

GLENORCHY PLANNING AUTHORITY

AGENDA

MONDAY, 27 FEBRUARY 2017



GLENORCHY CITY COUNCIL

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

Chairperson: Commissioner Sue Smith

Hour: 3.00 p.m.

TABLE OF CONTENTS:

1.	PLANNING AUTHORITY DECLARATION	3
2.	APOLOGIES/LEAVE OF ABSENCE	3
3.	PECUNIARY INTERESTS.....	3
4.	CONFIRMATION OF MINUTES	3
5.	PROPOSED USE AND DEVELOPMENT - ADDITIONS TO EXISTING BULKY GOODS SALES AND CHANGE OF USE TO BULKY GOODS SALES, INCLUDING DEMOLITION OF DWELLINGS (20 AND 22 STATION STREET - 43 ALBERT ROAD, MOONAH - 20 STATION STREET, MOONAH AND 22 STATION STREET, MOONAH.....	4

6.	PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA (CT 24200/8) - READVERTISED - 31 WINDEREMERE BEACH ROAD, CLAREMONT	40
CLOSED TO MEMBERS OF THE PUBLIC		73
7.	APPEALS REPORT	73

1. PLANNING AUTHORITY DECLARATION
--

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 14 February 2017 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - ADDITIONS TO EXISTING BULKY GOODS SALES AND CHANGE OF USE TO BULKY GOODS SALES, INCLUDING DEMOLITION OF DWELLINGS (20 AND 22 STATION STREET - 43 ALBERT ROAD, MOONAH - 20 STATION STREET, MOONAH AND 22 STATION STREET, MOONAH

Author: Planning Officer (Angela Dionysopoulos)
 Qualified Person: Senior Statutory Planner (Vanessa Tomlin)
 Property ID: 2867396

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-164
<i>Applicant:</i>	R & D Properties Pty Ltd
<i>Owner:</i>	R & D Properties Pty Ltd
<i>Zone:</i>	General Business
<i>Use Class</i>	Bulky Good Sales
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	21.2 Use, 21.4.2 Setback, E6.6.1 Number of Car Parking Spaces, E6.7.12 Siting of Car Parking, E17.7.1 Standards for Signs (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	3 March 2017 (extension of time from 4/01/17)
<i>Existing Land Use:</i>	Bulky Goods Sales and non-conforming Residential
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The application proposes construction of an addition for existing bulky goods sales, with associated signage and provision of on-site parking.

Two existing dwellings (including outbuildings) are to be demolished to make way for the proposed development, and an associated change of use is proposed from Residential to Bulky Goods Sales. Existing boundary fencing at 20 and 22 Station Street will also be demolished, along with a 9m x 15m (135m²) portion of a previously approved extension at the rear of the existing commercial building.

The proposed 802m² addition, together with the retained 856m² portion of the existing building, will result in a new total floor area of 1,658m². The addition will be constructed of precast concrete panels with a steel roof.

A car parking area providing 14 new car parking spaces and a turning area for medium rigid trucks is proposed to be located across the site with frontage to Station Street. One of the proposed new car parking spaces is proposed as jockey parking. Swales are proposed along the northern and southern sides of the car park for the purpose of water-sensitive urban design.

The proposed building addition will displace nine existing car parking spaces. A parking area with eleven existing parking spaces, including one accessible parking space, is to be retained fronting 43 Albert Road.

New 1.5m high colorbond fencing is proposed along the southern side boundary of 20 Station Street and the northern side boundary of 22 Station Street.

A change to the hours of operation is proposed. The previously approved hours of operation are:

- Monday to Friday: 8am – 6pm
- Saturdays: 9am – 1pm
- Sundays: Nil

The proposed new hours of operation are:

- Monday to Saturday: 6am – 10pm
- Sundays and public holidays: 7am – 9pm

The application is discretionary owing to reliance on performance criteria for compliance with 21.4.2 Setback, E6.6.1 Number of Car Parking Spaces, E6.7.12 Siting of Car Parking, and E17.7.1 Standards for Signs.

SITE and LOCALITY

The site comprises two lots. The lot at 43 Albert Street and 20 Station Street is a previously adhered title of approximately 2134m², containing an existing commercial building, which houses the applicant's wardrobe and kitchen sales showroom, storage and assembly area, and associated offices. An existing single dwelling is located on the same lot, fronting Station Street.

The adjoining lot at 22 Station Street is approximately 396m² and contains a single dwelling previously used as a residence.

Twenty-two Station Street is adjoined by a Valhalla Ice Cream factory to the north. A single residential dwelling is located to the south at 18 Station Street. Forty-three Albert Road is adjoined by a Montile Tiles showroom and retail outlet to the east, and a dwelling, shop and workshop located at 39-41 Albert Road, to the west of the subject site.

A railway line and bike path are located opposite the site on Station Street, along with an adjoining Council-owned carpark extending to the south.



Figure 1. Aerial photograph showing the site at 43 Albert Road, 20 and 22 Station Street, Moonah (highlighted)

ZONE

The site is located in the General Business zone (Fig. 2). An Inner Residential zone faces the site at Station Street across an intervening utilities zone.

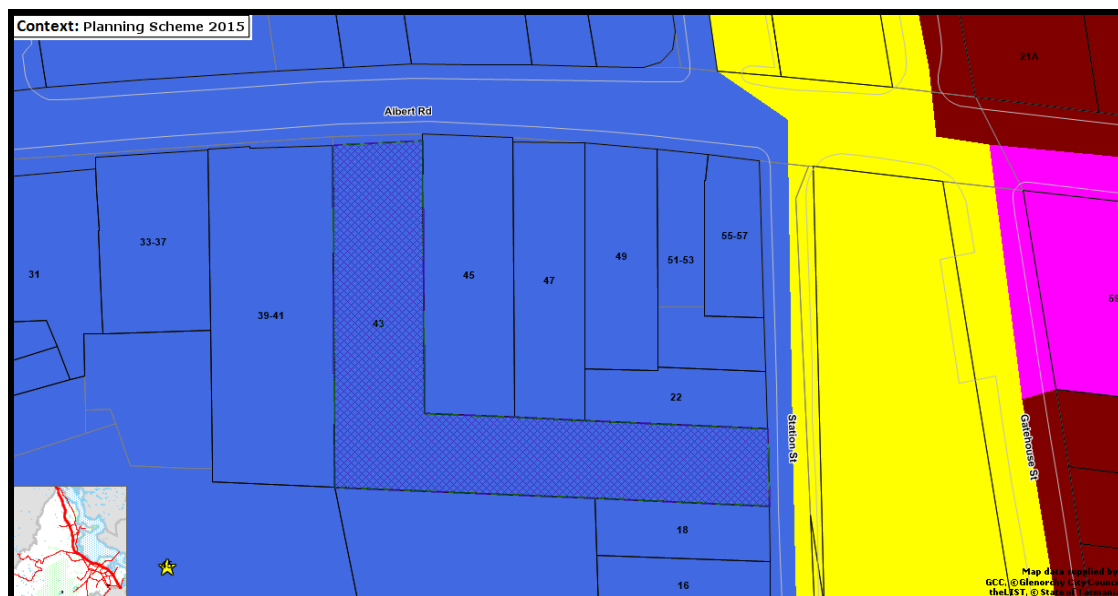


Figure 2. A snapshot of the zoning of the area, showing the General Business zone (blue), Utility zone (yellow), Inner Residential zone (maroon) and Light Industrial zone (pink).

BACKGROUND

- | | |
|-----------------|--|
| DA 143-98 | Permit approved for change of use from one non-conforming use (warehouse) to another non-conforming use (showroom, storage and assembly area). Hours of operation approved Monday to Friday 8am – 5:30pm, Saturdays 9am – 1pm. |
| DA 200-99 | <p>Permit approved for extension to the existing showroom, storage and assembly facility with total provision of 18 car parking spaces for a total floor space of 900m². Use of existing residential building at 20 Station Street for housing of an employee.</p> <p>Part 5 Agreement in respect of construction over a Council stormwater main.</p> <p>Adhesion order – 43 Albert Road and 20 Station Street, Moonah.</p> |
| PLN-05-03362-01 | Permit approved for addition to existing showroom with total provision of 20 car parking spaces for a total floor space of 983m ² . Hours of operation approved Monday to Friday 8am – 6pm, Saturdays 9am – 1pm. |

It is noted that, based on Council records, the adjoining lot at 18 Station Street appears to use the driveway of 20 Station Street for access to their rear yard (Figure 3). However, there is no right of way identified on the titles of the two lots and Council therefore cannot give consideration to any impact resulting from the loss of this access.



