

GLENORCHY PLANNING AUTHORITY

AGENDA

MONDAY, 28 NOVEMBER 2016



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: Alderman K. Johnston

Hour: 3.00 p.m.

TABLE OF CONTENTS:

1.	PLANNING AUTHORITY DECLARATION	3
2.	APOLOGIES/LEAVE OF ABSENCE	3
3.	PECUNIARY INTERESTS.....	3
4.	CONFIRMATION OF MINUTES	3
5.	PROPOSED USE AND DEVELOPMENT - ALTERATIONS AND ADDITIONS TO EXISTING MULTIPLE DWELLINGS (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA - 1-16 / 16-18 LEONARD AVENUE, MOONAH.....	4

6.	PROPOSED USE AND DEVELOPMENT - SINGLE DWELLING (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA - 101 SPRINGFIELD AVENUE (NOW 32 SEVENTH AVENUE), WEST MOONAH	29
	CLOSED TO MEMBERS OF THE PUBLIC	55
7.	APPEALS REPORT	55

1. PLANNING AUTHORITY DECLARATION
--

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 14 November 2016 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - ALTERATIONS AND ADDITIONS TO EXISTING MULTIPLE DWELLINGS (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA - 1-16 / 16-18 LEONARD AVENUE, MOONAH

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 7328973

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-174
<i>Applicant:</i>	Prime Design
<i>Owner:</i>	Housing Tasmania
<i>Zone:</i>	General Residential
<i>Use Class</i>	Residential
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	E6.6.1 P1 Number of Car Parking Spaces (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	19 Dec 2016
<i>Existing Land Use:</i>	Multiple Units
<i>Proposal In Brief:</i>	Alterations and additions to existing multiple dwellings (residential) relying on performance criteria
<i>Representations:</i>	1
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The application proposes alterations and additions at an existing site that contains nine dwelling units. The application seeks changes to update the development and use it for supportive accommodation. The proposed changes include:

- Alteration to parking provisions, retaining four parking spaces
- Minor additions of new screening, awning and BBQ shelter
- Conversion of garages to waste storage and other storage areas
- Conversion of garages to indoor play area
- Ancillary office space
- Landscaping and outdoor play area, including fencing on the rear boundary

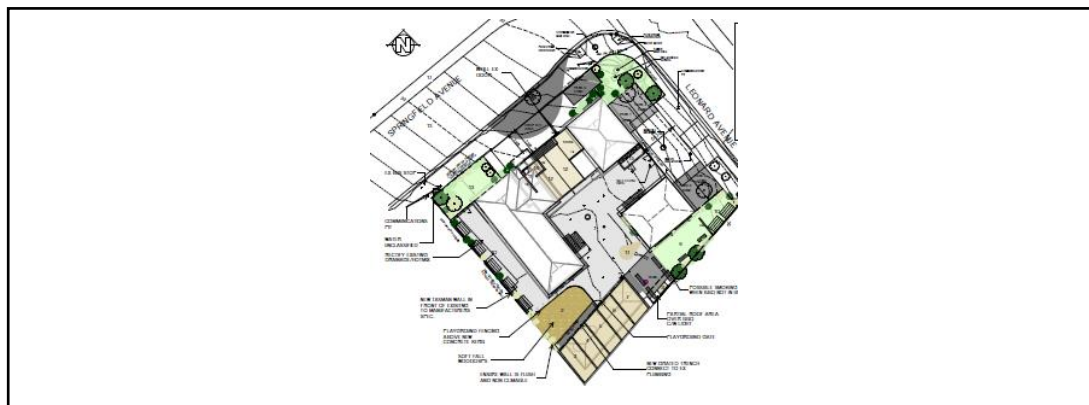


Figure1: Proposal Plans - PD Prime Design

SITE and LOCALITY

The subject property is located on the south-east corner of the intersection of Leonard Avenue and Springfield Avenue. The land forms a rough rectangle of 1215m². A multiple dwelling unit development occupies the property. There are four double story buildings, containing nine one bed-room units. There is an internal courtyard that gives access to parking spaces within two undercover areas. The site is shown in Figure 2 below.



Figure 2: Subject Property- - Council Data Base 2016

ZONE

The land lies within the General Residential Zone shown in red below.

