

5 AMBER STREET CLAREMONT



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Development application for assisted housing

Tasmanian Planning Scheme - Glenorchy

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1. INTRODUCTION

Ireneinc Planning and Urban Design has been engaged prepare a development application for assisted housing. This report provides an assessment of the proposal against the provisions of the *Tasmanian Planning Scheme – Glenorchy*.

The location of the site, highlighted in purple, is described in the following figure:



Figure 1: location on topographic map (source: LISTmap, Tasmanian Government)

1.1 THE SITE

The site, located at 5 Amber Street, Claremont pertaining to CT 222038/8, has an existing single dwelling located near to the frontage and a number of outbuildings. The lot is long and narrow, with an area of 1071m².

The site currently comprises of a single residential dwelling and 4 associated outbuildings.

2. PROPOSAL

The proposal is for the demolition of the existing dwelling and redevelopment of three new dwellings on the Site.

The dwellings will be utilised as a Specialist Disability Accommodation, designed to comply with the applicable Australian standards for disability housing under the NDIS. The three dwellings will include:

The three proposed dwellings are as follows

- Unit 1 is proposed as a one bedroom, two bathroom dwelling, plus carers office
- Unit 2 is proposed as a one-bedroom, two-bathroom dwelling, plus carers office
- Unit 3 is proposed as three-bedroom, three-bathroom dwelling plus (designed for 2 residents and one carer)

Associated works include:

- Demolition of existing dwelling, sheds, laundry, driveway and concrete areas
- Removal of two trees
- 4 parking spaces
- Deck to provide graded circulation around dwellings.
- Timber fence and retaining wall to maximum height of 1.8m and

It is intended that this proposal, across all the dwellings, will provide for up to 4 NDIS participants requiring support, with 1-3 carers anticipated to be on site at one time.

The proposal is intended to be operated by Unite Housing Pty Ltd who have signed a binding 20 year lease for the site to deliver high-quality Specialist Disability Accommodation (SDA) services, supporting eligible participants (see accompanying letter from United Housing).

3. PLANNING SCHEME PROVISIONS

The following is an assessment of the proposal in response to the provisions of *Tasmanian Planning Scheme – Glenorchy*.

3.1 INNER RESIDENTIAL ZONE

The site falls within the Inner Residential Zone as shown on the map below:.

