

GLENORCHY PLANNING AUTHORITY

AGENDA

MONDAY, 27 MARCH 2017



GLENORCHY CITY COUNCIL

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

Chairperson: Commissioner Sue Smith

Hour: 3.00 p.m.

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

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

5. PROPOSED USE AND DEVELOPMENT - CONSTRUCTION OF ENGINEERING TECHNOLOGY (RESEARCH AND DEVELOPMENT) RELYING ON PERFORMANCE CRITERIA - 35 INNOVATION DRIVE, DOWSINGS POINT

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 2586578

REPORT SUMMARY:

Application No.:	PLN-16-288
Applicant:	Michael Cooper & Associates
Owner:	Tasmanian Development Authority
Zone:	Particular Purpose Zone 3-Technopark
Use Class	Research and Development
Application Status:	Discretionary
Discretions:	Height; design; passive surveillance; landscaping; and Parking and Access (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	Nil
42 Days Expires:	05 Apr 2017
Existing Land Use:	Vacant Land
Proposal In Brief:	Construction of Engineering Technology (Research and Development) relying on performance criteria
Representations:	1
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal includes a two-storey building and use for the construction of Engineering Technology for the purpose of research and manufacturing of specialised component parts for civil and military aviation sector.

The business would focus on research in a specialised field to development and produce parts in a specific area for the aviation sector. This would require the business to continually improve and modify components in addition to manufacturing the parts for civil and military use.

The use will include administration and associated facilities in the proposed two-storey structure to be located in the middle of the site. The building has been designed to suit the specific needs of the research and development with three separate parking areas and accesses into the site. The building would have a maximum height of 11.98m from natural ground level.

The proposal would provide for total of twenty-four car parking spaces and four motorcycle spaces.

Staff

The proposal would have a maximum of 20 staff on site.

Hours of Operation

The proposed uses would have the following hours of operation:

Monday-Friday 8:00am to 6:00pm

Future Development

The site plan show a future stage for a helipad and two additional buildings which do not form part of this permit.

SITE and LOCALITY



Figure 1: Aerial photo of 35 Innovation Drive, Dowsing Point

The subject site is located on the north-west side of Innovation Drive, approximately 600m to the east of the intersection with Howard Road, Dowsing Point. The property has front boundaries adding up to a combined total of approximately 126m a depth of 87m and a total area of 7340m².

The land is vacant with no significant vegetation and an average slope of 1 in 9 falling toward the south.

The proposal is adjacent the technopark centre to the east, south and south-west, with a public utility zone to the north-west for the Brooker Highway.

ZONE

The subject property is within the Particular Purpose Zone 3 - Technopark.

BACKGROUND

There is no background information relevant to this application.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

No Specific Area Plan or Code provisions conflict with the zone provisions in the assessment.

Use Class Description (Table 8.2):

The Engineering Technology falls within the Research and Development use class description of the Glenorchy Interim Planning Scheme 2015.

The Research and Development use class is defined as:

use of land for electronic technology, biotechnology, or any other research and development purposes, other than as part of an educational use.

The proposal includes research, development and manufacture. In accordance with Clause 8.2.2 and 8.2.3 the proposal is categorised as Research and Development because manufacturing component of the proposal is directly associated with and a subservient part of the Research and Development use on the same site and the proposed use of the site does not readily fit any use class, so it is be categorised into the most similar use class, which is Research and Development.

Other relevant definitions (Clause 4.1):

Nil.

Part C: Special Provisions

No applicable provisions.

Part D: Zones

The land is within the Particular Purpose Zone 3 - Technopark and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal.

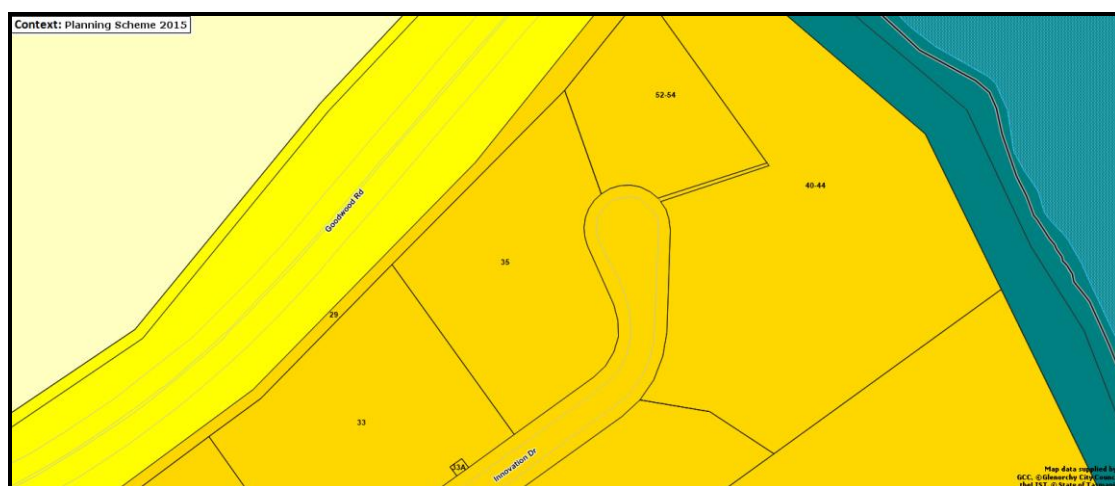


Figure 2: Zone over 35 Innovation Drive, Dowsing Point

Zone Purpose Statements

The Particular Purpose Zone 3 - Technopark purpose statements in Clause 34.1.1 is as follows:

34.1.1.1

To provide land for use and development with a high technology, science, innovation or communications focus.

34.1.1.2

To support a range of compatible land uses focused upon high technology, science, innovation or communications.

34.1.1.3

To facilitate business incubation opportunities or support activities associated with high technology, science, innovation or communications.

34.1.1.4

To prevent use or development that would detract from the character of the area or inhibit the operation of other uses established in the area.

34.1.1.5

To ensure that the design of use and development enhances the appearance of the site and the “business park” character of the area.

The proposed Engineering Technology would provide a high technology; science and innovation focus and support these activities. The proposed design would be similar to the character and appearance of surrounding buildings.

Use Table

The proposed use of ‘Engineering Technology’ is a permitted use without qualifications in accordance with the use table in Clause 34.2.

Use Standards

The proposal complies with the use standards set out in Clause 24.3. Please see Appendix 1.

Development Standards for Buildings or Works

Clause 34.4.1 Building Height

The proposal would require a maximum height of 8m to be in accordance with the acceptable solution Clause 34.4.1 – Standard A1. The proposed height is 11.98m and is reliant on performance criteria.

Building height must satisfy all of the following:

- (a) *This criteria is not used in this planning scheme*
- (b) *be compatible with the scale of nearby buildings;*
- (c) *not unreasonably overshadow adjacent public space;*
- (d) *allow for a transition in height between adjoining buildings, where appropriate;*
- (e) *be no more than 12 m.*

The proposal would be similar in height to surrounding buildings and the building would be set back from the front boundary and located in the middle to minimise overshadowing. Given the scale and height of the surrounding buildings the proposal would have minimal impact. On this basis, the proposal is considered to comply with the performance criteria in Clause 23.4.1 of the Scheme.

Clause 34.4.3 Design

The proposal would require a building design to address the street by complying with the design of the façades facing a public space that would not have a single expanse of blank wall exceeding 30m² in accordance with the acceptable solution Clause 34.4.3 – Standard A1(c). The proposal is reliant on performance criteria.

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

- (a) *provide the main access to the building in a way that is visible from the street or other public space boundary;*
- (b) *provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;*

- (c) *treat very large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;*
- (d) *ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is limited when viewed from the street;*
- (e) *ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have limited visual impact;*

The proposed eastern frontage provides an articulated design with a combination of one and two-stories. The largest single expanse would be approximately 45m². Given the scale, height and articulation of the proposed building the impact is considered to be minimal. On this basis, the proposal is considered to comply with the performance criteria in Clause 23.4.3 of the Scheme.

Clause 34.4.4 Passive Surveillance

The proposal would require 10% of the façade at ground level facing a car park for the building to provide windows with a clear gazing in accordance with the acceptable solution Clause 34.4.4 – Standard A1. The proposal is reliant on performance criteria.

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

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

The proposal has been designed with three separate car parking areas. The northern car parking area would be facing a façade with no windows. However, the car parking would be located in a clear open area with a wide driveway for high visibility. The façade has no articulation to maximise the line of sight in and around the northern parking area. On this basis, the proposal is considered to comply with the performance criteria in Clause 23.4.4 of the Scheme.

Clause 34.4.5 – Standard A1 Landscaping

The applicant has provided written confirmation that landscaping would be in accordance with Clause 34.4.5 – Standard P1 in the Glenorchy Interim Planning Scheme 2015. A condition has been recommended.

Part E: Codes

The following codes of the Scheme apply to this proposal:

Parking and Access Code

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

The proposal would require a total of 51 car parking spaces for a floor area of 2006m² in accordance with Clause E6.6.1 – standard A1 of the Glenorchy Interim Planning Scheme 2015. The proposal provides a total of 25 car parking spaces. The proposal is assessed against the performance criteria in clause E6.6.1 – P1 as follows:

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

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

The subject site is located on Innovation Drive within the Particular Purpose Zone 3 - Technopark. The proposal is research and high technology and is not anticipated is expected to have a low demand for car parking. The property is close to public transport; however the site would provide sufficient car parking for staff and visitors. The proposed use will have a maximum of 20 staff onsite.

Council's Development Engineer is supportive of the proposal based on the submitted Traffic Impact Statement, the operation of the business and parking available on Innovation Drive.

Therefore, the proposal would comply with the performance criteria in clause E6.6.1 – P1 in accordance with the Scheme. Please refer to the report by Council's Development Engineer below.

Clause E6.7.1 – Standard A1 Number of Vehicular Accesses

The proposal would require a maximum of one vehicular access to be in accordance with the Scheme. The proposal would provide three vehicular accesses via Innovation Drive.

The proposal is considered against the performance criteria in clause E6.7.1 – P1 as follows:

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

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users.*

The vehicular accesses would be located along an angular frontage with one facing south-east and two facing north-east. The accesses would be spread around a large frontage minimising the potential to impact on traffic and would serve a specialised business for research and high technology.

Therefore, the proposal would comply with the performance criteria in clause E6.7.1 – P1 in accordance with the Scheme. Please refer to the report by Council's Development Engineer below.

Stormwater Management Code

The proposal is not exempt under Clause E7.4 of the Glenorchy Interim Planning Scheme 2015. However, the proposal complies with the standards in Section E7.0 of the Scheme. Therefore, the proposal would be in accordance with Section E7.0 of the Glenorchy Interim Planning Scheme 2015. Please see Appendix 3.

PART F: Specific Area Plans

Not applicable.

INTERNAL REFERRALS**Development Engineer**

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

Traffic, Access & Parking

It is proposed by the applicant to provide a total of 25 car parking spaces including provision for one disabled space. The Glenorchy Interim Planning Scheme requires a total of 51 parking spaces or 1 space for each 40 square metres of the floor area for the Research and development use. Therefore a shortfall of 28 car parking spaces occurs and the development does not comply with the Acceptable Solution under Code E 6.6.1 in the GIPS.

The applicant however provides to Council a Traffic Impact Statement from a qualified traffic engineer to support the application. The TIS states in conclusions that the proposed development does not meet Acceptable Solution of E6.6.1, however ,the functional operations of the proposed development will not require more than 20 parking spaces when fully operational. No sales or training activities are undertaken on site, and the development is therefore meets the requirements of the Performance Criteria, P1 of Code E6.6.1 of the GIPS.

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

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application, the applicant stated that the run-off from the development will be discharged to the existing Council's approved stormwater outlet. The applicant is required to accurately locate size and plot the location on the submitted site plans, if a connection does exist.

