GLENORCHY PLANNING AUTHORITY ATTACHMENTS

MONDAY, 15 MAY 2023

TABLE OF CONTENTS:

PLANNING

GLENORCHY CITY COUNCIL

CERTIFICATION OF DRAFT AMENDMENT UNDER SECTION 40F LAND USE PLANNING AND APPROVALS ACT 1993

The Planning Authority has prepared the attached draft amendment, Amendment PLAM-23/01 to the Glenorchy Local Provisions Schedule.

The Planning Authority:

- has determined that it is satisfied that the draft amendment meets the LPS Criteria specified in Section 34 of the Land Use Planning and Approvals Act 1993; and

- in accordance with Section 40F (2) of the Land Use Planning and Approvals Act 1993 certifies that the draft amendment so meets those requirements.

The common seal of the Glenorchy City Council has been affixed on the

_____ (date)

as authorised by the Planning Authority in the presence of:

_____

Council Delegate

GLENORCHY LOCAL PROVISIONS SCHEDULE
AMENDMENT PLAM-23/01

The Glenorchy Local Provisions Schedule is amended as follows:

Land affected by this amendment:

- 60 Creek Road, New Town;
- 36 Cadbury Road, Claremont; and
- 26 Cadbury Road, Claremont.

The Planning Scheme maps are amended by:

1. Modifying the Code Overlay Maps to delete the spatial application of "Place or precinct of archaeological potential" that currently applies on land at 36 Cadbury Road, Claremont as shown in Image 1 of Annexure 1.

2. Modifying the Code Overlay Maps to insert the spatial application of "Place or precinct of archaeological potential" on land at 26 and 36 Cadbury Road, Claremont as shown in Image 2 of Annexure 1.

3. Modifying the Code Overlay Maps to insert the spatial application of "Place or precinct of archaeological potential" on land at 60 Creek Road, New Town as shown in Image 3 of Annexure 1.

The Planning Scheme Ordinance is amended by:

1. Deleting entry GLE C6.4.1 under GLE-Table C6.4 Places or Precincts of Archaeological Potential.

2. Inserting entry GLE C6.4.1 under GLE-Table C6.4 Places or Precincts of Archaeological Potential as shown in Annexure 2.

3. Inserting entry GLE C6.4.6 under GLE-Table C6.4 Places or Precincts of Archaeological Potential as shown in Annexure 2.

The common seal of the Glenorchy City Council has been affixed on the

_____ (date)

as authorised by the Planning Authority in the presence of:

_____
Council Delegate

Annexure 1 – Planning Scheme Maps

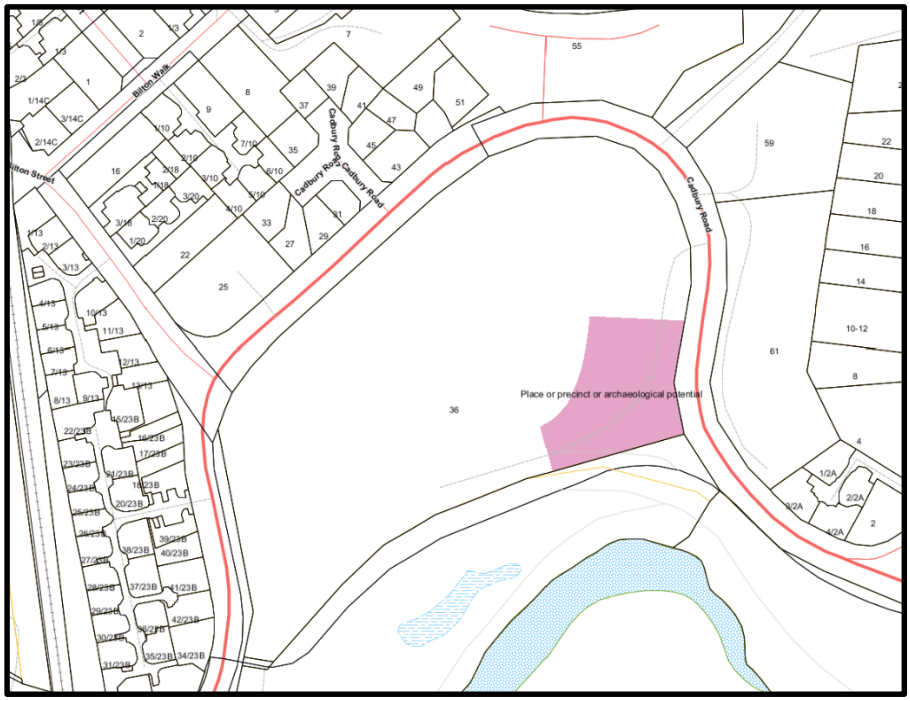


Image 1 – "Place or precinct of archaeological potential" Code Overlay that currently applies on land at 36 Cadbury Road, Claremont to be deleted.

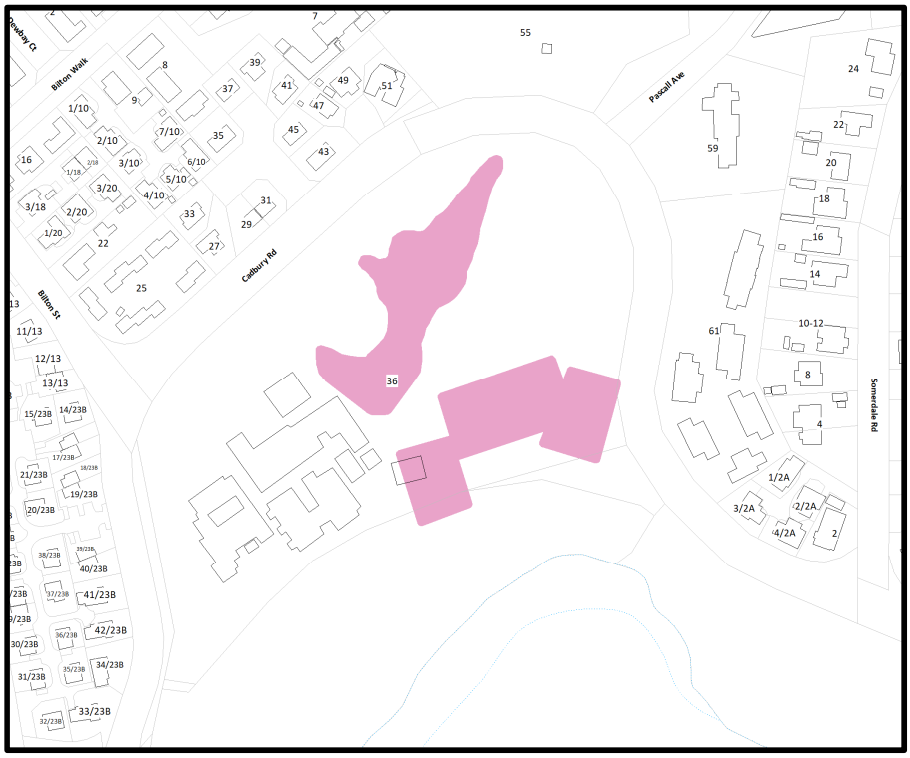


Image 2 – Insert "Place or precinct of archaeological potential" Code Overlay on land at 36 & 26 Cadbury Road, Claremont

Image 3 – Insert “Place or precinct of archaeological potential” Code Overlay on land at 60 Creek Road, Newtown

Annexure 2 – Amendments to Glenorchy Local Provisions

Insert new entries under GLE-C6.0 Local Historic Heritage Code as follows:

GLE-Table C6.4 Places or Precincts of Archaeological Potential

Reference Number	Town/Locality	Property Name / Address/ Name of Precinct	Folio of the Register	Description, Specific Extent and Archaeological Potential
GLE C6.4.1	Claremont	36 Cadbury Road, 26 Cadbury Road	Part 179351/1, Part 139356/2, and Part 162283/1	*Description* Ashburton farm complex. *Specific Extent* All that part of the land outlined in red in Figure GLE-C6.4.1. Figure GLE-C6.4.1 

			Archaeological Potential A site that has the potential to contain archaeological evidence in sub-surface contexts that will provide insight to the lifeways of Glenorchy's 19th century rural inhabitants and the WWI army camp at Claremont. Where not intensively disturbed, surviving attributes may include but not necessarily be limited to: footprints of the main building and a barn like structure, traces of timber vernacular structures, associated interior and exterior surfaces, artefact bearing contexts including underfloor deposits and refuse pits, subtle evidence of structural debris, fittings and finishes at the interface between demolition layers and intact underlying contexts, traces of plant material (including pollen) in lagoon deposits that may yield insights to the composition of the landscape over time.

GLE-Table C6.4 Places or Precincts of Archaeological Potential

Reference Number	Town/Locality	Property Name / Address/ Name of Precinct	Folio of the Register	Description, Specific Extent and Archaeological Potential
GLE C6.4.6	New Town	60 Creek Road	Part 113249/1	*Description* Calder's Albion Flour Mill site. *Specific Extent* All that part of the land outlined in red in Figure GLE-C6.4.6. Figure GLE-C6.4.6  *Archaeological Potential* A site that has the potential to contain low level structural remains and archaeological evidence in sub-surface contexts that may provide

				insight to the configuration of mid-19th century mill buildings, industrial processes (including how water was delivered and harnessed), and associated habitation (e.g., mill workers quarters).

Places or Precincts of Archaeological Potential

PLANNING SCHEME AMENDMENT - PLAM-23/01

DISCUSSION PAPER

1. SCOPE OF THE AMENDMENT

This Planning Scheme Amendment proposes:

1. **Addition of the former site of Calder's Albion Flour Mill and associated features to GLE-Table C6.4 Places or Precincts of Archaeological Potential.**

2. **Amendment to existing entry GLE-Table C6.4 Places or Precincts of Archaeological Potential, Ref No GLE-C6.4.1, former Ashburton farm complex.**

2. CALDER'S ALBION FLOUR MILL SITE

Property address: 60 Creek Road, Newtown.

Key sources: Scripps, L. July 1993. The New Town Rivulet Historical Study. Unpublished report to the Parks & Recreation Department, Hobart City Council; Location Plan 2, pp50-51. Extracts Attached – **Appendix 1A**.

Independently assessed by: Praxis Environment (Brad Williams). January 2023. Statement of Archaeological Potential – Calder's Albion Mill, Creek Road, New Town, Tasmania. Unpublished report to the Glenorchy City Council. Full report attached – **Appendix 1B.**

Planning context: During a site inspection undertaken as part of the assessment of a recent planning application, Council officers identified some values on the site that appeared to have heritage significance. Council then engaged Heritage Consultant, Praxis Environment, who undertook further investigation and confirmed the presence of potential archeological sites of heritage significance at the site. Informal consultation has occurred with the landowner and information on how the new overlay may affect the property has been provided to them.

GCC Heritage Officer comment: The Praxis Environment report constitutes a credible and comprehensive assessment of the archaeological potential of the 19th century Calder's Albion [Flour] Mill site.

In determining the potential for survival of either low level remains/ruins or subsurface archaeological deposits and features the following aspects were considered:

1. The site-specific history of the Place – this included detailed analysis of archival illustrations and primary source material that provided the basis for:
   - Confirming the location of the site,
   - determining its key attributes,
   - understanding how the mill evolved, and;
   - establishing what is likely to have happened to the site since the mill was decommissioned and subsequently abandoned.

2. The importance (significance) of any surviving evidence.

3. The likely extent of the site, and any variability in significance of the identified attributes.

The profile of the site that emerges is summarised as follows:

The likely location of Calder's Albion Mill site has been identified on part of the land comprising 60 Creek Road, New Town.

The site exhibits two key development phases.

1. Construction and operation of the mill during the 1840s and 50s
2. Redundancy and progressive ruin and salvage of materials over a period of 50-60 years with minimal other intrusions.

The site, therefore, has the potential to contain low level remains, subsurface archaeological features and deposits that may add to our understanding of:

- The layout of the buildings and ancillary infrastructure not shown in key images (all of which are focused on the eastern end of the complex).
- Industrial processes (eg, water wheel pits, tail race, items and artefacts related to milling).
- How water was delivered and harnessed to provide motive power to the mill.
- Building materials (and the extent of off-site re-use).
- Domestic habitation (ie, presence of a possible Miller's cottage).

Praxis Environment's research found that those parts of the site assessed as being of medium and high potential, and coloured red, blue, and orange in the figure below, meet the Tasmanian Government's thresholds for assigning significance at the local level.