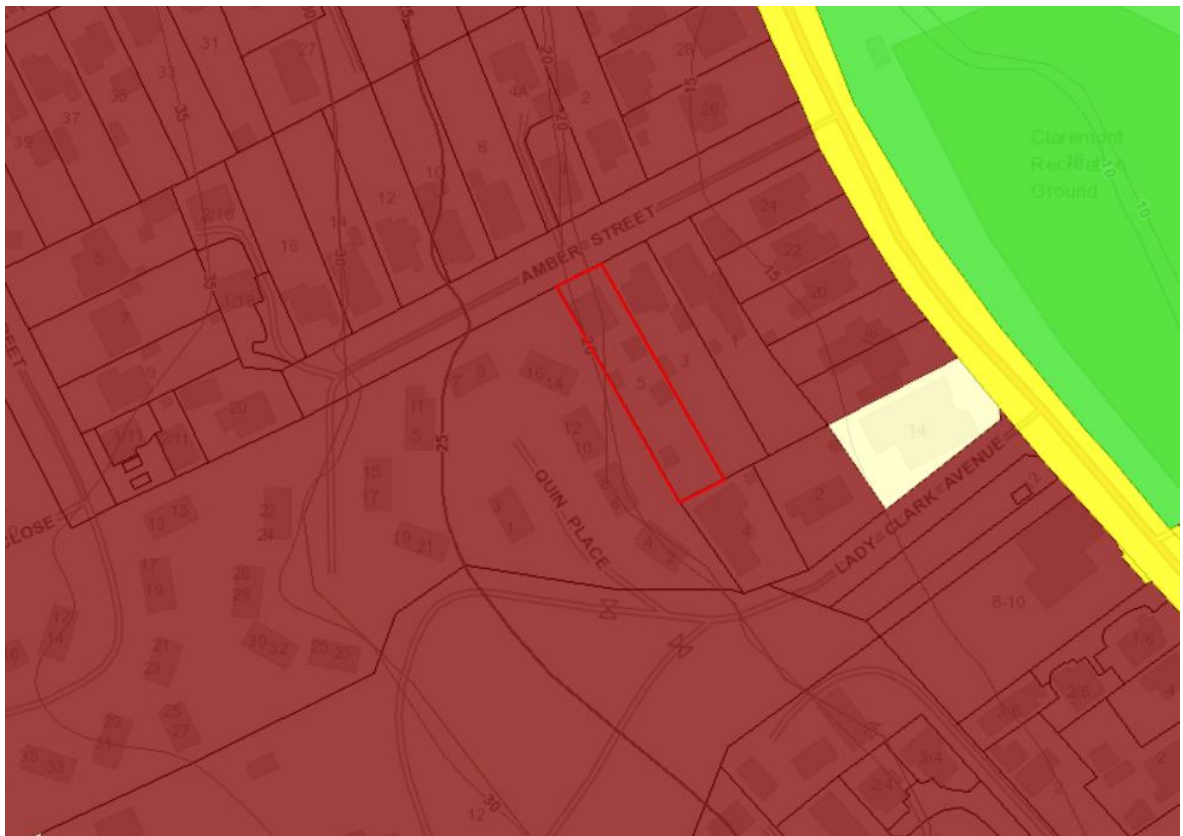


Figure 2: Zoning plan (Source: LISTmap, Tasmanian Government)

1.1.1 ZONE PURPOSE

The zone purpose statements for the Inner Residential Zone are as follows:

- 9.1.1 *To provide for a variety of residential use or development that accommodates a range of dwelling types at higher densities.*
- 9.1.2 *To provide for the efficient utilisation of available social, transport and other service infrastructure.*
- 9.1.3 *To provide for non-residential use that:*
 - a) *primarily services the local community; and*
 - b) *does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business, traffic generation and movement, or other off site impacts.*
- 9.1.4 *To provide for Visitor Accommodation that is compatible with residential character.*

The proposed development of three assisted housing units supports the intent of the zone by delivering a higher density residential option that caters to diverse community needs. It makes efficient use of existing infrastructure and services, including public transport and community facilities. As assisted housing, the development provides a form of non-residential use that directly serves vulnerable members of the local community without generating off-site impacts or affecting residential amenity. The proposal does not include visitor accommodation.

1.1.2 USE STATUS

The proposal, which is to provide specialist disability accommodation, is best defined as Assisted Housing, described as:

means housing provided by an organisation for higher needs tenants or residents, including those with physical or intellectual disabilities, and may include associated support services.

Assisted Housing is described within the residential use class, which is permitted.

1.1.3 USE STANDARDS

The following standards are not applicable:

- 9.3.1 Discretionary uses
- 9.3.2 Visitor Accommodation

1.1.4 DEVELOPMENT STANDARDS FOR DWELLINGS

9.4.1 Residential Density for Multiple Dwellings
Objective: That the density of multiple dwellings: a) Makes efficient use of the land for housing; and b) Optimises the use of infrastructure and community services
SCHEME REQUIREMENTS
A1 Multiple dwellings have a site area per dwelling not less than 200m ²
RESPONSE
A1 The proposal is for assisted housing, not for multiple dwellings. Nonetheless, the total site area is 1071m ² with each dwelling able to retain a site area greater than 357m ² .

9.4.2 Setbacks and building envelope for all dwellings
Objective: That siting and scale of dwellings: a) Provides reasonably consistent separation between dwelling and their frontage within a street b) Provides consistency in the apparent scale, bulk, massing and proportion of dwellings; and

c) <i>Provides separation between dwellings on adjoining properties to allow a reasonable opportunity for daylight and sunlight to enter habitable rooms and private open spaces.</i>
SCHEME REQUIREMENTS
A1 <i>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</i> (a) <i>if the frontage is a primary frontage, not less than 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing dwelling on the site;</i> (b) <i>if the frontage is not a primary frontage, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</i> (c) <i>if for a vacant site and there are existing dwellings on adjoining properties 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</i> (d) <i>if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</i> P1 <i>A dwelling must have a setback from a frontage that is compatible with the streetscape having regard to any topographical constraints.</i>
RESPONSE
A1 Whilst the dwelling complies with the required frontage setback, a retaining wall exceeding 1m in height is proposed within 3m of the frontage and therefore requires assessment against the Performance Criteria. P1 The dwelling itself maintains a compliant setback of approximately 7m from the frontage, ensuring the built form remains compatible with the established streetscape character. Nearby dwellings, including those at 10 Waldron Street and 3 Amber Street, have frontage setbacks generally ranging between 5m and 7m, demonstrating consistency with the proposed development. The only element requiring discretion is the retaining wall. The retaining wall has been designed to facilitate excavation and enable the dwelling itself to sit lower relative to natural ground level. This approach reduces visual bulk and minimises potential impacts on adjoining properties, as opposed to elevating the development above existing ground levels. Accordingly, the proposal is considered compatible with the streetscape and responsive to the site's topographical constraints.
A2 <i>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</i> a) <i>4m, or alternatively 1m behind the building line;</i> b) <i>The same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</i>