Figure 3. Apparent access to rear yard at 18 Station Street (left hand side) via the driveway of 20 Station Street (right hand side), Google Street View

Similarly, the adjoining lot at 51-53 Albert Road currently has the advantage of a wide vehicle access with a crossover which extends across the boundary to 22 Station Street (Figure 4). However, there is no right of way identified on the titles of the two lots and Council therefore cannot give consideration to any impact resulting from the loss of the additional width of the vehicle access owing to the proposed construction of a boundary fence.



Figure 4. Wide vehicle access traversing 22 Station Street (weatherboard building) and 51-53 Albert Road (dark grey brick building), Google Street View

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

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

Nil

Limited Exemptions

Nil

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

No SAP applies. E6.0 Parking and Access Code, E7.0 Stormwater Management Code and E17.0 Signs Code apply and therefore prevail over the zone provisions, in the event of any conflict.

Use Class Description (Table 8.2):

The site known as 43 Albert Road and 20 Station Street currently has approval to operate as a Showroom (GPS 1992), where the display, sale, storage and assembly of wardrobes, as well as an administration office, forms the approved use. Section 20(3) of the *Land Use Planning and Approvals Act 1993* (former provisions 13) states that nothing in any planning scheme can prevent the continuance of the use of the land that was lawfully used before the coming into operation of the planning scheme. Therefore, the approved showroom use is valid and recognised under GIPS 2015. The direct translation from Showroom (GPS 1992) to a use class in GIPS 2015 is Bulky goods sales.

The primary purpose of the proposed additions is for workshop space, where kitchens and wardrobes will be assembled from pre-manufactured components and for the storage of goods. It is noted that the use class of Manufacturing and Processing best describes the use of land for assembling products.

However, Clause 8.2.3 states that if a use or development fits a description of more than one use class, the use class most specifically describing the use applies. Given the terms of the previous approvals and taking into consideration s20(3) of the Act, the use class for this proposal is carried forward and is bulky goods sales.

Bulky goods sales means use of land for the sale of heavy or bulky goods which require a large area for handling, storage and display. Examples include garden and landscape suppliers, rural suppliers, timber yards, trade suppliers, showrooms for furniture, electrical goods and floor coverings, and motor vehicle, boat or caravan sales.

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

Other relevant definitions (Clause 4.1):

Floor area, for the purposes of the E6.0 Parking and Access Code, means the gross floor area, excluding the area of stairs, loading bays, access ways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.

Building line means a line coincident with the front wall of a building extending either side of the building.

Part C: Special Provisions**9.2.1 Development for Existing Discretionary Uses**

Clause 9.2.1 states that notwithstanding clause 8.8.1, proposals for development (excluding subdivision), associated with a use class specified in an applicable Use Table, as a discretionary use, must be considered as if that use class had permitted status in that Use Table, where the proposal for development does not establish a new use, or substantially intensify the use.

This provision relates to the discretionary use of bulky goods sales on 43 Albert and 20 Station Street and does not extend to the change of use to bulky goods sales at 22 Station Street, as this is a new use. The application remains discretionary.

9.4.1 Demolition

Clause 9.4.1 does not apply to the assessment of the proposal as the proposed demolition forms part of the proposal and is not a stand-alone development.

Part D: Zones

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

Zone Purpose Statements

The purpose of the General Business zone is to provide for business, community, food, professional and retail facilities serving a town or group of suburbs; to ensure the major centres provide for a range of convenience and goods and services as well as some community services and facilities for the municipal area and surrounds; to provide a focus for employment at the municipal level primarily in retailing, but complemented by a range of office based employment mainly in professional and personal services; to facilitate residential use above ground floor level; to ensure development is highly accessible by public transport, walking and cycling; and to provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.

The existing, approved use as Bulky Goods Sales is proposed to continue with no intensification (no increase in the number of employees, and no increase in the retail area accessible by customers). It will continue to support the zone purpose by contributing to the range of goods available in the locality and providing employment in retailing.

The proposal will increase the comfort and pleasantness of the environment for employees of the business, by providing a more spacious working environment. The proposal is considered to be compatible with the zone purpose.

Use Table

Bulky Goods Sales is a discretionary use within the General Business Zone.

Use Standards

The proposal complies with all relevant use standards, as detailed at Appendix A.

Development Standards for Buildings or Works

21.4.2 Setback

Acceptable solution A1 requires building setback to be no more than the alignment of adjoining buildings. The proposed setback from Station Street is approximately 20.6m, while the adjoining buildings at 51-53 Albert Road and 18 Station Street are set back approximately 4.5m and 3.5m, respectively. The proposal relies on the performance criteria for compliance with the Setback standard.

The objective of the standard is to ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.

Under performance criterion P1, building setback from frontage must satisfy all of the following:

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

There are no desired future character statements for this zone.

- (b) *be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;*

There is a substantial difference of approximately 16m between the setback of adjoining buildings and that of the proposed development, and the proposal does not generally maintain a continuous building line.

However, the proposal is assessed as meeting this criterion owing to the lack of an existing continuous building line in the streetscape. The proposed development is situated between existing residential dwellings and existing warehouses. These buildings, and those to be demolished on the subject site, have varying frontage setbacks. The increased setback of the proposed development enhances, rather than detracts from, the streetscape by providing a visual break between the existing conforming and non-conforming uses. This is consistent with the objective of ensuring that building setback contributes positively to the streetscape.

- (c) *enhance the characteristics of the site, adjoining lots and the streetscape;*

The proposal enhances the characteristics of the site by increasing the consistency of the style and nature of buildings located on the site at 20 Station Street.

The characteristics of the streetscape are enhanced as identified above.

- (d) *provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;*

No potential concealment or entrapment opportunity is created by the proposal.

- (e) *provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.*

A large variation in building alignment (16m) is proposed. The proposal does not provide for a forecourt for space for public use. However, under clause 7.5.4, the Scheme provides that the planning authority may consider the relevant objective in an applicable standard to help determine whether a use or development complies with the performance criterion for that standard. The objective of the standard is to ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone. The nearest residential zone is located approximately 57m from the site, across two parallel public roads and an intervening bike path and train line. The variation in setback is not expected to have any impact on the amenity of land in the residential zone. The proposal is assessed as complying with the standard.

A condition of permit is recommended to provide for passive surveillance and ensure avoidance of potential concealment or entrapment opportunity.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

E6.6.1 Number of Car Parking Spaces

Considering that the use of the site is Bulky Goods Sales, the parking requirement for the whole site is calculated as one space for each 50m² of floor area in accordance with Table E6.1 (Number of Car Parking Spaces Required).

The existing use was approved with 20 car parking spaces serving a floor area of 983m².

The submitted plans indicate the floor area of the existing building (to be retained) occupies 856m², comprising:

- Workshop 552m²
- Office 35m²
- Upper amenities 74m²
- Lower amenities 25m²
- Showroom 170m²

Of this area, approximately 7.5m² comprises the stairwell, which is excluded from the definition of floor area for the purpose of this code. The remaining existing floor area is calculated as 848.5m², which would attract a parking requirement of 17 spaces.

The proposed new 802m² addition comprises:

- Proposed workshop 662m²
- Proposed storage 140m²

Of this area, 55m² is allocated to loading bays, which are excluded from the definition of floor area under the code. The remaining new floor area of 747m² attracts a car parking requirement of 15 spaces.

Nine existing car parking spaces will be displaced by the proposed development and eleven will be retained. Fourteen new car parking spaces are proposed.

In summary, the total number of spaces proposed is 25, serving a total floor area of 1,595.5m², which attracts a car parking requirement of 32 spaces under the code. A shortfall of seven car parking spaces is proposed.

The objective of the standard is to ensure that:

- (a) *there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.*
- (b) *a use or development does not detract from the amenity of users or the locality by:*
 - (i) *preventing regular parking overspill;*
 - (ii) *minimising the impact of car parking on heritage and local character.*

The proposal relies on Performance Criterion P1 to comply with the standard. P1 requires that 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;*

The proposal indicates that the number of cars and commercial vehicles visiting the site is five, with two trips per day. The proposal provides ample parking for this demand.

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

A public Council car park is located approximately 70m away on Station Street.

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

A bus stop is located approximately 115m away on Albert Road. The bus stop serves Route 562, which runs 12 times per day during weekdays.