Other

Geoscience issues

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

Flooding/Inundation issues

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

Environmental Health Officer

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

The applicants have advised that the use of the site will comply with Acceptable Solution A1 of Section 34.3.1 (Noise) of the Glenorchy Interim Planning Scheme 2015 (The Scheme). As this site is located more than 500 meters from the closest residential zone it is my opinion that the above statement is correct and the use will comply with A1 34.3.1 of The Scheme. A1 34.3.1 is recommended to be applied as a condition of this permit.

Representation was made regarding the location of a 'future helipad' on plans supplied to Council. The Scheme only takes into consideration noise impacts on the closest residential zone and therefore we cannot assess potential impacts on surrounding businesses under 34.3.1. Furthermore, planning consideration of a heliport or helicopter landing site does not extend to a helicopter flying overhead. For areas of controlled airspace, Air services Australia is responsible for air traffic services, including managing designated flight paths.

As the site is located greater than 50 m from the closest residential zone it is exempt from A2 34.3.1 under The Scheme.

The applicants have advised that all manufacturing and assembly will be conducted within the curtilage of the building and therefore no emissions from such activities will not leave the bounds of the property. A1 of section 34.3.2 (Dust, smell, fumes and other emissions) is recommended to be placed as a condition of this permit.

EXTERNAL REFERRALS

TasWater

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

State Growth

The application was referred to the Depart of State Growth which is supportive of the proposal and did not recommended conditions.

REPRESENTATIONS

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

1. Validity of application

The representor states that the proposal includes future development and use including a helipad and this would need to be included in the application to enable a proper assessment.

Planner's Comment:

This future development and use does not form part of this application.

2. Noise

The representor states that the plans show a future helipad and the proposal does not state whether or not there would be use of helicopters for testing on the site. In addition the report raises the question that helicopter flights to and from the site may take place. The details for the future use have not been provided and there is no noise report to determine the impact of the future use.

Planner's Comment:

This issue is not a planning issue that can be considered and a future helipad does not form part of this application.

3. Impact on adjoining land

The representor states that the future helipad and helicopter flights would impact on the use of the site in close proximity to the east.

Planner's Comment:

This issue is not a planning issue that can be considered a future helipad does not form part of this application.

4. Use of helicopters

The representor states that the helicopter flights would be defined as 'Transport Depot and Distribution' which would be prohibited in the zone.

Planner's Comment:

This future development and use does not form part of this application and is not a planning issue that can be considered as part of this application.

However the proposed use is for the purpose of research and manufacturing for specialised component parts for civil and military aviation sector. This use is defined as Engineering Technology (Research and Development) which as an activity specifically suited to the Particular Purpose Zone 3 – Technopark of the Scheme.

CONCLUSION

The application is for the construction of Engineering Technology (Research and Development) relying on performance criteria at 35 Innovation Drive, Dowsing Point. As stated in the report, the Engineering Technology is a permitted use. The reliance on performance criteria for height, design, passive surveillance, landscaping, parking and access are discretionary. The proposal is considered to accord with the standards of the Particular Purpose Zone 3 – Technopark of the Scheme.

The reliance on performance criteria for the height is not considered to cause unreasonable overshadowing; loss of amenity given it will be located back from the front boundary and between existing buildings. The proposed reliance on performance criteria is considered to accord with the use standards of Part D Zones – 34.0 Particular Purpose Zone 3 – Technopark in the Scheme.

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

The application was advertised for the statutory 14-day notification period, and one representation was received, raising validity, noise, impact, and use. These matters have been addressed within the report.

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

Recommendation:

That a permit be granted for the proposed use and development of Construction of Engineering Technology (Research and Development) relying on performance criteria at 35 Innovation Drive Dowsing Point subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-288 and Drawing No. P2 submitted on 9 March 2017, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. A landscaping plan, prepared by a suitably qualified person, is to be submitted in association with the building permit application for approval by Council's Senior Statutory Planner. Particular attention is to be paid to the use of a range of local native plant height and forms to create diversity, interest and amenity in accordance with the NRM South publication; Native Gardens – A Planting and Landscaping Guide for the Southern Region of Tasmania and to not create concealed entrapment spaces. The landscaping works must be completed within 6 months of the issue of a Certificate of Occupancy and then maintained to the satisfaction of Council's Senior Statutory Planner.

The landscaping plan is to be prepared at a suitable scale, and indicate the following:-

- a) outline of the proposed buildings;
 - b) existing trees and those to be removed;
 - c) any proposed driveways, paths ,car parking, retaining walls and fencing (indicating the materials and surface finish);
 - d) the proposed planting (including expected mature height and plant size); and
 - e) earth shaping works; and
4. External surfaces off all buildings on a site must use a single colour scheme in accordance with all of the following:
- (i) the colour palette must be unique to the site within the zone
 - (ii) the colour palette must highlight architectural features of the building
 - (iii) the colour palette must use a minimum of 3 colours and a maximum of 5 colours.

Engineering

5. Prior to the issuing of a Building Permit Approval or the commencement of works on site, submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of to be approved by the Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with. For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Environment, Parks, Heritage and the Arts. These are available from Council or online at www.derwentestuary.com.au
6. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
7. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost
8. New vehicle crossings at the access point must be constructed in accordance with standard drawing SD-1003 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the occupancy.

The detail design must be submitted and approved prior to the issuing of a Building Permit Approval.

9. Any driveway crossover work within Council's road reservation must be carried out by a Council-registered contractor. A road-opening permit from Council's Planning Services Program is required. An inspection fee is payable upon application. Any modifications to vehicular kerb crossing must include reinstatement of the footpath/nature strip and kerbing to match the existing environment.
10. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted with the Building Application for approval by Council's Development Engineer.

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

- a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 20%;
- b) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
- c) Vertical alignment shall include transition curves (or straight sections) to the Australian Standard, Parking facilities - Part 1: Off-Street Car parking AS 2890.1 - 2004, Clause 2.5.3 (d) at all grade changes greater than 12.5%;
- d) The gradient of any parking areas must not exceed 5%;
- e) Lighting must be provided for the proposed carpark 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; and
- f) Parking spaces, driveway and disabled parking space are to be clearly line-marked and securely fixed with wheel stops in accordance with the approved plan received by Council dated 21-12-16.

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit.

11. Barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm.

Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of the dwelling.

12. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains shall be undertaken by Council at the developer's cost. Advice: Council does not have any record of the stormwater connection to the site. The applicant is required to accurately locate size and accurately plot the location on the submitted site plans if a connection does exist. The applicant can contact Council and complete a Storm Water Line Location Request form at developer's cost, if required to enable Council's Asset Survey Officer to assist with locating and determining the size of the drainage line on site. If no stormwater connection exists the developer is required to contact Council's Development Technical Officer on (03) 62166426 to organise for Council to provide a quote to perform the stormwater connection works.
13. Run-off from the car parking areas must be discharged and directed to Council's existing stormwater connection. Stormwater pre-treatment is also required. A Water Sensitive Urban Design element for the treatment of stormwater discharging from the development must be incorporated into the development, in accordance with the Glenorchy Interim Planning Scheme Stormwater Management Code 7 and be approved by Council's Development Engineer prior to the issuing of a Building Permit Approval. Prior to the issue of a Building Permit Approval, the stormwater treatment detail designed certified by a suitably qualified Engineer must be submitted to and approved by Council.

Environmental Health

14. 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) (LAmax) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.

15. A use must not emit dust or other particles, smell or fumes beyond the boundaries of its site.

Advice to Applicant

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

Services

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Other Permits

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

APPENDIX 1**Particular Purpose Zone 3 Technopark**

Standard	Acceptable Solution	Proposed	Complies
34.3 Use Standards			
34.3.1 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAmix) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.	Not applicable. The property is not located near the Residential Zone.	N/A
	A2 External amplified loud speakers or music must not be used within 50 m of a residential zone.	Complies.	Yes
34.3.2 Dust, Smell, Fumes and Other Emissions	A1 A use must not emit dust or other particles, smell or fumes beyond the boundaries of its site.	Complies.	Yes
34.4 Development Standards for Buildings and Works			
34.4.1 Building Height	A1 Building height must be no more than: 8 m.	The proposal would have a maximum height of 11.98m. Compliance would require a maximum height of 8m above natural ground level, this would create a variation of 3.98m.	Performance Criteria. Please refer to discussion in the report.
34.4.2 Setback	A1 Building setback from frontage must be parallel to the frontage and must be no less than 4.5 m, if fronting Innovation Drive or Longreach Avenue.	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies
34.4.3 Design	A1 Building design must address the street by complying with all of the following: (a) provide the main pedestrian entrance to the building at the frontage; (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 20% of the surface area of the ground floor level facade; (c) ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces does not exceed 30 m²; (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) not include security shutters over windows or doors with a frontage to a street or public place.	Relies on performance criteria.	No
	A2 Building design must enhance the appearance of the site and the “business park” character of the area by satisfying all of the following: (a) External wall materials must be one or more of the following: (i) off-form concrete or sandwich panels with paints or applied spray finish; (ii) Face brick or block work with a render or paint finish. (b) Metal cladding is restricted to use as a roofing material and is painted. (c) Roof construction must be low-pitched, 7.5	Complies. A condition has been recommended for the colour scheme.	Yes

Standard	Acceptable Solution	Proposed	Complies
	degrees or less, with boxed gutters concealed behind flush fascias. (d) External surfaces off all buildings on a site must use a single colour scheme in accordance with all of the following: (i) the colour palette must be unique to the site within the zone; (ii) the colour palette must highlight architectural features of the building; (iii) the colour palette must use a minimum of 3 colours and a maximum of 5 colours.		
34.4.4 Passive Surveillance	Building design must comply with all of the following: (a) provide the main entrance or entrances to a building so that they are clearly visible from the street and well lit at night; (b) provide windows with clear glazing no less than the following: (i) 20% of the facade at ground level of walls that front the street; (ii) 10% of the facade at ground level of walls that face public space or a car park for the building; (c) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (d) provide external lighting to illuminate car parking areas and pathways; (e) provide well-lit public access at the ground floor level from any external car park.	Relies on performance criteria.	No
34.4.5 Landscaping	A1 There is existing local native landscaping provided at the site frontage and arrangements are in place to protect that landscaping in its entirety for the duration of construction.	A condition has been recommended.	No
34.4.6 Outdoor Storage Areas	A1 Outdoor storage areas must comply with all of the following:	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies
	(a) be located behind the building line and the goods and materials stored therein screened from public view; (b) not encroach upon car parking areas, driveways or landscaped areas.		
34.4.7	A1 Fencing must comply with all of the following: (a) fences and gates of greater height than 2.1 m must not be erected within 10 m of the frontage; (b) fences along a frontage must be 50% transparent above a height of 1.2 m.	Not applicable.	N/A

APPENDIX 2

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	Shortfall of 28 spaces	No Yes to PC
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.	One provided	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 proposing any	Yes to PC

Standard	Acceptable Solution	Proposed	Complies?
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not proposing any	
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.	3 Proposed	No Yes to PC
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.	Condition	
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Provided	Yes

Standard	Acceptable Solution	Proposed	Complies?
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.	Provided	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.	Provided	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.	To be sealed	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	
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.	Condition	

Standard	Acceptable Solution	Proposed	Complies?
	This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.		
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	N/A	
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following: (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	N/A	
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	N/A	
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	N/A	

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.		Yes
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.	Provided on-site turning	Yes
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

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

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Proposed to go to the existing	Yes and condition
	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.	Condition	
	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.	Existing system	
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	To existing system	

Attachments/Annexures

- 1  35 Innovation Drive, Dowsing Point

6. PROPOSED USE AND DEVELOPMENT - THREE MULTIPLE DWELLINGS RELYING ON PERFORMANCE CRITERIA - 24 FIRST AVENUE, WEST MOONAH

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 5424638

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-001
<i>Applicant:</i>	Emmanuel Dellas Pty Ltd
<i>Owner:</i>	A Dourias, J Dourias and T Dourias
<i>Zone:</i>	General Residential
<i>Use Class</i>	Multiple Dwelling Units
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	Privacy (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	Nil.
<i>42 Days Expires:</i>	Extension of time until 28 Mar 2017
<i>Existing Land Use:</i>	Single Dwelling
<i>Proposal In Brief:</i>	Three multiple dwellings relying on performance criteria
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to condition

REPORT IN DETAIL:

PROPOSAL

The proposal is for two additional dwellings facing Third Avenue with minor alterations to the existing dwelling to accommodate private open space and the driveway access to the car parking area and additional dwellings.