c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.
RESPONSE
A2 a) Complies. All carports have a setback of more than 4m from the primary frontage.
A3 <i>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</i> a) <i>be contained within a building envelope (refer to Figures 9.1, 9.2 and 9.3) determined by:</i> i) <i>a distance equal to the frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a property with an adjoining frontage; and</i> ii) <i>projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and</i> b) <i>only have a setback within 1.5m of a side or rear boundary if the dwelling:</i> (i) <i>does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</i> (ii) <i>does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).</i> P3 <i>The siting and scale of a dwelling must:</i> (a) <i>not cause an unreasonable loss of amenity to adjoining properties, having regard to:</i> (i) <i>reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</i> (ii) <i>overshadowing the private open space of a dwelling on an adjoining property;</i> (iii) <i>overshadowing of an adjoining vacant property; and</i> (iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and</i> (b) <i>provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.</i>
RESPONSE
A3 The dwellings generally comply with the building envelope requirements. However, minor elements including the retaining wall, circulation deck/walkway, and associated polycarbonate cover extend

within 1.5m of the side boundary (south-western boundary). These elements are therefore assessed against the Performance Criteria.

P3

The proposal does not result in unreasonable impacts on adjoining properties in relation to siting, scale, or amenity. The dwelling forms are contained within the applicable building envelope and are single storey in scale, ensuring a low overall built form consistent with the surrounding residential context. The extruding elements are limited to the retaining wall, circulation deck/walkway, and polycarbonate cover, all of which are subservient to the main built form and required to address site topography and accessibility requirements.

In relation to amenity impacts:

i) and (ii) The proposal will not result in unreasonable reduction in sunlight or overshadowing of adjoining habitable rooms or private open space. The nearest adjoining properties to the south-west are setback approximately 7.5m from the common boundary and will continue to receive adequate solar access, with sunlight available to more than 50% of private open space between 12:00pm and 3:00pm.

iii) There are no adjoining vacant properties.

iv) The dwellings present as single storey built form and are compatible with the scale of surrounding development. From adjoining properties at 4 and 6 Amber Street, the development will read as a single low-scale residential form. The dwellings are setback a minimum of 3m from the Amber Street frontage, maintaining an appropriate streetscape presentation. The adjoining Lady Clark Retirement Village comprises similarly scaled dwellings in a clustered configuration, supporting the compatibility of the proposal within the broader context.

The retaining wall and circulation areas are necessary to accommodate site topography through a cut solution, avoiding the need to elevate built form above natural ground level and thereby reducing potential visual dominance. The circulation space provides accessible movement for NDIS residents and is a functional component of the development. The polycarbonate cover is lightweight and visually permeable, and will not contribute to a perception of bulk or scale.

b) The proposal maintains separation distances consistent with, or greater than, surrounding development patterns, including:

- approximately 3.8m to 3 Amber Street;
- approximately 4m to 2 Lady Clark Avenue; and
- approximately 11m to 10 Lady Clark Avenue.

These setbacks are consistent with the established pattern in the locality, where dwellings commonly adopt reduced side boundary setbacks, including examples such as 3 Amber Street (approximately 1.47m) and other nearby properties including 10 Amber Street and the existing dwelling at 5 Amber Street. The proposal also increases the existing setback currently achieved on the site, further reinforcing an improved separation outcome.

9.4.3 Site Coverage and Private Open Space for all dwellings

Objective: <i>That dwellings are compatible with the amenity and character of the area and provide:</i> <i>a) for outdoor recreation and the operational needs of the residents;</i> <i>b) opportunities for the planting of gardens and landscaping; and</i> <i>c) private open space that is conveniently located and has access to sunlight.</i>
SCHEME REQUIREMENTS
A1 <i>Dwellings must have:</i> <i>a) a site coverage of not more than 65% (excluding eaves up to 0.6m wide); and</i> <i>b) for multiple dwellings, a total area of private open space of not less than 40m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the ground level (excluding a garage, carport or entry foyer).</i>
RESPONSE
A1 a) The site coverage is estimated to be approximately 47% (505m² over a site area of 1072m²). b) The proposal is for Assisted Housing, not Multiple Dwellings, and this provision is therefore not considered applicable. Nonetheless, the following areas of POS are provided: • Unit 1 – approximately 63m² • Unit 2 -approximately 70m² • Unit 3– approximately 90m²
A2 <i>A dwelling must have private open space that:</i> <i>a) is in one location and is not less than:</i> <i>(i) 24m²; or</i> <i>(ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</i> <i>b) has a minimum horizontal dimension of:</i> <i>(i) 4m; or</i> <i>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</i> <i>c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and has a gradient not steeper than 1 in 10.</i> <i>d) has a gradient not steeper than 1 in 10.</i>
RESPONSE
A2 Complies. Each dwelling has a private open space of at least 24m² that has a minimum dimension of 4m, with a gradient of 1:40m. Unit 2 has its POS to the rear, with Unit 1 and 3 retaining a POS that is located between the dwelling and the frontage, oriented within 30 degrees of west of true north.