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

A cycle path runs past the site on the opposite side of Station Street. Cycling may be used by employees or, less likely, by prospective customers.

Considering the site is a showroom for goods installed by the retailer at the customers' premises, the cycle path is considered a practical alternative mode of transport for visitors to the site.

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

No alternative car parking arrangements are proposed. A Traffic Impact Statement (TIS) provided for the proposal states that the anticipated parking demand is less than the number of on-site parking spaces proposed. The TIS notes that some nearby unrestricted on-street parking is available but will not be required.

- (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;*

There is no existing or proposed sharing arrangement

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

There is no deficiency or surplus for existing uses.

- (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;*

There are no existing credits.

- (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;*

Not required. Council's Traffic Engineer has not requested a financial contribution.

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

No financial contribution is required.

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

The site is located within an identified Inner CBD Parking Zone.

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

The site is not heritage listed.

- (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.*

There is no proposed removal of trees.

On balance, considering the objective of the standard along with the assessment of the Traffic Engineer (included below), the proposal is assessed as satisfying the standard.

E6.7.12 Siting of Car Parking

Acceptable Solution A1 of this standard requires parking spaces and vehicle turning areas in the General Business zone to be located behind the building line of buildings proposed on a site. The site is located in the General Business zone and parking spaces and vehicle turning areas are proposed in front of the building line. The proposal relies on performance criterion P1 for compliance with the standard.

Performance Criterion P1 allows for parking spaces and vehicle turning areas to be located in front of the building line if site constraints dictate that this is the only practical solution because, amongst other reasons, there is a lack of space behind the building line to enable compliance with A1. The proposed addition adjoins the existing building, which is built to the rear and side boundaries, and no space is available for location of the parking area behind the building line. The proposal complies with this aspect of the performance criterion.

In addition, pursuant to P1 the parking and vehicle turning area must be designed and located to satisfy all of the following:

(i) does not visually dominate the site;

The visual impact of the parking and vehicle turning area is mitigated by the inclusion of landscaped swales along each side and extending to the front boundary on Station Street.

(ii) maintains streetscape character and amenity;

Parking is located to the front of the building line of nearby sites on the same street, including 8 Station Street and the Station Street side of the corner lot at 55-57 Albert Road. The location of the proposed parking is consistent with streetscape character and does not detract from the amenity of the locality.

(iii) does not result in a poor quality of visual or audio amenity for the occupants of immediately adjoining properties, having regard to the nature of the zone in which the site is located and its preferred uses;

No impact on the visual or audio amenity of adjoining properties is expected. The adjoining property to the north comprises a factory and shop with a windowless wall built along the majority of the boundary with 22 Station Street.

The amenity of the adjoining property to the south at 18 Station Street is expected to improve, given that the subject site currently provides vehicular access alongside the property boundary with no intervening fence, while the proposed development will install a boundary fence and a landscaped swale with a minimum width of 2m which will separate the proposed parking area from the adjoining lot.

(iv) allows passive surveillance of the street.

The landscaping of the proposed swales associated with the proposed parking area will comprise native reeds. While providing improved visual amenity, the proposed landscaping will not impede sight lines for passive surveillance of the street.

The proposal meets the requirements of Performance Criterion P1 and satisfies the standard.

The proposal complies with all other applicable standards of the Parking and Access Code, as detailed at Appendix B.

E7.0 Stormwater Management Code

The proposal complies with the standards of the Stormwater Management Code, as detailed at Appendix C.

E17.0 Signs Code

E17.7.1 Standards for Signs

Acceptable Solution A1 for wall signs requires the sign area to be no more than 2m². A 4.25m² (2.5m x 1.7m) wall sign is proposed and the proposal relies on the performance criteria for compliance with the standard.

The proposal is assessed as satisfying Performance Criterion P1 as follows:

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

The proposed sign forms an integrated part of the overall design of the building and would not dominate the building or streetscape.

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

The proposed sign is modestly sized relative to the size of the façade and the other elements of the façade, such as the roller doors.

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

The sign is to be painted directly onto the proposed building and would be easily maintained.

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

No impact on the amenity of neighbouring properties is expected.

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

A single sign is proposed for the Station Street frontage.

- (f) *not contribute to or exacerbate visual clutter;*

The proposed façade is quite uncluttered and the inclusion of a single sign will not create visual clutter.

- (g) *not cause a safety hazard.*

No safety impact is identified.

The proposal is assessed as meeting the Performance Criterion and complies with the standard.

The proposal complies with the other applicable standards of the Signs Code as detailed at Appendix D.

PART F: Specific Area Plans

No SAP applies to the assessment of this application.

INTERNAL REFERRALS

Development Engineer

Council's Development Engineer has reviewed the application and provides the following comments.

The application is for change of use to bulky goods sales and demolition and additions.

E6.0 Parking and Access Code

This code applies to all use and development.

The proposed development provides a total of twenty five car parking with two spaces in a "jockey" style parking arrangement. Access to car parking is provided to 14 spaces via Station Street, and the remainder from Albert Road.

In accordance with table E6.2 of the Glenorchy Interim Planning Scheme 2015 (GIPS), two low security bicycle parking facilities and two high or medium security bicycle parking facilities are required to be provided and are proposed to be conditioned.

An accessible car parking space is proposed and this satisfies the rate required by the Building Code of Australia in accordance with the GIPS 2015.

The applicant provided a Traffic Impact Statement (TIS) with the application to justify the proposed reduction in car parking from that required by GIPS 2015. The TIS concluded that:

- *While the planning scheme requires some 32 car parking spaces for the whole based on the proposed bulky goods development, the proposed 25 car parking spaces will be more than required to meet the needs of the number of employees and customers.*
- *The business employees 15 people and there is no proposal to increase employee numbers and the shop front/office part of the development site will not be increased in area.*

The TIS concluded and Council's Traffic Engineer agreed (in a separate report), that the 25 proposed parking car parking spaces in total is adequate to satisfy the parking demand of the proposed development.

E7.0 Stormwater Management Code

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

There are no GCC stormwater mains affected by this application.

Water sensitive urban design principles (stormwater treatment via bio-retention basin/swales) are proposed to be provided to satisfy Glenorchy Interim Planning Scheme 2015 Clause E7.1 A2 and to satisfy Clause E.6.7.8 Landscaping of Parking Areas. It is recommended a condition of approval that this be approved by Council's Development Engineer and to be provided prior to use. Certification from a registered professional engineer should be provided prior to use, that the stormwater treatment system has been constructed in accordance with the approved plans.

Other

E3.0 Landslide Code

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

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

There is no waterway and/or Coastal protection issues identified that affect this application.

E15.0 Inundation Prone Areas Code

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

Traffic Engineer

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

The subject site is located at 43 Albert Road & 20-22 Station Street, Moonah. The proposed development includes:

- Demolition of the two dwellings on the properties 20-22 Station Street and existing structures at the rear of these properties;
- Extension of the building at the rear of 43 Albert Road onto the rear part of 20-22 Station Street; and
- Provision for 14 car parking spaces plus a turnaround area for medium rigid trucks on the front part of 20-22 Station Street.

The application documentation included a Traffic Impact Statement (TIS) prepared by Milan Prodanovic (dated 5 February 2017).

In terms of parking requirement, the TIS states that the proposed development is considered as 'Bulky Goods Sales' use and the total floor area of the existing and proposed new building will be around 1,600m². Based on the Glenorchy Interim Planning Scheme 2015, the parking requirement for 'Bulky Goods Sales' use is 1 space per 50m² of floor area. The TIS states that with the floor area of 1,600m² associated with the proposed development, the total parking requirement is 32 spaces. Consequently, the total parking shortfall for the proposed development equates to 7 spaces.

However, the TIS argues that typical bulky goods sites have the whole floor area allocated for the sale of goods (i.e. finished items), where customers can circulate as part of the site visit and the goods can either be taken from the site at the time of purchase or require to be delivered. The report, then, states that at the development site under consideration there are no completed bulky goods sold from the site (i.e. taken away by customers or ready for delivery). The report also indicates that:

“There is a display area on the site, off Albert Road, for the goods that the business provides where they are ordered by customers. The goods consist mainly of kitchen cupboards and wardrobes as well as bathroom shower screens. The goods are then assembled or manufactured at the rear of the site and are taken off-site by the employees for installation.