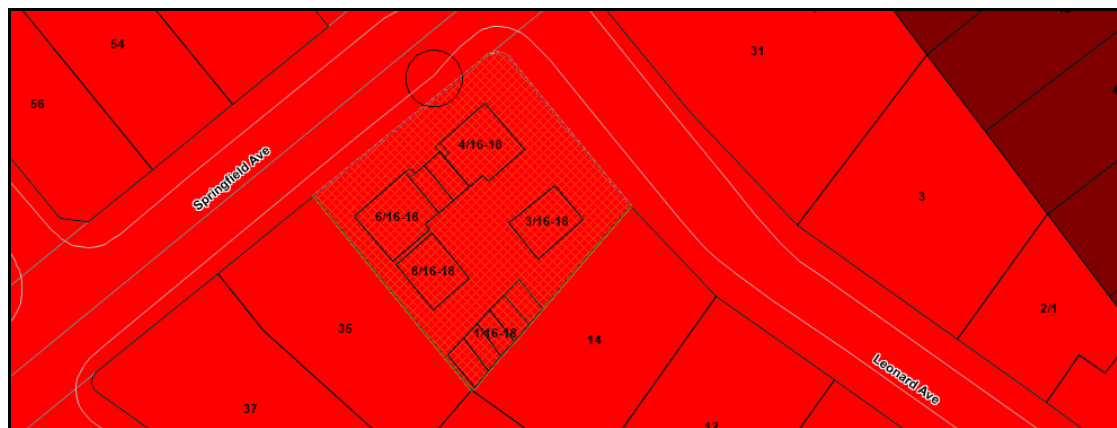


Figure 3: Zoning Map – GIPS 2015

BACKGROUND

Permits

No planning permit was found as this is an old development. However, it is likely that the building permit was signed off on the basis of satisfactory plans. There is a plan from 1975 on the property file that shows nine one-bedroom flats in the current configuration. It appears that this plan was advertised, but no further documents were on file. The file plans show eleven parking spaces, which appear to have been reduced to nine spaces. The plan shows four double storey buildings, of which one has parking underneath. The other undercover parking is below a terrace for outdoor space. Two visitor spaces are shown on the plan at the frontage.



Figure 4: Existing Units

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

The application proposes replacement screening along the Springfield Avenue elevation. This screening would be exempt in clause 5.5.1 Maintenance and Repair of Buildings, which is as follows:

Maintenance and repair of buildings including repainting, re-cladding and re-roofing whether using similar or different materials provided this does not contravene a condition of an existing permit which applies to a site.

Limited Exemptions

Nil.

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

There is no Specific Area Plan Applicable or Code that overrides the zone provisions, but the following Code applies:

- E6 Parking and Access Code

Use Class Description (Table 8.2):

The established use is dwelling units. The application states that the units will be used for supporting accommodation run by Mission Australia for fathers and their children. One of the units would house a social worker and accommodate some office space for the purpose of administering the social program associated within the dwellings. Each unit would be self-contained, but there would be one communal room for the purpose of a children's indoor play area.

It is considered that the use classification for the application is Multiple Dwellings, since there would be no shared living space or kitchen facilities. Each unit operates independently. The indoor play area and support office would be ancillary to the multiple dwelling development under clause 8.2.2 Categorising Use or Development.

A use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same use class as that other use.

A condition would be required to ensure the play area and office space, remain ancillary.

Multiple Dwellings fall within the classification of Residential defined in Table 8.2 Use Classes as follows:

Residential

Use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 4.1):

Multiple Dwellings means 2 or more dwellings on a site.

Part C: Special Provisions

Nil.

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:

Zone Purpose Statements

The purpose of the General Residential Zone in 10.1.1 is as follows:

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

Comment

It is considered that the proposal is in accordance with the above objectives. The proposed changes would be in connection with an existing use of multiple dwellings.

Use Table

The use class Residential - Multiple Dwellings is permitted in 10.2 Use Table. However, the application is discretionary pursuant to subclause 8.8.1 (b), owing to the reliance of the proposal on the performance criteria of an applicable standard.

Discretions

E6.6.1 P1 Number of Car Parking Spaces

Use Standards

The standards in Clause 10.3 Use Standards specifically relate to non-residential use, visitor accommodation and local shop and are therefore not applicable to this proposal.

Development Standards for Residential Buildings & Works

The proposal includes the following developments other than alterations to parking arrangements.

- Conversion of existing garage to an play area
- Conversion of existing garages for storage and waste storage
- Replacement screening and new awning (0.5m D x 4.5m L)
- New barbeque shelter 4.958m L x 0.8m W x 2.4m H (0.5m from side boundary)

The conversion of existing garages would only affect parking provisions, but not development standards.

The replacement screening and awning would accord with the Acceptable Solutions. The awning would be in accordance with the Acceptable Solution 10.4.2 Setbacks that excludes protrusions such as awnings from front setback requirements.

The proposed screening would replace existing screening and seeks to screen a waste area as well as the storage areas. This development would be exempt under 5.5.1 Maintenance and Repair of Buildings.

The proposed barbeque shelter would be less than 2.4m in height so that it would be excluded from the setback requirements in the Acceptable Solution in 10.4.2 A3.

All of the proposed developments comply with the Scheme.

Part E: Codes

The following Code of the Scheme applies to this proposal:

E6 Parking and Access Code

The proposal includes a reduction of the existing parking arrangements so that four parking spaces would remain. It is unclear how many parking spaces were required at the time of construction, although it appears that nine spaces were provided. The dwellings are single-bedroom dwellings, according to the plan on file.

