

Pursuant to the *Water and Sewerage Industry Act 2008 (TAS)* Section 56P(2)(a) TasWater does not object to the proposed development and no conditions are imposed.

REPRESENTATIONS

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

CONCLUSION

The proposed change of use to the tenancy at 1/370 Main road, formally known as Centrelink, is considered to comply with all of the acceptable solutions for the relevant standards of the Central Business zone, Glenorchy Activity Centre Urban Design Specific Area Plan and Parking and Access code, except where reliant on the performance criteria for E6.6.1 (P1) Number of Car Parking Spaces.

The proposal is assessed as satisfying those performance criteria in order to meet the objectives of the standard, as outlined in the body of this report.

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

Recommendation:

That a permit be granted for the proposed use and development of Change of Use to Place of Worship (Community Meeting and Entertainment) at 1/370 Main Road, Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-012 and Drawing No. P1 submitted on 18/01/2017, Drawing No. P2 submitted on 14/3/2017 and drawing No. P3 submitted on 12/04/2017, except as otherwise required by this permit.
2. The floor area for the use as a Place of worship must not exceed a total of 200m².
3. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

Advice to Applicant

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

This approval is for a change of use for a 200m² portion of the tenancy at 1/370 main road Glenorchy only. Should the use of the land outside of that 200m² portion change, further planning approval may be required.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

APPENDIX 1**22.0 Central Business Zone**

Standard	Acceptable Solution	Proposed	Complies?
22.3 Use Standards			
22.3.1 Hours of Operation	A1 Hours of operation of a use within 50 m of a residential zone must be within: (a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive; (b) 7.00 am to 9.00 pm Sundays and Public Holidays. except for office and administrative tasks.	The proposal is in excess of 50m from the nearest residential zone.	N/A
22.3.2 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.	The noise generated by the proposed change of use is not expected to exceed the acceptable solutions	Yes

Standard	Acceptable Solution	Proposed	Complies?
	Noise levels are to be averaged over a 15 minute time interval.		
22.3.3 External Lighting	A1 External lighting within 50 m of a residential zone must comply with all of the following: (a) be turned off between 11:00 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 lighting within 50m of a residential zone.	Yes
22.3.4 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) 6.00 am to 10.00 pm Mondays to Saturdays inclusive; (b) 7.00 am to 9.00 pm Sundays and public holidays.	There are no proposed commercial vehicle movements	N/A

APPENDIX 2**F9 Glenorchy Activity Centre Urban Design Specific Area Plan**

Standard	Acceptable Solution	Proposed	Complies?
F9.6 Use Standards			
F9.6.1 Ground Floor Use	A1 Except for minimal interruptions necessary to provide access to foyers, arcades, tenancies, parking or servicing, including for residential uses on upper levels, building uses at ground floor level must be for retail, business, community or other non-residential purposes.	The proposed change of use is for a place of worship, which is a non-residential use.	Yes
F9.7 Development Standards for Buildings and Works			
F9.7.1 Building Setback from a frontage or other public space boundary	A1 Building setback from a frontage or other public domain boundary must be in accordance with the following, as applicable: (a) where the alignment of the boundary of the site and adjacent lots to a frontage or other public space boundary is the same and adjacent buildings are built to that boundary; nil setback; (b) where the alignment of the site and adjacent lots to a frontage or other public space boundary is different and adjacent buildings are built to that boundary; a setback which most nearly maintains a continuous building line; (c) where adjacent buildings are not built to the frontage or other public space boundary, a setback consistent with the existing established building alignments;	NA	NA

Standard	Acceptable Solution	Proposed	Complies?
	(d) street setbacks may be modulated within a site to break up long building facades provided that no potential concealment or entrapment opportunity is created by ensuring that no projecting or receding element is deeper than 0.3m.		
F9.7.2 Building Height	A1 Building height must not be more than the following: (a) within 6m of a road: 10m; (b) on a site adjoining a building that is a heritage place or a place listed on the Tasmanian Heritage Register: not more than the height of the highest building on that place; (c) in all other cases, 20m.	NA	NA
F9.7.3 Design of Buildings at Ground Level	A1 The ground floor level of a building must comply with all of the following: (a) constructed on or parallel to a frontage or other public space boundary; (b) have its main pedestrian entrance facing the road or other public space boundary; (c) have clear glazed ground level windows facing the road or other public space boundary that allow internal uses to be visible from and have opportunity to functionally relate to the road or other public space boundary; (d) avoid expanses of blank walls greater than 20% of wall length;	NA	NA

Standard	Acceptable Solution	Proposed	Complies?
	(e) have a ground floor façade no higher than 4m. (f) not have a facade wall that contains with a recess or projection more than 0.3m; or creates a recess or projection more than 0.3m in combination with a facade wall on an adjacent site.		
F9.7.5 Design of Buildings on Corner Lots	A1 A building on a corner site must be designed to define the corner by incorporating one or more of the following: (a) corner elements such as pediments, turrets, verandahs, balconies or other articulation into the design of the building; (b) prominent entrances or windows at the apex; (c) increased roof expression or building height at the corner to emphasise the importance of the street corner; (d) a chamfered edge at the corner; (e) corner elements projected forward; (f) a change of building articulation, material or colour.	NA	NA