At the development site only part of the existing floor area is open for customers to circulate and decide on purchases. This area together with office and amenities areas has a total floor area of a little less than 300m², allowing for access ways. The remaining floor areas of the development site will be as follows:

- *Existing assembly/manufacture area of 552m²;*
- *Proposed additional assembly/manufacture, storage and vehicle loading areas of 802m²;*
- *Loading areas within new building of 55m² (included in above 802m²).”*

The TIS, then, emphasises that the existing and proposed assembly/manufacture, storage and vehicle loading areas of the development site will clearly not generate the level of customer and serving employees found in typical bulky goods retail stores and hence, not the same level of parking demand.

In addition, the TIS states that passing checks of the number of parked vehicles on the site has found between 5-7 parked vehicles in the car park off Albert Road during the late morning to early afternoon period of the day while at the rear of the site, off Station Street, there were 3-4 small van type vehicles at the above times. The report also indicates that from discussion with the owner, this is typically the level of parking demand.

In terms of the development proposal and the number of employees, the TIS states that the proposed development is to extend the assembly/ manufacture area of the business. The report also indicates that the business currently employs 15 people (four people work in the shop front/office part of the Albert Road building while the other 11 people are employed in the assembly/manufacture area) and there is no proposal to increase employee numbers.

Finally, in order to estimate the parking demand for the proposed development, the TIS states that application of the required bulky goods parking supply (i.e. 1 space per 50m²) to the shop front/office part of the development site, which has an area of around 300m² and is most like a bulky goods use, requires a parking supply of 6 parking spaces, which is much the same as observed as the parking demand. The report also indicates that the parking demand for employees would be 15 spaces if all employees use separate vehicles. The TIS, then, concludes that the proposed 25 car parking spaces will be more than required to meet the needs of the number of employees and customers.

It should be noted that according to Council's Parking Occupancy Survey Report – Moonah Inner Commercial Precinct (October 2016), the available parking spaces in the Moonah Car Park (time restricted area) is in the order of 33 spaces during the peak period (i.e. in the hour commencing 12pm). This means that this public car park in the vicinity of the proposed development can be used for any unexpected increase in the parking demand.

Based on the above discussion, I concur that this parking estimation is appropriate for the case of the proposed development and any unexpected increase in the parking demand can be accommodated in the available on-street car parking supply in Station Street and the Moonah Car Park without any serious impact on the road network.

Overall, the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety. As a result, I have no objection to the development of the proposed additions to existing Bulky Goods Sales and change of use to a Bulky Goods Sales, including demolition of dwellings at 43 Albert Road & 22 Station Street, Moonah on traffic engineering or road safety grounds.

Environmental Health Officer

Council's Environmental Health Officer has made the following comments and has recommended conditions of approval.

The proposed extension of use at this site is not expected to generate excessive levels of noise and therefore is expected to comply with Acceptable Solution A1 of Section 21.3.2, Noise, of the Glenorchy Interim Planning Scheme 2015 (the Scheme). Acceptable Solution A1 for section 21.3.2 of the Scheme is recommended to be applied as a condition of the permit.

Hours of operation proposed by the applicant fall within hours identified in Acceptable Solution A1 of Section 21.3.1, Hours of Operation, of the Scheme and are considered reasonable. Requested hours of operation are recommended to be applied as a condition of the permit.

Commercial vehicle movements were not identified as part of the application. Hours identified in Acceptable Solution A1 of Section 21.3.4, Commercial Vehicle Movements, are recommended to be applied as a condition of the permit.

Due to the proposed development including demolition of existing buildings, it is recommended that waste and liquid management conditions be applied as conditions of the permit.

Advice regarding Asbestos and hours of construction are recommended to be supplied to the applicant also.

EXTERNAL REFERRALS

TasWater

TasWater is in support of the proposal and has recommended conditions and advice.

REPRESENTATIONS

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

CONCLUSION

The proposal relies on performance criteria for compliance with the setback standard for the General Business Zone, the Parking and Access Code standards for the number and siting of car parking spaces, and the standards for signs pursuant to the Signs Code. The proposal is assessed as satisfying the performance criteria and complies with each standard. The proposal is assessed as complying with all other use and development standards in the General Business Zone, Parking and Access Code and Signs Code, and with all relevant provisions of the Stormwater Management Code. The application was publicly advertised for the statutory 14-day period and no representations were received. It is concluded that the proposal is consistent with the requirements of the Scheme and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of additions to existing Bulky Goods Sales and change of use to Bulky Goods Sales, including demolition of dwellings (20 and 22 Station Street) at 43 Albert Road Moonah, 20 Station Street and 22 Station Street, Moonah subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-164 and Drawing No. P3 submitted on 13 January 2017, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. The doors and roller doors in the western external wall of the building addition are to include a glazed or transparent area to allow for passive surveillance of the car parking area from within the building.
4. The Exit doors in the western external wall of the building addition must be able to be used by employees for entry to the building.
5. Titles for the land subject to the proposed use and development must be adhered prior to issue of a Certificate of Completion.

Engineering

6. Soil and water management is to comply with best practice to prevent any transfer of soil material outside of the area specifically and necessarily disturbed for construction. Particular attention is to be paid to ensure no soil material is tracked onto roads and footpaths or to enter the Council's stormwater system. All aspects and protection measures in connection with soil and water management are to comply with the requirements of Council's Development Engineer and be installed prior to the removal of and/or disturbance of any soil or vegetation.

7. A minimum of Twenty Five (25) clearly marked car parking spaces must be provided prior to use generally as shown on the site plan submitted with the development application and kept available for these purposes at all times. Car parking spaces, manoeuvring areas and aisles must be provided in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking. In areas set aside for car parking (excluding “jockey” space), securely fixed wheel stops or kerbing must be provided to the satisfaction of Council to prevent damage to fences or landscaped areas.
8. In addition to the above, a minimum of one (1) of the 25 car parking spaces must be provided prior to use, for the exclusive use of persons with a disability and kept available for these purposes at all times. These car spaces must be provided in accordance with Australian Standard AS 2890.6 – 2009 Off-Street Parking for persons with a disability.
9. Driveways, car parking and turning areas must be constructed and sealed with a surface treatment approved by Councils Development Engineer prior to use. All runoff from paved and driveway areas must be retained within site boundaries and discharged into Council's stormwater system. Construction details must generally be in accordance with Council's standard requirements. The driveway, parking and manoeuvring areas must be kept clear of obstructions, such as service authority infrastructure, letterboxes or bin enclosures, so that vehicle paths are not restricted.
10. Two (2) bicycle parking spaces within fully enclosed individual lockers (or locked compounds with communal access using duplicate keys) shall be provided for employees. Two (2) bicycle parking spaces comprising facilities to which the bicycle frame and wheels can be locked shall be provided for visitors and customers. All bicycle parking spaces shall be located within 30m of the main entrance of the building. The spaces shall be clearly marked (delineated) and be in accordance with Australian Standard AS/NZS 2890.3 - 2004 Off-Street Parking. Construction of the spaces shall be completed prior to issuing a Certificate of Completion.
11. In accordance with the Glenorchy Interim Planning Scheme Clause E.6.7.8 Landscaping of Parking Areas and to meet acceptable stormwater quality (Clause E7.0 Stormwater Management Code), water sensitive urban design principles for the treatment of stormwater discharging from the development, generally as shown on the proposal plan, must be incorporated into the development. Detailed plans must be submitted and be approved by Councils Development Engineer prior to building approval. Certification from a suitably qualified person must be provided prior to use, that landscaping and the stormwater treatment system has been constructed in accordance with the approved plans within three months of the date of approval.
12. Lighting must be provided for the car park and operated during the hours of use in accordance with Australian Standard AS 1158.3.1 – Lighting for roads and public spaces and completed prior to the commencement of use as approved.

13. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor.

Environmental Health

14. 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.
15. Noise emissions measured at the boundary of a residential zone must not exceed the following:
 - (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;
 - (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;
 - (c) 65dB(A) (LAmx) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.

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

16. 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.
17. The discharge of liquids, other than unpolluted rainwater, to Council's stormwater system, receiving water bodies or water courses is strictly prohibited.
18. Any area where liquid wastes (including spills) are generated must be suitably graded and bunded to direct the liquid waste to sewer.
19. 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.

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 2000 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.

Asbestos

If asbestos is identified during demolition/renovation then removal must be undertaken in accordance with the Building Regulations 2014. The regulations outline a number of mandatory requirements covering the removal of asbestos, this includes ensuring that all practicable steps are taken before a demolition occurs to identify the presence of asbestos and only permits waste asbestos to be disposed of at an approved waste management facility.