The current parking space requirement for single-bedroom dwellings in clause E6 requires one space per unit and one visitor space for every four dwellings.

The applicant has submitted a Traffic Impact Assessment in support of the reduced number of spaces which addresses the Performance Criteria.

The Performance Criteria is set out in clause E6.6.1P1 Number of Car Parking Spaces and is 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 application was referred to Council's Development Engineer who found that the proposal addresses the Performance Criteria satisfactorily. Further details can be found in the engineering assessment later in this report.

PART F: Specific Area Plans

Nil.

INTERNAL REFERRALS

Development Engineer

Traffic, Access & Parking

The existing access via Springfield Avenue is to be made redundant and reinstated to kerb and footpath at the developer's cost – this will be conditioned in the Permit.

Based on the previous approval in 1975 the proposed site is an existing complex of nine units each containing one bedroom. There are nine parking spaces as current situation. The development proposes to alter the number of the off-street parking spaces to four spaces located off Leonard Avenue.

The turning or manoeuvring paths demonstrating the turning can be achieved safely if the existing crossing is to be widened to six metres. While the development triggers the shortfall of seven off-street parking spaces, owing to the scope of the development the traffic generation is not expected to significantly increase from the existing situation. Additionally, the requirement to reinstate the existing access via Springfield Avenue would potentially make available additional on-street parking space.

There is a representation that raised a concern regarding traffic impacts as a result of the development. The representation also raised a concern about traffic safety at 14 Leonard Avenue. The concern is that the development may affect the sight distance at this property. With regards to the sight distance at 14 Leonard Avenue, it is not expected that the development will have adverse effect to the existing access. On-site turning may be an option for the representor at that property to improve safety. Additionally, the adequate sight distance will be conditioned in the Permit.

The submitted TIA suggested that the deficient to parking spaces generated by the development will not be significantly impacted to the road network due to the nature of the development and the availability and frequency of public transport.

Council's Traffic Engineer agrees with this response and is satisfied that the development complies with the E6.6.1 Performance Criteria. Therefore, 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 corner boundary of the site.

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

EXTERNAL REFERRALS

TasWater

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

REPRESENTATIONS

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

1. Parking

The representation states that there would not be enough parking provided as a result of this application, especially with a veterinary business opposite. The representation also states that it might be difficult to get in and out of a driveway at 14 Leonard Avenue.

Planning Response

The applicant provided a Traffic Impact Assessment, which satisfactorily addresses the issue. For more details, please refer to the engineering assessment earlier in this report.

CONCLUSION

The application proposes alterations and additions at an existing site that contains nine dwelling units. The changes are necessary to run a support program for fathers and their children run by Mission Australia.

The changes include accommodating a social worker and a small office in one of the units, an indoor children's play area and a barbeque shelter. As a result of these changes car parking would be reduced so that there will be no traffic in the internal courtyard.

The development either complies with the Acceptable Solutions or is exempt from assessment. The developments include indoor play area, an awning and replacement screening.

The reduction in car parking was supported by a Traffic Impact Assessment that addresses the Performance Criteria satisfactorily.

The application was advertised in accordance with the 14-day statutory advertising period, during which one representation was received. The representation states that not enough parking is provided as a result this application, especially with a veterinary business opposite the site. Council required the applicant to provide a Traffic Impact Assessment to support the parking reduction. The Traffic Impact Assessment was referred to the Development Engineer who found that it satisfactory addresses the Performance Criteria.

In terms of conditions, a special condition is recommended to ensure the play area and the office space would be ancillary to the residential use.

Overall, the application is acceptable subject to conditions.

Recommendation:

That a permit be granted for the proposed use and development of Alterations and additions to existing multiple dwelling units (residential) relying on performance criteria at 1-6 /16-18 Leonard Avenue, Moonah subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-174 and Drawing No. P1 submitted on 10/08/16, and Drawing No P2 submitted on 27/10/16, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. The office space for administration of the social program and the play area must be directly associated with and be a subservient part of the use for multiple dwellings (residential) on the same site. In the event that these spaces are no longer required, these spaces must revert back to a residential use in connection with the dwellings on-site, unless a separate permit is granted.

Engineering

4. Soil and water management is to comply with best practice to prevent any transfer of soil material outside of the area specifically and necessarily disturbed for construction. Particular attention is to be paid to ensure no soil material is tracked onto roads and footpaths or to enter the Council's stormwater system. All aspects and protection measures in connection with soil and water management are to comply with the requirements of Council's Development Engineer and be installed prior to the removal of and/or disturbance of any soil or vegetation.
5. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
6. 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.
7. The developer must submit a plan prior to the issue of Building Permit, to demonstrate the stormwater run-off from the proposed development is drained via gravity to the existing Council's approved outlet.
8. The redundant vehicular crossing via Springfield Avenue must be reinstated to footpath/nature strip and kerbing to the satisfaction of Council's Development Engineer at the developer's cost prior to the occupancy of the building. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval. Any driveway / crossover work within Council's road reservation must be carried out by a Council approved contractor and all work, including redundant vehicular access points must be reinstated to match the existing adjacent footpath/nature strip profile.