9.4.4 Sunlight to private open space of multiple dwellings
Objective: <i>that the separation between multiple dwellings provides reasonable opportunity for sunlight to enter private open space for dwellings on the same site.</i>
SCHEME REQUIREMENTS
A1 <i>A multiple dwelling that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 9.4.3, must satisfy (a) or (b), unless excluded by (c):</i> <i>a) the multiple dwelling is contained within a line projecting (see Figure 9.4):</i> <i>(i) at a distance of 3m from the northern edge of the private open space; and</i> <i>(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal.</i> <i>b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight within the hours of 9.00am to 3.00pm on 21st June.</i> <i>c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:</i> <i>(i) an outbuilding with a building height not more than 2.4m; or</i> <i>(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</i>
RESPONSE
A1 This provision applies to multiple dwellings, however the proposal is for assisted housing and is therefore not formally classified as multiple dwellings under the Scheme. Notwithstanding this, the development has been designed to minimise overshadowing between dwellings and maintain solar access to all private open space areas. The proposal is comprised of single storey built form with compliant setbacks and positioned private open space areas. The submitted shadow diagrams for 21 June at 9:00am, 12:00pm and 3:00pm demonstrate that all dwellings retain solar access to their associated private open space areas throughout the day. • The private open space for Dwelling 03 is located to the south of Dwelling 02. The shadow diagrams indicate that overshadowing occurs primarily later in the day, between approximately 12:00pm and 3:00pm on 21 June. The diagrams indicate that at least 50% of the private open space retains solar access for a minimum of 3 hours between 9:00am and 3:00pm. • The private open space for Dwelling 02 experiences limited overshadowing from Dwelling 01. Any shadowing present is predominantly attributable to self-shadowing generated by Dwelling 02 itself, rather than overshadowing from adjoining dwellings within the development. • Dwelling 01 is located at the northern end of the site and its private open space retains solar access throughout the day.
9.4.5 Width of openings for garages and carports for all dwellings

Objective: <i>To reduce the potential for garage or carport openings to dominate the primary frontage.</i>
SCHEME REQUIREMENTS
A1 <i>A garage or carport within 12m 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 not exceeding 6m or half the width of the frontage (whichever is the lesser).</i>
RESPONSE
A1 There are no garage or carports within 12m of a primary frontage.

9.4.6 Privacy for all dwellings	
Objective: <i>To provide a reasonable opportunity for privacy for dwellings.</i>	
ACCEPTABLE SOLUTIONs	
A1 <i>A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</i> <i>a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</i> <i>b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</i> <i>c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:</i> <i>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</i> <i>(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.</i>	
RESPONSE	
A1 The proposed decks and carports do not have a finished floor level more than 1m above existing ground level.	
A2 <i>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 satisfy (a), unless it satisfies (b):</i> <i>a) The window or glazed door:</i> <i>(i) is to have a setback of not less than 3m from a side boundary;</i>	

(ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m 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 not less than 6m 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, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of at least 1.7m 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 not less than 1.7m above floor level, with a uniform transparency of not more than 25%.
RESPONSE
A1 None of the windows or glazed doors have a FFL 1m above NGL, therefore this provision is not applicable.
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 not less than: a) 2.5m; or b) 1m if: (i) it is separated by a screen of not less than 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level. P3 A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.
RESPONSE
A1 The following habitable room windows are located within 2.5m of the shared driveway: Unit 1: - participant bedroom - has privacy screening to 1.7m in height. - living room window Unit 2: - participant bedroom 1 – has a privacy screening to 1.7m

Regarding the living room window of unit 1, a notation for fixed obscure glazing to a height of 1.7m above FFL can be provided on the plans, or conditioned as part of the permit.