The additional dwellings would be two-storey and located to the middle and north-west of the site with access via Third Avenue. The proposal would include a second access via Third Avenue, close to an existing roll-over curb with parking and turning on site.

The proposal provides parking with two spaces for each dwelling.

SITE and LOCALITY

The subject site is located on the northern corner of the intersection with First and Third Avenue, West Moonah. The property has a combined frontage of approximately 71.5m, a depth of 55.85m, and a total area of 1019m².

The site has a slope that falls toward the east, with an average gradient of 1 in 10. There is a steep portion with a fall of 1 in 3 in the eastern corner adjoining the front boundary with First Avenue.

The site is located within a residential area with a mix of single dwellings and multiple dwellings. The property is within the General Residential zone with Open Space to the north-west providing access to a public reserve.



Figure 1: Aerial photo of 24 First Avenue, West Moonah

ZONE

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

BACKGROUND

There is no background information relevant to this application.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

No Specific Area Plan or Code provisions conflict with the zone provisions in the assessment.

Use Class Description (Table 8.2):

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

Other relevant definitions (Clause 4.1):

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

means 2 or more dwellings on a site.

Part C: Special Provisions

Not Applicable.

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.

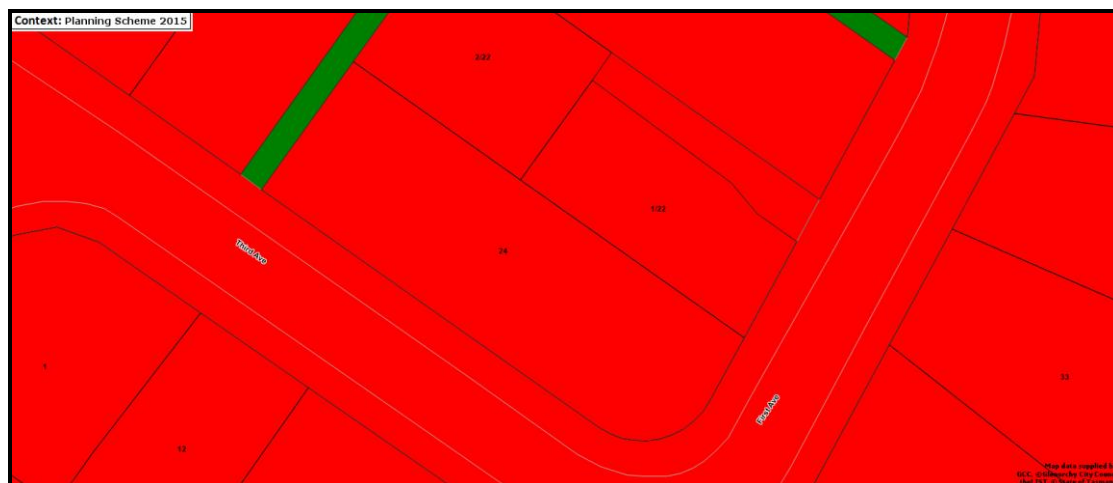


Figure 2: Zone over 24 First Avenue, West Moonah

Zone Purpose Statements

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

10.1.1.1

To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

10.1.1.2

To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3

To provide for the efficient utilisation of services.

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

Use Table

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

Use Standards

The proposal complies with the use standards set out in Clause 10.3 of the Glenorchy Interim Planning Scheme 2015. Please see Appendix 1.

Development Standards for Residential Buildings & Works

Clause 10.4.6 – Standard A3 Privacy for all Dwellings

Multiple Dwelling 1 and 2

The proposed multiple dwellings would require a permanently fixed screen to a height of at least 1.7m above the shared driveway space (excluding a parking space allocated to that dwelling), or a fixed obscure glazing screen extending to a height of at least 1.7m above floor level in accordance with Clause 10.4.6 – Standard A1 in the Glenorchy Interim Planning Scheme 2015.

The proposal does not provide any screening for the windows and glazed doorway facing the south-west side of the Dwellings 1 and 2, and for one window on the north-west side of Dwelling 2. The proposal may be considered in accordance with the performance criteria in Clause 10.4.6 – P3 as follows:

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

The proposed multiple dwelling Units 1 and 2 have been designed so that all the bedrooms are on the first floor to reduce the impact from vehicle noise and light. On the ground floor most social space for the living room has been located adjacent the shared driveway areas, with a partitioned second area for dining further away. Given the internal arrangement of rooms for the multiple dwellings, the adjoining shared driveway would have a minimal impact. Therefore, it is considered that the discretion would be acceptable in this instance. The proposal complies with the standard.

Development Standards for Non-Residential Building & Works

Not applicable.

Development Standards for Subdivisions

Not applicable.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

Clause E6.6.1 – Standard A1

The proposed multiple dwellings require a total of six car parking spaces (two existing and four proposed) in accordance with Clause E6.6.1 – standard A1 of the Glenorchy Interim Planning Scheme 2015. The proposal provides six car parking spaces. Therefore, the proposal would be in accordance with the Scheme. Please see Appendix 2.

E7.0 Stormwater Management Code

The proposal is not exempt under Clause E7.4 of the Glenorchy Interim Planning Scheme 2015, however the proposal complies with the standards in Section E7.0 of the Scheme. Therefore the proposal would be in accordance with Section E7.0 of the Scheme. Please see Appendix 3.

PART F: Specific Area Plans

No Specific Area Plans apply.

INTERNAL REFERRALS

Development Engineer

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

Traffic, Access & Parking

The developer proposes six parking spaces, two spaces for each dwelling. The on-site turning areas are provided. It is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application; and the stormwater connection is available off the First Avenue frontage.

Other

Geoscience issues

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

Flooding/Inundation issues

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

Waste Management Officer

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

Waste Services to the proposed multiple dwelling development at 24 First Ave West Moonah would be Council's standard bin service collected fortnightly.

- *The Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste and one (1) x 240L wheelie bin for recycling to each of the dwellings, collected fortnightly.*
- *Please note that this property would have a total of six (6) bins, three (3) Waste bins and three (3) Recycling Bins.*
- *This property has an existing kerbside/nature strip area for placement of the bins therefore the dwellings would have their own individual bins.*
- *All bins are to be placed on the kerbside for collection.*
- *Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.*

EXTERNAL REFERRALS

TasWater

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

REPRESENTATIONS

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

CONCLUSION

The proposal is for three Multiple Dwellings (Residential) relying on performance criteria at 24 First Avenue, West Moonah.

As stated in the report, multiple dwellings is a permitted use (only the reliance on performance criteria for the privacy standards is discretionary), and is considered to accord with the standards of the General Residential Zone of the Scheme.

The reliance on performance criteria for privacy standard is not considered to cause unreasonable loss of privacy or impact from traffic noise. The proposed discretion is considered to accord with the performance criteria of Clause 10.4.6 – P3, in the Scheme.

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

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

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

Recommendation:

That a permit be granted for the proposed use and development of three multiple dwellings relying on performance criteria at 24 First Avenue, West Moonah subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-001 and Drawing No. P1 (pages 3, 4, 5 and 7) submitted on 3 January 2017, and Drawing No. P3 submitted on 10 February 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.

Engineering

3. Prior to the issuing of a Building Permit Approval or the commencement of works on site, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of and to be approved by the Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties.

The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

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

4. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
5. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost. It shall be the developer's responsibility to obtain and submit with the Building Application, a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction. The photographic record shall be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works shall be deemed to be the responsibility of the developer and shall be repaired at the developer's cost.
6. Widening to the existing vehicle crossings must be constructed in accordance with standard drawing SD-1003 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the occupancy. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval.
7. Any driveway crossover work within Council's road reservation must be carried out by a Council-registered contractor. A road-opening permit from Council's Planning Services Program is required. An inspection fee is payable upon application. Any modifications to vehicular kerb crossing must include reinstatement of the footpath/nature strip and kerbing to match the existing environment.
8. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted with the Building Application for approval by Council's Development Engineer. The proposed driveway, access and parking must comply with the following:-
 - a) Be constructed to a sealed finish;
 - b) Provide six (6) clearly line-marked car parking spaces as provided in drawing A1 Rev 2 (P3) received by Council on 10 February 2017;

- c) The turning bay(s) to be provided must be marked, with clearly painted markings, as “No Parking”;
- d) All runoff from paved and driveway areas must be discharged into Council’s stormwater system;
- e) The gradient of any parking areas must not exceed 5%; and
- f) Minimum carriageway width is to be no less than 3.0 metres;

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council’s Development Engineer prior to the issuing of the Building Permit.

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

Advice: Council does not have any record of the stormwater connection to the site.

10. The development must comply with Council’s Stormwater Runoff Management Policy, where the Stormwater detention for a 1 in 20 year ARI storm event must be provided on site. Any system proposed to retain the required runoff storage volume must be detailed in an engineering design lodged and approved as part of the plumbing application, and to be designed, constructed and maintained to the satisfaction of Council’s Plumbing Surveyor.

Advice to Applicant

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

Engineering

- The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.
- All development applications that result in an increase in the impervious area of the site, and therefore the peak stormwater discharge rate must incorporate an On-Site Detention System (OSD) in accordance with Council Policy No 28-4. The proposed OSD must provide a runoff storage volume equivalent to the difference between the allowable site discharge and the anticipated maximum discharge over the period of the design storm. An OSD proposal must be submitted with the Plumbing Permit Application and detailed in a hydraulic design for assessment and approval by Council’s Plumbing Permit Authority. Water Sensitive Urban Design (WSUD) elements are encouraged.

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

Other Permits

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

APPENDIX 1**10.0 General Residential Zone**

Standard	Acceptable Solution	Proposed	Complies?
10.3 Use Standards			
10.3.1 Non-Residential Use	A1 Hours of operation must be within 8.00 am to 6.00 pm, except for office and administrative tasks or visitor accommodation.	Not applicable.	N/A
	A2 Noise emissions measured at the boundary of the site must not exceed the following: (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am; (c) 65dB(A) (LMax) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.	Not applicable.	N/A
	A3 External lighting must comply with all of the following: (a) be turned off between 6:00 pm and 8:00 am, except for security lighting;	Not applicable.	N/A

	(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.		
	A4 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of: (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive; (c) 9.00 am to 12 noon Saturdays; (d) nil on Sundays and Public Holidays.	Not applicable.	N/A
10.3.2 Visitor Accommodation	A1 Visitor accommodation must comply with all of the following: (a) is accommodated in existing buildings; (b) provides for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site; (c) has a floor area of no more than 160m ² .	Not applicable.	N/A
10.3.3 Local Shop	A1 A local shop must have a gross floor area no more than 200m ² .	Not applicable.	N/A
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings.	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 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.	Complies. The density would be 1 dwelling per 339m ² .	Yes

10.4.2 Setbacks and building envelopes for all dwellings:	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.	Complies. The proposal would be set back 3m from the secondary frontage.	Yes
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	Not applicable.	N/A

	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).	Complies. The proposal would be set back 2.7m from the north-west side boundary and 5m from the north-east side boundary.	Yes
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and	Complies. The site coverage would be 26%, each dwelling would have in excess of 60m private open space, and the site area free of impervious surface would be 41%.	Yes

	(b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.		
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and	Complies. All multiple dwellings would have in excess of the minimum requirement for private open space.	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 (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
10.4.4 Sunlight overshadowing of all dwelling	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	Complies. The proposed units have been designed on an angle of 30 degrees to the west of north on the north-west side.	Yes
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	Not applicable.	N/A

	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	Not applicable.	N/A
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).	Not applicable.	N/A
10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:	Complies. The decks would have a setback of a minimum 3.6m from the north-west side boundary.	Yes