A Property Access Works Application must be completed prior to any work being undertaken. The application is available from Council's planning department or available from Council's website at:
<http://qcc.tas.gov.au/content/Driveways.GCC?ActiveID=1304>

9. An existing vehicular access via Leonard Avenue must be widened and completed at developer's cost prior to the occupancy of the building. Vehicular access shall be 6.0 metre wide tapering to 6 meter at the property boundary and constructed in accordance with standard drawing SD-1003. Any driveway / crossover work within Council's road reservation must be carried out by a Council approved contractor and all work, including redundant vehicular access points must be reinstated to match the existing adjacent footpath/nature strip profile. A Property Access Works Application must be completed prior to any work being undertaken.
10. Widening to the existing vehicle crossing via Leonard Avenue to provide sufficient on-site turning area 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.
11. The design and construction of the 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) Each parking spaces are to be line-marked with clearly painted markings;
 - c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - d) The gradient of any parking areas must not exceed 5%;
 - e) Minimum access width is to be 6.0 metres;
 - f) The sight distance at an access or junction must comply with the Safe Intersection Sight Distance. The fence line, vegetation, hedges, trees and/or shrubs must not limit the sight distance; and
 - g) 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.

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.

12. Four (4) clearly marked car parking spaces must be provided 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.

Advice to Applicant:

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

A road-opening permit from Council's Planning Services Program is required. An inspection fee is payable upon application. Prior to the commencement of any work within the road reservation by Council's approved contractor, the contractor shall obtain a road opening permit from the Council's Development Engineer. This permit shall include items such as hours of work, road safety, reinstatement, soil and water management, etc. The Road Opening Permit Application Form is available on Council's website. Please contact Council's Development technical Officer on (03) 6216 6426 to organise for Council to provide the Permit.

Other 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.

Property Access Works Application

A Property Access Works Application must be completed prior to any work being undertaken. The application is available from Council's planning department or available from Council's website at:

<http://gcc.tas.gov.au/content/Driveways.GCC?ActiveID=1304>

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2000 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

Title

Please be aware that an amendment to the strata title may be required because strata title unit entitlements may be affected.

APPENDIX**10.0 General Residential Zone.**

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings.	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	No new dwelling units	N/A
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.	Awning protrudes 0.5m	N/A

	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.	None proposed	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).	BBQ shelter is less than 2.4m	N/A

10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	The BBQ shelter would not reduce coverage to less than 50%	Yes
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (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	The proposed BBQ shelter would provide additional outdoor space were previously a carport was situated. Therefore there would be no reduction from the existing.	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 and overshadowing of all dwellings	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	N/A	N/A
	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.	N/A	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.	N/A	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).	N/A	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:	N/A	N/A

	(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or	N/A	N/A

	(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.	N/A	N/A
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	N/A	N/A

10.4.8 Waste Storage for multiple dwellings.	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	The [proposal seeks to use one of the existing garages for waste storage. It is considered that this would be in accordance.	Yes
---	--	---	------------

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

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

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.	Widen one via Leonard Avenue Reinstate the one via Springfield Ave	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.	Widen to double width and in accordance with SD-1003	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.	N/A	N/A
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	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.	Sealed surface – existing	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.	Will be conditioned	Will be conditioned
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	N/A	
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	N/A	
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;	N/A	

	(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.	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	
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	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.	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.	Condition	To be conditioned

Attachments/Annexures

- 1** 16-18 Leonard Avenue, Moonay - Application Plan
- 2** 16-18 Leonard Avenue, Moonah - Revised Turning Template
- 3** 16-18 Leonard Avenue, Moonah - TasWater

6. PROPOSED USE AND DEVELOPMENT - SINGLE DWELLING (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA - 101 SPRINGFIELD AVENUE (NOW 32 SEVENTH AVENUE), WEST MOONAH

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 5446909

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-202
<i>Applicant:</i>	L Bull
<i>Owner:</i>	L Bull
<i>Zone:</i>	General Residential
<i>Use Class</i>	Single Dwelling
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.2 P2 Setbacks and Building Envelope (garage) 10.4.2 P3 Setbacks and Building Envelope (dwelling) 10.4.6 P1 (a) Privacy E6.6.1 P1 Number of Car Parking Spaces (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	29 Nov 2016 Extension of time granted
<i>Existing Land Use:</i>	Vacant
<i>Proposal In Brief:</i>	Single Dwelling (Residential) relying on performance criteria
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The application proposes a new dwelling on a recently subdivided property. The proposed dwelling would have split levels and would be supported by piers. There would be three bedrooms, living areas and an integrated single garage. A deck would wrap around the north-east and north-west elevation. The deck would be accessible from the living areas and from a bedroom. The application invokes four discretions relating to: a front setback for the garage, a side boundary setback on south-west, deck setback on north-east and a parking shortfall for one space.