Standard	Acceptable Solution	Proposed	Complies?
F9.7.6 Awnings	A1 A box awning, cantilevered from the face of the building, must be provided along the full width of the building frontage and must have the following features: (a) set back 1m from the face of the kerb; (b) where there is no side slope, be horizontal and match the height of an adjoining or nearby awning; (d) where there is side slope, be horizontal and step up or down in height relative to other awnings to accommodate the slope; (e) has a consistent face depth of no more than 450mm; (f) the underside of the awning is a minimum of 3 metres and a maximum of 4 metres above the finished footpath level; (g) has 1m clearance to any tree trunk and main branches; (h) ensures that the lighting environment under the awning is in accordance with the standard required for applicable lighting sub-category P3, in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	NA	NA
F9.7.7 Parking Design and Location	A1 Car parking associated with development must be designed and located in accordance with all of the following:	No parking proposed	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) Parking must be located behind or underneath buildings. (b) Parking structures must comply with both of the following: (i) The facade of above ground parking must avoid expressing sloping ramps, strong horizontal banding, or features with an excessive vertical emphasis; (j) Openings in parking structure facades must be screened to hide the parking operation as much as possible.		
F9.7.8 Crime Prevention Through Environmental Design	A1 No acceptable solution.	There are no proposed building works. This is not an applicable standard	N/A
F9.7.9 Pedestrian Movement	A1 Development must comply with all of the following: (a) be located away from the public domain; (b) involve no changes to existing pedestrian or vehicular access.	There are no proposed building works. This is not an applicable standard	N/A
F9.7.10 Landscaping	A1 No acceptable solution.	There are no proposed building works. This is not an applicable standard	N/A

Standard	Acceptable Solution	Proposed	Complies?
F9.7.11 Lighting	A1 The lighting environment in the public domain and adjacent publicly-accessible space must meet the standard for the applicable lighting sub-category in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting, corresponding to the appropriate area, as follows: (a) Pedestrian or cycle-oriented pathways (including footpaths): P3; (b) Areas around major entertainment venues, other than licensed premises: P6; (c) Transport terminals and interchanges: P6; (d) Areas primarily for pedestrian use, (including outdoor shopping precincts, malls & civic centres): P3.	There are no proposed building works. This is not an applicable standard	Yes

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

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	The proposal generates a requirement for a total of 23 car parking spaces (increase of 18). This is because of the proposed 70 seats within the 200m ² area which is this application relates. As there is no provision of any additional car parking, the proposal cannot satisfy the acceptable solution, and so is reliant on the performance criteria.	No-Refer to 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.	There is no proposed provision of car parking. This is not an applicable standard.	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.	There is no proposed provision of car parking. This is not an applicable standard.	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.	Under <i>Operation of Table E6.2</i> (d) No new bicycle parking spaces are required to be provided for a change of use in an existing building where there is no increase in the floor area of the building and floor area used is less than 500m ² .	N/A

APPENDIX 4**E17.0 Signs Code**

Standard	Acceptable Solution	Proposed	Complies?
E17.6 Use Standards			
E17.6.1 Use of Signs	A1 A sign must be a permitted sign in Table E17.3	A Wall sign is a permitted sign within the Central Business zone	Yes
	A2 A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.	The sign is of the Salvation Army logo which is the organisation that will provide the services within that building.	Yes
	A3 A sign must not contain flashing lights, moving parts or changing messages or graphics, except if a Statutory Sign	There is no proposal for flashing lights or moving parts	Yes
	A4 An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.	There is no proposed illumination	Yes
E17.7 Development Standards			
E17.7.1 Standards for Signs	A1 A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.	The proposal complies with the standards listed in Table E.17.2 and is a permitted sign in Table E17.3.	Yes
	A2 The number of signs per business per street frontage must comply with all of the following:	The proposal is the only sign for the Salvation Army use of the site. As such, the sign complies with the acceptable solutions.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) maximum of 1 of each sign type; (b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3; (d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit; (i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign.		
	A3 Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.	A sign affixed to the wall of 1/370 Main road is not considered capable of obscuring any statutory signs within the immediate vicinity. As well, owing to the limited dimension of the proposed sign, and that the graphic is to be static, there is no considered potential for the sign to cause delay in seeing any statutory sign.	Yes
	A4 Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.	The sign does not resemble a statutory sign	Yes

Standard	Acceptable Solution	Proposed	Complies?
	A5 For properties that have a common boundary with Brooker Avenue, any advertising sign must be located at least 5m from that boundary.	The property does not share a boundary with the Brooker.	N/A
E17.7.2 Standards for signs on Heritage Places subject to the Heritage Code or within Heritage Precinct or Cultural Landscape Precincts	A1 No acceptable solution	The site is not a Heritage Listed Place.	N/A

Attachments/Annexures

- 1  Attachment - 1/370 Main Road, Glenorchy

6. PROPOSED USE AND DEVELOPMENT - THREE (3) MULTIPLE DWELLINGS (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA - 590 MAIN ROAD, ROSETTA

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 5329286

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-027
<i>Applicant:</i>	S D Morse
<i>Owner:</i>	S D Morse
<i>Zone:</i>	General Residential
<i>Use Class</i>	Multiple Dwelling Units
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.1 (P1) Residential density for multiple dwellings. 10.4.3 Site coverage and private open space for all dwellings (P1) and (P2). 10.4.4 (P1) Sunlight and overshadowing for all dwellings. 10.4.6 (P3) Privacy for all dwellings. E5.6.1 (P1) Development adjacent to roads and railways. (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	26 April 2017
<i>Existing Land Use:</i>	Single Dwelling (Residential)

<i>Proposal In Brief:</i>	Three (3) Multiple Dwellings (Residential) relying on performance criteria
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal is for three multiple dwellings at 590 Main Road Rosetta. The land presently has on it a single dwelling, and it is proposed that this dwelling remain, to become one of the three. The proposed dwellings are to be constructed at the rear of the property.

The existing dwelling is single storey with 2 bedrooms, a separate kitchen and dining room, as well as a separate living room. The dwellings to be constructed are double storey and are proposed to have 3 bedrooms, as well as an open plan kitchen dining and living area.

Overall the proposal is for six (6) car parking spaces, where each dwelling will have two. Of these spaces, both Unit 1 and Unit 2 have an enclosed garage within the building footprint. After consultation with the applicant, the dedicated visitor space as shown on the site plan is not part of this application.

The proposal relies on the performance criteria for the standards 10.4.1 Residential density for multiple dwellings, 10.4.2 (P3) Setbacks and building envelope for all dwellings, 10.4.3 (P1) and (P2) Site coverage and private open space, 10.4.4 (P1) Sunlight and overshadowing for all dwellings, 10.4.6 (P3) Privacy for all dwellings and E5.6.1 Development adjacent to roads and railways.