	(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door:	Complies. There is one window for Unit 1 on the first floor closer than 3m, however this adjoins a footway to a reserve and complies with (b).	Yes

	(i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.		
	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 would include a windows (and glazed doorway) to a habitable room for Units 1 and 2 adjoining the shared parking area. Compliance would require a setback of 2.5m, or 1m with suitable screening.	Discretion. Refer to discussion in the report.
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or	Not applicable.	N/A

	(b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).		
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.	Complies.	Yes
10.5 Development Standards for Non-dwelling Buildings and Works			
10.5.1 Non-dwelling Development	A1 Non-dwelling development must comply with all of the following acceptable solutions as if it were a dwelling: (a) 10.4.2 A1 and A3; (b) 10.4.3 A1 (a) and (c); (c) 10.4.7 A1	Not applicable.	N/A

10.5.2 Non-residential Garages and Carports	A1 Non-residential garages and carports must comply with all of the following acceptable solutions as if they were ancillary to the dwelling: (a) 10.4.2 A2; (b) 10.4.5 A1.	Not applicable.	N/A
10.5.3 Outdoor Storage Areas	A1 Outdoor storage areas 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.	N/A

APPENDIX 2

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	6	Yes
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	N/A	
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	N/A	
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	N/A	

Standard	Acceptable Solution	Proposed	Complies?
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	Two as existing	
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (c) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	To be conditioned	
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Provided	Yes
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:	Provided	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.	Provided	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.	Sealed	Yea
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	N/A	
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.		
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following:	N/A	

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	N/A	
	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.		
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	N/A	
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.	Provided	

Standard	Acceptable Solution	Proposed	Complies?
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	N/A	
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Provided	

APPENDIX

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.	To existing connection	Yes
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m ² ; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	N/A	
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Existing system	
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Existing system	

Attachments/Annexures

- 1  24 First Avenue, West Moonah

7. PROPOSED USE AND DEVELOPMENT - DEVELOPMENT OF AN EARLY LEARNING CENTRE (EDUCATIONAL AND OCCASIONAL CARE) WITH ASSOCIATED WORKS - 2 CADBURY ROAD, CLAREMONT

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 1814882

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-021
<i>Applicant:</i>	M2 Architecture
<i>Owner:</i>	Department Of Education (Doe)
<i>Zone:</i>	Community Purpose and Environmental Management
<i>Use Class</i>	Educational and Occasional Care
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	E6.4 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>	28 Mar 2017
<i>Existing Land Use:</i>	Education and Occasional Care
<i>Proposal In Brief:</i>	Development of an Early Learning Centre (Educational and occasional care) with associated works.
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The application is for a new school building at Windermere Primary School, with new playground and car park. The building would be located centrally on site, to the west of the existing buildings and east of a sports oval at the front of the site. The car park would be located west of the proposed building, with access from an existing tuning loop (Fig. 1).

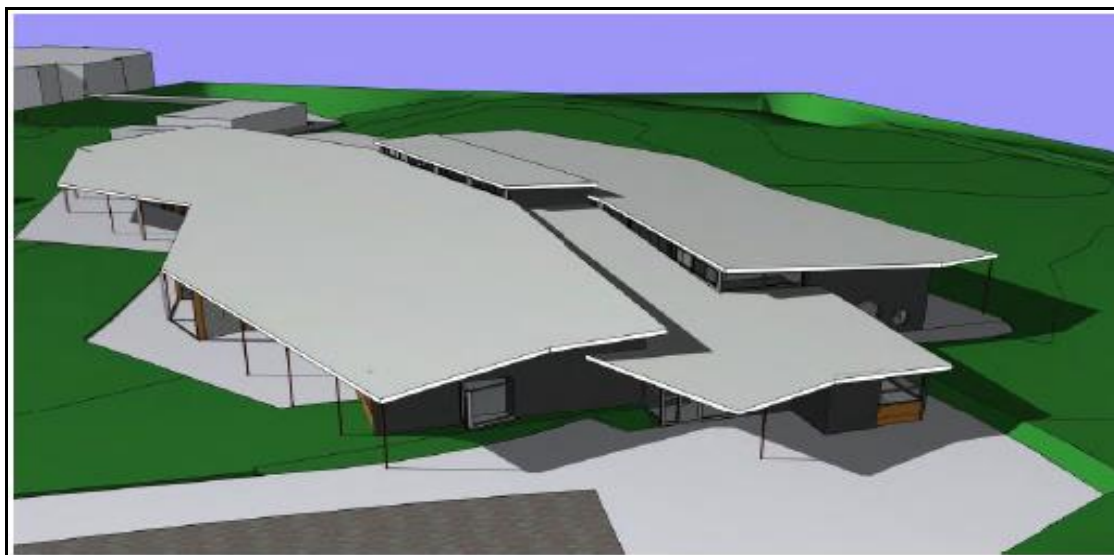


Figure 1: Proposal Plans – Aerial View – West - Public Entry - M2 Architecture

The proposed building would be a single storey structure with an elongated irregular shaped floor plan, which is covered with roof planes on various levels. Seven classrooms would be arranged on either side of a central corridor. The corridor would have a raised roof to allow for highlight windows. There would be additional rooms for a library hub, a store room and a staff room. Extensive glazing would be included on the long walls of the building, with lesser glazing on either end. All sides would have doors, with the main entrance designed on the western elevation. The building would be constructed from brick, clad with painted cement sheeting and capped with galvanised steel roofing. All materials would be in grey tones. The dimensions of the building would be approximately 62m long, 36m wide and 4.85m high. There would be concrete decks on the north and the south elevation with adjoining landscaped play grounds. The proposed car park is on the western side of the building, providing for twenty-five spaces. There would be also a pick up and drop off area adjacent to the school entrance, at the end of the car park, as well as bicycle racks.

The use of the building would be for an early learning centre, which is classed Educational and Occasional Care. Of the seven classrooms, six would be dedicated to prep and kinder and one room for a pre-school program called Launch-into-Learning. It is anticipated that there would be 70 to 100 additional students. There would be twenty three additional staff. The site has a current student population of 520, according to application documents. A site plan is shown in Figure 2 below.



Figure 2: Proposal Plans – Site Plan - M2 Architecture

SITE and LOCALITY

The subject property is known as 2 Cadbury Road, Claremont and is described in CT128552/2. The site is occupied by the Windermere Primary School. The site is located on the eastern side of Cadbury Road, at the Y-junction with Main Road and extends to the River Derwent at the rear. The property has a secondary access, off Falcon Road (Fig. 3).



Figure 3: Subject Site - Council Database 2016

The property has an irregular shape of 7.77ha and is reasonably level. The school buildings are located in the rear half of the property. There is an internal road with a turning loop leading to the buildings. Parking is provided at the side of the existing buildings, along the northern boundary, and in a second area branching off at the beginning of the turning loop. There are a total of one hundred and eleven parking spaces on site. A sports oval is at the front of the site adjacent to Claremont Road. At the school entrance, there is a roundabout with a heritage listed sign.

ZONE

The subject property lies within the Community Purpose Zone in light yellow. The property adjoins the Environmental Management Zone in teal at the rear and the General Residential Zone in red on either side (Fig. 4).

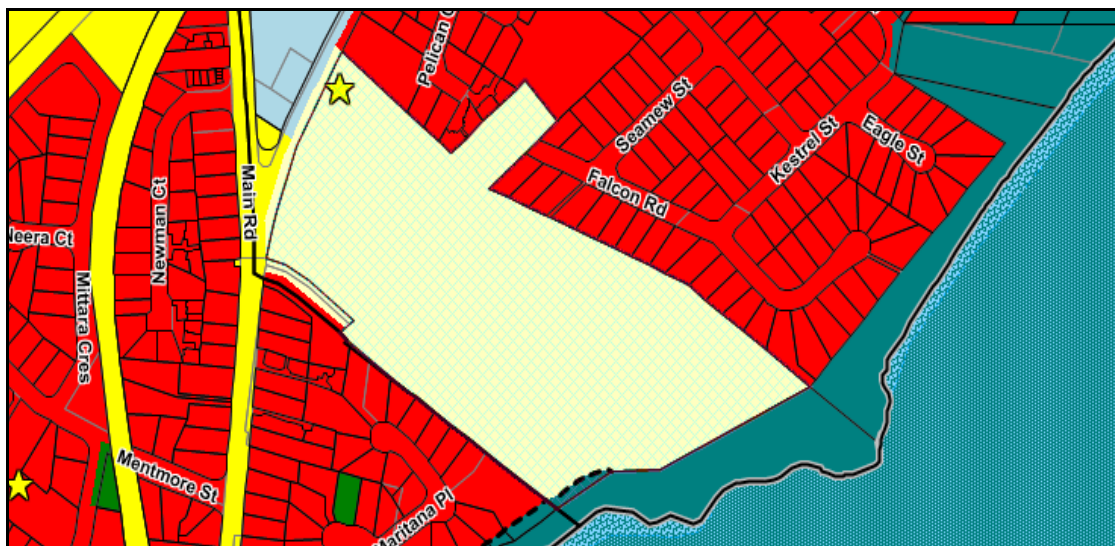


Figure 4: Zoning Map - GIPS 2015

BACKGROUND

Various permits have been granted for the site

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

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

- E6.0 Parking and Access Code
- E7.0 Stormwater Code

Use Class Description (Table 8.2):

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

Educational and occasional care

Use of land for educational or short-term care purposes. Examples include a childcare centre, day respite facility, employment training centre, kindergarten, primary school, secondary school and tertiary institution.

Other relevant definitions (Clause 4.1):

Nil.

8.8 Discretionary Use or Development

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

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

The proposal relies on a Performance Criteria because it does not meet the following acceptable solution:

- E6.4 Number of car parking spaces

Part C: Special Provisions

Nil.

Part D: Zones

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

Zone Purpose Statements

The zone purpose statements are contained in clause 17.1 of the Scheme and are as follows:

- To provide for key community facilities and services where those facilities and services are not appropriate for inclusion as an associated activity within another zone.
- To ensure land required for future public use is protected from inappropriate use or development.
- To encourage multi-purpose, flexible and adaptable social infrastructure to respond to changing and emerging community needs.

Comment

The proposal is for a school building, which would be a key community facility. The use is *permitted* and is therefore a preferred use in this zone. As such, the proposal meets the above objectives.

Use Table

The use of Educational and Occasional Care is *permitted* within the Community Purpose Zone.

Use Standards

There are standards in regards to Hours of Operations, Noise, External Lighting and Commercial Vehicle Movements in clause 23.2 Use Standards. The proposal is in connection with an existing school that operates during normal school hours and is not expected to generate excessive noise. Therefore, it is considered that the use is in accordance with the relevant use standards.

Development Standards for Buildings or Works

The proposal is in accordance with all development standards as demonstrated in the attached appendix.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

The parking requirement is set out in Table 6.2.1 Number of Car Parking Spaces where the requirements are as follows:

Use Class: Educational and Occasional Care

Childcare centre	0.25	for each child the centre is licensed to accommodate
Primary school	0.67	for each employee and a pick up and set down area with 1 space for each 30 students

The proposal provides for a new parking area with 25 car parking spaces. The proposed building would be staffed by 23 full time employees, according to a submitted Traffic Engineering Report and would have between 70 and 100 students.

The application states that there are 111 existing parking spaces on site, 54 spaces adjacent to the administration building and 57 spaces in the staff car park adjacent to Falcon Road.

There are 520 existing students with an expected increase of 70 to 100 additional students. It is proposed that six of the seven rooms would be for prep and kinder and one room for a preschool programme called Launch-into Learning.

There are currently 0.46 parking spaces per student where there are 111 spaces for 520 students.

Assuming that there would be 70 new students, 10 for each of the seven classrooms, of which 10 students would be pre-schoolers, the requirement would be 50 spaces. If there would be another 30 students then the requirement would be 70 spaces. The calculations are based on 46.9 spaces for the kinder and prep students, plus 2.5 spaces for the pre-schoolers. The rate would be 0.4 spaces per student, if there were 100 students.