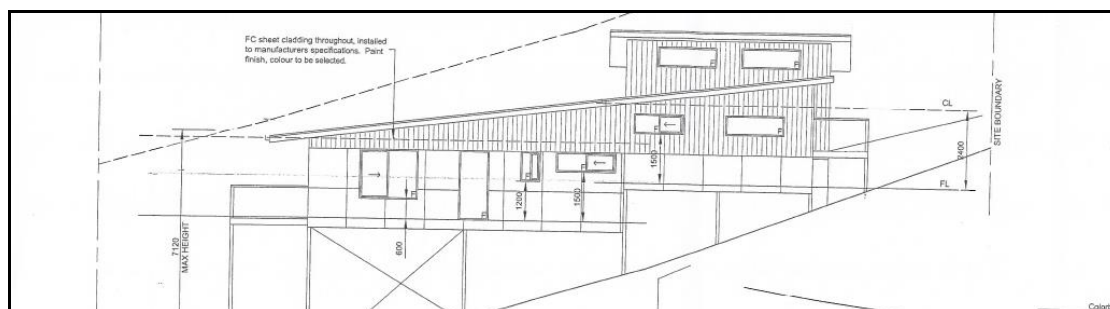


Figure 1: Proposal Plan – SW Elevation - Gary Reed Building Design

SITE and LOCALITY

The property was known as 101 Springfield Avenue at the beginning of the application, but has received a new address in the meantime. The new address is 32 Seventh Avenue, West Moonah.

The subject property is located on the eastern side of Springfield Avenue, north of Corinda Park. The property is vacant and is rectangular in shape with an area of 429m². The land falls steeply towards Springfield Avenue with a slope steeper than 1:4. The property has frontage to Seventh Avenue but no access has been constructed.



Figure 2: Subject Site - Council Database 2016

ZONE

The subject property is located within the General Residential Zone.

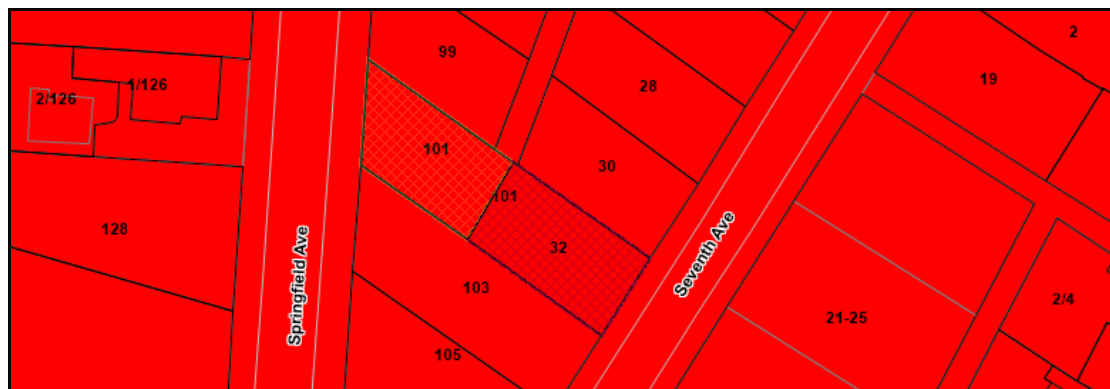


Figure 3: Zoning Map - GIPS 2016

BACKGROUND

The following permit has been granted for the site:

- PLN-15-025 and amendment - One lot plus balance demonstrated compliance subdivision – Approved 03/06/15

The amendment was for the removal of conditions 17 and 18 from the 'Submission to Planning Authority Notice' TasWater, dated 17 April 2015.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

There is no Specific Area plan or Code that overrides the zone provisions, but the following Codes apply.

- E0.3 Landslide Code
- E6 Parking and Access

Use Class Description (Table 8.2):

The use is defined in Table 8.2 Use Classes as follows:

Residential

Use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 4.1):

The definitions are as follows:

Single dwelling means a dwelling on a lot on which no other dwelling is situated, or a dwelling and an ancillary dwelling on a lot on which no other dwelling is situated.

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

Part C: Special Provisions

Nil.

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:

Zone Purpose Statements

The purpose of the General Residential Zone in 10.1.1 is as follows:

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

Comment:

The proposal would accord with the above objective as it is for a residential use within a serviced area.

Use Table

The use class Residential: Single Dwelling is otherwise classified as 'no permit required'. However, the application is discretionary pursuant to subclause 8.8.1 (b), owing to the reliance of the proposal on the performance criteria of an applicable standard.