Machinery operation

Equipment and machinery associated with the development of the site should only be operated during the following times:

- Monday to Friday: 7.00am to 6.00pm
- Saturday: 8.00am to 6.00pm
- Sunday and Public Holidays: 10.00am to 6.00pm

APPENDIX A**21.0 General Business**

Standard	Acceptable Solution	Proposed	Complies?
21.3 Use Standards			
21.3.1 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 proposed hours of operation are 6.00am to 10.00pm Mondays to Saturdays inclusive; and 7.00am to 9.00pm Sundays and Public Holidays	Yes
21.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 5dB(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) (LAm _{ax}) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.	The site is located approximately 57m from an inner residential zone, across two parallel public roads and an intervening train line. It is expected that the proposal would comply.	Yes
21.3.3 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;	The nearest residential zone is located approximately 57m from the site.	NA

Standard	Acceptable Solution	Proposed	Complies?
	(b) Security lighting must be baffled to ensure they do not cause emission of light outside the zone.		
21.3.4 Commercial Vehicle Movements	A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50m 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.	The nearest residential zone is located approximately 57m from the site.	NA
21.4 Development Standards for Buildings and Works			
21.4.1 Building Height	A1 Building height must be no more than: 12m.	The maximum height of the proposed development is 7.1m.	Yes
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.	Not applicable.	NA
21.4.2 Setback	A1 Building setback from frontage must be parallel to the frontage and must be no more than: (a) nil m, if fronting Main Road: or (b) the alignment of adjoining buildings, if fronting a street other than Main Road.	A setback is proposed which is greater than that of adjoining buildings.	No
	A2 Building setback from a residential zone must be no less than: (a) 5m; or (b) half the height of the wall, whichever is the greater.	Not applicable.	NA
21.4.3 Design	A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;	a) The main pedestrian entrance is located on the Albert Street frontage, while the proposed development fronts	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots; (g) not include security shutters over windows or doors with a frontage to a street or public place.	Station Street. The proposal does not affect the main pedestrian entrance. b) The new façade is not the main front façade of the building (which is located on Albert St). Nevertheless, door openings comprising roller doors and exit doors are proposed in the new façade. These cover approximately 40% of the area of the façade which may be considered ground level, being the portion of the façade to a height of 4.5m. c) Complies. d) Complies. e) Not applicable. f) Not applicable. g) Not applicable.	
	A2 Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.	The western façade of the proposed addition faces land in an inner residential zone. However, the façade will be located approximately 77m from the boundary of the inner residential zone.	NA

Standard	Acceptable Solution	Proposed	Complies?
		The objective of the standard is to ensure that building design contributes positively to the streetscape, the amenity and safety of the public and adjoining land in a residential zone. Considering the facing inner residential land does not adjoin the subject site, and considering the intervening distance, the standard is assessed as not applicable to the proposal.	
21.4.4 Passive Surveillance	Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30 % of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways;	a) The main pedestrian entrance is located on the Albert Street frontage, while the proposed development fronts Station Street. The proposal does not affect the main pedestrian entrance. b) The new façade is not the main front façade of the building (which is located on Albert St). Nevertheless, door openings comprising roller doors and exit doors are proposed in the new façade. These cover approximately 40% of the area of the façade which may be considered ground level, being the portion of the façade to a height of 4.5m. They do not, however, contribute to passive surveillance. A condition is recommended for the doors and roller doors to have glazed/ transparent portions for this purpose. c) As above.	Yes, subject to conditions

Standard	Acceptable Solution	Proposed	Complies?
	(f) provide well-lit public access at the ground floor level from any external car park.	d) Opportunities for entrapment are reduced by the proposed development, which will replace existing buildings (which include side alleys and concealment from the street) with a single façade across the full width of the site, fronted by an open car park with visibility from the street. A condition is recommended to provide external lighting in accordance with the standard. e) Ground-floor accesses are provided from the proposed external car park fronting 20 and 22 Station Street. A condition is recommended to provide external lighting in accordance with the standard.	
21.4.5 Landscaping	A1 Landscaping is not required along the frontage in this zone.	Not applicable.	NA
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2m.	Not applicable.	NA
21.4.6 Outdoor Storage Areas	A1 Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.	Not applicable.	NA

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

APPENDIX B**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.	32 car parking spaces are required. 25 spaces are proposed.	No
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	Conditioned.	Yes
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Not applicable.	NA

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.	Conditioned.	Yes
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	One vehicle access point is proposed for each road frontage.	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	Council's Development Engineer has reviewed the application and does not object on this basis.	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;	Council's Development Engineer has reviewed the application and does not object on this basis.	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.	Council's Development Engineer has reviewed the application and does not object on this basis.	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.	Conditioned.	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.	Conditioned.	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Conditioned.	To condition

Standard	Acceptable Solution	Proposed	Complies?
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Conditioned. Landscaping is to be provided in the form of swales for stormwater disposal alongside the new car parking area. The swales will be landscaped with native reeds as per the proposal.	Yes
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Not applicable.	NA
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.	Conditioned.	Yes
	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.	Council's Development Engineer has reviewed the application and does not object on this basis.	Yes
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not applicable.	NA

Standard	Acceptable Solution	Proposed	Complies?
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	The site is located in the general business zone and parking spaces and vehicle turning areas are proposed in front of the building line.	No
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.	Council's Development Engineer has reviewed the proposal and does not object on this basis.	Yes
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Council's Development Engineer has reviewed the proposal and does not object on this basis.	Yes

APPENDIX C

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.	Conditioned.	Yes
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m ² ; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	Conditioned.	Yes
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Council's Development Engineer has reviewed the proposal and does not object on this basis.	Yes
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Council's Development Engineer has reviewed the proposal and does not object on this basis.	Yes

APPENDIX D**E17.0 Signs Code**

Standard	Acceptable Solution	Proposed	Complies?
E17.6 Use Standards			
E17.6.1 Use of Signs	A1 A sign must be a permitted sign in Table E17.3	The proposed sign is classed as a wall sign, which is a permitted sign in the General 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 proposed sign is to be attached to the proposed building (to which it relates).	Yes
	A3 A sign must not contain flashing lights, moving parts or changing messages or graphics, except if a Statutory Sign.	No flashing lights, moving parts or changing messages or graphics are proposed.	Yes
	A4 An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.	Not applicable.	NA
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 standard requires wall signs to be no more than 2m ² . The proposed sign is 4.25m ² .	No
	A2 The number of signs per business per street frontage must comply with all of the following: (a) maximum of 1 of each sign type; (b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3; (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;	Only one sign is proposed.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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.	Complies.	Yes
	A4 Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.	Complies.	Yes
	A5 For properties that have a common boundary with Brooker Avenue, any advertising sign must be located at least 5m from that boundary.	Not applicable.	NA
E17.7.2 Standards for signs on Heritage Places subject to the Heritage Code or within Heritage Precinct or Cultural Landscape Precincts	A1 No acceptable solution	Not applicable.	NA

Attachments/Annexures

- 1  43 Albert Road, 20 and 22 Station Street, Moonah

6. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA (CT 24200/8) - READVERTISED - 31 WINDEREMERE BEACH ROAD, CLAREMONT

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 5349148

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-272
<i>Applicant:</i>	Big Blue Co Pty Ltd
<i>Owner:</i>	Big Blue Co Pty Ltd
<i>Zone:</i>	General Residential
<i>Use Class</i>	Residential
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.1 (P1) Residential density for multiple dwellings. 10.4.3 (P1), (P2) Site coverage and private open space for all dwellings 10.4.4 (P3) Sunlight and overshadowing for all dwellings 10.4.7 (P1) Frontage Fences for all dwellings E6.6.1 (P1) 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>	06 March 2017
<i>Existing Land Use:</i>	Single Dwelling (Residential)

<i>Proposal In Brief:</i>	Multiple dwellings (Residential) relying on performance criteria (CT 24200/8) - Readvertised
<i>Representations:</i>	0
<i>Recommendation:</i>	Refusal

REPORT IN DETAIL:

PROPOSAL

The proposal is for multiple dwellings at CT 24200/8, which forms part of the land known as 31 Windermere Beach Road. This change of use is to be facilitated by the conversion of part of the structure which presently serves an extension to a single dwelling. This structure had previously formed part of a shop.