Given that 25 spaces would be provided, there would be a shortfall. There are no surplus spaces from the existing school.

The engineering report submitted with the application, calculated the requirement at 25 spaces based on the assumption that the children would be pre Grade 1 students and therefore not in primary school.

The Scheme requirement only distinguishes between a child care centre and primary school. The building would not be used for a childcare centre, although it is acknowledged that kindergarten students would not be attending full time school but prep students would. Two classrooms would be for prep students, four for kinder students and one for a preschool program. Therefore, there could be justification based on school hours, although technically there would be a shortfall. As such, the proposal relies on the Performance Criteria as follows:

E6.6.1 – P1 Number of Car Parking Spaces

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

- (a) *car parking demand;*
- (b) *the availability of on-street and public car parking in the locality;*
- (c) *the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) *the availability and likely use of other modes of transport;*
- (e) *the availability and suitability of alternative arrangements for car parking provision;*

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

It is considered that the proposal meets the above criteria, in particular in regards to demand generated. The Traffic Engineering Report calculated a reduced parking space number based on kindergarten students and pre-schoolers that are not attending full time, so that they are picked up earlier than older students. In addition, it is proposed to have some spaces dedicated for pick-up and drop off on a 15 Min time limit. It is also assumed in the report, that there will be multipurpose trips with more than one child attending the school, therefore also reducing parking demand that might be larger if there was a free standing centre in comparison. The existing rate on site is 0.46 spaces; the proposed rate is 0.4 spaces. There does not appear to be any problems with the current rate of parking provision. The proposed rate is only marginally less.

The school does not have any surplus parking, but it appears it has existing traffic management in place in consultation with the Council. Cash-in lieu is not applicable as there is no parking plan for the area. There is public transport available near the entrance at Cadbury Road for staff and parents, as children would be too young to travel independently.

The application was referred to Councils' Development Technical Officer, who did not raise any issues.

E11.0 Waterway and Coastal Protection Code

The Waterway and Coastal Protection Code overlay covers a small portion of the property at the rear, but lies outside the building area (Fig. 5).



Figure 5: Waterway and Coastal Protection overlay - GIPS 215

E13.0 Historic Heritage Code

A portion of the property is heritage listed for a sign and is defined as follows:

“All that part of the land within a 6m radius from the centre of the Claremont High School Sign”

The building area lies outside the above area, which is located at the beginning of the internal road.

E16.0 Coastal Erosion Hazard

The Coastal Erosion Hazard overlay covers a small portion of the property at the rear, but lies outside the building area (Fig. 6).

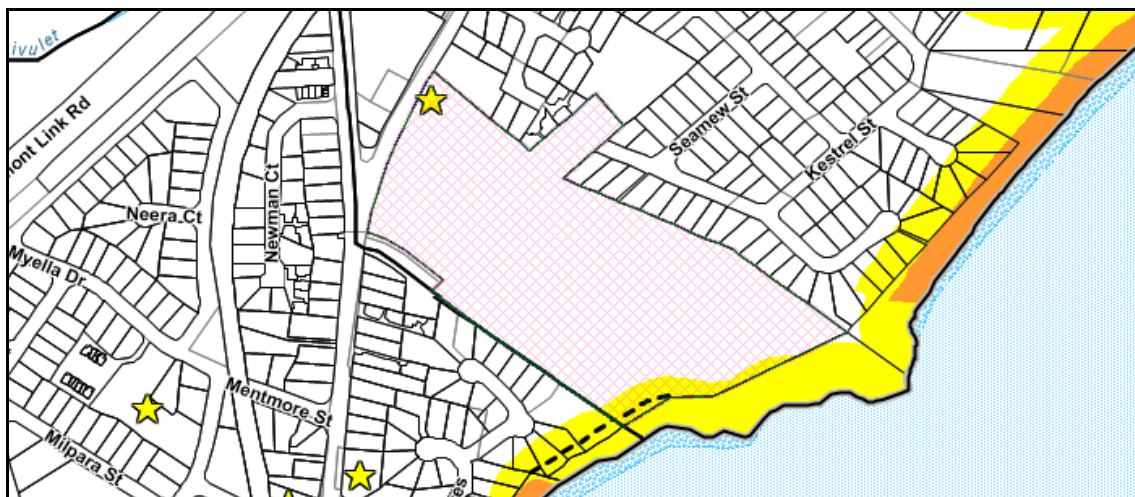


Figure 6: Coastal Erosion Overlay - GIPS 2015

E7.0 Stormwater Management Code

The proposal can meet all Acceptable Solutions as demonstrated in the attached appendix to the satisfaction of the Development Technical Officer. For further comments please refer to the engineering assessment later in the report.

PART F: Specific Area Plans

Nil.

INTERNAL REFERRALS**Development Engineer*****E6.0 Parking and Access Code***

This code applies to all use and development.

Twenty five (25) car parking spaces are proposed to be provided. The applicant provided a Traffic Engineering Report that addressed the requirements of the Scheme and other traffic engineering issues. The engineering report concluded and Council's Traffic Engineer agreed that 25 parking spaces are adequate to satisfy the parking demand of the proposed development as required by the Glenorchy Interim Planning Scheme 2015. The report also recommended a minor modification to the kerb in the vicinity of the access to prevent parking in the pickup/drop-off area.

An accessible staff car parking space is proposed to be conditioned based on the rate required by the Building Code of Australia in accordance with the Glenorchy Interim Planning Scheme 2015.

In accordance with table E6.2 of the Glenorchy Interim Planning Scheme 2015 (GIPS), one medium to high security bicycle parking facility (locked compound with communal access using duplicate keys or fully enclosed individual locker) based on 23 possible staff members is required to be provided and proposed to be conditioned.

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 required to be provided under Glenorchy Interim Planning Scheme 2015 Clause E7.1 A2. It is recommended a condition of approval that plans be approved by Councils Development Engineer and to be provided prior to use. Certification from a registered professional engineer must 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 issues identified through Council records that affect this application.

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

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

E15.0 Inundation Prone Areas Code

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

EXTERNAL REFERRALS**TasWater**

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

REPRESENTATIONS

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

CONCLUSION

The application is for a new school building at Windermere Primary School for the purpose of an early learning centre. The building would house four kindergarten rooms, two prep student rooms and a room for a preschool program. The use is classified Educational and Occasional Care, which is a *permitted* use within the Community Purpose Zone. However, the application is *discretionary* as it relies on the Performance Criteria in relation to the number of car parking spaces provided. There is some difficulty with the calculations. Firstly, there is a range of student numbers rather than a fixed number. Second, it appears that consultants relied on a different method of calculating the parking demand based on the NSW RTA Guide rather than the planning scheme. It appears that the guide has the same rate for a childcare centre and for pre-schoolers, whilst the Scheme makes a distinction. This resulted in the calculations being based on a childcare centre. Nevertheless, the parking space numbers were justified on the circumstances of the site and were therefore considered to meet the Performance Criteria.

Recommendation:

That a permit be granted for the proposed use and development of Development of an Early Learning Centre (Educational and occasional care) with associated works at 2 Cadbury Road, Claremont subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-021 and Drawing No. P1 submitted on 08/02/17, 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. Additional parking spaces must be provided when the enrolled student population exceeds 620 students. Any additional car parking area must be separately approved.
4. External lighting, other than flood lighting of sport and recreation facilities, must comply with all of the following:
 - (a) be turned off between 9:00 pm and 6:00 am, except for security lighting;
 - (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.
5. Mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar must be screened from view from the street and other public spaces;

Engineering

6. A minimum of 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, securely fixed wheel stops or kerbing must be provided to the satisfaction of Council to prevent damage to fences or landscaped areas.
7. In addition to the above, a minimum of one (1) of the 25 car parking spaces must be provided prior to use, generally as shown on the Site Plan submitted with the development application 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.
8. Driveways, car parking and turning areas must be constructed and sealed with an approved surface treatment prior to use. All runoff from paved and driveway areas must be retained within site boundaries and discharged into Council's stormwater system. Construction details must generally be in accordance with Council's standard requirements.

9. A minimum of one (1) bicycle parking space shall be provided within fully enclosed individual locker or locked compound with communal access using duplicate keys and be located in close proximity to the main entrance/exit prior to use. The space/s shall be clearly marked (delineated) and be in accordance with Australian Standard AS/NZS 2890.3 - 2004 Off-Street Parking.
10. In accordance with the Glenorchy Interim Planning Scheme 2015: Stormwater Management Code, to meet acceptable stormwater quality, water sensitive urban design principles for the treatment of stormwater discharging from the development such measures must be incorporated into the development and plans approved by Councils Development Engineer, prior to construction. Certification from a registered professional engineer must be provided prior to use, that landscaping and the stormwater treatment system has been constructed in accordance with the approved plans.
11. The kerb at the entry to the carpark shall be widened ("blistered") to prevent parking in the vicinity of the access within the pickup/drop-off area.
12. Lighting must be provided for the carpark 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.

Advice to Applicant

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

Other Permits

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

APPENDIX**17.0 Community Purpose Zone**

Standard	Acceptable Solution	Proposed	Complies?
17.3 Use Standards			
17.3.1 Hours of Operation	A1 Hours of operation must be within: (a) 8.00 am to 8.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 6.00 Saturdays; (c) 10.00am to 5.00pm Sundays and Public Holidays; except for office and administrative tasks.	School Hours	NA

Standard	Acceptable Solution	Proposed	Complies?
17.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am; (c) 65dB(A) (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.	This is not a noise generating use	NA
	A2 External amplified loud speakers or music must not be used within 50 m of a residential zone, except if a school system used for school announcements.	School system	Yes
17.3.3 External Lighting	A1 External lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must comply with all of the following: (a) be turned off between 9:00 pm and 6:00 am, except for security lighting;	Condition	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.		
	A2 Flood lighting of sport and recreation facilities within 200 m of a residential zone must not subject nearby residential lots to obtrusive light, as defined in AS 4282-1997-1.4.7.	Not proposed	NA
17.3.4 Commercial Movements Vehicle	A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 7.00 am to 6.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 5 pm Saturdays (c) 10.00 am to 12 noon Sundays and Public Holidays.	Existing garbage collecting arrangements	NA
17.3.5 Discretionary Use	A1 No Acceptable Solution		NA
17.4 Development Standards for Buildings and Works			
17.4.1 Building Height	A1 Building height must not be more than: 10m.	4.85m	Yes
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.		
17.4.2 Setback	A1 Building setback from frontage must be must be no less than:	Well in excess of 5m	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) 5m; or (b) the alignment of adjoining buildings; whichever is the lesser.		
	A2 Building setback from a residential zone must be no less than: (a) 3 m; (b) half the height of the wall, whichever is the greater.	Min 40m	Yes
	A3 Building setback for buildings for sensitive use must comply with all of the following: (a) be sufficient to provide a separation distance from land zoned Rural Resource no less than 100 m; (b) be sufficient to provide a separation distance from land zoned Significant Agriculture no less than 200 m.		NA
17.4.3 Design	A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade;	(a) The main entrance is on the western side facing the road and the car park. (b) More than 40% (c) Blank wall less than 50% (d) Condition to screen mechanical plant (e) No rooftop services proposed (f) No awnings required (g) No security shutters proposed	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots; (g) not include security shutters over windows or doors with a frontage to a street or public place.		
	A2 Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.	All walls will be coloured with light reflectance less 40%	Yes
17.4.4 Passive Surveillance	A1 Buildings design must complying 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;	(a) Entrance is facing road (b) Windows more than 40% (c) Windows and door openings more than 30% (d) Engineering condition for car park lighting	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park.		
17.4.5 Landscaping	A1 Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has nil setback to frontage.	Landscaping will be provided in proximity to the building. Existing arrangements at the frontage will not change.	Yes
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2 m.	Landscaping will be provided when viewed from a residential zone, although at a greater distance than 2m. Existing arrangements at the boundary will not be affected by the proposal.	Yes
17.4.6 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.	Existing service areas will be used	NA

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: (d) 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.	25 Proposed	Discretion see report
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	1	Yes
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Not an applicable standard	
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Conditioned	Yes

Standard	Acceptable Solution	Proposed	Complies?
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.		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.		Yes
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (b) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Not an applicable standard	
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.		Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	Layout complies with AS/NZS 2890.1	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	Yes
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	Yes
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (b) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of 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 an applicable standard	Yes
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following;	Conditioned	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
	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.		
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not an applicable standard	
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not an applicable standard	
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 an applicable standard	
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

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

Monday, 27 March 2017

Glenorchy Planning Authority Meeting Agenda

Standard	Acceptable Solution	Proposed	Complies?
	(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.		