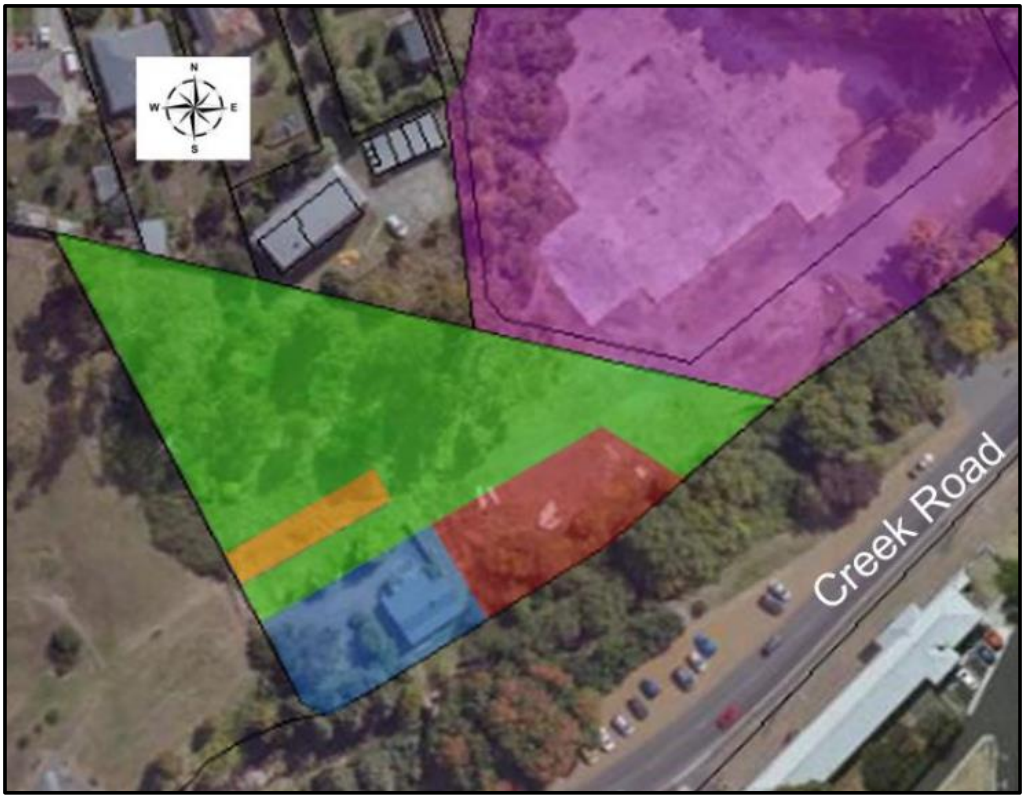


Figure 1: Extract from Praxis report Figure 6.1b showing archaeological sensitivity.

The 'red' shaded areas correspond to the predicted site of the former mill buildings and may include mill and tail race connections and take the form of low level remains obscured in vegetation as well as subsurface archaeological features and deposits.

The 'blue' shaded area represents the possible site of a mill-related dwelling.

The 'orange' shaded area may represent the only surviving evidence of the mill race.

This information has been mapped as shown in Figure 2 below to reflect the findings of the Praxis Environment Report under **Appendix 1A.**

Figure 2: Aerial image of the site at 60 Creek Road, New Town indicating the extent of 'Places or precincts of archaeological potential

GLE-Table C6.4 Places or Precincts of Archaeological Potential

Reference Number	Town/Locality	Property Name / Address/ Name of Precinct	Folio of the Register	Description, Specific Extent and Archaeological Potential
GLE C6.4.6	New Town	60 Creek Road	Part 113249/1	*Description* Calder's Albion Flour Mill site. *Specific Extent* All that part of the land outlined in red in Figure GLE-C6.4.6. Figure GLE-C6.4.6 

			Archaeological Potential A site that has the potential to contain low level structural remains and archaeological evidence in sub-surface contexts that may provide insight to the configuration of mid-19th century mill buildings, industrial processes (including how water was delivered and harnessed), and associated habitation (e.g., mill workers quarters).

3. ASHBURTON FARM SITE

Property address: 36 Cadbury Road, Claremont (Ashburton Farm Site) including a small crossover on 26 Cadbury Road, Claremont (Council Foreshore Area).

The proposal is to prepare an amendment (correction) to the existing entry in GLE-Table C6.4 to:

a. Alter the extent and description of potential attributes to align with the further and better information provided in the Statement of Archaeological Potential (SoAP) prepared for the proponent by Praxis Environment.
b. Update the Folio of Register details situation indicated that only part of the title is affected. Also update the Council land title details affected by the overlay.

Key sources: Praxis Environment (Brad Williams). August 2020. Statement of Archaeological Potential, Archaeological Impact Assessment & Archaeological Method Statement – Former Claremont Primary School/Ashburton/Abbotsfield, 36 Cadbury Road, Claremont, Tasmania. Unpublished report prepared for Claremont City Developments. Full report attached –**Appendix 2.**

The findings of the SoAP prepared by Praxis Environment and attached under **Appendix 2** is mapped as shown in Figure 3 below. Informal consultation has occurred with the landowner and information on how the new overlay may affect the property has been provided to them.

The extent of the area to be considered under potential for archaeological values includes both the farm complex area, and the lagoon as highlighted in Figure 3. The lagoon has been included for its potential to yield environmental information through plant material contained in sediments.

Figure 3: Aerial image of the sites at 36 and 26 Cadbury Road, Claremont indicating the new extent of 'Places or precincts of archaeological potential'

Proposed corrections to the existing entry are as follows.

GLE-Table C6.4 Places or Precincts of Archaeological Potential

Reference Number	Town/Locality	Property Name / Address/ Name of Precinct	Folio of the Register	Description, Specific Extent and Archaeological Potential
GLE C6.4.1	Claremont	36 Cadbury Road, 26 Cadbury Road	Part 179351/1, Part 139356/2, and Part 162283/1	*Description* Ashburton farm complex. *Specific Extent* All that part of the land outlined in red in Figure GLE-C6.4.1. Figure GLE-C6.4.1 

			Archaeological Potential A site that has the potential to contain archaeological evidence in sub-surface contexts that will provide insight to the lifeways of Glenorchy's 19th century rural inhabitants and the WWI army camp at Claremont. Where not intensively disturbed, surviving attributes may include but not necessarily be limited to: footprints of the main building and a barn like structure, traces of timber vernacular structures, associated interior and exterior surfaces, artefact bearing contexts including underfloor deposits and refuse pits, subtle evidence of structural debris, fittings and finishes at the interface between demolition layers and intact underlying contexts, traces of plant material (including pollen) in lagoon deposits that may yield insights to the composition of the landscape over time.

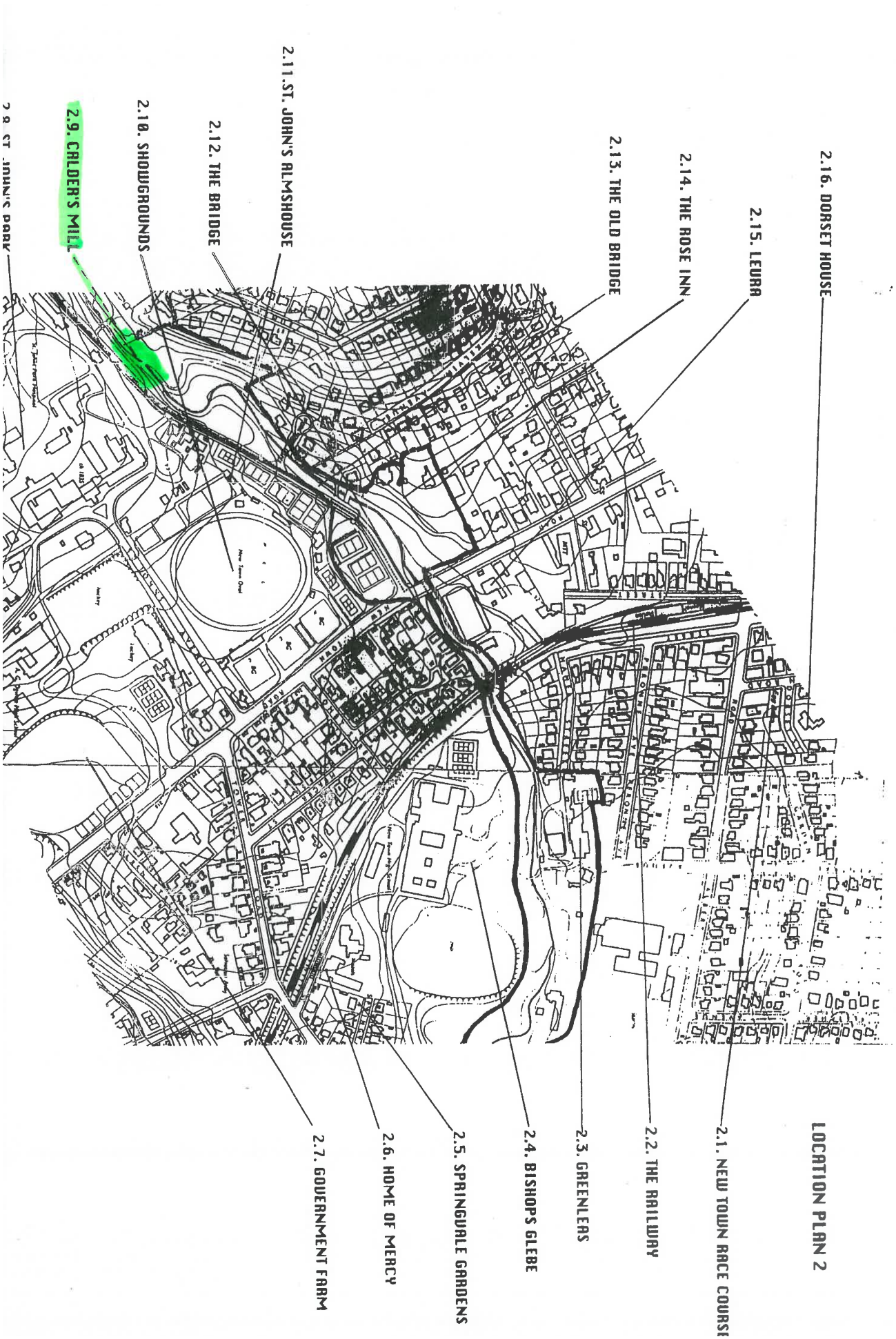
Appendix 1A

THE NEW TOWN RIVULET

HISTORICAL STUDY

A report for the Parks and Recreation Department
City of Hobart

Lindy Scripps
July 1993


LOCATION PLAN 2
2.1. NEW TOWN RACE COURSE
2.2. THE RAILWAY
2.3. GREENLEAS
2.4. BISHOPS GLEBE
2.5. SPRINGVALE GARDENS
2.6. HOME OF MERCY
2.7. GOVERNMENT FARM
2.9. CALDER'S MILL
2.10. SHOWGROUNDS
2.11. ST. JOHN'S ALMSHOUSE
2.12. THE BRIDGE
2.13. THE OLD BRIDGE
2.14. THE ROSE INN
2.15. LEURA
2.16. DORSET HOUSE

Schools, adding further impetus to the need for a place of worship in the area, that the local residents began raising money for the new church.

On 6 January 1834, Lieut. Governor Arthur laid the foundation stone of St. John's Church before an "immense multitude" who attended the ceremony. After the ceremony Mr.Hone entertained at his home, "Warwick Lodge," the whole of the military officers together with 100-150 of his friends. [*Hobart Town Courier* 10 January 1834].

The Church was designed by John Lee Archer as part of a group with the Orphan school buildings but the building was not completed as originally planned, the spire being omitted as an economising measure. The church was consecrated on 26 May 1835 and opened for service in December the same year. [Smith p. 14-17]. The watch houses on Main Road were built in 1841 to the design of James Blackburn. [Heritage of Tasmania p. 52].

Forster Monument

The burial grounds at St. Johns Park were closed in the 1960s. Some of the remains were re-interred elsewhere and some of the headstones were removed: John Beamont's [see above] headstone was moved to Great Lake. Matthew Forster's headstone was moved to another site within the grounds. [Rees passim]. Forster was the Chief Police Magistrate from 1831 to 1843 and director of the probation system from 1841. He was appointed Comptroller General of Convicts in 1843. He was also a member of the Legislative and Executive Councils. He was closely identified with Governor Arthur and his policies which earned a great deal of criticism. The power of Forster and the Colonial Secretary John Montagu was widely distrusted and it was said that the two men were running both the colony and the Lieut. Governor. In the position of Comptroller General of Convicts Forster was a failure, although he was to a large extent hamstrung by the unrealistic expectations of the British authorities. His health began to fail and he was worried by financial problems - he died in 1846 before his request for leave could be answered. [ADB].