The front portion of the site (approximately 60m²), is proposed to form 'Unit 1', and that part of the building which forms the original single dwelling (approximately 79m²) will form 'Unit 2'.

'Unit 1' is proposed to have one bedroom, an open plan kitchen-living and dining area and a portion of private open space equating to 34m². There is no proposed car parking allocated to this dwelling.

'Unit 2' is proposed to have 2 bedrooms, with separated kitchen and living areas and area of private open space of 131m². The proposal is reliant on the existing provision of two car parking spaces on site.

The proposal relies on the performance criteria for the standards 10.4.1 (P1) Residential density for multiple dwellings, 10.4.3 (P1) and (P2) Site coverage and private open space for all dwellings, 10.4.4 (P3) Sunlight and overshadowing for all dwellings, 10.4.7 (P1) Frontage fences for all dwellings and E6.6.1 (P1) Number of car parking spaces.

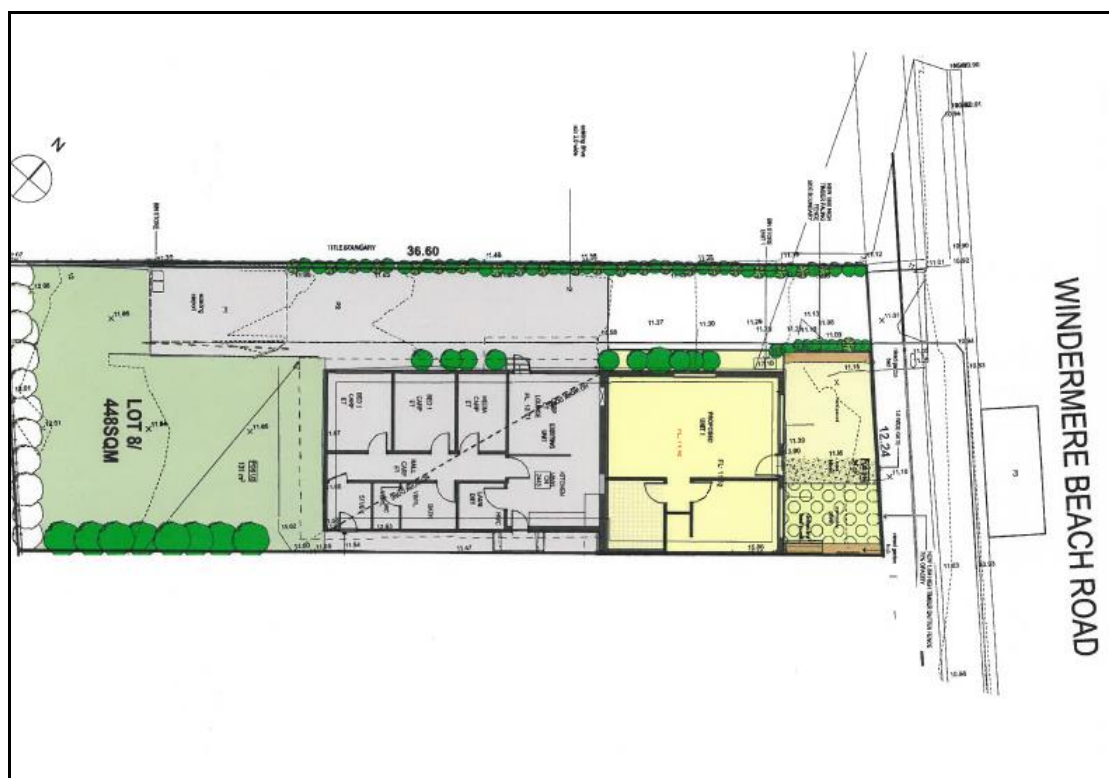


Figure 1. Layout of proposed multiple dwellings –Cykel Architecture

SITE and LOCALITY

The site is on the southern side of Windermere Beach Road, opposite the intersection with Curlew Parade. Presently the site has on it a single dwelling, which is across two titles (CT24200/8 and CT24200/9). The site is relatively flat.

The locality is characterised by residential uses, the majority of which are single detached dwellings. Within the immediate area and adjoining the subject site, there is a ten dwelling development owned by the Department of Housing. This development is managed to provide self-contained independent living arrangements for the aged.

Within approximately 40m is the Oakwood School.



Figure 2. Subject site and locality – Council Database 2015.

ZONE

The proposed development is located in the General Residential zone. The site shares boundaries with other similarly zoned parcels of land and is within 50m of the Environmental Management zone.

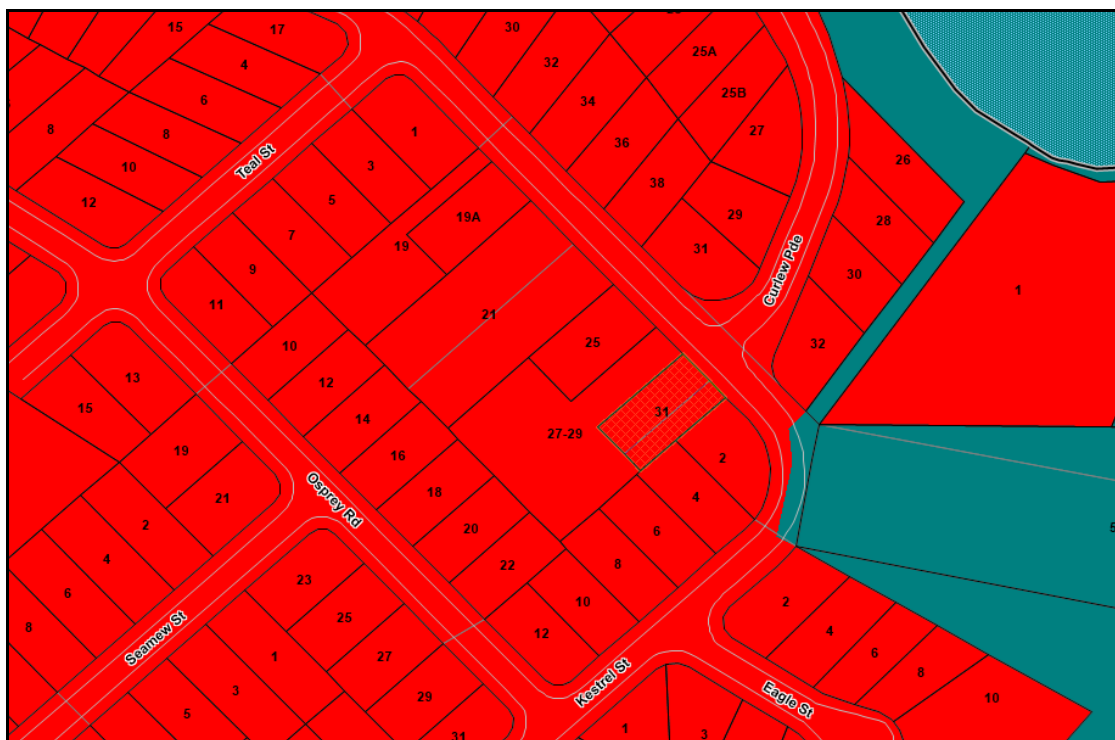


Figure 2. View of the zoning for the site and surrounding area indicating the General Residential zone (red) and the Environmental Management zone (Teal) Glenorchy Interim Planning Scheme 2015.

BACKGROUND

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

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

Nil

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

There are no SAP or Code provisions that override the 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.

Assessment of an Application for Use or Development

Section 51(2) Land Use Planning and Approvals Act 1993 (the Act)

(2) In determining an application for a permit, a planning authority –

- (a) must seek to further the objectives set out in Schedule 1; and*
- (b) must take into consideration such of the prescribed matters as are relevant to the use or development the subject of the application; and*
- (c) must take into consideration the matters set out in representations relating to the application that were made during the period referred to in section 57(5);*

Clause 8.10 Determining Applications.

8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act,*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

Other relevant definitions (Clause 4.1):

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

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

Applicable standard means as defined in subclause 7.5.2, which 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.

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

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

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal:

Part D: Zones

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

10.1 Zone Purpose Statements

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

Comment

The proposal is for multiple dwellings (residential), which are permitted within the General Residential zone.

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. 10.4.3 (P1), (P2) Site coverage and private open space for all dwellings 10.4.4 (P3) Sunlight and overshadowing for all dwellings and 10.4.7 (P1) Frontage Fences 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, owing to (b) not being applicable and not meeting (a), as the proposed site area per dwelling is 224m².