Discretions

10.4.2 P2 Setbacks and Building Envelope (discretion 1m garage setback)

10.4.2 P3 Setbacks and Building Envelope (discretion of 0.44m SE boundary)

10.4.6 P1 (a) Privacy (discretion of 0.49m NE boundary)

E6.6.1 P1 Number of Car Parking Spaces (discretion 1 space)

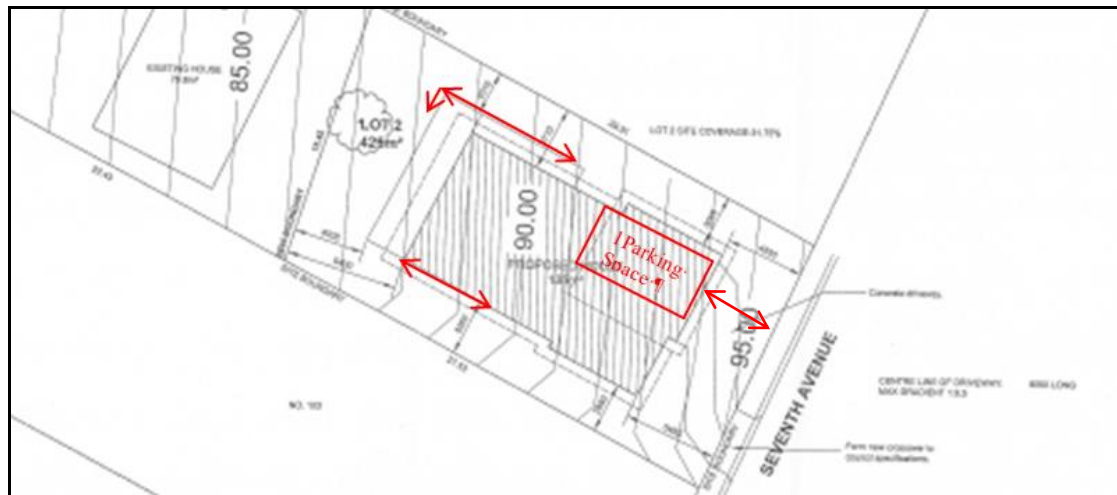


Figure 4: Location of Discretions

Use Standards

The standards in Clause 10.3 Use Standards specifically relate to non-residential use, visitor accommodation and local shop and are therefore not applicable to this proposal.

Development Standards for Residential Buildings & Works

The proposal provides for the following:

Frontage setback	4.5m (dwelling)
Frontage setback	<u>4.5m</u> (garage)
Rear setback	4.035m
Side Setback NW	3m and 3.7m (wall height 4.9m and 5.7m)
Side Setback SE	2.86m and <u>3.26m</u> (wall height 3.7m and <u>6.7m</u>)
Maximum height	7.120m
Site coverage	31%
Privacy: Deck Setback	<u>2.51m</u>

The proposal meets all development standards as demonstrated in the attached appendix, except those underlined above.

The proposal does not meet the Acceptable Solutions 10.4.2 A3 Setbacks and Building Envelopes for all Dwellings and 10.4.6 A1 (side setback); 10.4.2 A2 Setbacks and Building Envelope (front setback garage); Privacy for all Dwellings (deck setback). These matters are addressed under the relevant headers below.

10.4.2 P3 Setbacks and Building Envelope

A section of the living/dining area of 3.5m length steps within the setback margin on the south-west boundary. The relevant elevation is labelled south-east on the plan, but should be south-west. The portion of that elevation relating to the living area forward of the kitchen would step within the setback margin. The proposed setback is 3.26m which allows for a 6.26m high wall. The wall, at the maximum height, would be 6.7m which requires a setback of 3.7m, so that there would be a difference of 0.44m. The margin of the difference tapers to the 3.5m mark where the setback becomes compliant.

The Performance Criteria is set out in clause 10.4.2 A3 as follows:

The siting and scale of a dwelling must:

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

It is considered that the proposal accords with the above objectives. The discretion would be very minor so that any shadowing resulting from the 'discretion' would not lengthen the shadows significantly. In addition, the position of the neighbouring dwelling relative to the proposed dwelling would ensure that any shadowing would only occur in the morning. Therefore, any habitable rooms and the outdoor area adjacent to the rear of the neighbouring dwelling would receive more than three hours of sunlight on the shortest day of the year. The 'discretion' is not considered to exacerbate visual bulk significantly. Therefore, the proposal meets the Performance Criteria above.

10.4.2 P2 Setbacks and Building Envelopes (garages)

The proposal includes an integrated garage with a setback of 4.5m from the front boundary. The standard requires a setback of 5.5m if there is not a second storey of the dwelling above.

The Performance Criteria is set out in 10.4.2 P2 as follows:

A garage or carport must have a setback from a primary frontage that is compatible with the existing garages or carports in the street, taking into account any topographical constraints.