The following buildings in the St. John's precinct are Classified by the National Trust and are included in the Register of the National Estate - the Watch Houses, St. John's Church, St. John's Sunday School, the Orphan School, the Rectory, and the Forster Monument.

2.9 Calder's Mill

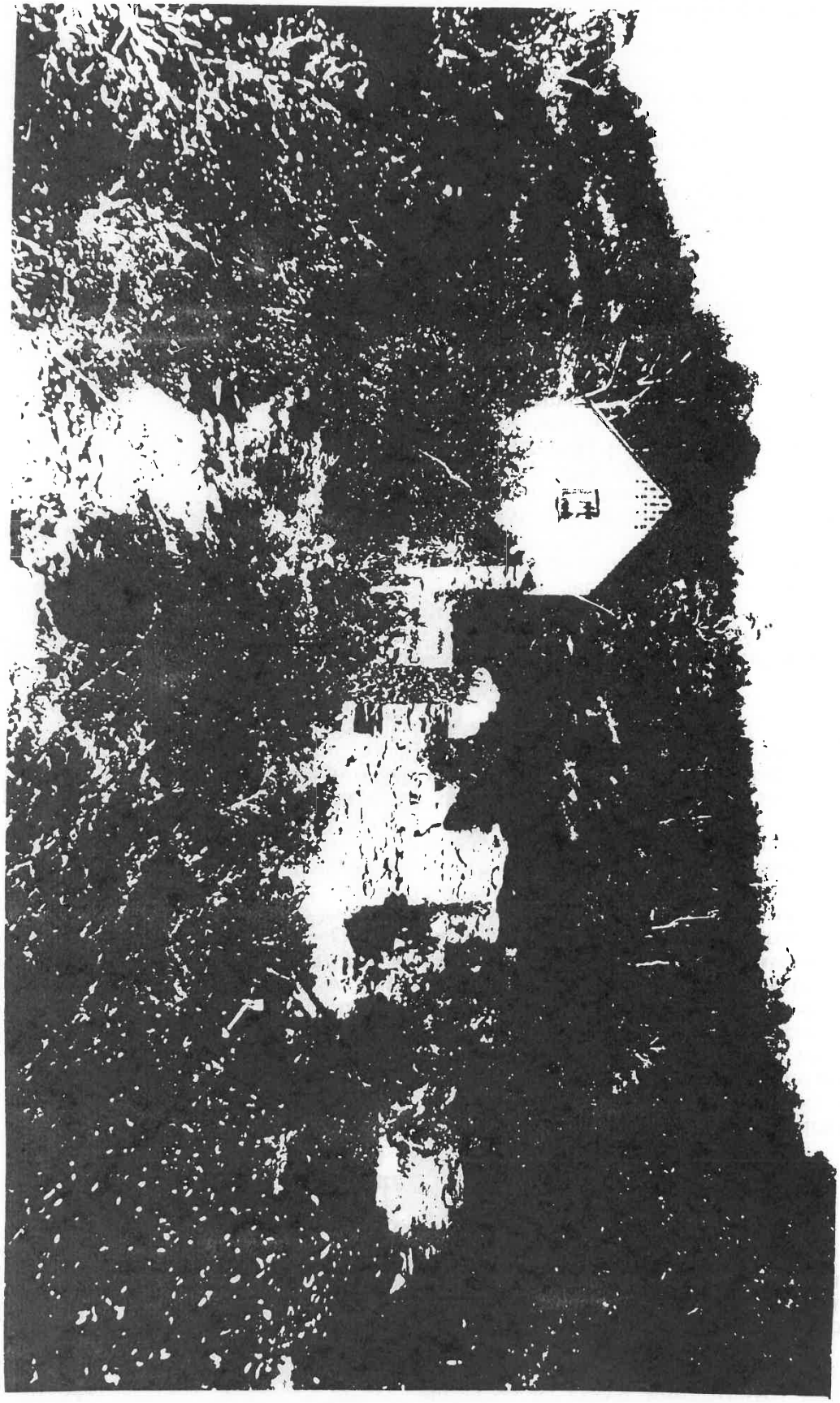
Calder's Mill was built in 1841;

> on a piece of ground adjoining the New Town Rivulet, situate between Regan's tannery and the main road, which was intended for a flour mill. To supply the mill-wheel with the requisite force of water a dam was constricted across the rivulet, from which a short channel or mill-race was cut, conveying the water to the mill-wheel over which it flowed, again into the rivulet.

Calder's dam was a little above the dam supplying Richard Jacomb's brewery further downstream. Jacomb brought a court case against the former alleging that the upper dam was polluted by runoff from the tannery which subsequently spoiled his brewing. He lost the case but in the meantime the Churchwardens of St. Johns Church had successfully applied to the Governor

SKETCH OF 'THE OLD MILL'

TAS. MAIL 7 August 1897



RUINS OF WATERMILL ON THE RIVULET

to have both the dam and a bridge built by Calder pulled down. [*Hobart Town Courier* 13 and 25 March 1842].

Further information about either the mill or Alexander Calder could not be uncovered during the course of this research. It is possible that the mill in question is the picturesque ruin that was a favourite subject of artists and photographers in the 1880s and 1890s.

2.10 New Town Showground

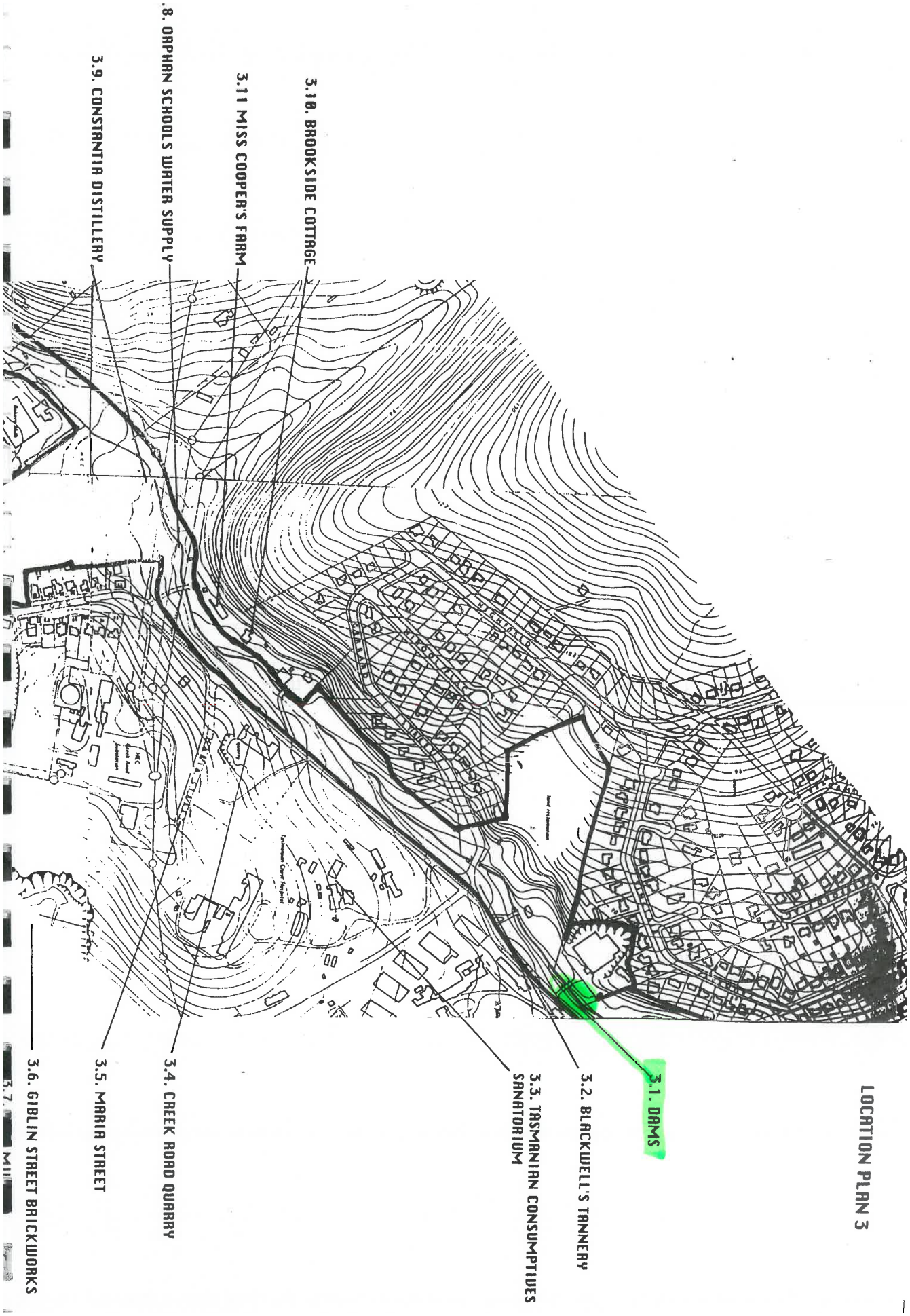
In 1879 Occupation Licences were granted to the New Town Cricket Association and the Southern Tasmanian Agricultural and Pastoral Society in respect of the land bounded by Creek Road, Main Road, St. John's Avenue and the New Town Charitable Association.[Plan: New Town 22]. The Society which had held annual agricultural shows in October since 1874 had ten acres of the site but was soon pressing to take over the cricket ground as well. In 1883, members of the New Town Cricket Association and local residents petitioned Parliament in protest against moves by the Southern Tasmanian Pastoral and Agricultural Society to take over the whole recreation ground at New Town. This was then the only recreation ground in New Town and was free to the general public: "The S.T.A.P. Society occupy the ground only two days in each year, whereas cricket and other manly sports take up about ten months in each year." [JPP HA 1883 No. 139]. The status quo was maintained.

In 1901 the Showgrounds were the site of a training camp for Tasmanian troops prior to their departure for the Boer War. A pictorial spread in the *Tasmanian Mail* showed the troops at various activities on the grounds and watering their horses in the Rivulet. [*Tasmanian Mail* 2 March 1901 pp 18-19]

1903 was the last year that the Southern Tasmanian Agricultural and Pastoral Society held its annual show at New Town. The occasion was a great success with splendid weather and a record attendance of 8,000 people. The Governor and civic dignitaries attended and "everybody seemed to meet everybody they knew on the ground" - nobody had voluntarily stayed at home:

> The people and products of Tasmania as grouped on the show ground seemed to give a fair example of the state of the country. ... It seems expedient that the Southern Agricultural Society should contemplate obtaining other and more extensive grounds for if the exhibits and attendance of this year's show are to be held as a standard more space will be urgently needed in the future. [*Tasmanian Mail* 24 October 1903 p. 14].

The site of 10 acres was now much too small and from 1904 on the show was held at the Elwick Showgrounds. The New Town site was taken over by the Southern Suburban Sports Association which established the area as a sports ground. The New Town Town Board considered taking over the showground for recreation purposes but did not go ahead with it at this stage. [AB 314/1 19 October 1903: *Tasmanian Mail* 22 October 1904]. However in 1915 the New Town Council carried a motion to take over management of the Southern Suburban Sports Ground if the Government would agree to a 99-year lease. The Committee were instructed to consider a level of rentals which would allow the existing debt to be paid off and "ultimately give the inhabitants of the Municipality an up-to-date Sports Ground" at no cost to the rate-payers. [MCC 47/3 2 August 1915], The lease was finalised nearly two years later. [21



LOCATION PLAN 3

LOCATION PLAN 3 SITES AND ASSOCIATIONS

3.1 Dams and water-races

Downstream from Blackwell's tannery [see 3.2. below] there were two dams in the 1840s - the one furthest downstream dated back to the 1820s and supplied water to the brewing establishment originally operated by George Gatehouse. Just above this a new dam was built in 1841 by Alexander Calder to supply water to a water-race feeding the wheel at his flour mill. This second dam was pulled down in 1842 following complaints that it contravened the New Town Rivulet Act. [see 2.9 above]. There are no obvious remains of these dams or the associated water races. However an additional arch was incorporated into the stone bridge at Main Road to accommodate the water-race leading to the brewery. This cannot be seen at present because of the fill banked up against the abutment of the bridge. Oral evidence suggests that the source of water for "Greenleas" (the brewery) came from a point near the quarry and that the water race was operational at least until the 1930s.