SITE and LOCALITY

The site is located on the western side of Main Road. The site presently has on it one dwelling, which is proposed to remain. The site is relatively flat with a gentle fall from south to north.

The locality is characterised by residential uses which are either single or multiple dwelling developments. As well, the locality broadly can be characterised by its proximity to transport infrastructure being the Inter-City bike path, Main Road and the Brooker Highway (see figure 1).



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

ZONE

The proposed development is located in the General Residential zone (see Figure 2). The site shares boundaries with other similarly zoned parcels of land on either side, though fronts Main Road which is zoned Utilities. The rear boundary adjoins the rail corridor and intercity bike path, which is also, zoned Utilities.

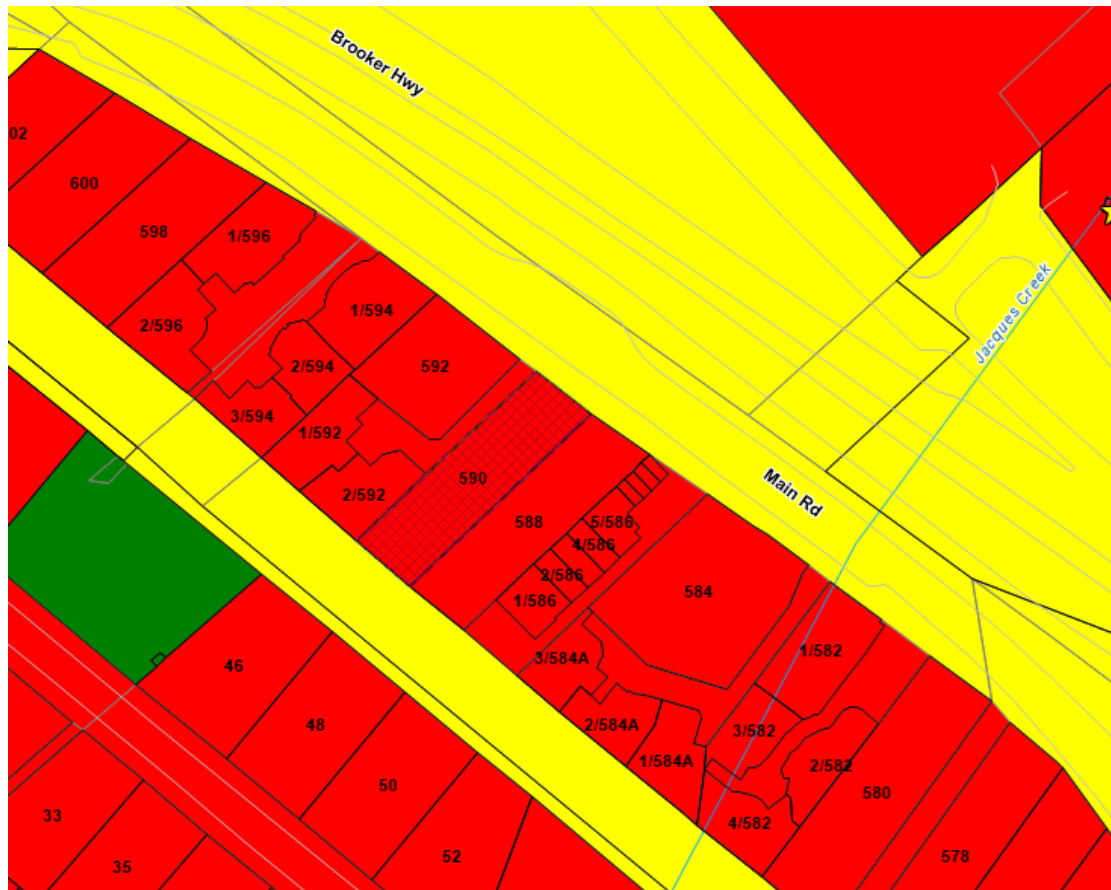


Figure 2. View of the zoning for the site and surrounding area indicating the General Residential zone (Red).

BACKGROUND

There is no background information relevant to the assessment of this proposal.

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 do not override zone provisions in the assessment of this application.

Use Class Description (Table 8.2):

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

Other relevant definitions (Clause 4.1):

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.

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

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

Finished ground level: when used in respect of a development means the level of a site at any point after the development has been completed.

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

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

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

10.1 Zone Purpose Statements

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

Comment

The proposal is assessed as consistent with the Zone Purpose Statement owing to providing a Residential use.

10.2 Use Table

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

10.3 Use Standards

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

10.4 Development Standards for Residential Buildings & Works

The proposed development complies with all relevant development standards for buildings and works, as demonstrated in Appendix 1, except where it relies on the performance criteria for 10.4.1 (P1) Residential density for multiple dwellings, 10.4.2 (P3) Setbacks and building envelope for all dwellings, 10.4.3 (P1) and (P2) Site coverage and private open space, 10.4.4 (P1) Sunlight and overshadowing for all dwellings and 10.4.6 (P3) Privacy for all dwellings.

10.4.1 Residential density for multiple dwellings

This standard is an applicable standard owing to the proposal being for multiple dwellings. The objective of the standard is,

to provide for suburban densities for multiple dwellings that:

- (a) make efficient use of suburban land for housing; and*
- (b) Optimise the use of infrastructure and community services.*

The acceptable solution of the standard is that a multiple dwelling must have a site area per dwelling of not less than

- (a) 325m²; or*
- (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps that specified for the density area.*

The proposal does not comply with the acceptable solution, as the proposed site area per dwelling is 270m², which is less than (a) and (b) is not applicable.