P3

This provision applies to multiple dwellings, however the proposal is for assisted housing and is therefore not formally classified as multiple dwellings under the Scheme. Notwithstanding this, the development has been designed to minimise unreasonable impacts associated with vehicle movements, including vehicle noise and light intrusion to habitable rooms.

The shared driveway and parking areas are limited in scale and serve only three dwellings, resulting in a low level of vehicle activity on the site. In addition, the development incorporates a number of design measures to reduce potential impacts, including: separation distances, the provision of 1.7m high privacy screens, and single storey built form with low traffic generation associated with the assisted housing use.

9.4.7 Frontage fences for all dwellings

Objective: That the height and transparency of frontage fences:

- a) provides adequate privacy and security for residents;
- b) allows the potential for mutual passive surveillance between the road and the dwelling; and
- c) are reasonably consistent with that on adjoining properties.

ACCEPTABLE SOLUTIONS

A1

No Acceptable Solution.

PERFORMANCE CRITERION

P1

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

- (a) provide for security and privacy, while allowing for passive surveillance of the road; and
- (b) be compatible with the height and transparency of fences in the street, having regard to:
 - (i) the topography of the site; and
 - (ii) traffic volumes on the adjoining road.

RESPONSE

P1

This provision is not applicable as the proposal includes a 1200mm high timber paling fence within 4.5m of the frontage and complies with the exemption in the scheme, see below.

Exemption

Fences (including free-standing walls) within 4.5m of a frontage, if located in:

- (a) the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone, Commercial Zone or any particular purpose zone, and if not more than a height of:

- (i) 1.2m above existing ground level if the fence is solid; or
- (ii) 1.8m above existing ground level, if the fence has openings above the height of 1.2m which provide a uniform transparency of at least 30% (excluding any posts or uprights)

9.4.8 Waste Storage for Multiple dwellings

Objective: To provide for the storage of waste and recycling bins for multiple dwellings.

ACCEPTABLE SOLUTION

A1

A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of not less than 1.5m² 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 common storage area with an impervious surface that:
 - (i) has a setback of not less than 4.5m from a frontage;
 - (ii) is not less than 5.5m from any dwelling; and

is screened from the frontage and any dwelling by a wall to a height of not less than 1.2m above the finished surface level of the storage area.

RESPONSE

A1

This provision is not applicable as the proposal is not for multiple dwellings. Nonetheless, each dwelling is provided with individual bin storage to the above specifications.

CODES

The site is subject to a number of codes. The relevant provisions are assessed below.

PARKING AND SUSTAINABLE TRANSPORT CODE

1.1.5 USE STANDARDS

C2.5.1 Car Parking Spaces	
Objective: <i>that an appropriate level of car parking spaces are provided to meet the needs of the use.</i>	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERION
A1 <i>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</i> <i>a) 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;</i> <i>b) The site is contained within a parking precinct plan and subject to clause C2.7;</i> <i>c) The site is subject to clause C2.5.5; or</i> <i>d) It relates to an intensification of an existing use or development or a change of use where:</i> <i>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</i> <i>(ii) The number of on-site car parking spaces for the existing use or development specified in table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case onsite car parking must be calculated as follows:</i> $N = A + (C - B)$ <i>N = number of onsite car parking spaces required</i> <i>A = number of existing on site car parking spaces</i> <i>B = number of onsite car parking spaces required for the existing use or development specified in table c2.1</i> <i>C = number of onsite car parking spaces required for the proposed use or development specified in table C2.1</i> P1.1 <i>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i> <i>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</i> <i>(b) the ability of multiple users to share spaces because of:</i> <i>(i) variations in car parking demand over time; or</i>	

- (ii) *efficiencies gained by consolidation of car parking spaces;*
- (c) *the availability and frequency of public transport within reasonable walking distance of the site;*
- (d) *the availability and frequency of other transport alternatives;*
- (e) *any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*
- (f) *the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*
- (g) *the effect on streetscape; and*
- (h) *any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.*

P1.2

The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

- (a) *the nature and intensity of the use and car parking required;*
- (b) *the size of the dwelling and the number of bedrooms; and*
- (c) *the pattern of parking in the surrounding area.*

RESPONSE

As per table C2.1, the following parking is required:

<i>Other Residential use in the General Residential Zone</i>	<i>1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)</i>
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The proposal generates the following parking requirement:

- Unit 1 is a one bedroom dwelling, generating a requirement of 1 parking space
- Unit 2 is a one bedroom dwelling, generating a requirement of 1 parking space
- Unit 3 is a three bedroom dwelling, generating a requirement of 2 parking spaces
- 1 visitor space is required.