3.2. Site of Blackwell's Tannery

Blackwell's tannery occupied a site in Creek Road close to the present junction with Gerrard Street.

John Blackwell first arrived in Hobart from England on the *Regalia* in December 1819 on his way to Port Jackson. [*Hobart Town Gazette* 4 and 25 December 1819]. He later returned to Van Diemen's Land and by 1821 had received a land grant at New Town. The original property, which he called "Taplow" was some 300 acres, part of which he farmed. On the banks of the rivulet he set up a tannery. In April 1822, John Blackwell, Proprietor of the leather, parchment and glue manufactory at New Town, advertised his intention to attend the market every Saturday to sell "Best tann'd Crop Hides: Dressing ditto; tann'd Sheep and Kangaroo Skins; White Leather fit for Aprons; Parchment; Glue, &c, &c" He stated that his goods would be found to be equal to any quality imported from England. He also advertised that he would buy or exchange raw hides, skins and wool.[*Hobart Town Gazette* 20 April 1822].

Blackwell operated the tannery himself for only a few years. In September 1832 J. Slee advertised that he had taken over Blackwell's Tanyard and premises and commenced business as a tanner, fellmonger and glue maker:

> J.S. having served his Apprenticeship with one of the largest tanners in London, feels convinced from his knowledge of the trade in all its branches, that he will be able to produce leather far superior to any hitherto offered for sale in the colony...
>
> J.S. can with confidence recommend his glue to cabinet makers &c as a far superior article to any imported from England; (the sea voyage depriving it of its glutinous nature) and at a much lower price. [*Hobart Town Courier* 21 September 1832]

In 1842 when allegations were made by Richard Jacomb that runoff from the tannery was spoiling his beer, the tanyard was in the hands of a Mr. Regan. The problem was caused by the erection of a dam for a mill further down stream. The dam had the effect of raising the water "nearly up to Regan's

Appendix 1B

praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Statement of Archaeological Potential

Calder's Albion Mill

Creek Road

NEW TOWN TASMANIA

Brad Williams

Historical Archaeologist

For Glenorchy City Council

January 2023

Contents:

This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management)
Historical Archaeologist, Heritage Consultant and Director of Praxis Environment.

Unless otherwise stated, all photographs were taken by Brad Williams, April 2022

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page. 'Project north' has been designated as the rear wall of the cottage (technically NNW) – therefore Creek Road is deemed to be 'project south'.

Cadastral information depicted in this document must not be relied upon without verification by a Surveyor.

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1. Introduction

1.1. The subject site and brief

This report has been commissioned by Glenorchy City Council in order to identify any historical archaeological potential associated with the former Calder's Mill site, in the vicinity of Creek Road and the New Town Rivulet, New Town.

Figures 1.1-1.2 depict the area which is subject to this investigation, known to be the near environs of the mill, which comprises the *subject site,* comprising what is known as 60, 80, 80A and 90 Creek Road, New Town.

Although the site is not included in any statutory heritage list, Glenorchy City Council seeks to understand any significant archaeological values, in order to guide the consideration of any future works process on that site. Accordingly, the brief for this project was:

- Undertake a desktop assessment of available historical documentation regarding the mill, with view of attempting to refine the nature and location of the site. This would include further primary research of Tasmanian repositories in addition to what has already been documented on the mill.
- Undertake a field survey of the expected area of the mill, limited to the addresses you have listed below. Any features are to be recorded to industry standard and mapped in detail (this assumes that GCC will liaise with property owners for access where required).
- Synthesize the available historical background and field survey results with consideration of relevant regional, temporal and thematic analyses of mills to refine a statement of significance and statement of historical archaeological potential for the site.
- If necessary, present the results of the above in a format appropriate for consideration of inclusion in any future planning scheme amendment (in addition to normal reporting formats).

Figure 1.1 - 2008 Aerial image of the area – the subject site outlined in red. GoogleEarth.

Figure 1.2 – Cadastral parcel comprising the subject site (depicted in red) and surrounds (www.thelist.tas.gov.au).

Whilst the place is not listed on the Tasmanian Heritage Register, the archaeological approach in this document has been developed with regard to the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process* [1], and the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*[2] as a means of demonstrating a sound and best-practice approach.

1.2. Limitations

This document has the following stated limitations:

- This document is largely a predictive analysis (i.e. non-invasive) of the possible archaeological resource, and might be subject to further on ground testing to verify findings if deemed necessary by any stakeholder.

[1] http://www.heritage.tas.gov.au/media/pdf/2%20Practice%20note%20-%20Archaeology.pdf

[2] http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf

- All depictions of the location of site features are approximate. A surveyor should be engaged if any party requires exact confirmation of locations.
- The depiction of expected archaeological features in this report largely relies on the accuracy of historical surveys and data – no guarantee of the accuracy of this historical data is given.
- The scope of this project only included historic heritage values. Consideration of Aboriginal heritage values was outside the scope.
- It must be noted that parts of the site have heavy vegetation cover. No removal of vegetation was undertaken to assist in observations.

2. Statutory heritage requirements

This report has been commissioned to consider the historical archaeological potential of the subject site arising from any applicable statutory listings – and to also guide the possibility of applying appropriate listings to the site in the future. The following statutory heritage responsibilities that relate to historical archaeology are to be met in any development of the subject site:

2.1. Glenorchy Interim Planning Scheme

The place is not listed on Table GLE.C6.1 (Local Heritage Places) of the *Tasmanian Planning Scheme – Glenorchy*.
The subject site is not included on Table GLE.C6.4 of the scheme. (Places or Precincts of Archaeological Potential).

2.2. Tasmanian Heritage Register

The subject site is not listed on the Tasmanian Heritage Register, therefore is not subject to the provisions of the *Historic Cultural Heritage Act 1995.*

2.3. Other statutory heritage registers/lists

The subject site is not listed on any of the following statutory registers:

- The National Heritage List
- The Commonwealth Heritage List
- The World Heritage List

Nor is it included in any buffer zones arising from those lists therefore is not subject to the historic heritage provisions of the respective Acts which enable statutory input into development of places on those lists.

2.4. Aboriginal Heritage Act 1975

An assessment of any possible Aboriginal heritage values is not part of the brief for this report; nonetheless the provisions of the *Aboriginal Heritage Act 1975* are applicable to the place. A search of the Tasmanian Aboriginal Heritage sites register (Job # 32254450) did not identify any registered Aboriginal relics or apparent risk of impacting Aboriginal relics (search valid until 1/1/23). The Tasmanian Government's *Unanticipated Discovery Plan – Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania* must be adhered to in the event that any Aboriginal heritage items are discovered during the course of any works or survey.

3. Methodology and background

3.1. Archaeological methodology

This statement of archaeological potential is derived from a process which identifies the potential of the site to yield archaeological remains, the significance of any remains, and their potential to yield meaningful information about the site, and which might contribute to relevant key archaeological and historical themes. The following briefly outlines the methodology followed:

Determining general archaeological potential: Through a desktop analysis of historical data and secondary sources, as well as non-invasive site observations, an understanding of the evolution of the site has been gained which has allowed an assessment of the archaeological potential (however significant) of any part of the site - resulting in substantiated predictions of the likelihood of finding *something* upon any particular part of the site.

This has been done by analysing primary source material, summarizing the developmental history of the site and developing a chronological narrative detailing an overview of the history of all known features to have ever existed on the site. Where possible, developmental overlays have been developed from historic maps, plans, photographs and other visual documentation. This overlay has been supported by other observations providing supplementary information, and also includes processes such as demolition and disturbance which may have removed or destroyed potential remains – and may have diminished the archaeological potential.

Assessing the significance and potential of any likely archaeological resources to yield meaningful information**:** Upon understanding the archaeological potential through desktop and site analysis, the next step was to understand its relationship to any aspect of the identified significance of the place – e.g. do the remains have the potential to demonstrate an aspect of the significance of the site or related key historic theme? The potential for any of the archaeological remains to demonstrate important aspects of the history of the site, whether in a state, regional or thematic context, is to be considered.

Understanding possible impact of development and formulation of management strategies**:** Based on any identified archaeological potential and significance of the site, consideration will be given as to whether the proposed development will impact upon any likely archaeological remains and if necessary broad management strategies will be proposed to manage any impact.

The Table below demonstrates the steps of this assessment:

Methodology for formulation of the statement of archaeological potential		
	If 'no'	**If 'yes'**
1. Archaeological potential. Are you likely to find something if you dig here? (i.e. a Statement of Archaeological Potential).	Further action may not be required, although a contingency plan may be required for unexpected finds.	The significance of the archaeological potential should be investigated.
2. Significance. Could anything you find here greatly contribute to our understanding of the site or related significant theme?	Further action may not be required.	The likely integrity of the archaeological remains should be investigated.
3. Integrity. Are any archaeological remains likely to be intact?	Further action may not be required, although a contingency plan is required for unexpected integrity.	The likelihood of significant archaeological remains is confirmed.
4. Impact Will proposed works impact upon the significant archaeological remains? i.e. an Archaeological Impact Assessment.	Further action may not be required, although a contingency plan may be required for unexpected impacts.	An Archaeological Method Statement will be required to detail how impact will be managed/mitigated.

Note that 'Step 4' is beyond the scope of the current assessment, however is shown here in order to illustrate the next step in order to manage any likely/identified archaeological remains.

3.2. Source material

For this initial assessment of archaeological potential, the depiction of the physical history of the site will be the main consideration – with other aspects of site history (i.e. social histories, economic history, associations *et. al*.) likely to be more useful in any post-investigation analysis of findings (i.e. artifact assessment), therefore beyond the scope of the current document. Similarly, the history of other townscape developments is beyond the scope of the current document however may be useful in further detailed analysis of future archaeological findings.

The following overview of the known physical development history of the site aims to aid in the prediction of the likely archaeological remains. This does not represent a comprehensive site history and has been limited to a history of the physical development of the site as relevant to the archaeological resource.

Primary sources

Broadly, the primary sources consulted in the development of the statement of archaeological potential include:

- Historic maps, photographs (NS and PH series) - Tasmanian Archive and Heritage Office.
- Department of Primary Industry, Parks, Water and Environment (DPIPWE) aerial photo collection (Service Tasmania).
- DPIPWE – Land Data Branch, historic map collection.
- DPIPWE – Land Data Branch, titles.
- Historic newspapers, via the National Library of Australia's *Newspapers Online* portal.

Secondary sources

No secondary source documents (e.g. various Glenorchy heritage surveys) revealed any meaningful information exclusively on the mill itself. It is mentioned in the following more general works on the history of Glenorchy/New Town areas:

SCRIPPS, L. (1993): *The New Town Rivulet Historical Study.*
Parks and Recreation Department, City of Hobart.

SCRIPPS, L. (2001): *The Industrial City, A brief History of Industrial Development in Glenorchy.*
Glenorchy City Council.

Secondary sources which relate to comparative mill analysis and archaeological works as discussed in Section 3.4 were consulted, which are cited (as best as possible given the 'grey' nature of much of this literature) in that section. Some of

these sources are held by the State Library of Tasmania and/or Heritage Tasmania, and where known the author has been cited if those works could not be located.

An important overview of the colonial flour milling industry, including a number of site surveys, is found in the work by Jill Cassidy and Keith Preston. This is considered to be the most substantive insight into place-based histories of mills in Tasmania which as discussed below provides a sound basis for a range of comparative assessments of the mill, its history and archaeology.

CASSIDY, J., PRESTON, K. (2000): *Thematic Study of the Tasmanian Flour Milling Industry.*
Queen Victoria Museum and Art Gallery, Launceston.

Further some background on the industry is also found in Townsend (as contextual history for Callington Mill, Oatlands), which is of some relevance to the current project:

TOWNSEND, A. (2010): *Callington Mill Research project*
Southern Midlands Council.