The proposal, therefore is reliant on the performance criteria which require,

Multiple dwellings must only have a site area per dwelling that is less than 325 m², or that specified for the applicable density area in Table 10.4.1, if the development will not exceed the capacity of infrastructure services and:

- (a) is compatible with the density of the surrounding area; or*
- (b) provides for a significant social or community housing benefit and is in accordance with at least one of the following:*
 - (i) the site is wholly or partially within 400 m walking distance of a public transport stop;*
 - (ii) the site is wholly or partially within 400 m walking distance of a business, commercial, urban mixed use, village or inner residential zone.*

Comment

The proposal is reliant on (a) as it cannot meet (b). This is because there is no demonstrated significant community housing benefit. The proposal must therefore satisfy (a).

In assessing the compatibility with the density of the surrounding area, a survey of properties within a 200m radius of the site (see Tables 1, 2 and Figure 3) has been undertaken. With regard to the information in these tables, it is determined that the proposed density is largely compatible, as it broadly corresponds with the prevailing density of the surrounding area (see table 3). This proposal will not present an inconsistency of dwelling types within the locality and will not exceed the capacity of infrastructure services. The proposal satisfies the performance criteria and complies with the standard.

Table 1. *Indicating the number of multiple dwelling developments within a specified area and their density*

Radius from subject site	200m
Number of Multiple Dwellings developments	9
Average site area per dwelling (multiple dwellings)	349.5m ²

Table 2. *Detail of multiple dwelling developments within a 200m radius of the site.*

Property address	Number of multiple dwellings	Total approximate site area (excluding access strip*)	Approximate site area per dwelling
586 Main Road	5	853m ²	170m ²
584A Main Road	3	1123m ²	374m ²
582 Main Road	4	1560m ²	390m ²
592 Main Road	2	738m ²	369m ²
594 Main Road	3	1027m ²	342m ²
596 Main Road	2	1113m ²	371m ²
23 Driscoll Street	2	771m ²	385m ²
12 Mitchell	2	701m ²	350m ²



Figure 3. View indicating multiple dwelling sites in a 200m radius, where A is the proposal, B is a development which is of a density greater than 1/325m² and X signifies all other multiple dwelling developments.

10.4.2 (P3) Setbacks and Building envelope for all dwellings

The objective of the standard is,

To control the siting and scale of dwellings to:

- (a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and*
- (b) assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes; and*
- (c) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and*
- (d) provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.*

The proposed dwellings each protrude outside of the prescribed building envelope 10.4.2B (see Figure 4). For 'Unit 1', this protrusion equates to 1.1m (excluding 0.4m eaves) along the eastern boundary adjoining 588 Main Road. For proposed 'Unit 2', the protrusion is 0.9m (excluding 0.4m for eaves) along the eastern boundary adjoining 588 Main Road and is significantly outside of the building envelope toward the rear boundary adjoining the rail corridor, at a measurement of 2m (see Figure 4).

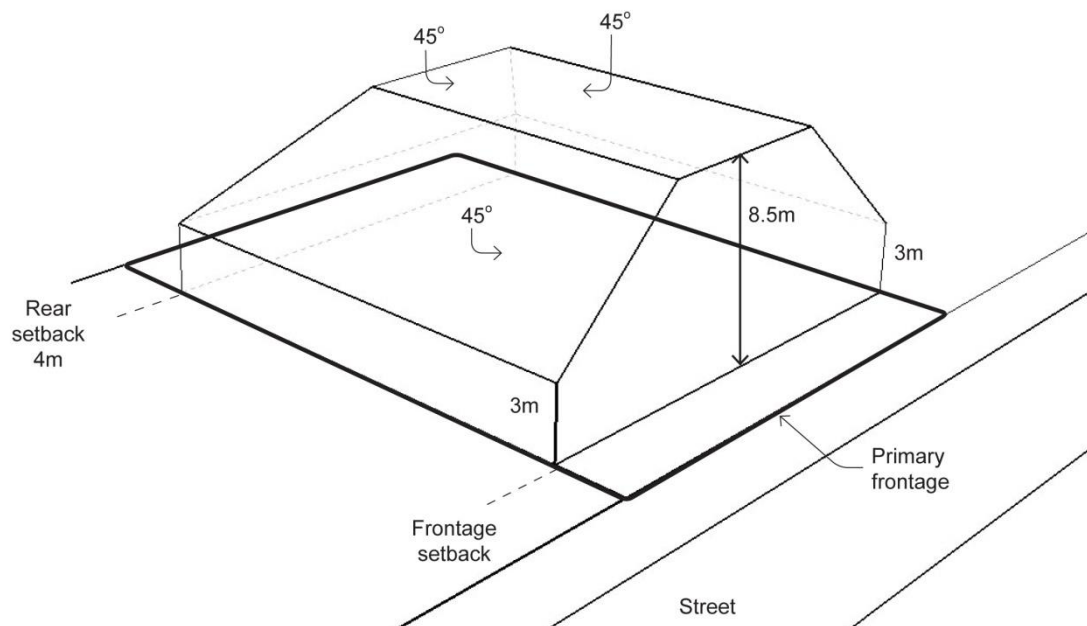


Figure 4. Diagram 10.4.2B. Building envelope as required by subclause 10.4.2 A3(a)