The proposal accords with the above criteria as the neighbouring dwelling has a carport 2.1m from the boundary and the site is constrained by a steep slope, which limits the driveway configuration. Therefore, the proposal meets the Performance Criteria.

10.4.6 A1 (a) Privacy for all Dwellings

A portion of the deck and a ramp to the deck would be situated within the 3m side setback margin. The proposed setback is 2.51m so that there would be a difference of 0.49m.

The Performance Criteria is set out in clause 10.4.6 P1 as follows:

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 be screened, or otherwise designed, to minimise overlooking of:

- (a) a dwelling on an adjoining lot or its private open space; or*
- (b) another dwelling on the same site or its private open space; or*
- (c) an adjoining vacant residential lot.*

It is considered that the proposal meets the above criteria. The beginning of the ramp would align approximately with the balustrade of the deck of the neighbouring dwelling to the north. Therefore, most of the ramp and the deck would be positioned forward of the neighbouring deck and outdoor area. There is also significant vegetation along the boundary of the neighbouring property which would prevent overlooking. Therefore, it is considered that the proposed deck is designed to prevent overlooking by way of positioning. As such, it is considered that the proposal meets the Performance Criteria above and complies with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E0.3 Landslide Code

A small portion of the property is affected by the Landslide Code as shown in Figure 5 below.

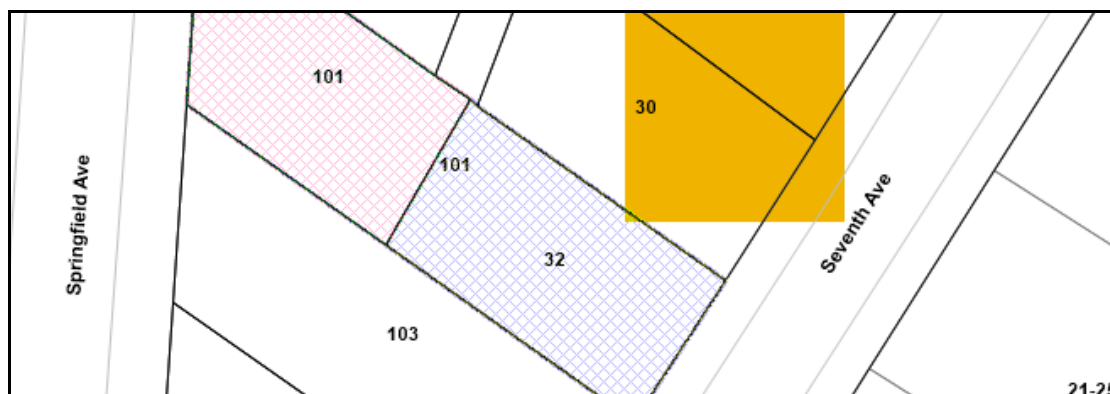


Figure 5: Landslide Overlay - GIPS 2015

The issue is addressed within the engineering assessment later in this report.

E6.0 Parking and Access Code

The proposal provides for one car parking space within an integrated garage. The driveway cannot accommodate a compliant parking space. The parking rate is set out in E6.6.1 A1 Number of Car Parking Spaces which refers to Table E6.1 where the requirement is as follows:

Land Use	Rate (spaces)
Use Class: Residential	
Single dwelling containing 2 or more bedrooms (including all rooms capable of being used as a bedroom)	2

Therefore, there is a shortfall of one space. The Performance Criteria is in E6.6P1 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 application was referred to the Development Engineer, who found that the proposal meets the Performance Criteria. For further details please refer to the engineering assessment later in this report.

PART F: Specific Area Plans

Nil.

INTERNAL REFERRALS

Development Engineer

Traffic, Access & Parking

Vehicle access is not part of this application as it has been approved as part of the previous subdivision application. The applicant proposes only one parking space for the new dwelling where the Parking and Access Code in Clause 6.6.1 requires two parking spaces per dwelling. The developer submitted the supporting documents including on-street parking and public transport option to address the one space shortfall. This is considered acceptable and complies with the performance criteria. Therefore it is assessed 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 at the rear of the site.

Other*Geoscience issues*

A small section of the site, adjacent to 30 Seventh Avenue is identified as subject to a 'Medium Hazard' as per the Dept. of Premier & Cabinet / Mineral Resources Tasmania MRT Hazard Maps for susceptibility to landslide. Due to the 'Medium Hazard' a detailed Geotechnical Report was not required to be submitted with the application. The applicant has provided evidence (P3 dated 14/10/2016) demonstrating compliance with the recommendations contained in the Geotechnical Report "Geotechnical Assessment of Proposed Residential Development – 101 Springfield Avenue, West Moonah" by Rock Solid Geotechnical Pty dated 27 March 2015. A Geotechnical Statement provided by Engineering geologist determined the site and proposed construction is rated as low and acceptable and concluded that no further detailed investigation or reporting be required. The applicant may wish to seek further advice from a geotechnical engineer in regards to the proposed development and the potential hazard.