3.3. Historical development of the subject site

3.3.1. Overview of colonial flour milling in Tasmania

The following overview of colonial flour milling in Tasmania is drawn from The Companion to Tasmanian History (Jill Cassidy article *Flourmills*)[3]

> *Flourmills were erected within the first decade of European settlement, and more were built as settlers moved into new areas. These early mills were poorly constructed due to inexperience and the limitations of available materials. By the 1830s the arrival of competent millwrights and the opening of foundries led to the establishment of larger mills, or the rebuilding of older ones. By the late 1830s several steam mills were being erected and, equally importantly, steam engines were installed in the older mills to supplement wind or water power, especially mills on the Hobart Town Rivulet. However, Tasmania was the only colony where traditional water-powered mills continued to operate into the twentieth century, most adopting turbines to counter limited water availability.*
>
> *By the 1820s flour was being exported to the mainland colonies, as well as to Mauritius and even Britain. The 1840s Depression led to bankruptcies among millers and mill owners, but the situation improved in the 1850s with many making huge profits supplying the Victorian goldfields. The development of wheat-growing and flour manufacturing in Victoria and South Australia largely contributed to a decline in Tasmania. The peak number of operating mills was reached in 1860, a gradual reduction then occurring in all districts apart from the north-west coast. Some smaller mills remained viable in country areas, but the trend was towards larger capacity mills sited near ports or railways to facilitate bulk handling of imported wheat.*
>
> *The situation, particularly for northern mills, improved later in the century with the mining boom, but simultaneously the introduction of rollers to replace millstones, which required considerable capital and therefore larger throughput, led to pressure on the smaller country mills. From 1890 there was a sharp decline in the number of mills, exacerbated by Federation which allowed other states' flour to be imported without protective tariffs. By 1930 most milling was being carried out by the all-electric mills of Gibson's in Hobart, and Monds & Affleck and Ritchie's in Launceston. Two new mills opened in Hobart and Devonport in the 1960s, but now there is only one operating mill, the Tasmanian Flour Mills in Launceston.*

[3] https://www.utas.edu.au/library/companion_to_tasmanian_history/F/Flourmills.htm Note that a more substantive history of the early colonial milling industry is provided in Cassidy & Preston (2000:7-18).

Cassidy and Preston (2000:14) provide a useful graphical depiction of the number and type of mills operating in colonial Tasmania from 1810-1903 – noting the predominance of water mills with approximately 40 operating in Tasmania at the time of the opening of Calder's Mill c1842:

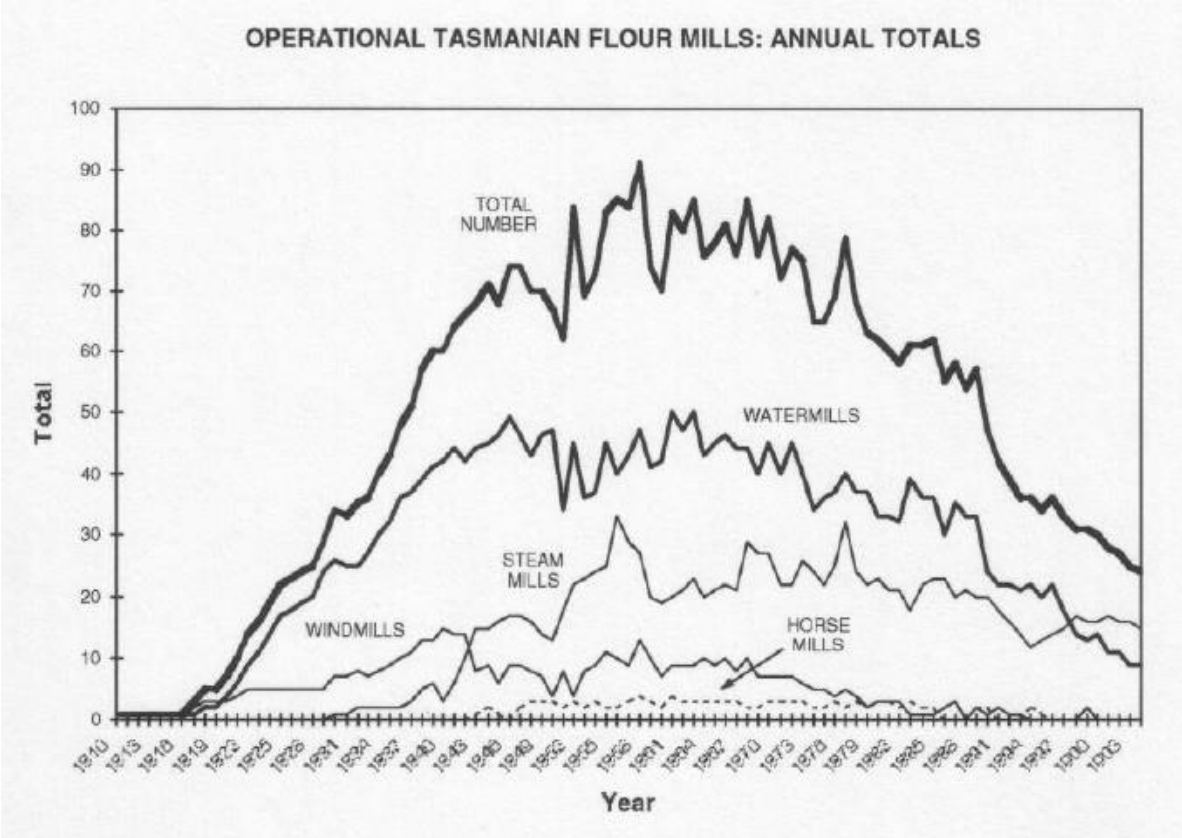


Figure 3.1 – Operational flour mills in Tasmania in the c19th. From Cassidy & Preston .

An overview of the flour industry has been provided by Townsend, which shows peak production and price in the early 1840s, at about the time Calder's Mill was established, but with a rapid decline in price through the 1840s:

Tasmanian wheat prices, 1836-1849[4]

Year	Acres of wheat cultivated	Average price per bushel
1836	40,389	6s.
1837	32,012	7s. 3d.
1838	41,760	8s. 9d.
1839	40,350	£1 6s. 0d.
1840	60,813	9s.
1841	63,734	7s.
1842	78,180	6s. 6d.

[4] Ibid, p.128. Prices quoted are the Hobart average.

1843	78,932	3s. 6d.
1844	57,298	3s. 3d.
1845	65,079	3s. 3d.
1846	72,353	5s.
1847	63,867	4s 10 ½ d.
1848	64,700	4s.2d

3.3.2. The establishment of Calder's *Albion* Mill.

According to Scripps (1993, Section 2.9):

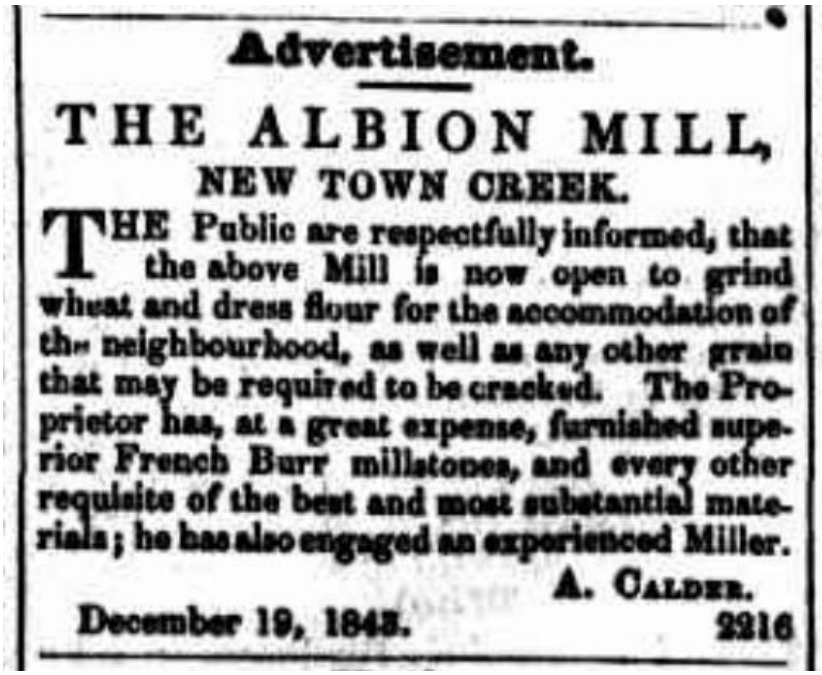
> *Alexander Calder's Mill was built in 1841 on a piece of ground adjoining the New Town Rivulet, situate between Regan's Tannery and the main road, which was intended for a flour mill. To supply the mill-wheel with the requisite force a dam was constructed across the rivulet, from which a short channel or mill-race was cut, conveying the water to the mill-wheel of which it flowed, again into the rivulet.*

Scripps also notes that Calder's dam was a little above the dam supplying Richard Jacomb's brewery. Jacomb brought a court case against Calder alleging that his dam caused polluted runoff from the tannery which spoiled his brewing. He lost the case, but in the meantime the churchwardens of St Johns Church had successfully applied to the Governor to have both the dam and a bridge built by Calder pulled down (allegedly contravening the New Town Rivulet Act - i.e. being on Crown land – part of the Orphan School property).[5]

Cassidy & Preston (2000:70) detail that following the demolition of the first dam, it is likely that Calder built a dam much further upstream, possibly above the Regan's Tannery (present day Gerrard Street) as evidence of an alternate mill race would have required a dam much further upstream. Cassidy & Preston also propose that the realignment of the race and new dam may have also necessitated a new mill building itself. Calder's Mill is known to have comprised of two major buildings – their relationship not clear.

Calder announced the opening of his mill in 1843 – almost two years after it was built – no doubt a consequence of the issues with the dam and race:

[5] Hobart Town Courier, 13 & 25/3/1842.



Advertisement.

THE ALBION MILL,

NEW TOWN CREEK.

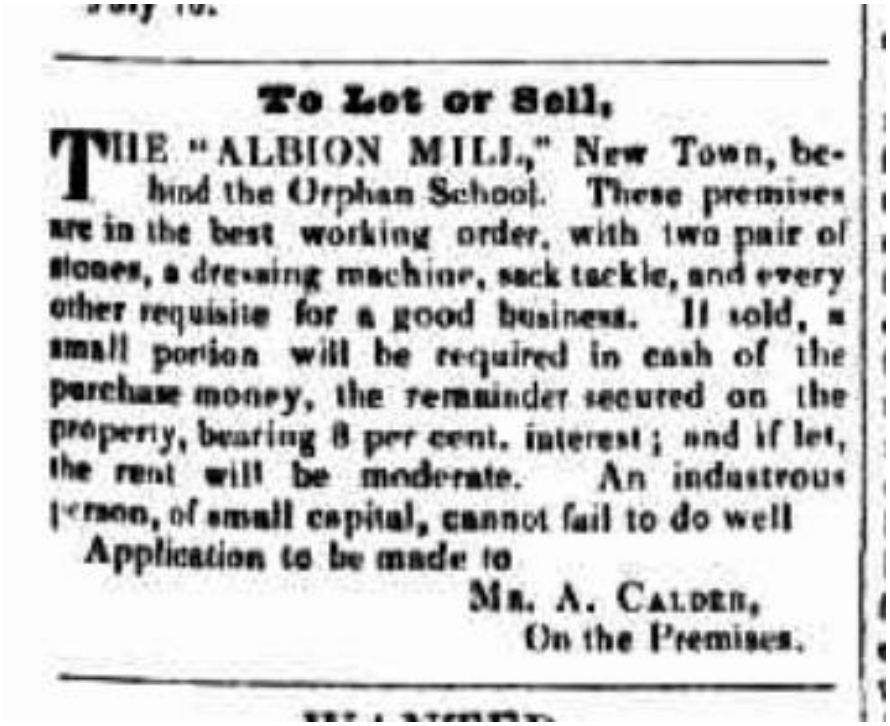
THE Public are respectfully informed, that the above Mill is now open to grind wheat and dress flour for the accommodation of the neighbourhood, as well as any other grain that may be required to be cracked. The Proprietor has, at a great expense, furnished superior French Burr millstones, and every other requisite of the best and most substantial materials; he has also engaged an experienced Miller.

A. CALDER.

December 19, 1843. 2216

Figure 3.2 - The Colonial Times, 19/12/1843.