Attachments/Annexures

- 1  2 Cadbury Road, Claremont

8. PROPOSED USE AND DEVELOPMENT - CHANGE OF USE TO FOOD SERVICE (TAKE-AWAY FOOD PREMISES) RELYING ON PERFORMANCE CRITERIA - 385A MAIN ROAD, GLENORCHY

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 1879926

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-022
<i>Applicant:</i>	Bento Franchising
<i>Owner:</i>	S R Crean and B R Crean
<i>Zone:</i>	Central Business
<i>Use Class</i>	Food Services
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	E6.4 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>	31 Mar 2017
<i>Existing Land Use:</i>	Business and Professional Services
<i>Proposal In Brief:</i>	Change of Use to Food Service (take-away food premises) relying on performance criteria
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The application proposes a change of use of an existing building from a bank to a restaurant, which falls under the use class Food Services. The change of use requires a complete internal refurbishment to create a commercial kitchen and restaurant seating areas, as well as store rooms. It is proposed to utilise an existing carpark at the rear of the building (Fig. 1).

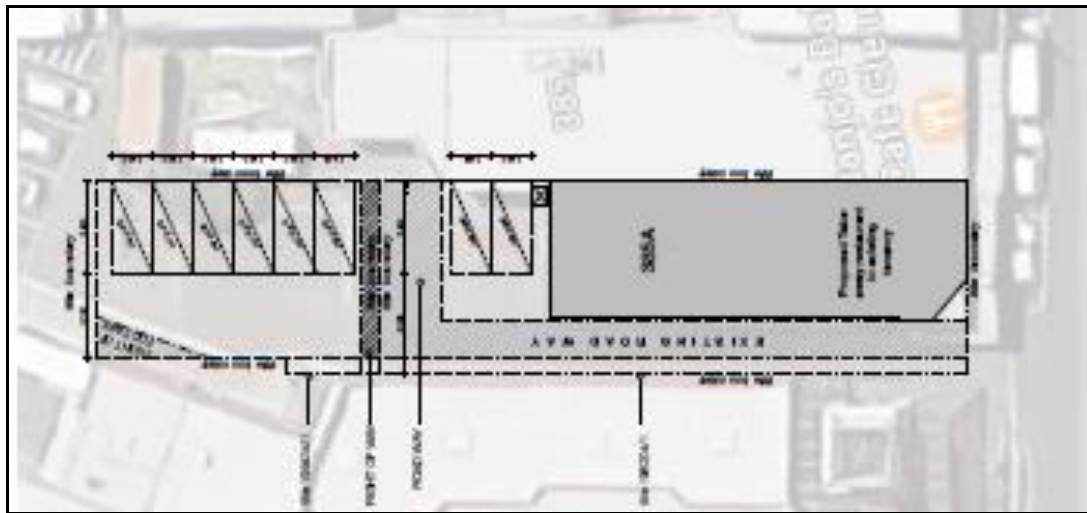


Figure 1: Proposal Plan - Cumulus Studio

SITE and LOCALITY

The subject site is known as 385A Main Road, Glenorchy and comprises two titles as described in CT198204/1 and CT199434/1.



Figure 2: Subject Site – Council Database 2016

The property is adjacent to Northgate Shopping Centre in the Glenorchy CBD. A large building occupies the site. There is a laneway at the western side of the property leading to the Northgate car park. This laneway is marked as a roadway on the title of the property at the front, but not on the second title. The remainder of the land is a parking area. There is no vehicular access through to the Northgate car park.

ZONE

The subject property is located within the Central Business Zone in medium blue, which adjoins the Utilities Zone in yellow (Fig. 2).



Figure 2: Zoning Map – GIPS 2015

BACKGROUND

The following permit was granted for the site:

- PLN-03-02152 - Change of Use to Business Premises plus external & internal alterations – Approved 26/11/03

This permit allowed for eight spaces, two new and a credit for six spaces.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

Nil

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

F9 Glenorchy Activity Centre Urban Design Specific Area Plan applies to the site. However, the Specific Area Plan (SAP) doesn't apply to the assessment of the application because the proposal is a change of use with no external alterations (development) and the provisions of the SAP are applicable to development only.

The following codes apply and prevail over the relevant Zone provisions if there is any conflict.

- E6.0 Parking and Access Code

Use Class Description (Table 8.2):

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

Food services

Use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.

Other relevant definitions (Clause 4.1):

Nil.

8.8 Discretionary Use or Development

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

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

The proposal relies on the Performance Criteria because it does not meet the following acceptable solutions:

- E6.4 Number of car parking spaces

Part C: Special Provisions

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

Nil.

Part D: Zones

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

Zone Purpose Statements

The intent of the zone is set out in clause 22.1 as follows:

- To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.
- To maintain and strengthen the principal activity centre providing for a wide range of services and facilities to serve the surrounding subregion, with a strong focus on the retail and commercial sector.
- To facilitate high density residential development and visitor accommodation within the activity centre above ground level and surrounding the core commercial activity centre.
- o ensure development is highly accessible by public transport, walking and cycling.
- o maintain and strengthen Hobart's Central Business District and immediate surrounds including, the waterfront, as the primary activity centre for Tasmania, the Southern Region and the Greater Hobart metropolitan area with a comprehensive range of and highest order of retail, commercial, administrative, community, cultural, employment areas and nodes, and entertainment activities provided.
- T provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.
- To facilitate high density residential development and visitor accommodation within the activity centre above ground floor level and surrounding the core commercial activity centre.

Comment

It is considered that the proposal accords with the above intent. The use for a Food Service is a *permitted* use within the zone and is therefore a preferred use. In addition, Council has a plan for revitalisation of the Glenorchy CBD area. One of the key objectives for the Glenorchy CBD Revitalisation Project is to improve pedestrian amenity and safety in the CBD, which is also in accordance with the above objectives.

Use Table

The use of Food Service is *permitted* within the Central Business Zone in Table 22.2 Use Table.

Use Standards

The site is at least 165m from the nearest residential zone, so that the use standards are not applicable, except for noise. However, the use is not expected to be noise generating outside the standard.

Development Standards for Buildings or Works

There are no external works proposed. The standard is therefore not applicable.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

It is proposed to provide four staff car parking spaces at the request of Council's Transport Engineer. The proposal plans show eight car parking spaces of which not all are workable, according to Council's Development Technical Officer. The Transport Engineer's comments can be found later in this report, but in short there is a conflict with pedestrian safety so that a reduced number of spaces were negotiated.

In addition, the application was accompanied by a Traffic Impact Statement that calculated the demand generated at seven spaces, given the location where people walk and given the experience with another Bento Franchise in the Moonah CBD.

The Scheme requirement is set out in Table E6.1 Number of Car parking Spaces as follows:

Use Class: <u>Food services</u>		
Restaurant	15	for each 100m ² of floor area or 1 space for each 3 seats, whichever is the greater.

The restaurant would have a floor area of 160m² and there would be twenty-six seats, which would require twenty-four spaces based on floor area. Given that Council's preference is for four spaces, the proposal does not meet the Acceptable Solution in E6.6.1 A1 and therefore relies on the Performance Criteria in E6.6.1 as follows:

E6.6.1 – P1 Number of Car Parking Spaces

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

- (a) *car parking demand;*
- (b) *the availability of on-street and public car parking in the locality;*
- (c) *the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) *the availability and likely use of other modes of transport;*

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

Comment

The Transport Engineer is satisfied that the shortfall can be accommodated in the surrounding area, as there is alternative parking available and public transport in close proximity. To avoid traffic and pedestrian conflict, a reduction in the number of parking spaces is favoured by Council's Traffic Engineer. Whilst pedestrian safety is not listed in the above objectives, it nevertheless must be a priority and can be considered through the objective of the Central Business Zone which requires the provision of a safe environment for workers, residents and visitors. Therefore, it is considered that the proposal meets the above objectives.

E17.0 Signs Code

The proposal includes the re-badging of an existing awning sign and two window signs to two individual windows. The proposed signs are assessed as exempt from assessment, as the signs satisfy the exemption requirements of the code, E17.4.

PART F: Specific Area Plans

Nil.

INTERNAL REFERRALS

Traffic Engineer

Following our meeting with the land owner of 385A Main Road, Glenorchy, below are the comments from a traffic point of view for use in your report to GPA:

'Council has a plan for revitalisation of the Glenorchy CBD area. One of the key objectives for the Glenorchy CBD Revitalisation Project is to improve pedestrian amenity and safety in the CBD. While the proposed development at 385A Main Road, Glenorchy, is located within the scope of this project, there is an opportunity to consider options that may assist to work towards/achieve that goal through the current development application that is in for this property.'

It should be noted that the proposed development is the only property with driveway access directly onto Main Road between Barry and Terry Streets and ideally the best outcome for pedestrians in the area (and to reduce traffic on Main Road) would be if it was closed off completely. However, it is understood that this would be difficult to implement because there is land at the rear and side of this property that have access over this properties title. Therefore, it is proposed that the parking requirements for the proposed development to be reduced so that only four car parks are provided. These four car parks should also be restricted to employees only in order to keep the vehicle movements in and out of the site low.'

Development Engineer

The application is for change of use to food service.

E6.0 Parking and Access Code

This code applies to all use and development.

The car parking area at the rear of the existing development is accessed via a shared access strip, mainly used by pedestrians. Due to the planned revitalisation project of this area, with a focus on improving pedestrian amenity and access to car parking conflicting with this access strip/pedestrian laneway, it is recommended relaxing the car parking demand to 4 car parking spaces to be used by staff only to minimise vehicle movements in and out of the site. Councils Transport Engineer has provided further justification on the recommended reduction in car parking in a separate report. Council officers consulted with the applicant and owner of the property and the preferred car parking requirement is considered adequate to satisfy the parking requirement of the Glenorchy Interim Planning Scheme 2015.

An accessible staff car parking space is proposed to be conditioned based on the rate required by the Building Code of Australia for a class 6 building (shop for the sale of goods direct to public) in accordance with the Glenorchy Interim Planning Scheme 2015.

In accordance with table E6.2 of the Glenorchy Interim Planning Scheme 2015 (GIPS), two medium to high security bicycle parking facilities (locked compounds with communal access using duplicate keys or fully enclosed individual lockers) are required to be provided and proposed to be conditioned.

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.

Other***E3.0 Landslide Code***

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

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

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

E15.0 Inundation Prone Areas Code

The site is within an area which could potentially be affected by extreme flooding of Humphrey's Rivulet. Flood mapping of the catchment indicates that for a 1 in 100 year flood the property may be subject up to 100mm inundation. An advice clause is suggested, considering there is no development proposed.

Environmental Health Officer

This application is located in a central business zone that is approximately 165 metres to the nearest residential zone. Based on the distance to the nearest residential zone, this development complies with acceptable solutions A1 22.3.1 (hours of operation), A1 22.3.2 (noise), and A1 22.3.4 (commercial vehicle movements).

This development includes the fit out of a new food business. To assist the applicant, advice has been provided regarding the formal approval of floor plans.

EXTERNAL REFERRALS**TasWater**

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

REPRESENTATIONS

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

This issue is not a planning issue that can be considered as part of this application.