The proposal generates a total requirement of 5 parking spaces. As 4 parking spaces are provided, assessment against the performance criteria is required.

P1.1

This provision is not applicable as the proposal is for dwellings.

P1.2

The proposal provides four parking spaces, with capacity for an additional space within the driveway apron. Given the shared and reciprocal use of spaces across the dwellings—functioning more like a single integrated facility than as separate individual dwellings—the parking arrangement is considered appropriate to the nature of the development.

The following justification for the shortfall is provided:

- a) & b) The proposed development comprises three dwellings intended for NDIS participants. The proposal will cater for 4 residents and 1-3 carers at any one time.

In this case, ample on-street parking is available along Amber Street, which can comfortably accommodate occasional visitors without the need for dedicated visitor spaces within the development. Furthermore, NDIS housing often generates a lower parking demand due to the specific mobility needs of residents, many of whom do not drive and instead rely on alternative transportation options such as public transport, community transport services, or assistance from support workers and caregivers.

c) The surrounding area consists primarily of single dwellings, most of which have adequate on-site parking provisions. There is no indication of parking congestion, and there are no multiple dwelling developments in close proximity to the subject site. This suggests that the local street network can accommodate the minimal additional demand generated by visitor parking to the proposed development.

The following provisions are not applicable:

- C2.5.2 Bicycle parking number
- C2.5.3 Motorcycle parking numbers
- C2.5.4 Loading Bays
- C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

1.1.6 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS

C2.6.1 Construction of parking areas	
Objective: <i>the parking areas are constructed to an appropriate standard.</i>	
ACCEPTABLE SOLUTIONs	PERFORMANCE CRITERION
A1 <i>All parking, access ways, manoeuvring and circulation spaces must:</i> a) <i>Be constructed with a durable all weather pavement;</i> b) <i>Be drained to public stormwater system, or contain stormwater on the site; and</i> <i>Excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</i>	
RESPONSE	
A1 The proposal is able to comply as follows: • All parking areas are to be constructed in durable, all weather pavement. • Are drained to public stormwater system.	

C2.6.2 Design and Layout of Parking Areas	
Objective: <i>That parking areas are designed and laid out to provide convenient, safe and efficient parking.</i>	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERION
A1.1 <i>Parking, accessways, manoeuvring and circulation spaces must either:</i> a) <i>comply with the following:</i> (i) <i>have a gradient in accordance with the Australian Standard AS 2890 – Parking facilities, Parts 1-6;</i> (ii) <i>provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</i> (iii) <i>have an access width not less than the requirements in Table C2.2;</i> (iv) <i>have car parking space dimensions which satisfy the requirements in Table C2.3;</i> (v) <i>have a combined access and manoeuvring width adjacent to parking spaces not less than the requirement in Table C2.3 where there are 3 or more car parking spaces;</i> (vi) <i>have a vertical clearance of not less than 2.1m above the parking surface level; and</i> (vii) <i>excluding a single dwelling, be delineated by line marking or other clear physical means; or</i> b) <i>comply with Australian Standard AS 2890 – Parking Facilities, Parts 1-6.</i> A1.2 <i>Parking spaces provided for use by persons with a disability must satisfy the following:</i> a) <i>be located as close as practicable to the main entry point to the building;</i> b) <i>be incorporated into the overall car park design; and</i> <i>be designed and constructed in accordance with Australian/New Zealand Standards AS/NZS 2890.6:2009 Parking facilities, off-street parking for people with disabilities.</i>	
RESPONSE	
A1.1 & A1.2 As per the notations on the architectural set, all parking spaces are able to satisfy the required standards. All Parking Spaces are Designed as per AS/NZS 2890.6:2022 – Parking Facilities Part 6: Off-Street Parking for People with Disabilities.	

C2.6.3 Number of Accesses for Vehicles
Objective: <i>that:</i> a) <i>access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</i> b) <i>accesses do not cause an unreasonable loss of amenity of adjoining uses; and</i> c) <i>the number of accesses minimise impacts on the streetscape.</i>

ACCEPTABLE SOLUTIONs	PERFORMANCE CRITERION
A1 <i>The number of access provided for each frontage must:</i> a) <i>be no more than 1; or</i> b) <i>no more than the existing number of accesses,</i> <i>whichever is the greater.</i>	
RESPONSE	
A1 The proposal complies with A1 (a). GM consent is required as part of this application due to changes to the existing crossover width and location.	