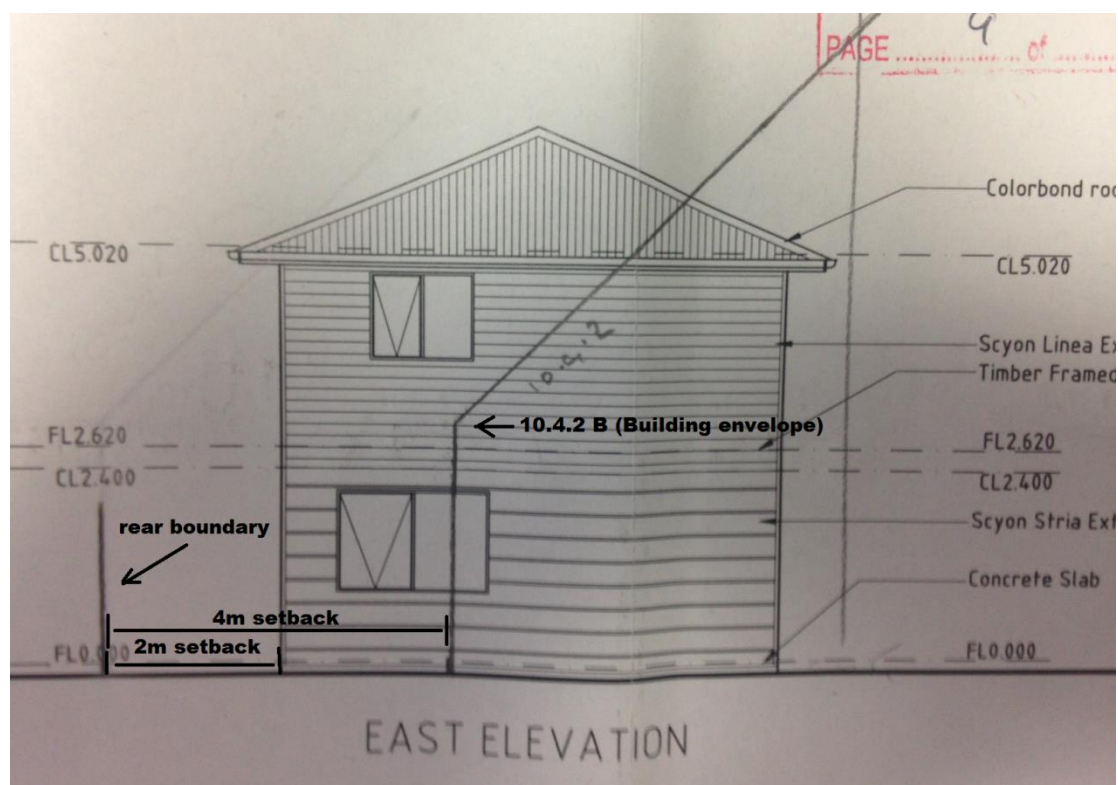


Figure 5. Graphic of proposal relative to prescribed building envelope.

The proposal therefore must satisfy the objective of the standard through the performance criteria, which require,

The siting and scale of a dwelling must:

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

Comment

With regard to (a) (i), it is considered that the proposal will not cause any additional reduction in sunlight to a habitable room of an adjoining property. The proposed dwellings are to the south west of the existing dwelling at 588 Main Road, and so have minimal effect on that existing dwelling.

With regard to (a) (ii), the supplied shadow diagrams (see Figure 6) demonstrate that between the hours of 12pm and 3pm there will be an increase to the overshadowing to the whole private open space of the adjoining property at 588 Main Road. However, this is not considered unreasonable, as a principal area of private open space directly accessible from a habitable room of the dwelling at 588 Main Road will continue to receive sunlight to 50% of that area, between 12pm and 3pm.

With regard to (a) (iii) there are no vacant lots adjoining the proposal site. The lot to the south which is a Railway line is not considered applicable to this criterion.

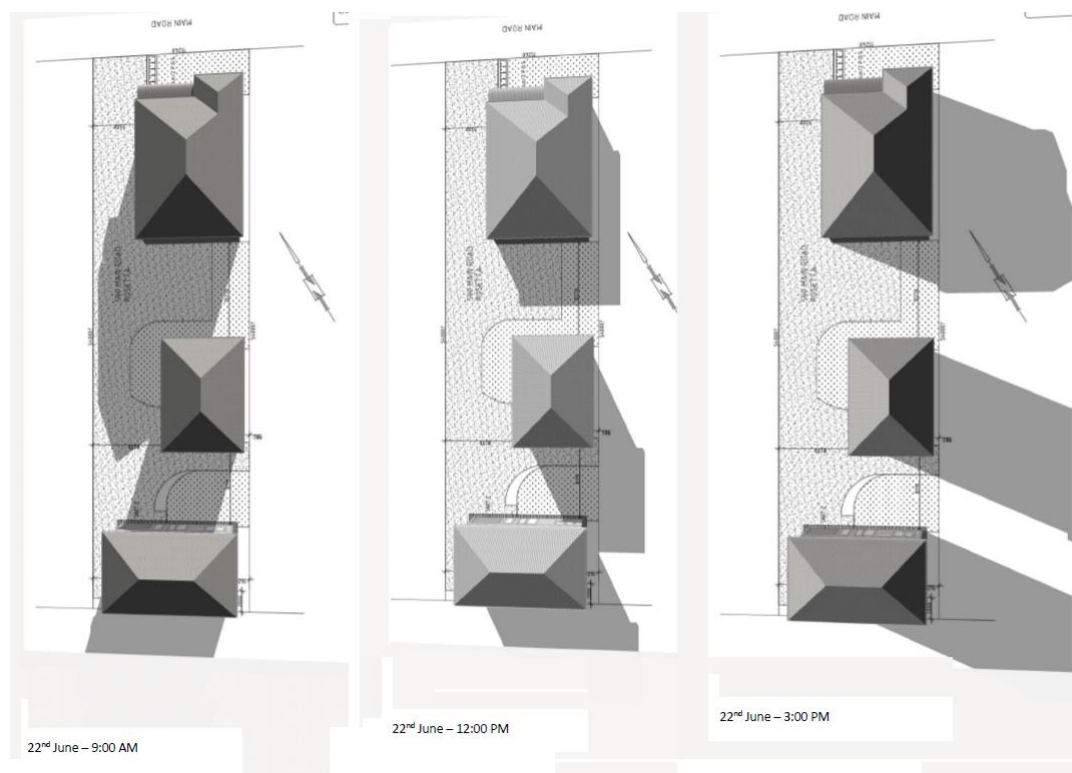


Figure 6. Diagram showing projected shadows affecting adjoining land at 9am, 12pm and 3pm (left to right respectively) at the winter solstice (22nd June).

With regard to (a) (iv), the visual impacts when viewed from the adjoining lot at 588 Main Road are considered moderate. This is owed to the apparent bulk being separated by the private open space and parking areas attributed to each dwelling, and so is assessed as not unreasonable, as there is not a presentation, along the length of the side boundary of an unbroken expanse of wall.