CONCLUSION

The application is for a change of use to Food Service within the Central Business Zone. The use is *permitted* within the zone, but the application is *discretionary* as it relies on the Performance Criteria with regards to the number of car parking spaces. The proposal would provide for four staff car parking spaces at the Transport Engineer's request to avoid a pedestrian conflict. The application does not raise any other issues and there were no representations received.

Recommendation:

That a permit be granted for the proposed use and development of Change of Use to Food Service (take-away food premises) relying on performance criteria at 385A Main Road, Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-022 and Drawing No. P1 submitted on 14/02/17, 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.

Engineering

3. Four (4) clearly marked car parking spaces must be provided prior to use and kept available for these purposes at all times. Car parking spaces, manoeuvring areas and aisles must be provided in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking. In areas set aside for car parking, securely fixed wheel stops or kerbing must be provided to the satisfaction of Council to prevent damage to fences or landscaped areas.
4. In addition to the above, a minimum of one (1) of the four (4) car parking spaces must be provided, prior to use, for the exclusive use of persons with a disability and kept available for these purposes at all times. This car space must be provided in accordance with Australian Standard AS 2890.6 – 2009 Off-Street Parking for persons with a disability.
5. The Four (4) car parking spaces must be clearly delineated prior to use, with signage to the approval of Council's Development Engineer as "Staff Parking Only".
6. Two (2) bicycle parking spaces shall be provided within fully enclosed individual lockers or locked compounds with communal access using duplicate keys and be located in close proximity to the main entrance/exit prior to use. The spaces shall be clearly marked (delineated) and be in accordance with Australian Standard AS/NZS 2890.3 - 2004 Off-Street Parking.

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

Advice to Applicant:

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

Environmental Health

The proponent's Building Surveyor must forward copies of the following documents to the Senior Environmental Health Officer prior to any works being undertaken on site (including the installation of fixtures and fittings) that relate to the proposed food premises:

- (a) a request in an approved form (Form 42) for an Environmental Health Officer report;
- (b) any relevant drawings, specifications or other documents submitted with the application; and
- (c) details provided by the owner of the nature of the foods to be prepared, handled, stored or sold and the types of manufacturing processes to be undertaken on the premise.

Council's Senior Environmental Health Officer may require the premises to meet equipment and fit out specifications which exceed those required by the National Construction Code 2016, before the premises can be registered and the food business licensed pursuant to the Food Act 2003.

Flood Prone Area

The site is within an area which could potentially be affected by extreme flooding of Humphrey's Rivulet. Flood mapping of the catchment indicates that for a 1 in 100 year flood the property may be subject up to 100mm inundation.

Other Permits

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

APPENDIX**22.0 Central Business Zone**

Standard	Acceptable Solution	Proposed	Complies?
22.3 Use Standards			
22.3.1 Hours of Operation	A1 Hours of operation of a use within 50 m of a residential zone must be within: (a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive; (b) 7.00 am to 9.00 pm Sundays and Public Holidays. except for office and administrative tasks.	Not within 50m	NA
22.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (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.	Not noise generating activity	Yes

Standard	Acceptable Solution	Proposed	Complies?
	Noise levels are to be averaged over a 15 minute time interval.		
22.3.3 External Lighting	A1 External lighting within 50 m of a residential zone must comply with all of the following: (a) be turned off between 11:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.	Not within 50m	NA
22.3.4 Commercial Movements Vehicle	A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive; (b) 7.00 am to 9.00 pm Sundays and public holidays.	Not within 50m	NA

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: (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.	4 recommended by Council.	Discretion see report
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	Conditioned	Yes
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		
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

Standard	Acceptable Solution	Proposed	Complies?
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.		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.		Yes
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		Yes
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.	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.	Not an applicable standard	Yes
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 an applicable standard	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 an applicable standard	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	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.		
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not an applicable standard	N/A
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not an applicable standard	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.		Yes

Monday, 27 March 2017

Glenorchy Planning Authority Meeting Agenda

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.		Yes

Attachments/Annexures

- 1  385A Main Road, Glenorchy

9. PROPOSED USE AND DEVELOPMENT - CHANGE OF USE TO BUSINESS AND PROFESSIONAL SERVICES (VETERINARY CENTRE) AND SIGNAGE RELYING ON PERFORMANCE CRITERIA - 37 DERWENT PARK ROAD, MOONAH

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 1711728

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-023
<i>Applicant:</i>	After Hours Veterinary Emergency Centre (AHVEC)
<i>Owner:</i>	Barry Management Pty Ltd
<i>Zone:</i>	Commercial
<i>Use Class</i>	Business and Professional Services
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	23.2 Use Table E6.4 Number of car parking spaces E17.7.1 A1 Standards for Signs (more than 2m²) E17.7.1 A2 Standards for Signs (more than 1 per frontage) (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	01 Apr 2017
<i>Existing Land Use:</i>	Showroom/Warehouse
<i>Proposal In Brief:</i>	Change of Use to Business and Professional Services (veterinary centre) and signage relying on performance criteria
<i>Representations:</i>	0

Recommendation:	Approval, subject to conditions
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REPORT IN DETAIL:

PROPOSAL

The application proposes to convert an existing showroom/warehouse into an after-hours veterinary clinic. The use falls within the use class of Business and Professional Services. The conversion would require internal alterations to accommodate the new use. There would be a reception, various consulting rooms, treatment area, radiology, room and laundry and staff room. The business would operate from 6:00pm to 8:00am Monday to Friday and 24 hours on the weekend and public holidays. The business would employ 15 full-time equivalent staff. There would be two veterinarians and four veterinarian nurses during weekends and public holidays, and one veterinarian and two veterinarian nurses for overnight shifts. The proposal includes provision for nine car parking spaces. There would be new signage as part of the proposal. The signage includes three wall signs and a pole sign in red with white lettering for the logo AHVEC. The application is discretionary for the use, number of car parking spaces and signage (Fig. 1).

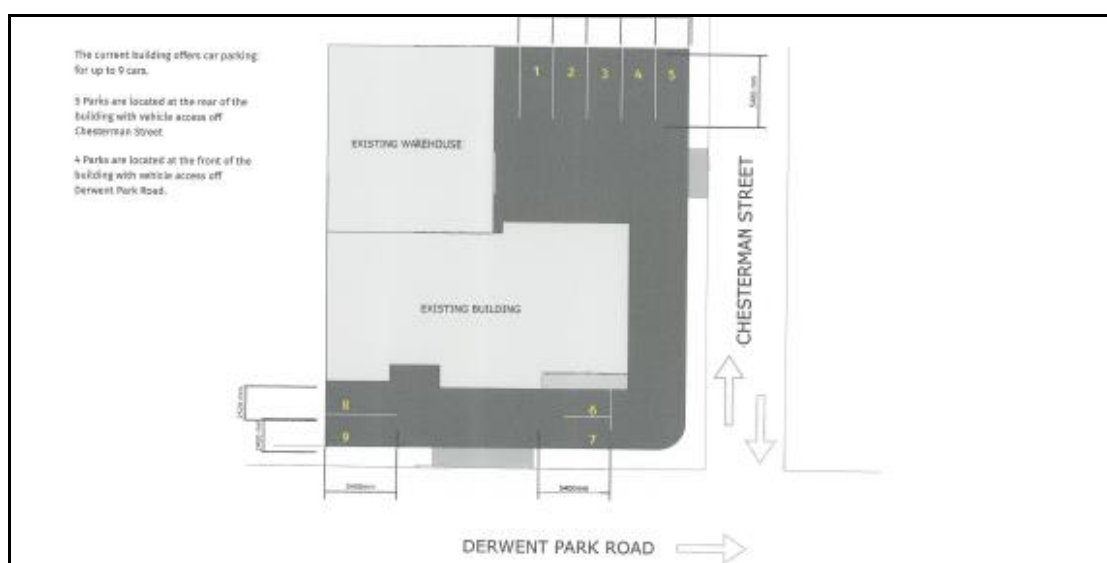


Figure 1: Proposal Plan - Spaceman

SITE and LOCALITY

The subject site is located at the southeast corner of the T-junction of Derwent Park Road and Chesterman Street. The property is known as 37 Derwent Park Road and is described in CT 228022/1. The property has a rectangular shape, is near level and has an area of 845m². The property is occupied by an L-shaped building containing a warehouse with a showroom. There is existing parking adjacent to Derwent Park Road, as well as at the rear of the building.

There are existing accesses both from Derwent Park Road and from Chesterman Street. Neighbouring properties include a tyre warehouse and an engineering and hydraulic supplies business. The nearest residential zone is 130m away. The site is shown in Figure 2.



Figure 2: Subject Site – Council Database 2016

ZONE

The subject property lies within the Commercial Zone in medium state blue and adjoins the light Industrial Zone in fuchsia at the rear as shown in Figure 3 below (Fig. 3).

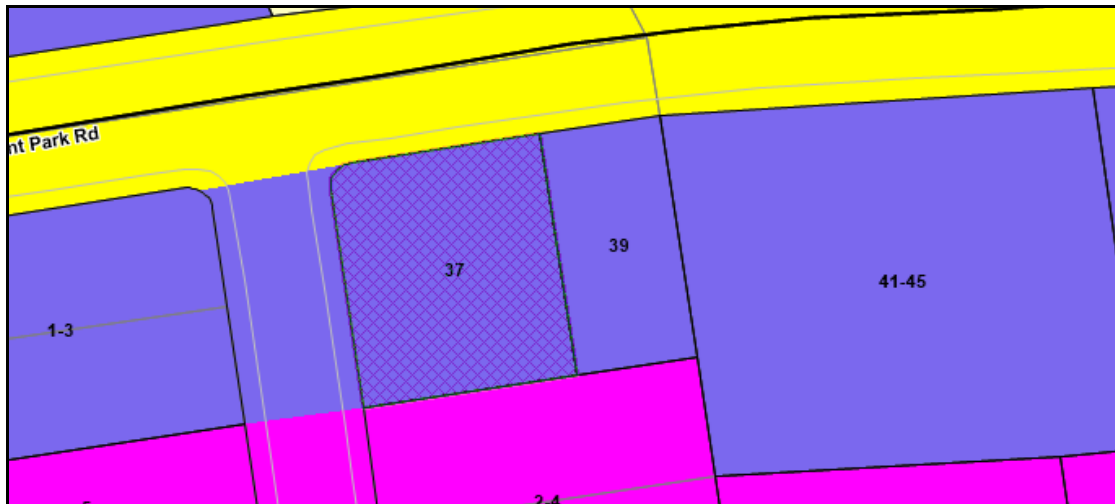


Figure 3 Zoning Map – GIPS 2015

BACKGROUND

Various permits have been granted for the site. The latest permit is relevant and was as follows:

- DA281-95 Showroom/Warehouse – Approved 20/12/1995
This permit required an additional three parking spaces in addition to an existing six spaces, totalling nine spaces on site. The endorsed plans show a pole sign.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

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

- E6.0 Parking and Access Code
- E17.0 Signage Code

Use Class Description (Table 8.2):

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

Business and Professional Services

Use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, travel agency and veterinary centre.

Other relevant definitions (Clause 4.1):

Veterinary Centre

Means land used to:

- diagnose animal diseases or disorders;

- (b) surgically or medically treat animals; or
- (c) prevent animal diseases or disorders, and includes keeping animals on the premises for those purposes.

8.8 Discretionary Use or Development

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

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

The proposal relies on the Performance Criteria because it does not meet the following Acceptable Solutions:

- 23.2 Use Table
- E6.4 Number of car parking spaces
- E17.7.1 P1 Standards for Signs (more than 2m²)
- E17.7.1 P2 Standards for Signs (more than 1 per frontage)

Part C: Special Provisions

Nil.

Part D: Zones

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

Zone Purpose Statements

The intent of the zone is set out in clause 23.1 of the Scheme and is as follows:

To provide for large floor areas for retailing and service industries.

- To provide for a mix of activities that cannot be accommodated in other Activity Centres and does not compromise the viability of those Centres.
- To provide for development that requires high levels of vehicle access and car parking for customers.