C2.6.5 Pedestrian Access	
Objective: <i>that pedestrian access within parking areas is provided in a safe and convenient manner.</i>	
ACCEPTABLE SOLUTIONs	PERFORMANCE CRITERION
A1.1 <i>Uses that require 10 or more car parking spaces must:</i> a) <i>have a 1m wide footpath separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</i> (i) <i>a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</i> (ii) <i>protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</i> b) <i>be signed and line marked at points where pedestrians cross access ways or parking aisles.</i>	
A1.2 <i>In a parking area containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</i>	
RESPONSE	
A1.1 The use does not require 10 or more car spaces therefore A1.1 is not applicable.	
A1.2 Graded deck entryways are provided to satisfy disability access requirements.	

C2.6.8 Siting of Parking and turning areas
Objective: <i>that the siting of vehicle parking and access facilities in an Inner Residential zone, Village zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone</i>

<i>does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</i>	
ACCEPTABLE SOLUTIONs	PERFORMANCE CRITERION
A1 <i>Within an Inner Residential zone, Village zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</i>	
RESPONSE	
All parking areas are provided behind the building line.	

3.2 ROAD AND RAILWAY CODE

1.1.7 USE STANDARDS

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction.	
Objective: <i>to minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</i>	
ACCEPTABLE SOLUTIONs	PERFORMANCE CRITERION
A1.1 <i>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require;</i> a) <i>A new junction;</i> b) <i>A new vehicle crossing; or</i> c) <i>A new level crossing</i> A1.2 <i>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</i> A1.3 <i>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</i> A1.4	P1 <i>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</i> a) <i>Any increase in traffic caused by the use;</i> b) <i>The nature of the traffic generated by the use;</i> c) <i>The nature of the road;</i> d) <i>The speed limit and traffic flow of the road;</i> e) <i>Any alternative access to a road;</i> f) <i>The need for the use;</i> g) <i>Any traffic impact assessment; and</i> <i>Any advice received from the rail or road authority.</i>

<i>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</i> <i>a) The amounts in Table C3.1; or</i> <i>Allowed by a licence issued under Part</i> <i>b) IVA of the Roads and Jetties Act 1935 in respect to a limited-access road</i> A1.5 <i>Vehicular traffic must be able to enter and leave a major road in a forward direction.</i> <i>a)</i>	
RESPONSE	
A1.1 Not applicable. A1.2 No new junction or access is proposed. However, upgrades (including widening) are required to the existing access. General Managers Consent is sought as part of this application. A1.3 Not applicable. A1.4 The proposal involves housing primarily intended for NDIS participants. In considering the NSW RTA guidelines, traffic generation for housing for aged and disabled persons results in 1-2 daily vehicle trips per dwelling. Considering three units are proposed this would equate to up to 6 vehicle movements per day, thereby not exceeding the threshold established in Table C3.1. A1.5 The proposal does not involve any major roads.	

1.1.8 DEVELOPMENT STANDARDS

There are no development standards relating to this proposal.

3.3 FLOOD-PRONE AREA HAZARDS CODE

The rear of the site is subject to the flood prone areas overlay for a distance of approximately 18m as demonstrated below:



Figure 3: site outline in red with flood prone area hatched in blue. Cadastre plan and contours shown (LISTmap, Tasmanian Government)

1.1.9 USE STANDARDS

The use is classified as a vulnerable use, as such the following provisions are relevant.

C12.5.1 – Uses within a flood-prone hazard area	
Objective: <i>that a habitable building can achieve and maintain a tolerable risk from flood.</i>	
ACCEPTABLE SOLUTIONs	PERFORMANCE CRITERION
A1 <i>No acceptable solution</i>	P1.1 <i>A change of use that, converts a non-habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone area must have a tolerable risk, having regard to:</i> <i>a) The location of the building</i> <i>b) The advice in a flood report; and</i> <i>c) Any advice from a state authority, regulated entity or a council</i> P1.2 <i>A flood hazard report also demonstrates that:</i> <i>a) Any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or</i>

	<i>The use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.</i>
RESPONSE	
P1.1 a) The development is located on land where only the rear portion is subject to minor inundation during the 1% AEP event, with the majority of the site remaining flood-free. b) The site-specific flood assessment demonstrates shallow inundation depths (generally up to ~150 mm), low velocities (typically <0.5 m/s), and a hazard classification of H1, indicating conditions generally safe for people, vehicles and buildings. c) No other advice has been received at this stage. P1.2 The flood hazard report demonstrates that the proposed development results in negligible and localised increases in flood levels (approximately 10–20 mm), which do not warrant specific hazard reduction measures. The development can achieve and maintain a tolerable level of risk from the 1% AEP flood event for its intended life without requiring flood protection measures.	