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.*

The proposal is reliant on (a) as it cannot meet (b). This is because there is no demonstrated significant community housing benefit. As well, the site is in excess of 400m from a public transport stop (450m), and is in excess of a 400m walking distance from a Local business zone (500m). The proposal must therefore satisfy (a) in order to meet the standard.

In assessing the compatibility with the density of the surrounding area, a survey of properties within a 200m radius of the site, as well as 500m radius of the site has been prepared (see Tables 1, 2 and Figure 3). It is determined that with regard to the information in these tables, the proposed density is not compatible, as it is significantly divergent from the prevailing density of the surrounding area (see table 3) and so presents an inconsistency.

Within a 200m radius of the site, there is only one multiple dwelling development out of 100 total residential sites. Though this site has a density greater than 1 dwelling per 325m², it is considered that for future development to rely on a density standard set by that development alone, would not be consistent with the prevailing density of the surrounding area. The dwellings at 27-29 Windermere Beach Road are part of an isolated development in the immediate vicinity to the subject site. As well, the specific use of the dwellings at 27-29 Windermere Beach Road provides a significant social or community housing benefit.

A more broad survey at a radius of 500m finds only one other development of which the site area per dwelling is less than 325m². The multiple dwelling development at 11-19 Cadbury Road presents an approximate site area per dwelling of 319m². This density is approximately 2% higher than 325m², whereas the proposal is for a density which is 25% higher than 325m².

The proposal, therefore does not comply with Clause 10.4.1 A1 (a) of the Scheme, or its associated performance criterion P1 (a).

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

Radius from subject site	200m	500m
Number of Multiple Dwellings developments*	1	8
Average site area per dwelling (multiple dwellings)	183m ²	364m ²

**see list below for further detail on multiple dwelling developments.*

Table 2. *Detail of multiple dwelling developments within a 500m radius of the site.*

Property address	Number of multiple dwellings	Total approximate site area (excluding access strip*)	Approximate site area per dwelling
27- 29 Windermere Beach road (<200m)	10	1830m ²	183m ²
1/3 and 2/3 Dove Court	2	793m ²	396m ²
1/5 and 2/5 Dove Court	2	766m ²	382m ²
1/9 and 2/9 Dove Court	2	740m ²	370m ²
1/3 and 2/3 Cadbury Road	2	668m ²	334m ²
1/1 and 2/1 Cadbury	2	754m ²	377m ²
1/3 and 2/3 Urana Court	2	1113m ²	556m ²
11-19 Cadbury Road	18	5743m ²	319m ²

**Where an access strip is defined in section 4.1 Interpretation of the Glenorchy Interim Planning Scheme 2015 .*



Figure 3. View indicating a 200m radius of the site (Green) and 500m Radius (Blue) where A is the subject site, B is the adjacent Housing Department site and C is 11-19 Cadbury Road.

Table 3. Proposed density relative to the existing average density for multiple dwellings in the locality.

Proposed Site area Per Dwelling -	Average Site area per dwelling in locality (500m)	Difference as a percentage
31 Windermere Beach road		
244m ²	364m ²	67%

10.4.3 (P1) Site coverage and private open space

'Unit 1' is proposed to have an area of private open space of 34m², this is less than the area specified in (b) of the acceptable solution which is for 60m² per dwelling. The proposal therefore is 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.*

The proposal is assessed to satisfy the performance criteria, owing to being of an appropriate dimension relative to the dwelling, which will allow for the outdoor recreational space and the operational needs of any resident satisfying (i) and (ii). As well, the proposal satisfies (b), by demonstrating the development will involve the provision of raised garden beds, which reasonably allow for the planting of gardens.

The proposal complies with the standard.

10.4.3 (P2) Site coverage and private open space.

The proposal is for each dwelling to have an area of private open space in excess of 24m² satisfying (a), (i). However, owing to the private open space of 'Unit 1' being located between the dwelling and the frontage, as well as having a horizontal dimension which is below 4m, the proposal does not satisfy (b) or (e).

For 'Unit 2' the Private open space is located to the south-west of that dwelling which does not meet (d).

The proposal therefore does not meet the acceptable solution, and so 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.*

For the private open space proposed for 'Unit 1', it is considered that the performance criteria are satisfied, as an area reasonably capable of satisfying (a) is provided, which is for (i), conveniently located by way of the front door having direct access to the living room, and for (ii), having an orientation which is broadly to the north east.

For the private open space proposed for 'Unit 2', it is considered that the performance criteria are satisfied, as an area reasonably capable of satisfying (a) is provided, which is more specifically for (i) conveniently located, owing to being directly accessible from a habitable room other than a bedroom and for (ii), being of a large enough dimension that an area of greater than 24m² will have access to sunlight for a period of longer than 4 hours measurable at the winter solstice.

The proposal therefore complies with the standard.

10.4.4 Sunlight and overshadowing for all dwellings.

In assessing the change of use, as there are internal alterations proposed, it is considered that this is an applicable standard. These alterations would have an effect upon the distribution of light within each proposed dwelling.

The existing window for the proposed 'Unit 1' is orientated approximately 40° west of north. As well, the existing living room window of the proposed 'Unit 2' is orientated approximately 40° west of north. The acceptable solution of the standard requires,

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 proposal therefore does not comply with the acceptable solution and so is reliant upon the performance criteria to meet the objective 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).

As the existing window to 'Unit 1' is in conjunction with the front window proposed to provide light to the open plan living kitchen and dining area, there is for that dwelling sufficient light and so the performance criteria are satisfied.

For the existing window to the proposed 'Unit 2' living space, though in excess of 30° west of north, the angle measured at approximately 40° is determined to have an orientation which allow sunlight to enter that room.

The proposal therefore complies with the standard.

10.4.7 Frontage Fences for all dwellings

The frontage fence which encompasses the private open space of 'Unit 1' is proposed to be 1.8m high, with a transparency of 25%. This is less than the 30% required by the acceptable solution, and so does not satisfy (b) of the standard. The proposal is therefore reliant on the performance criteria which requires that

A fence (including a free-standing wall) within 4.5 m of a frontage must:

- (a) provide for the security and privacy of residents, while allowing for mutual passive surveillance between the road and the dwelling; and*
- (b) be compatible with the height and transparency of fences in the street, taking into account the:*
 - (i) topography of the site; and*
 - (ii) traffic volumes on the adjoining road.*

Comment

It is considered that a 25% degree of transparency for a fence of a height of 1.8m will satisfy (a). This is owed to the fence being required to ensure the privacy of that dwelling's private open space, though also having enough transparency to allow for mutual passive surveillance.

With regard to (b), there is a mixture of fence types with varying degrees of transparency along Windermere Beach Road, though only one appears to be above 1.2m. The timber fence at 26 Windermere Beach Road is of a similar design and approximate similar height.

With regard to (i) the topography of the site is considered to be of no consequence to the design of the fence, as the site is relatively flat, and so does not require any additional height. With regard to (ii) though the traffic volumes along Windermere Beach Road (Average Weekly Daily Traffic of 721 in 2008) are not of a number so as to warrant a higher or more solid fence than the acceptable solution. The design can reasonably be seen to be applied for, so as to provide a better sense of separation from the road to the residence, to allow for the effective use of the Private Open Space.

The proposal therefore complies with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code*E6.6.1 Number of Car Parking Spaces*

The objective of the standard is to ensure that,

- (a) *there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.*
- (b) *a use or development does not detract from the amenity of users or the locality by:*
 - (i) *preventing regular parking overspill;*
 - (ii) *minimising the impact of car parking on heritage and local character.*

The proposal is for the existing two car parking spaces on site to be solely provided for 'Unit 2', which satisfies the requirement for that two bedroom multiple dwelling. However, as there is no proposed parking provided for 'Unit 1', which otherwise would require one space pursuant to the table E6.1 *Number of car parking spaces required*, there is a shortfall of one space for the site collectively. The acceptable solution of the standard requires that,

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.*

There is no parking plan for the area adopted by Council, and the proposal is less than the number specified in Table E6.1. Therefore, the proposal does not meet the acceptable solution and 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

With regard to (a), it is anticipated that the use of proposed 'Unit 1' will require a minimum one parking space every day. This is because of the high likelihood of any future occupant having at least one vehicle. The applicant is reliant on the availability of on-street parking to satisfy this demand. It is considered that though on street parking is available for irregular parking over spill, and may be safely accommodated (see traffic engineer referral), to rely wholly on on-street parking does not satisfy the performance criteria, where the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, and more broadly, with regard to the objective of the standard, the parking requirement is to ensure that,

- (b) a use or development does not detract from the amenity of users or the locality by (i) preventing regular parking overspill.*

With regard to (c) there is no availability of public transport within 400m to the site. with regard to (d) there is opportunity for a person to use a bicycle. With regard to (e) the applicant has proposed to wholly rely on on-street parking. Council's Traffic Engineer has reviewed the proposal and is satisfied that the parking can be suitably and safely accommodated on Windermere Beach Road.