Calder's operation of the mill was short-lived, and less than a year later he advertised it for sale or lease:



To Let or Sell,

THE "ALBION MILL," New Town, behind the Orphan School. These premises are in the best working order, with two pair of stones, a dressing machine, sack tackle, and every other requisite for a good business. If sold, a small portion will be required in cash of the purchase money, the remainder secured on the property, bearing 8 per cent. interest; and if let, the rent will be moderate. An industrous person, of small capital, cannot fail to do well

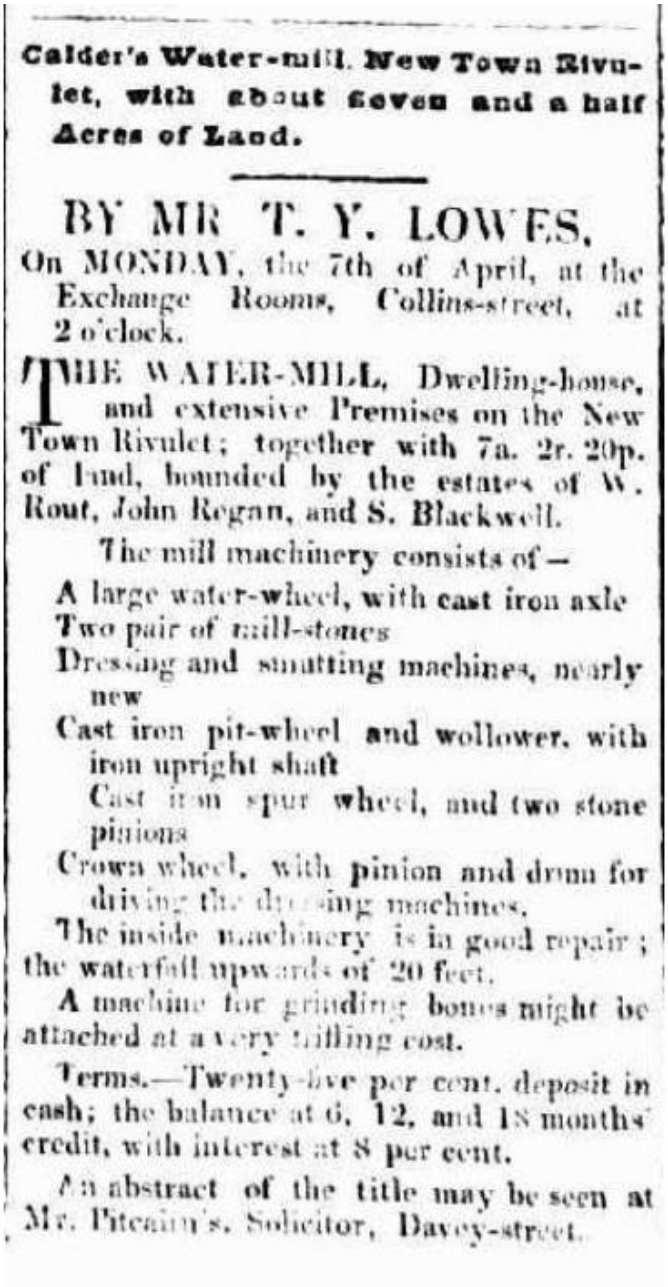
Application to be made to

MR. A. CALDER,

On the Premises.

Figure 3.3 - The Hobart Town Advertiser, 23/7/1844.

It appears that Calder was unsuccessful in divesting the mill for some years, with it advertised for auction in 1851. At that time the property comprised of 7a. 2r. 20p (3.09-hectares) and also included a 'dwelling house'.



Calder's Water-mill, New Town Rivulet, with about Seven and a half Acres of Land.

BY MR T. Y. LOWES,

On MONDAY, the 7th of April, at the Exchange Rooms, Collins-street, at 2 o'clock.

THE WATER-MILL, Dwelling-house, and extensive Premises on the New Town Rivulet; together with 7a. 2r. 20p. of land, bounded by the estates of W. Rout, John Regan, and S. Blackwell.

The mill machinery consists of—

A large water-wheel, with cast iron axle
Two pair of mill-stones
Dressing and smutting machines, nearly new
Cast iron pit-wheel and wollower, with iron upright shaft
Cast iron spur wheel, and two stone pinions
Crown wheel, with pinion and drum for driving the dressing machines.

The inside machinery is in good repair; the waterfall upwards of 20 feet.

A machine for grinding bones might be attached at a very trifling cost.

Terms.—Twenty-five per cent. deposit in cash; the balance at 6, 12, and 18 months' credit, with interest at 8 per cent.

An abstract of the title may be seen at Mr. Pitcairn's, Solicitor, Davey-street.

Figure 3.4 - Hobart Town Advertiser, 25/3/1851:3.

The mill was purchased by Frederick Vigar who was the proprietor of the Waterloo Mill in Liverpool Street, Hobart. Cassidy and Preston (2000:71) describe how Vigar obtained a lease from the Orphan School for a dam on the southern side of the rivulet – and suggest that Vigar may have had technical difficulty with Calder's dam or race – and indicate that the mill operation probably did not last a decade after Vigar's purchase.

The town grant charts show the extent of land granted to Vigar which correlates to that area:

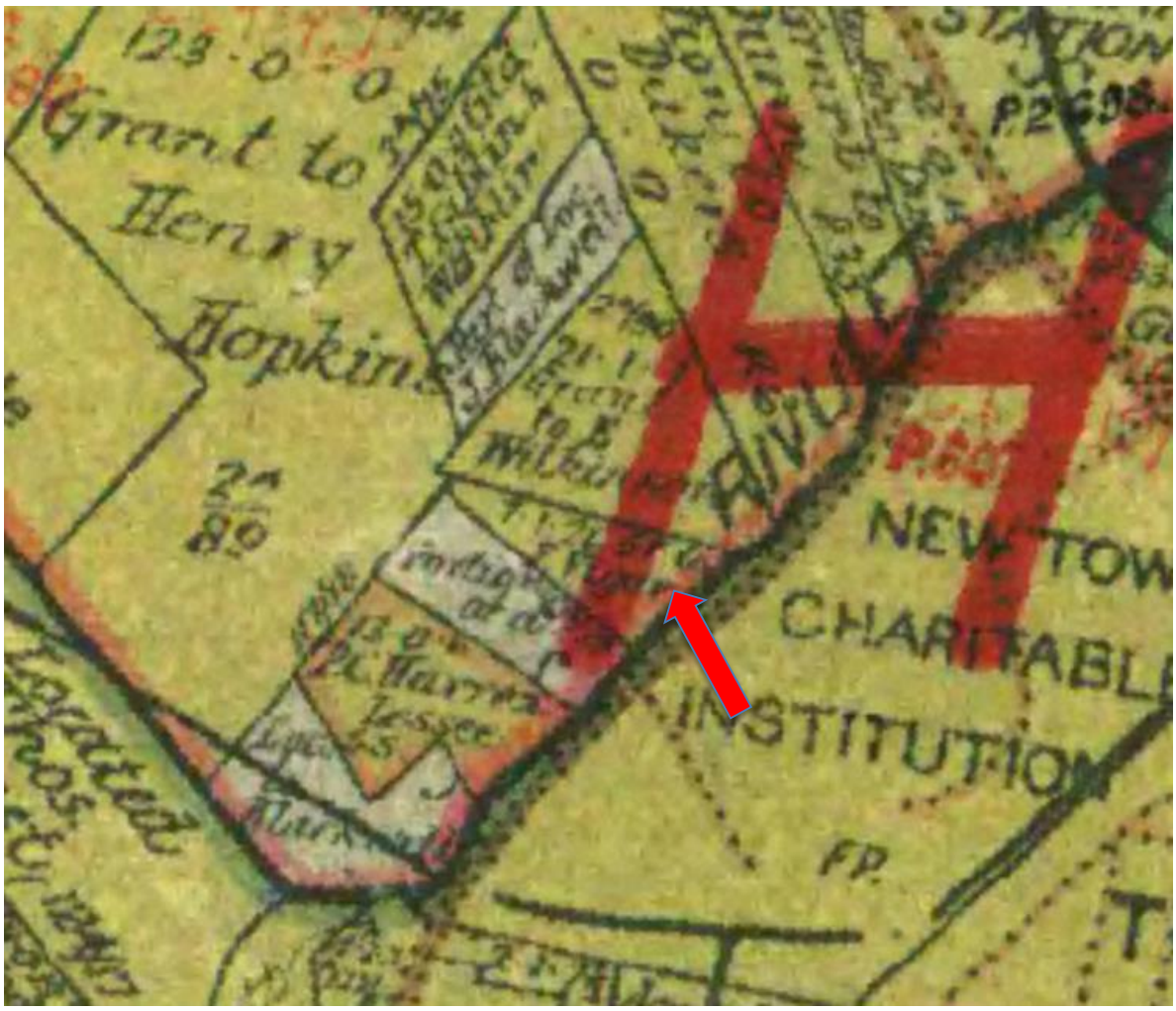


Figure 3.5 - Vigar's land as formalised by grant. From www.thelist.tas.gov.au

3.3.3. The 'picturesque ruin'

Overall, it can be suggested that the mill was not a thriving enterprise and did not last two decades of operation. The mill buildings survived for some decades after the closure of the mill and are well documented through photographs and artwork as they notably decayed over the following five or so decades.

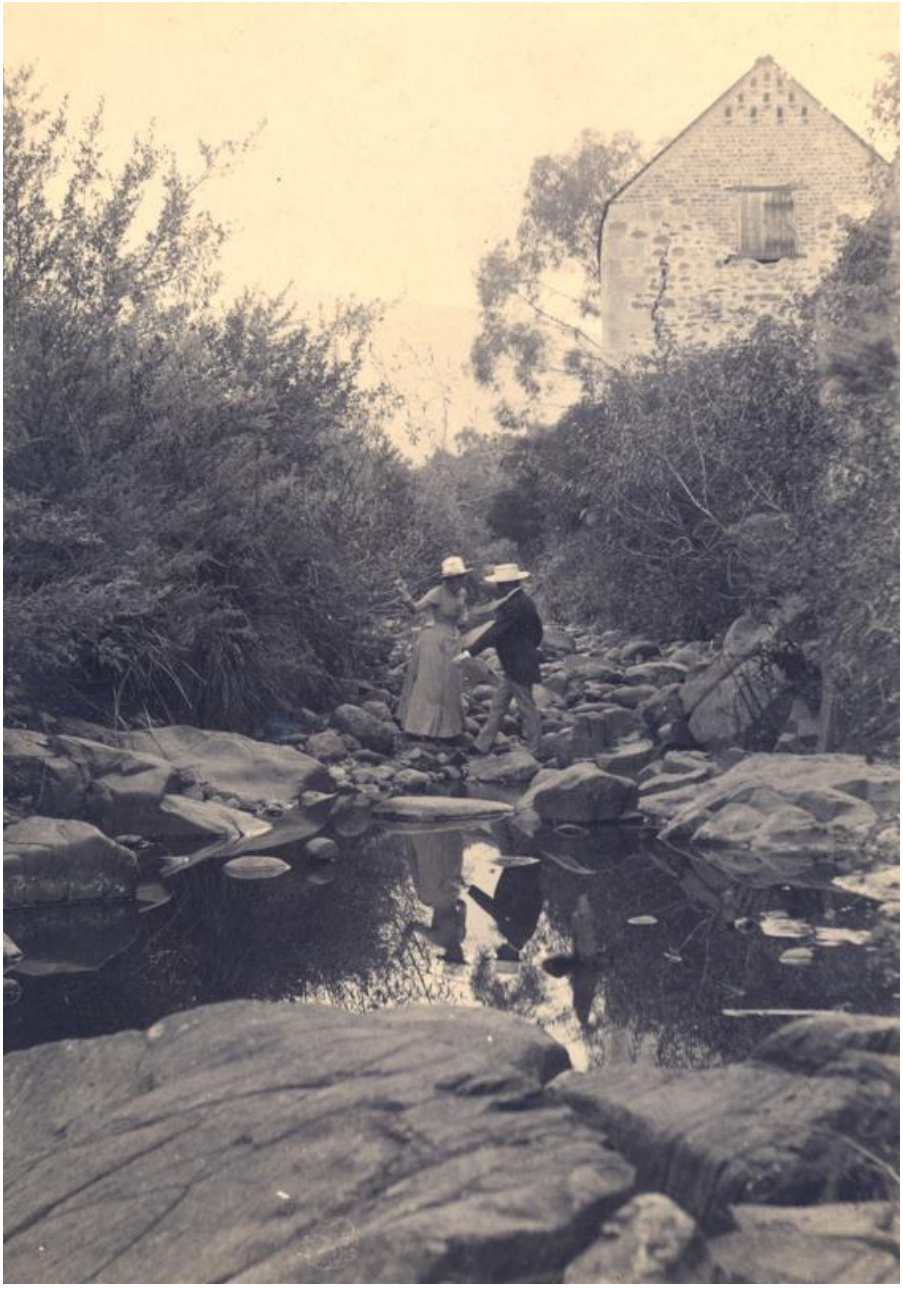


Figure 3.6 – The New Town Mill (western building), C1880, Royal Society of Tasmania Collection, University of Tasmania.

Figure 3.7 – The western building, c1903. John Henry Harvey State Library of Victoria H2009.100/225.