C12.5.2 Critical use, hazardous use or vulnerable use	
Objective: <i>That critical, hazardous and vulnerable uses, located within a flood-prone hazard area can achieve and maintain a tolerable risk from flood.</i>	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERION
A1 <i>No acceptable solution</i>	P1.1 <i>A critical, hazardous, or vulnerable use within a flood-prone hazard area must achieve a tolerable level of risk from flood, having regard to:</i> (a) <i>the type form and duration of the use; and</i> (b) <i>a flood hazard report that demonstrates that:</i> (i) <i>any increase in the level of risk from flood does not warrant any specific hazard reduction or protection measures; or</i> (ii) <i>the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.</i>
RESPONSE	
P1.1	

- a) The proposal comprises residential dwellings (vulnerable use) intended for long-term occupation, designed with consideration of flood behaviour, including maintaining flow paths through pier construction.
- b) The flood assessment confirms:
 - i) Any increase in flood risk is negligible and does not warrant mitigation measures; and
 - ii) The development maintains a tolerable level of risk under the 1% AEP event, with H1 hazard classification and limited inundation extent

A2 <i>No Acceptable Solution.</i>	P2 <i>In addition to the requirements in clause C12.5.2 P1, a critical use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to:</i> <i>(a) the ability of the use to function and maintain service during the flood event and recovery period;</i> <i>(b) any interruption to the operation of the critical use in locations external to the immediate impact of the flood;</i> <i>(c) the creation of risk to the health or safety of people from damage or disruption to:</i> <i>(i) a water supply service; or</i> <i>(ii) the drainage and treatment of waste water;</i> <i>(d) the advice contained in a flood hazard report; and</i> <i>(e) any advice from a State authority, regulated entity or a council.</i>
RESPONSE	
P2 Not applicable.	
A3 <i>No Acceptable Solution.</i>	P3 <i>In addition to the requirements in clause C12.5.2 P1, the impact of flood on a hazardous use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to:</i> <i>(a) the health and safety of people;</i> <i>(b) any impact on property;</i> <i>(c) any impact on the environment;</i>

	(d) the advice contained in a flood hazard report; and (e) any advice from a State authority, regulated entity or a council.
RESPONSE	
P3 Not applicable.	

A4 No Acceptable Solutions	P4 In addition to the requirements in clause C12.5.2 P1, a vulnerable use within a flood-prone hazard area, must be protected from flood, having regard to: (a) any protection measures, existing or proposed; (b) the ability and capability of people in a flood event who may live, work or visit the site, to: (i) protect themselves; (ii) evacuate in an emergency; and (iii) understand and respond to instructions in the event of an emergency; (c) any emergency evacuation plan; (d) the level of risk for emergency personnel involved in evacuation and rescue tasks; (e) the advice contained in a flood hazard report; and (f) any advice from a State authority, regulated entity or a council
RESPONSE	
P4 a) The development incorporates design responses including appropriate siting, finished floor levels, and pier construction to maintain overland flow paths. b) Given the shallow depths, low velocities and H1 hazard classification, occupants can safely respond to flood conditions, including evacuation if required. c) Standard residential emergency response procedures are applicable, with no unusual constraints identified. d) Flood conditions are low hazard and do not pose elevated risks to emergency services. e) The report confirms minimal inundation, low hazard classification and negligible impacts. f) No further advice has been received.	

1.1.10 DEVELOPMENT STANDARDS

C12.6.1 Buildings and works within a flood-prone hazard area	
Objective: that a) Buildings and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and b) Buildings and works do not increase the risk from flood to adjacent land and public infrastructure.	
SCHEME REQUIREMENTS	RESPONSE
A1 No acceptable solution	P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: a) The type, form, scale and intended duration of the development; b) Whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; c) Any advice from a state authority, regulated entity or a council; and d) The advice contained in a flood hazard report. P1.2 A flood hazard report also demonstrates that the building and works: a) Do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.
Response	
P1.1 a) The development is comprised of three residential dwellings designed with consideration of flood behaviour and long-term occupation. b) The proposal results in only negligible and localised afflux (approximately 10–20 mm), which does not require mitigation measures. c) The modelling aligns with Council’s adopted flood study and uses accepted methodologies.	

d) The report confirms low flood depths, low velocities and H1 hazard classification, indicating tolerable risk.

P1.2

a) The modelling demonstrates that the development does not cause or contribute to flooding on the site, adjoining land or public infrastructure.

b) The development can achieve and maintain a tolerable level of risk from the 1% AEP flood event for its intended life without requiring flood protection measures.