Comment

It is considered that the proposed use would be appropriately located at this site, because the business would operate after hours so that there would be no conflict with neighbouring properties.

Use Table

The use of Business and Professional Services is *discretionary* within the Commercial Zone, as it does not meet the qualification to be a *permitted* use. The building is larger than 400m² (430m²) and not within 400m of a Central Business Zone.

Use Standards

The location of the use is greater than 50m away from any residential zone and would not be overly noise generating. Therefore the use accords with all the Acceptable Solutions of the use standards. Nevertheless, a condition is recommended to restrict noise emissions.

Development Standards for Buildings or Works

There is no development proposed so that these standards are not applicable.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

The car parking requirement is set out in Table E6.1 Number of Car parking Spaces required and is as follows:

Use Class: Business and professional services

Veterinary centre	3.5	for each 100m ² floor area
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The floor area of the building, minus deductible areas, is approximately 400m². Therefore, 14 parking spaces would be required. There would be nine spaces provided which results in a shortfall of five spaces.

As such, the proposal does not meet the Acceptable Solution in E6.6.1 A1 and therefore relies on the Performance Criteria in E6.6.1 as follows:

E6.6.1 – P1 Number of Car Parking Spaces

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

- (a) *car parking demand;*
- (b) *the availability of on-street and public car parking in the locality;*
- (c) *the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) *the availability and likely use of other modes of transport;*
- (e) *the availability and suitability of alternative arrangements for car parking provision;*

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

Comment

The application was accompanied by a Traffic Impact Statement (TIS). The TIS concluded that the shortfall of five parking spaces can be easily accommodated due to the afterhours operating hours.

The existing permit requirements were for nine spaces. In addition, there would be public transport available as Derwent Park Road since it is an arterial road. There is no parking plan for the area so that cash-in-lieu would not be applicable.

Overall, it is considered that the shortfall meets the above objectives. A condition is recommended to ensure operating hours are as applied for. For further comments please refer to the engineering assessment later in this report.

E17.0 Signs Code

The application proposes the refurbishment of an existing pole sign and three new wall signs. The signage would have a red background and white lettering for the logo, which is AHVEC. The wall signs are approximately of the following dimensions:

1. East wall facing Gormanston Road 7m x 2m
2. East fence facing Gormanston Road 1.2m x 6m
3. North wall facing Derwent Park Road 0.7m x 3m

The above signage would be approximately 23m² in total.

In regards, to the illuminated pole sign, it first appears on plans submitted with DA 281-95 Approved on 07/12/95. It is proposed to refurbish it to show the new logo.

E17.3 Definition of Terms

The proposed signage is defined in 17.3.2 and is as follows:

Wall Sign

Means a sign painted on or attached parallel to the wall of a building or fence surrounding a building.

Pole/pylon sign

Means a sign erected on a pole, poles or pylon independent of any building, provided it is not designed or used as a poster panel (billboard).

E17.4 Use or Development Exempt from this Code

The following exemption applies to the pole sign, which was shown on previously approved plans.

E17.4.3 Changes to the graphics of a legally existing sign, including text, graphic design and colour is exempt from requiring a permit under this planning scheme.

E17.6.1 Use of Signs

The proposed sign accords with the standard in E17.6.1 Use Standard as it is a 'permitted' sign within the Commercial Zone; relates to the site to which it is affixed; does not contain flashing lights, moving parts or changing messages; and is not an illuminated sign within 30m of a residential use.

E17.7.1 A1 Development Standards

The proposed signage is in accordance with Table E17.3 Status of Signs in Zone but not with Table E17.2 Sign Standard so that it does not meet the Acceptable Solution in E17.7.1 A1 Standards for Signs. The sign standard for wall signs is as follows:

- (a) *Message on the front face only;*
- (b) *Projection from the face of the wall or fence no more than 450mm;*
- (c) *Does not extend laterally beyond the wall or above the top of the wall to which it is attached;*
- (d) *Area of sign no more than 2m²*

The proposed sign would have a combined area of 23m² which exceeds 2m² of the standard. Therefore, the signage relies on the Performance Criteria as follows:

E17.7.1 P1 Standards for Signs

A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:

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

- (b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;*
- (c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;*
- (d) not result in loss of amenity to neighbouring properties;*
- (e) not involve the repetition of messages or information on the same street frontage;*
- (f) not contribute to or exacerbate visual clutter;*
- (g) not cause a safety hazard.*

Comment

It is considered that the proposed signage meets the above objectives. There would be one sign facing Derwent Park Road and two signs facing Chesterman Street. Of the signs facing Chesterman Street, one would be setback from the boundaries by approximately 13m, whilst the other would be painted on an existing fence. The context of the area is commercial in nature. Therefore it is not considered that the proposed signage would be dominating the streetscape. The signage would be integrated with the building and the fence, so as not to protrude beyond. Overall, it is considered that the signage would not result in the amenity of neighbouring properties.

E17.7.1 A2 Standards for Signs

There would be two wall signs facing Chesterman Street so that the proposal would not meet the Acceptable Solution in E17.7.1 A2 that only allows one of each sign type per frontage. Therefore, the proposal relies on the following Performance Criteria as follows:

E17.7.1 P2 Standards for Signs

The number of signs per business per street frontage must:

- (a) minimise any increase in the existing level of visual clutter in the streetscape; and where possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs;*
- (b) reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs;*
- (c) not involve the repetition of messages or information.*

Comment

As stated previously, one the two wall-signs facing Chesterman Street, would be setback by approximately 13m from the boundary. The other sign would be painted on an existing fence, which would be visible first when turning into Chesterman Street and would be more dominant. Therefore, the fence sign would help with the identification of the business. Therefore, it is not considered that the two signs would increase visual clutter or unduly involve the repetition of messages.

PART F: Specific Area Plans

Nil.

INTERNAL REFERRALS**Development Engineer*****E6.0 Parking and Access Code***

This code applies to all use and development.

Nine (9) car parking spaces are proposed to be provided which is a shortfall of five (5) spaces required to satisfy the Glenorchy Interim Planning Scheme 2015. The applicant provided a Traffic Impact Statement (TIS) that addressed the requirements of the Scheme and other traffic engineering issues and concluded that the shortfall can be readily accommodated on-street due to the afterhours opening of the business. The findings from the TIS are supported by Councils Traffic Engineer and considered to address the performance criteria and recommends the proposed shortfall in car parking be approved, with the shortfall easily being accommodated in available on-street car parking.

An accessible staff car parking space is proposed to be conditioned based on the rate required by the Building Code of Australia in accordance with the Glenorchy Interim Planning Scheme 2015.

In accordance with table E6.2 of the Glenorchy Interim Planning Scheme 2015 (GIPS), one medium to high security bicycle parking facility (locked compound with communal access using duplicate keys or fully enclosed individual locker) and one low security bicycle parking facility based on the number of proposed practitioners is required to be provided and proposed to be conditioned.

E7.0 Stormwater Management Code

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

There are no GCC stormwater mains affected by this application.

The stormwater management code of the scheme is not applicable to this application.

Other***E3.0 Landslide Code***

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

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

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

E15.0 Inundation Prone Areas Code

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

Environmental Health Officer

Hours of operation requested fall outside of the Acceptable Solution, A1, 23.3.1 (Hours of Operation), listed in the Glenorchy Interim Planning Scheme 2015 (The Scheme); however the site is located greater than 50 meters to the closest Residential Zone and therefore complies with A1, 23.3.1.

The use is expected to be low noise generating, and given the distance from the closest residential zone will comply with A1 23.3.2 (Noise) under The Scheme. A1 23.3.2 is recommended to be applied as a condition of the permit.

The site is located greater than 50 meters from the closest residential zone and therefore complies with A1, 23.3.4 (Commercial Vehicle Movements) of The Scheme.

The site is located greater than 50 meters from the closest residential zone and therefore complies with A1, 23.3.5 (Outdoor work areas) of The Scheme.

EXTERNAL REFERRALS**TasWater**

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

REPRESENTATIONS

The application was advertised for the statutory 14-day period with no representation being received. The issues raised are as follows:

CONCLUSION

The application is for a change of use to an after-hours veterinary centre, which is classed Business and Professional Services. The land is situated within the Commercial Zone. The application is *discretionary* for the use, number of car parking spaces and signage.

In regards to the location of the use, it is considered that the proposed use would be appropriately situated within a commercial area, adjoining an industrial area, because of the overnight operation of the business. At this location, there would not be a land use conflict with other uses.

With regard to car parking spaces, there would be a shortfall of six spaces. The centre would only operate afterhours so that there would be on-street parking available. A condition is recommended to limit operating hours.

With respect to the proposed signage, the pole sign would be exempt and the other signage is considered acceptable. Whilst the signage is greater than 2m² and there would be two signs facing one frontage, it is not considered that the signage would be visually dominant or would affect the amenity of neighbouring properties.

The application was advertised for the statutory 14-days, during which no representations were received.

The proposal is assessed as acceptable and does not raise any other issues.

Recommendation:

That a permit be granted for the proposed use and development of Change of Use to Business and Professional Services (veterinary centre) and signage relying on performance criteria at 37 Derwent Park Road Moonah subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-023 and Drawing No. P1 submitted on 14/02/2017, 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. Operating hours must not be outside the following hours without separate approval to ensure sufficient parking is available:
 - Monday to Fridays 6:00pm to 8:00am;
 - Weekends 24 hours; and
 - Public holidays 24 hours.

Engineering

4. A minimum of nine 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, securely fixed wheel stops or kerbing must be provided to the satisfaction of Council to prevent damage to fences or landscaped areas.
5. In addition to the above, a minimum of one of the nine 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.
6. Driveways, car parking and turning areas must be constructed and sealed with an approved surface treatment prior to use. All runoff from paved and driveway areas must be retained within site boundaries and discharged into Council's stormwater system. Construction details must generally be in accordance with Council's standard requirements.
7. Prior to use, a minimum of one (1) bicycle parking space shall be provided within fully enclosed individual locker or locked compound with communal access using duplicate keys and one facility to which a bicycle frame and wheels can be locked. The facilities shall be located in close proximity to the main entrance/exit and be clearly marked (delineated) in accordance with Australian Standard AS/NZS 2890.3 - 2004 Off-Street Parking.
8. Lighting must be provided for the carpark 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.
9. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor.

Environmental Health

10. 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) (LAmix) at any time.

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

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

Advice to Applicant

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

Other Permits

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

APPENDIX

23.0 Commercial Zone

Standard	Acceptable Solution	Proposed	Complies?
23.3 Use Standards			
23.3.1 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.	Not within 50m	Yes
23.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAmx) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.	Condition	Yes
23.3.3 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;	Not within 50m	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.		
23.3.4 Commercial Movements Vehicle	A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive; (b) 7.00 am to 9.00 pm Sundays and public holidays.	Not within 50m	Yes
23.3.5 Outdoor Work Areas	A1 Outdoor work areas and noise-emitting services such as air conditioning equipment, pumps and ventilations fans must not be located within 50 m of a residential zone.	Not within 50m	Yes

APPENDIX**E17.0 Signs Code**

Standard	Acceptable Solution	Proposed	Complies?
E17.6 Use Standards			
E17.6.1 Use of Signs	A1 A sign must be a permitted sign in Table E17.3		
	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.		
	A3 A sign must not contain flashing lights, moving parts or changing messages or graphics, except if a Statutory Sign		
	A4 An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.		
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.	1. Table E17.2 2. Table E17.3	1. Yes 2. Discretion (more than 2m2)
	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;	(a) 2 signs on Gormanston Rd (b) NA (c) More than 20 per frontage	(a) Discretion (b) NA (c) Yes

Standard	Acceptable Solution	Proposed	Complies?
	(c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3; (d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit; (i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign.	(d) 2 max	(d) Yes
	A3 Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.		Yes
	A4 Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.		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 near Brooker Highway	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 Heritage Listed	Yes.

Attachments/Annexures

- 1  37 Derwent Park Road, Moonah

CLOSED TO MEMBERS OF THE PUBLIC

10. 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).