Figure 3.8 – The New Town Mill, c1890. Author's collection.

Figure 3. 9 – The New Town Mill, c1890s, Libraries Tasmania LPIC147.5.112.

Figure 3.10 – The New Town Mill, C1900. Tasmanian Archive and Heritage Office NS1013.1.87.

Figure 3.11 - The New Town Mill, c1900. Colin Dennison Collection.

Figure 3.12 – Artists impression of the New Town Mill buildings, c1900, unknown artist and undated. Libraries Tasmania, W.L. Crowther Collection SD_ILS:132699.

Figure 3.13 – The New Town Mill buildings, c1900. Tasmanian Archive and Heritage Office PH.4.1.4.

Figure 3.14 – The eastern building, c1903. John Henry Harvey State Library of Victoria co0008333.

Figure 3.15 - The buildings with the recent collapse of the roof of the eastern building c1905. Tasmanian Archive and Heritage Office. PH40.1.1789

3.16 – The buildings after the apparent demolition of the eastern building. C1910. Tasmanian Archive and Heritage Office NS1013.1.255.

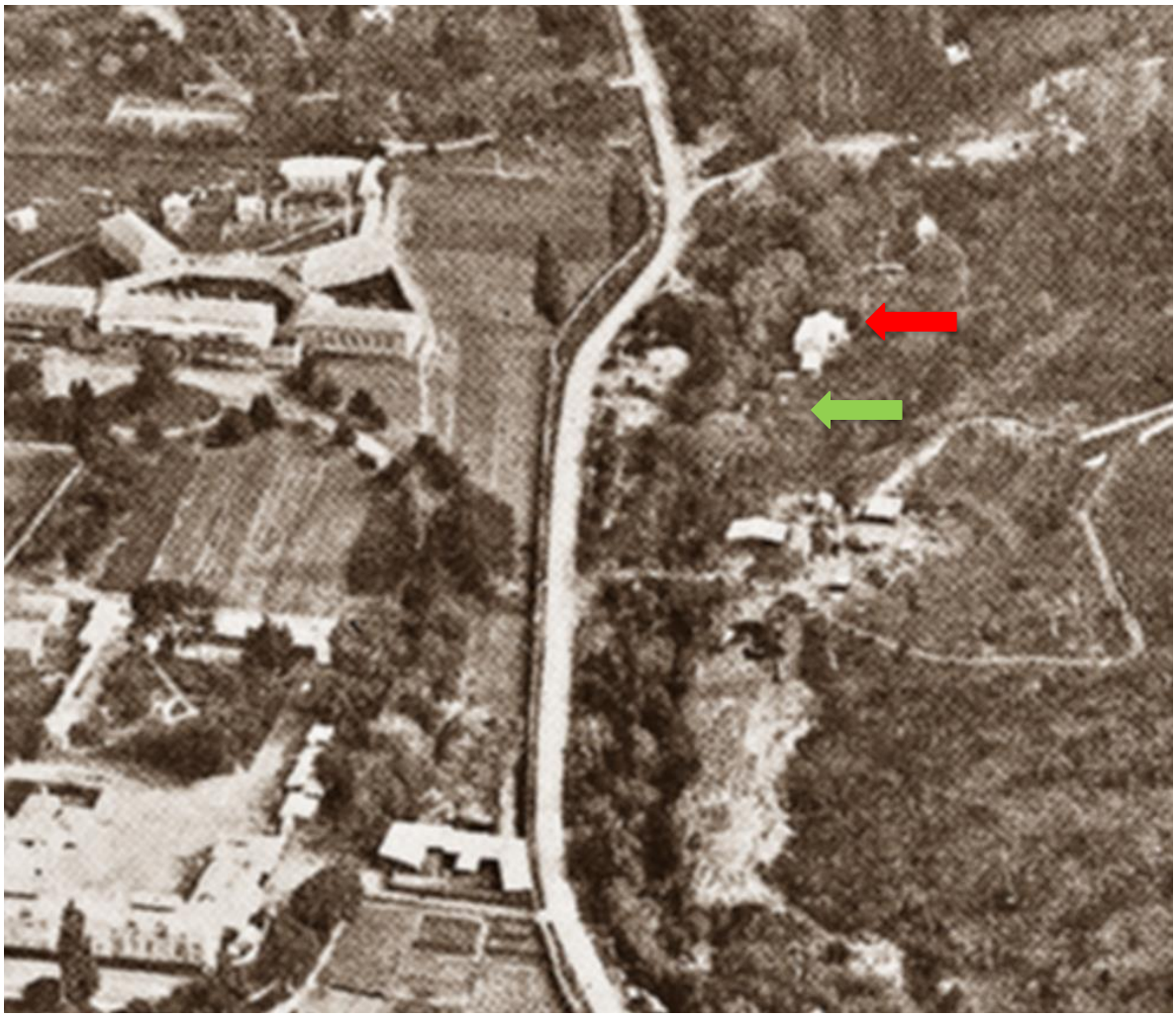


Figure 3.17a – An oblique aerial from 1931. The cottage is denoted by a red arrow, and the green arrow depicts what might be ruins just to the east. Colin Dennison Collection.

Figure 3.17b – An oblique aerial from 1931. The green arrow depicts what might be ruins just to the east of the cottage. Colin Dennison Collection.

Figure 3.18a – Excerpt from the 1946 aerial run of Hobart, showing the subject site (outlined in red). Note the substantial earthworks having been undertaken in the central portion of the study area as well as to the west outside the study area (but within the original Vigars grant). DPIPWE Hobart 1946 14178.

Figure 3.18b – Excerpt from the 1946 aerial run of Hobart, showing the subject site (outlined in red). Note the possible ruins denoted by linear features (green arrow). DPIPWE Hobart 1946 14178.

Figure 3.19 – Excerpt from a 1969 aerial run of Hobart. DPIPWE 0510-199

Figure 3.19a – Detail from the above 1969 aerial run of Hobart, the red arrow denoting what may be a built feature of reasonably high relief (note the shadow cast) – cottage to the left. DPIPWE 0510-199

Summary of development

The above historical summary shows that:

- The mill was established in 1841, although associated infrastructure commenced a couple of years earlier.
- The buildings comprised of at least two buildings, built in at least two phases – the eastern building being rubblestone with (probably) sandstone quoins and a timber infilled gable end (this part of the building had the mill wheel visible in historic imagery), but with a distinct brick end (with rubblestone foundations) on the western end. These two parts of the building clearly are not contemporary – but probably building in quick succession. The western building appears smaller, of rubblestone with brick infill to the gable ends and distinct ventilation holes in the gable end.
- The size of each building is estimated to be approximately 5m x 12m (eastern) and 5m x 6+m (western) – approximately scaled of historic imagery. Each building included at least two levels.
- The buildings appear to have been left to deteriorate shortly after closure, with images from the 1880s showing major cracking in the western building, and a rapid decline in the condition of the buildings is seen in a sequence of images from c1890-c1910.
- It is likely that the buildings were largely demolished prior to the 1920s.

4. Locating the site

As per the history outlined in Section 3, the mill was built on land granted to John Vigar. Figures 4.1 – 4.2 depict the Vigar grant (green outline) in relation to the study area (red outline) showing that the south-western portion of the study area overlaps with the Vigar grant. For the purposes of this assessment, this is the area where it is considered most likely that the mill existed. The wider site (i.e. where the red does not overlap with the green on Figure 4.1) was briefly surveyed, however the likelihood of any remains associated with the mill on this area is considered very low – given that this was not part of the Vigar grant, and as demonstrated in the aerial imagery in Section 3 this area has been substantially disturbed with quarrying and other commercial/industrial activity particularly during the mid-late c20th.

The question of whether the mill was outside that portion of the Vigar land corresponding with the current study area (i.e. within the parkland to the west) was considered. Although outside the study area, an examination of the banks of the rivulet in this area did not reveal any indication of previous buildings. The pictorial evidence as per Section 3 indicates that the mill was on a straighter section of rivulet than exists in the western area as well as the area surrounding being flatter than the steeper slopes that exist in the western area. Also, the anecdotal evidence from the last few decades that 'ruins' of the mill remain is not consistent with the rivulet banks in the western area. This all suggests that the mill was towards the eastern portion of the Vigar land (i.e. within the current study area).

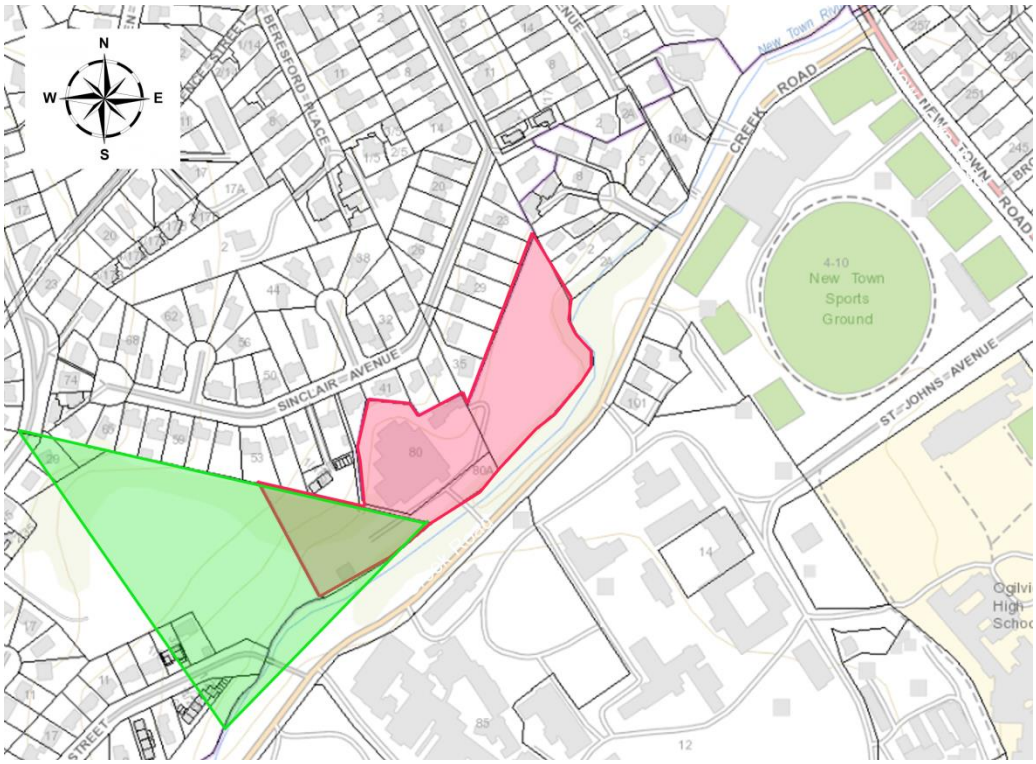


Figure 4.1 - Georeferenced location of the Vigar land (green) in relation to the subject site (red). Adapted from www.thelist.tas.gov.au

Figure 4.2 - Georeferenced location of the Vigar land (green) in relation to the subject site (red). Adapted from www.thelist.tas.gov.au

Survey of the site revealed the following features of possible archaeological interest in the area considered historically most likely to contain evidence of the milling operation:

Figure 4.3 – Possible archaeological features as per the table below. Adapted from www.thelist.tas.gov.au

1. Possible Mill site
Centre: -42.855095, 147.293761. Approx. 11 metre radius.
This area of the subject is completely inaccessible due to dense blackberry and other vegetation cover. It is considered highly likely that this is the site of the mill building(s). Anecdotal evidence from the current site owner indicates that there are foundations/ruins visible in this area, however survey has not been possible due to the vegetation. Cassidy and Preston observe that 'ruins' were visible in the early 1990s. The footprint of the mill possibly extends outside the title and into the rivulet reserve, however inspection of the creek bed was also not possible due to vegetation cover, steep topography and water flow at the time of survey. The likelihood of this being the mill site is high, given that it is on a straight section of the rivulet as per historic photos, and the surrounding flat land leading to the steeper slope around this area is consistent with the historical imagery – note that the rivulet bends further to the west (i.e. near council reserve land) therefore it is considered that this is a less likely portion of the Vigar grant to have been the mill site. Note also the comments below of the likelihood of evidence of the mill race to the west of this area, which supports the notion of this being the mill site. Note however that due to later disturbance/fill, no evidence of the race directly connecting to this area was found. Further investigation/survey would be necessary to confirm the likelihood of this being the mill site – which is not possible without vegetation clearance – however this is considered to be an area of high archaeological potential in the absence of clearance finding a negative result.