With regard to the rear boundary, the visual impact is considered high in the context of residential amenity. This is because the bulk of that proposed 'Unit 2' is presented across 70% of that rear boundary, as a single expanse of wall. However, this dwelling causes no unreasonable loss of amenity, as the adjoining railway lot (including intercity bike path) is a place which is not as regularly enjoyed for its qualities as a residential place, as much as it is a vital transport route.

With regard to (b) the separation between dwellings is considered marginally consistent, where the prevailing separation between dwellings is <2m and the adjoining dwelling at 592 Main Road has a rear boundary setback of less than 2m to that internal lot (see Figure 7).

The proposal satisfies the performance criteria and complies with the standard.



Figure 7. View indicating prevailing setbacks where Yellow is <4m rear boundary setback and green is <2m side boundary setback.

10.4.3 (P1) Site coverage and private open space for all dwellings

The proposal relies on performance criteria (P1) of the site coverage and private open space standard, owing to the private open space for the proposed 'Unit 2' being a total area less than 60m². The proposal is therefore reliant on the performance criteria which require,

Dwellings must have:

- (a) *private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:*
 - (i) *outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and*
 - (ii) *operational needs, such as clothes drying and storage; and*
- (b) *reasonable space for the planting of gardens and landscaping.*

Comment

The proposed 'Unit 2' has an area of 40.2m² attributed to it for private open space. This area is suitably proportionate to the whole of the unit entitlement (>25%), given the dwelling has a gross floor area of 120m². Furthermore, this area has demonstrated that it is capable of containing a small garden shed and an area for a clothesline, satisfying (a).

With regard to (b) the entirety of this 40m² area is impervious and of negligible gradient, and so will afford the opportunity for the planting of gardens.

In consideration of the above the proposal is assessed to meet the performance criteria and so complies with the standard.

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

The private open space attributed to the existing dwelling is accessible only through a corridor, this is not able to be considered directly accessible. The proposal therefore is reliant on the performance criteria which require,

A dwelling must have private open space that:

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

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

(ii) orientated to take advantage of sunlight.

Comment

The proposed private open space is considered to be adequate to satisfy the performance criteria. This is because that private outdoor space is orientated to take full advantage of sunlight (within 30° west of north) and though not directly accessible from a living area, is able to be considered conveniently located, given there is only one door in addition to the corridor which preclude direct accessibility.

The proposal is assessed to meet the performance criteria and so complies with the standard.

10.4.4 (P1) Sunlight and overshadowing for all dwellings.

For the existing dwelling, it is measured that the living room window faces approximately 35° east of north. The proposal is therefore reliant on the performance criteria which require,

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

Comment

It is considered that the discrepancy between the proposed 35° for the living room windows of each dwelling compared to the acceptable solutions 30° is minor. Each dwelling is considered to have a number of windows which face either predominately north-east, or north-west, and these will largely afford sunlight to enter these habitable rooms.

It is considered that the proposal is able to satisfy the objective of the standard through the performance criteria.

10.4.6 (P3) Privacy for all dwellings.

The proposal includes a shared access that is to be located within 1m of the windows to the kitchen of the existing dwelling. Though this window is proposed to be obscured, the proposal cannot satisfy the acceptable solution, as the shared access is within 1m of that dwelling.

The proposal is therefore reliant on the performance criteria which require,

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

The proposal is considered to satisfy the performance criteria owing to the proposed obscuring of the kitchen and lounge windows of the existing dwelling, by way of frosted glazing. This will minimise the detrimental impacts of vehicle light intrusion. With regard to noise, as these windows are for a kitchen and lounge room, any noise is not considered to be so detrimental, as to affect the liveability of that dwelling. This is because those windows are for rooms other than bedrooms, and the expected traffic for the additional two units is not so great as to have a constant intrusion of noise.

It is considered that the proposal is able to satisfy the objective of the standard through the performance criteria.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Rail Asset Code

E5.6.1 (P1) Development adjacent to roads and railways.

The proposed 'Unit 2' has a proposed setback of 2m, which is less than that of immediately adjacent properties. The proposal therefore must satisfy the performance criteria to meet the objective of the standard which require,

The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:

- (a) the proposed setback;*
- (b) the existing setback of buildings on the site;*
- (c) the frequency of use of the rail network;*
- (d) the speed limit and traffic volume of the road;*

- (e) *any noise, vibration, light and air emissions from the rail network or road;*
- (f) *the nature of the road;*
- (g) *the nature of the development;*
- (h) *the need for the development;*
- (i) *any traffic impact assessment;*
- (j) *any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and*
- (k) *any written advice received from the rail or road authority.*

Comment

The proposal has been referred to TasRail, which has provided comments in the referrals section of this report. In brief, TasRail has consented to the development provided the applicant is made aware of issues detailed in Appendix B.

As well, Council's Environmental Health Officer, has reviewed the proposal and has made comment in the referrals section of this report. In brief, it is considered that the proposed double glazed windows will offer sound mitigation, should the rail corridor be used, and advice is provided for further sound mitigation measures.

It is predominately owed to the proposed setback of 2m being consistent with developments within the locality, in conjunction with the proposed sound mitigation measures that the proposal satisfies the standard through the performance criteria.

E6.0 Parking and Access Code

The proposal is for the provision of six car parking spaces. Though the proposal plans show a seventh visitor car parking space, this is not a requirement of the scheme. The applicant has indicated they do not wish to provide this seventh car parking space. It is a recommended condition of approval that six (6) car parking spaces be provided on site and this number is in line with the number required pursuant to the table E6.1 *Number of car parking spaces required*.

The proposal has been referred to Council's Development Technical Officer, who is satisfied with the design of the parking areas.

E7.0 Stormwater Management Code

The proposal has been referred to Council's Development Technical Officer, who has determined that the proposal is able to comply with the applicable standards of the Stormwater Management code, subject to recommended conditions.