With regard to (g), there is not considered to be any surplus associated with the use of the land as a shop, as this is not an existing use. Furthermore, any parking for the shop would have been provided within the asphalted frontage. This area now is proposed to be landscaped and fenced.

Criteria (h) through to (m) are considered to be not applicable to the proposal.

The proposal provides no on-site parking for 'Unit 1'. This is considered to not satisfy the performance criteria (a), because the number is insufficient to meet the demand and reasonable needs of users. This is primarily owed to the likely minimum car parking demand of one space being required to be regularly provided for on the street, and this will cause regular parking overspill.

The proposal therefore does not comply with Clause E6.6.1 of the Scheme, or its associated performance criterion P1 (a).

Internal Referrals

Traffic Engineer

The proposal has been referred to Councils Traffic Engineer who has provided the following comments.

Comments

While the proposed development does not provide any car parking space on site, I do not have any opposition with the proposal as the required car parking spaces associated with the proposed development (i.e. one car parking shortfall) can be easily accommodated on Windermere Beach Road.

Development Engineer

The proposal has been referred to Councils Development Technical Officer who has provided the following comments.

Comments

The application is for two dwellings.

Traffic, Access & Parking

Table E6.1 of the Glenorchy Interim Planning Scheme 2015 requires three car parking spaces for the proposed development. The applicant is requesting one car parking space be provided on street and two car parking spaces for unit two in a tandem or “jockey” style of parking arrangement.

GCC Services (Stormwater)

There appears to be no GCC stormwater mains affected by this application. There is no stormwater connection recorded for the property, however stormwater connections to kerb at the front of the development appear to be connections. It is recommended an advice clause if new connection is necessary, the new connection is to be provided by Council at the developers cost.

Other

Geoscience issues

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

Flooding/Inundation issues

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

EXTERNAL REFERRALS

TasWater

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

REPRESENTATIONS

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

CONCLUSION

The proposal for a change of use from a single dwelling to multiple dwellings for the land at CT 24200/8, known as 31 Windermere Beach Road, is assessed to comply with all of the applicable standards of the General Residential zone, except for *10.4.1 Residential density for multiple dwellings*, owing to the development application proposing a density which is not compatible with that of the surrounding area.

In addition, the proposal is assessed to not comply with the applicable use standard of the Parking and Access code *E6.6.1 Number of Car Parking Spaces*, which will result in the anticipated demand causing regular parking overspill for 'Unit 1'.

Therefore, pursuant to part 8.10.1 of the Glenorchy Interim Planning Scheme 2015, where it is required that, In determining an application the planning authority must take into consideration all applicable standards and requirements in this planning scheme, it is recommended the proposal be refused for not complying with *10.4.1 Residential density for multiple dwellings* and *E6.6.1 Number of Car Parking Spaces*.

Recommendation:

That the application for the proposed use and development of multiple dwellings (Residential) relying on performance criteria (CT 24200/8) - Readvertised at 31 Windermere Beach Road, Claremont be refused for the following reasons:

1. The development application does not comply with Clause *10.4.1 Residential density for multiple dwellings* of the Glenorchy Interim Planning Scheme 2015, or its associated performance criteria, because the proposed density of 1 dwelling per 244m² is not compatible with the density of the surrounding area.
2. The development application does not comply with Clause *E6.6.1 Number of Car Parking Spaces* of the Glenorchy Interim Planning Scheme 2015, or its associated performance criteria, because no on-site car parking for 'Unit 1' is provided which does not satisfy the anticipated car parking demand.

APPENDIX 1.**10.0 General Residential Zone.**

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings.	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	Proposed site area per dwelling is 224m ²	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	There are no proposed building works. The proposal is within the existing shop Building.	Not applicable

	(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	Not Applicable	Not Applicable
	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	Not Applicable	Not Applicable

	(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and	(a) The site coverage is less than 50% (b) For the proposed 'Unit 1' an area of 34m² is associated with that dwelling For the proposed 'Unit 2', an area of 131m ² is associated with that dwelling.	Yes No – Refer Report Yes Yes

	(c) a site area of which at least 25% of the site area is free from impervious surfaces.	(c) The site has an area of which approximately 50% is free of impervious surfaces	
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and • (b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and	(a) Each dwelling has an area of private open space in excess of 24m² (b) Proposed Unit 1 has a minimum horizontal dimension for an area of 24m² below 4m. Proposed Unit 2 has an area with a minimum horizontal dimension in excess of m (c) Private open space for Unit 1 is directly accessible from the open plan living area. Private open space for	Yes No – Refer to Report Yes Yes Yes Yes No – Refer Report

		Unit 2 is directly accessible from a study, which is a habitable room other than a bedroom.	No – Refer Report
	(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	(d) Private open space for Unit 1 is located to the north of that dwelling	Yes
	(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	Private open space for Unit 2 is located to the south west of that dwelling	Yes
	(f) has a gradient not steeper than 1 in 10; and	(e) The private open space for Unit 1 is located between the dwelling and the frontage. This orientation is approximately 50° east of north	
	(g) is not used for vehicle access or parking.	(f) The private open space area for each dwelling has a gradient less than 1 in 10	
		(g) Each dwelling has an area of private open space which is clear of the access	

		and parking areas.	
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).	Existing window to Unit 1 is orientated approximately 40° west of north Existing window to Unit 2 is orientated approximately 40° 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 Unit 1, is not to the north of a window to a habitable room of proposed Unit 2.	Not Applicable
	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	Proposed Unit 1 is not to the north of the private open space of proposed Unit 2.	Not Applicable

	projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. • (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
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).	There is no proposed carport within 12m of the frontage,	Not Applicable
10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and	There are no proposed structures for either dwelling which have a finished surface or floor level more than 1m above natural ground.	Not Applicable

	(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or	There are no proposed windows to habitable rooms with floor levels higher than 1m	Not Applicable

	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%.		
	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 proposal is for 'Unit 2' to have sole use of the existing driveway for vehicles, however owing to the requirement for the occupants of 'Unit 1' to access the driveway for use of waste bins, it is considered that the driveway is shared. This standard therefore is an applicable standard and the proposal is considered to comply, as the window to the habitable room of 'Unit 1', has a sill height above 1.7m, and is setback 1m from the shared driveway.	Yes
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or	Proposed fence within the frontage of the site is 1.8m and of a 75% opacity. This is less than 30% and so does not meet the acceptable solution	No- Refer Report

	• 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).		
10.4.8 Waste Storage for multiple dwellings.	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m ² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	Each multiple dwelling has an area for the storage of waste bins satisfying (a)	Yes

APPENDIX

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (c) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	Proposed Unit 1 is wholly reliant on on-street parking. The proposal does not satisfy the table.	No-Refer Report
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	Not Applicable	Not Applicable
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number).	Not Applicable	Not Applicable

Standard	Acceptable Solution	Proposed	Complies?
	Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not Applicable	Not Applicable
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.	Not Applicable	Not Applicable
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (d) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	Not Applicable	Not Applicable
E6.7.3 Vehicular Passing Areas	A1 Vehicular passing areas must:	Not Applicable	Not Applicable

Standard	Acceptable Solution	Proposed	Complies?
Along an Access	(b) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		
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.	Not Applicable	Not Applicable
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.	Not Applicable	Not Applicable
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;	Not Applicable	Not Applicable

Standard	Acceptable Solution	Proposed	Complies?
	(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.		
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Not Applicable	Not Applicable
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Not Applicable	Not Applicable
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (b) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Not Applicable	Not Applicable
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Not Applicable	Not Applicable

Standard	Acceptable Solution	Proposed	Complies?
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Not Applicable	Not Applicable
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not Applicable	Not Applicable
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not Applicable	Not Applicable
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	Not Applicable	Not Applicable

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

Attachments/Annexures

- 1  Attachment - 31 Windermere Beach Road, Claremont

CLOSED TO MEMBERS OF THE PUBLIC

7. APPEALS REPORT

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