Further information can also be found at the following website:

http://www.dpac.tas.gov.au/divisions/local_government/osem/mitigating_natural_hazards

Flooding/Inundation issues

There are no flooding impacts identified through Council's records that affect the application. However, due to the size and scope of the development, the on-site stormwater detention system will be required prior to the issuing of the Plumbing Permit.

EXTERNAL REFERRALS**TasWater**

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

REPRESENTATIONS

The application was advertised for the statutory 14-day period with nil representation being received.

CONCLUSION

The application is for a single dwelling with deck and integrated garage. The application invokes four discretions. The discretions are a side boundary discretion on the southwest elevation; a front setback discretion for the garage; a privacy discretion on the north-east elevation; and a parking shortfall of one space.

These discretions were assessed within the report and were found to meet the relevant Performance Criteria.

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

Overall, the proposal is considered acceptable subject to the recommended conditions.

Recommendation:

That a permit be granted for the proposed use and development of Single Dwelling (Residential) relying on performance criteria at 101 Springfield Avenue West, Moonah subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-202 and Drawing No. P1 (pages 1-4) submitted on 08/09/16, and Drawing No. P3 received on 14/10/16 (reference to Geotechnical Report), and Drawing P4 received on 19/10/16 (driveway levels and longitudinal section) 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 or the commencement of works on site (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of and to be approved by the Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

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

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.

6. 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 25% and be in accordance with the approved P4 plan received by Council dated 19 October 2016;
 - (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%; and
 - (e) Minimum carriageway width is to be 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.
7. 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.
8. 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.

9. Prior to the issuing of the Building Permit, the development must demonstrate the development will be in accordance with the recommendations contained in the Geotechnical Report “Geotechnical Assessment of Proposed Residential Development – 101 Springfield Avenue, West Moonah” by Rock Solid Geotechnical Pty dated 27 March 2015 and approved P3 plan submitted to Council dated 14 October 2016.

Advice to Applicant:

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

Other 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.

Stormwater – On-site Detention

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 2000 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council’s Building Section on 62166800.

APPENDIX**10.0 General Residential Zone.**

Standard	Acceptable Solution	Proposed	Complies?
10.3 Use Standards			
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.	Not multiple dwelling	N/A
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: (e) 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 (f) 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	4.5m	Yes

	(g) 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 (h) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (c) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (d) 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.	4.5m	Discretion see report
	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: (c) 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	Discretion for SW setback Remainder complies	Discretion see report

	(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 (d) only have a setback within 1.5 m of a side boundary if the dwelling: (iii) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (iv) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (c) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (d) 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.	31%	Yes
	A2 A dwelling must have an area of private open space that: (h) is in one location and is at least: (iv) 24 m²; or	4m x 15m = 60m ²	Yes

	(v) 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 (i) 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 (j) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (k) 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 (l) 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 (m) has a gradient not steeper than 1 in 10; and (n) is not used for vehicle access or parking.		
10.4.4 Sunlight and overshadowing of all dwellings	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	Complies	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):	Not multiple dwelling	Yes

	(c) 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. (d) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c): (d) 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. (e) 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. (f) 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 multiple dwelling	Yes

10.4.5 Width of openings for garages and carports for all dwellings	A1 A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	3m opening	Yes
10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (c) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (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.	2.510m	Discretion see report
	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): (c) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and	More than 3m	Yes

	(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. (d) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (vi) 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: (c) 2.5 m; or (d) 1 m if: (iii) it is separated by a screen of at least 1.7 m in height; or (iv) 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.	Not multiple dwelling	N/A

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: (c) 1.2 m if the fence is solid; or (d) 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).	No fence proposed	N/A
10.4.8 Waste Storage for multiple dwellings.	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m ² per dwelling and is within one of the following locations: (c) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (d) 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.	Not multiple dwelling	N/A

APPENDIX

E6.0 Parking and Access Code

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

Standard	Acceptable Solution	Proposed	Complies?
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	N/A	
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.	No change	
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (d) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities. (e)	No change	
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;	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(d) be at intervals of no more than 30 m along the access.		
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	N/A	N/A
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.	Concrete	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.	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.	N/A	

Standard	Acceptable Solution	Proposed	Complies?
	This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.		
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (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; (c) be located within 30 m of the main entrance to the building. (d)	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.	Provided	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.	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.	No change	

Attachments/Annexures

- 1** 101 Springfield Avenue (32 Seventh Avenue West Moonah - Local Map
- 2** 101 Springfield Avenue (32 Seventh Avenue) West Moonah - Plan
- 3** 101 Springfield Avenue (32 Seventh Avenue) West Moonah - TasWaster

CLOSED TO MEMBERS OF THE PUBLIC

7. APPEALS REPORT

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