INTERNAL REFERRALS

Development Engineer

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

The development application seeks an approval for two additional dwellings to the rear of the existing dwelling on 590 Main Road, Rosetta. The works proposed include new driveway, parking spaces and new stormwater connection.

Traffic, Access & Parking

There is no change in the current access. It is proposed to provide two car parking spaces for each dwelling or six car parking spaces in total. This complies with the Glenorchy Interim Planning Scheme (GIPS), Code 6.6.1 numbers of car parking spaces required. On-site turning areas and passing bays are provided and comply with the acceptable solution.

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

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application. The stormwater drainage is proposed by the applicant to discharge to Council's stormwater system via Main Road frontage. A new connection into Council's system may be required. A condition of approval is recommended.

Other

Geoscience issues

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

Flooding/Inundation issues

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

Environmental Health Officer

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

This development is likely to be impacted by road and rail noise due to its proximity to the Brooker Highway and the railway. Following liaison with the building designer, the plans were updated to show an increased setback for the dwelling nearest the railway and double glazing to both dwellings.

While Australian Standards are available for construction of residences near roads, no such Standards exist for residences built in proximity to railway lines. Advice has been applied to recommend that construction is consistent with noise mitigation features for residential buildings.

Waste Management Officer

The proposal has been referred to Council's Waste Services Coordinator, who has made the following comments.

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

The Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste and one (1) x 240L wheelie bin for recycling to each of the dwellings, collected fortnightly.

Please note that this property would have a total of six (6) bins, three (3) Waste bins and three (3) Recycling Bins.

This property has an existing kerbside/nature strip area for placement of the bins therefore the dwellings would have their own individual bins.

All bins are to be placed on the kerbside for collection.

Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.

EXTERNAL REFERRALS

TasWater

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(1) TasWater does not object to the proposed development and imposes conditions.

TasRail

The proposal has been referred to TasRail who has provided information regarding development in proximity to the rail network. TasRail has provided consent to this development, provided the applicant is made aware of this information (Appendix B).

REPRESENTATIONS

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

CONCLUSION

The proposal for multiple dwellings is assessed to comply with all of the acceptable solutions for the relevant standards of the General Residential zone, as well as the applicable codes, except where reliant on the performance criteria for 10.4.1 Residential Density for Multiple Dwellings, 10.4.2 (P3) Setbacks and Building Envelope for all dwellings, 10.4.3 (P1) and (P2) Site coverage and private open space, 10.4.4 (P1) Sunlight and overshadowing for all dwellings, as well as, 10.4.6 (P3) Privacy for all dwellings and E5.6.1 Development Adjacent to Roads and Railways.

The proposal is assessed as satisfying the above performance criteria in order to meet the objectives of those applicable standards.

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

Recommendation:

That a permit be granted for the proposed use and development of Three (3) Multiple Dwellings (residential) relying on performance criteria at 590 Main Road, Rosetta subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-027 and Drawing No. P2 submitted on the 16/02/2017 and P4 submitted on 23/03/2017 and, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. Any advice as determined by TasRail, and set out in the attached Appendix B, forms part of this permit.
4. The windows of the existing residence which are within 1m of the shared driveway must be obscured by frosted glazing for any section of the windows below 1700mm above floor level. This obscuring of the window must be in place prior to the occupancy of the proposed dwellings and must remain in place for life of the use.

Engineering

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

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

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

7. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost. It shall be the developer's responsibility to obtain and submit with the Building Application or prior to the commencement of works on site, a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction. The photographic record shall be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works shall be deemed to be the responsibility of the developer and shall be repaired at the developer's cost.
8. Widening to the existing vehicle crossing to provide a passing bay at the access point must be constructed in accordance with standard drawing SD-1003 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the occupancy. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval. Any driveway crossover work within Council's road reservation must be carried out by a Council-registered contractor. A road-opening permit from Council's Planning Services Program is required. An inspection fee is payable upon application.
9. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site.

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

- (a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 20%;
- (b) Six (6) clearly marked car parking spaces must be provided in accordance with the approved plan received by Council dated 15/02/2017 and kept available for these purposes at all times.
- (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
- (d) The gradient of any parking areas must not exceed 5%;
- (e) Minimum carriageway width is to be no less than 3.0 metres;

- (f) Passing bays in accordance with clause E6.7.3 of the Glenorchy Interim Planning Scheme 2015, must be provided, where one passing bay is provided at the access point; and
- (g) Wheel stops must be installed for drops between 150mm and 600mm to prevent vehicles running off the edge of a carriageway.

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

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

Advice: Council does not have any record of the stormwater connection to the site. The applicant is required to accurately locate, size and accurately plot the location on the submitted site plans if a connection does exist. The applicant can contact Council and complete a Storm Water Line Location Request form at the Developer's cost, if required to enable Council's Asset Survey Officer to assist with locating and determining the size of the drainage line on site. If no stormwater connection exists the developer is required to contact Council's Development Technical Officer on (03) 62166426 to organise for Council to provide a quote to perform the stormwater connection works.

Environmental Health

11. The discharge of liquids, other than unpolluted rainwater, to Council's stormwater system, receiving water bodies or water courses is strictly prohibited.
12. Any area where liquid wastes (including spills) are generated must be suitably graded and bunded to direct the liquid waste to sewer.
13. All solid wastes must be managed in accordance with the hierarchy of waste management summarised below, unless otherwise approved in writing by the Senior Environmental Health officer:
 - (a) waste must be minimised, that is, the generation of waste must be reduced to the maximum extent that is reasonable and practicable, having regard to best practice environmental management;
 - (b) waste must be re-used or recycled to the maximum extent that is reasonable and practicable; and
 - (c) any residual waste must be disposed of only at a site and in a manner approved by the Senior Environmental Health Officer.

Advice to Applicant

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

- a) The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.
- b) Building construction should be consistent with AS/NZS 2107:2000 Acoustics Recommended design sound levels and reverberation times for building interiors and AS3671-1989 Acoustics – Road traffic noise intrusion – Building siting and construction.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

APPENDIX 1**10.0 General Residential Zone.**

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings.	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	Approximate total area of the site is 810m ² . as there are three proposed multiple dwelling units, the proposal does not comply by there being a residential density of 270m ² per dwelling.	No – Refer Report
10.4.2 Setbacks and building envelopes for all dwellings:	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or	Proposed frontage setback is 4.2m. However, this setback is existing and so is compliant with (a)	Yes

	(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	Proposed garage for the second dwelling is >5.5m	Yes
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and	(a) The wall height of each of the proposed dwellings is approximately 5m. because of the proximity to the side boundary adjoining 588 Main Road, these dwellings are not contained within the building envelope. As well, the second dwelling has a proposed setback of 2m from the rear boundary and so does not comply.	No – Refer Report Yes

	(b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).	(b) Each of the proposed dwellings, though within 1.5m of the side boundary, is less than 9m.	
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	(a) Proposed site coverage is <50% (b) for the proposed 'Unit 2', the area of private open space attributed to that dwelling is <60m² (c) approximate gross area of impervious surfaces is 600m² out of a total site area of 830m² (72%) this leaves 28% of the site free from impervious surfaces	Yes No – Refer Report Yes
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and	(d) All have areas have an area of private open space greater than 24m² (b) Each dwelling's private open space areas has a minimum horizontal dimension of 4m	Yes Yes

	(b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.	(c) Private open space for dwelling one is accessible only through a corridor. This is not considered directly accessible. Each area of private open space for the proposed dwellings is directly accessible via glazed doors. (d) The proposed private open space of the existing dwelling is orientated approximately 30° east of north. (e) The proposed private open space for the existing dwelling is located between the frontage and the dwelling. However (f) Gradient of the land is not steeper than 1 in 10 (g) The private outdoor space for each dwelling is clear of any vehicle access and parking areas.	No – Refer to Report Yes Yes Yes Yes
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10.4.4 Sunlight and overshadowing of all dwellings	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	The windows to habitable rooms for the existing dwelling are orientated in excess of 30° west of north.	No – Refer Report
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	Proposed dwellings are sited predominately on the north east axis. notwithstanding this, the existing dwelling relative to 'Unit 1' is contained within a line which accords with 10.4.4B. 'Unit '1 relative to 'Unit 2' as well is contained within a line which accords with diagram 10.4.4B.	Yes
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and	The existing dwelling relative to 'Unit 1' is contained within a line which accords with diagram 10.4.4 C 'Unit '1 relative to 'Unit 2' as well is contained within a line which accords with diagram 10.4.4C.	Yes

	(ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
10.4.5 Width of openings for garages and carports for all dwellings	A1 A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	Proposed garage is set back in excess of 12m	Yes
10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m:	There are no proposed decks or balconies.	Yes

	(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.	(i) Proposed 'Unit 1' upper floor windows are within 3m of the side boundary adjoining 588 Main Road have a sill height of approximately 1.5m. However, these windows are in accordance with(b) as those windows are largely offset to the habitable room of another dwelling. (ii) Proposed 'Unit 2' upper floor windows within 3m of the side boundary adjoining 588 Main Road have a sill height of approximately 1.5m. However, these windows are in accordance with(b) as they are largely offset to a habitable room of another dwelling. - Proposed 'Unit 2' upper floor windows within 4m from the rear boundary have a sill height of approximately 1.5m. However, these windows are in accordance with(b) as there is no dwelling on the adjoining property to the rear	Yes Yes Yes Yes Yes

		(iii) Proposed Units are separated at distances greater than 6m (iv) Proposed upper floor windows for Unit 1 within 6m of the private open space for 'Unit 2' are for a bathroom. This is not a habitable room.	
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) The window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	The proposed access is within 1m of the existing windows for the existing dwelling. Though the proposal is for frosted glass, the proposal still does not comply with the acceptable solution.	No – Refer Report
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	The proposal does not include any fencing.	Not Applicable

10.4.8 Waste Storage for multiple dwellings.	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or • (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	Proposal is for each dwelling to have a storage area for waste bins in accordance with (a)	Yes
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APPENDIX 2**E5 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	Not Applicable
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	Not Applicable
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	The proposal is not anticipated to generate an additional 40 vehicle movements per day	Yes

Standard	Acceptable Solution	Proposed	Complies?
E5.5.2 Exiting Level Crossings	A1 Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.	Not Applicable	Not Applicable
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.	The proposed 'Unit 2' is located less than 50m from the rail network and is not in accordance with A1.2 owing to being setback closer than the immediately adjacent building.	No – Refer Report
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.	Proposed 'Unit 2' has a proposed setback of 2m. the immediately adjacent properties 2/592 and 590 Main are setback 5m and 30m respectively. The proposal therefore does not comply with (a).	No – Refer Report

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

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

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (b) 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.	There are a total of six (6) car parking spaces to be provided on site, satisfying the table.	Yes
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	N/A	N/A
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	N/A	N/A
E6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	The proposal is for the existing number (1) to remain.	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; (c) 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.	Proposal is to comply with the Australian Standard	Yes
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day;	Proposal is to provide a vehicle passing area at the kerb owing to (iii)	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	On-site turning is proposed in accordance with the Australian standard	Yes
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	The design of the layout of parking areas is proposed to be in accordance with the Australian 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.	Proposal indicates an appropriate seal and grading able to drain to an approved stormwater system	Yes - Conditioned

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.	N/A	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.	N/A	N/A
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	N/A	N/A
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	N/A	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	N/A	N/A
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	N/A	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	N/A	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	N/A	N/A

APPENDIX 3**E7.0 Stormwater Management Code**

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Proposal is for stormwater to be drained to a stormwater connection which it is a condition of approval to provide.	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: (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.	N/A	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.	Owing to the anticipated run off post development, it is a recommended condition of approval that a stormwater system be designed to incorporate water sensitive urban design	Yes – Conditioned

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

Attachments/Annexures

- 1  Attachment - 590 Main Road, Rosetta