Facing west across the area of vegetation likely to be obscuring mill remains.

Facing east across the area of vegetation likely to be obscuring mill remains, from just in front of the cottage.

2. The cottage
Known as: 60 Creek Road.
The cottage appears to date from the inter-war period (i.e. c1910s-20s) and was certainly built before 1931. Whilst of no remarkable architectural merit (internal inspection was not undertaken), the building is on cut sandstone and rubble foundations which appear to pre-date the construction of the building. This strongly suggests that the cottage is built upon foundations of stone recycled from the mill buildings – being a logical response to the proximity of the advanced ruin of the building seen in the last photograph of them in Section 3 (i.e. the Pretyman c1910s photograph). It has been considered whether the cottage was built upon in-situ foundations of the westernmost mill building, however the photographs in section 3 put the building closer to the rivulet than the cottage, therefore that has been dismissed. It is not impossible that the foundations represent an earlier mill outbuilding or cottage although there is no historical evidence of such (noting that a dwelling was associated with the mill – however this may have been located elsewhere on the subject site, or indeed outside the subject site on the larger original Vigar grant). The yard around the cottage is well maintained and has good clearance of ground. In places some worked stone can be seen, probably as scattered discard or reused structural stone repurposed as garden bed edging etc. There is no above-ground evidence surrounding the cottage of any definite in-situ structure or other archaeological remains – however the possibility of subsurface remains given proximity to the likely mill site and rivulet cannot be dismissed. There is a drain/channel to the north-east of the cottage which was considered as a possible mill race – however this is also likely to be a later cutoff drain associated with the cottage or for hillside drainage so it has not been concluded that this is mill era.

Rubble and cut stone foundations of the cottage (western wall).

The cottage with the possible mill site to the left of image (taken from north).

3. Possible line of mill race
Western end: -42.855077, 147.293103. **Eastern end:** -42.855003, 147.293246.
On the side of the hill is a distinct and narrow (approx. 1m wide) terrace where a flat area has been formed on the side of the hill. This is approximately 20 metres behind the cottage part-way up the hill. This runs distinctly for approximately 20 metres from the western boundary until it is obscured by vegetation or possibly disturbed. It is also possible at that point that it turned downhill to service the mill – in which case the more disturbed downhill area is likely to have obscured/disturbed any trace of the race. Historical evidence has failed to allow determination of the exact construction nature of the mill race. It may have been simply an earthen ditch, it may have been masonry (unlikely) or timber lined, or it may have been an elevated timber race (there are many historical depictions of such races along the Hobart Town Rivulet from that time).

Facing east along the hillside terrace.

Facing west along the hillside terrace.

The hillside terrace from the rear of the cottage (facing north).

5. The likely significance and research potential of archaeological remains

5.1. Research into c19th flour milling in Tasmania

As cited in Section 3.2, Cassidy and Preston (2000) have provided a sound and substantive overview of c19th flour milling in Tasmania with general site-based histories which includes historical knowledge of technical (archaeological) aspects such as mill type, power source, drive machinery, ancillary functions etc. This provides a good basis for a comparative analysis of specific mill typology, temporal and regional analysis in Tasmania. This work lists over 200 mill sites in Tasmania.

From an archaeological perspective, Cassidy and Preston (2000) provide a substantive basis for understanding these sites – however a widespread archaeological focus on these mills has not occurred, albeit with some piecemeal work done in response to site-based investigations, often driven by development and/or adaptive reuse of remaining buildings.

According to Cassidy and Preston (2000:19) 34 mill buildings remain as complete, or near complete structures, many of which retaining some machinery. They also recognise the peripheral archaeological infrastructure such as races, mill dams etc.

Callington Mill at Oatlands has also received historical and archaeological attention as part of conservation planning, archaeological and reconstruction projects from the 1980s to 2010's. In particular the following works were consulted here:

WILLIAMS. B. (2010): *Archaeological management Plan, Callington Mill, Oatlands.*
Southern Midlands Council.

WILLIAMS, B., JONES, J. & BJORKSTEN B. (2013): *Callington Steam Mill Archaeological Investigations.*
Southern Midlands Council.

TOWNSEND. A. (2010): *Callington Mill Research Project*
Southern Midlands Council.

Note however that the Callington Mill complex is a different technology to that of Calder's Mill, being a windmill and steam mill – the infrastructure and archaeological signatures would be largely different with no waterpower involved.

Archaeological work has been undertaken into the mills of the Hobart Rivulet, most notably in the work on the Waterloo Flour Mill (c1817-1830) by Tasarc on the Myer North site (Liverpool Street) in the report:

TASARC (KOSTOGLOU) (2013): *Myer North Property Volume 1, Excavation Report.*
Hobart City Council.

That report provides a history of this water mill and the associated water race and infrastructure which provides a comparative dataset for an 'urban' water-powered mill site of an earlier date, of which regional and temporal analysis with Calder's later and 'rural' (at that time) mill could be undertaken.

Cassidy 7 Preston (Chapter 2) provide a detailed history of milling in Hobart with reference to a number of specific sites, including Calder's Mill. Again, this is an excellent historical source and does (in the appendices) note attributes of mill type etc. however this is not primarily archaeologically focused. Some brief further research into Hobart Rivulet mills (namely race technology) has been undertaken by Praxis Environment associated with South Hobart properties which are known to have been crossed by various early mill races, namely at 245-247 Macquarie Street, 201 Macquarie Street and Weld/Wynyard Street (former Cuthbertson's Tannery):

PRAXIS ENVIRONMENT (2016): *Statement of Archaeological Potential, Development Impact Assessment & Archaeological Mitigation Strategy - 245 Macquarie Street HOBART TASMANIA.*
For Adam and Laura Wallace.

PRAXIS ENVIRONMENT (2019): *Conservation Management Policy and Statement of Archaeological Potential, - 201 Macquarie Street HOBART TASMANIA.*
For 201 Macquarie Street Pty. Ltd.

PRAXIS ENVIRONMENT (2014): *Report on Archaeological Monitoring, Former Cuthbertson Bros. Tannery, Weld/Wynyard Streets, Hobart, Tasmania. Praxis Environment, May 2014.*
For Geo Environmental Solutions Pty. Ltd. Cuthbertson Bros.

None of those reports have yielded any specific evidence of mill races, however apart from the latter, these have thus-far been statements of archaeological potential which are yet to be verified on-ground.

Barry Bjorksten has undertaken considerable work on the Riversdale water mill at Swansea[6] which is probably the most comprehensive architectural and engineering analysis of any water mill in Tasmania. The results of that recording and analysis may be useful as a comparative dataset to any archaeological or structural remains of the Albion Mill that may be yielded from the subject site.

[6] Tasmanian Archive and Heritage Office NS6831/1/5, NS6831/1/41 and NS6831/1/4.

5.2. Mills in Glenorchy

Cassidy & Preston (2000, Section 3.1) provided a detailed history of mills along the New Town Rivulet, including:

- Nash's Mill (c1810)
- Nichol's Mill (c1810)
- Gatehouse's Mill (c.mid-1820s)

Scripps (2001:7) notes the following c19th flour mills in Glenorchy:

- Calder's *Albion* Mill (Creek Road)
- Gatehouse's Mill (further downstream on the New Town Rivulet) – site now part of *Greenleas*.
- Houghton's Mill (Bowden Street, on Humphrey's Rivulet) - site now part of Guildford Young campus.
- Kensington Mill (Main Road, on Humphrey's Rivulet) – site now part of Northgate.
- A later (1860s) possible windmill on the Ravensdale estate near O'Brien's Bridge.

The only archaeological work known to have been undertaken on any of these Glenorchy Mills is the work by Praxis Environment on the Houghton Mills complex, as part of various redevelopment works at the Guildford Young College campus.

> *Statement of Archaeological Potential, Development Impact Assessment & Archaeological Mitigation Strategy - Guilford Young College Performing Arts Centre, GLENORCHY TASMANIA.* Brad Williams and Will Peart, Praxis Environment, September 2013.
>
> *Report on Archaeological Works. Guilford Young College Performing Arts Centre GLENORCHY TASMANIA.* Brad Williams, Praxis Environment, October 2015.

Works monitoring was undertaken in 2015 in an area likely to have been intersected by the mill race, with no evidence of any such race found. Some monitoring works have been undertaken on areas within and near outbuildings – which although has yielded small pieces of information on those buildings – did not add greatly to any specific knowledge of the milling industry. A conservation management plan was undertaken for the remnant Houghton House which represents a domestic association with the milling enterprise, although containing a detailed history of the site this does not give a great deal of archaeological information.

5.3. Likely nature and significance of archaeological remains.

As depicted above, the subject site has a very simple development history, with only two significant development phases – that of the (brief) mill operation of the 1840s-50s, followed by a period of ruin spanning some 50-60 years, followed by

domestic habitation of the c1910/20s cottage. Whilst there appears to have been some passive use of the eastern portion of the Vigar land associated with commercial operations at 80-80A Creek Road, this appears to have been limited to goods storage/parking etc.

The types of archaeological remains that could be expected to be on the site include:

- Building remains. It is known that some of the buildings were substantially constructed of brick and stone. Although the extent of demolition and removal of materials off-site is not known, anecdotal evidence suggests foundations and base wall remains might be expected on the site. Although the outward form of the buildings is well documented from the eastern end – no early imagery was found which depicts any other angle of the buildings. The nature of those elevations, precise relationship, any ancillary infrastructure obscured form the view from the east etc. is not historically known therefore archaeological evidence may assist in demonstrating this.
- Structural remains of industrial processes. Given that the known industrial processes may have required substantial infrastructure, some of which would have required excavation (e.g. water wheel pits etc.), there are likely to be the remains of these structures.
- Water race – although the nature of the water race is not known (e.g. dimensions, precise location, materials).
- Industrial discard. Given the industrial uses of the site, artifacts relating to industrial processes (i.e. milling) may remain on the site. This may include evidence of how water was harnessed for industrial purposes (further to any race infrastructure itself).
- Archaeological remains may give some indication as to the extent of materials reuse off the site – i.e. salvage of building materials. This may be demonstrated by the amount/extent of demolition rubble, type of demolition rubble (e.g. selective salvage) etc.
- Domestic habitation. With the likelihood of a dwelling associated with the mill, and the later cottage, there may be the remains of early domestic habitation – either intentional discard or accidental deposition of artifacts.

5.4. Research framework

Consistent with the 'Tiered research question' approach outlined in the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*[7], the following questions could be investigated in the archaeological remains expected to be present within the subject site:

[7] http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf

Tier 1 Questions: These questions outline the essential knowledge base needed for any site research or significance evaluations. Such questions are often empirical in nature, and straightforward answers can be sought and often identified – generally limited to a physical knowledge of that particular place. Questions relevant to the subject site may include:

- How closely did the buildings and site features conform to the historic depictions/descriptions?
- What evidence of the form, nature and layout of the buildings can be ascertained which is not currently available in the documentary record?
- What construction methods were used in the buildings and other infrastructure?
- What evidence of alteration of the natural landscape and cultural interventions to the site is archaeologically determinable (e.g. filling of the site, demolition events, site formation processes etc.).
- Are the distinct use/development phases of the buildings distinguishable? Were they contemporary?
- Can the layout and function of the buildings, and indeed individual rooms or industrial functions be ascertained?
- How thoroughly were the buildings demolished?
- Does the site have any possibility for in-situ interpretation as a 'ruin' – either in the landscape or as an element of the wider site.

Answers to these questions provide a foundation of information about the structure, type, use and duration of site occupation which enables the researcher to consider a second tier of questions.

Tier 2 Questions: Conclusions that can be drawn about a site that connect the material remains found on a site to specific behavior. For instance, can activities be linked to any particular trade, use, habitation or entertainment activities on the site.

- Do the buildings and any evidence of industrial process correspond with expected sites of that type from that period?
- Can any evolution of the buildings or processes therein be archaeologically correlated to changes in milling technology or supply/demand through the use-life of the mill?
- Do artifacts relate to the lifeways of the workers/households that lived and/or worked on the site? For instance, do any artifacts represent class, gender, taste and health/hygiene of those living/working on the site? Particularly if artifacts can be specifically dated, and with supplementary historical research, artifact assemblages from this site may contribute knowledge and provide tangible connectedness to known milling activities and trade, workers, social hierarchies, site inhabitants etc.

Tier 3 Questions: These questions represent the highest level of inquiry. Such questions associate the activities and behavior at individual sites with broad social, technological and cultural developments – which can be of interest on local, national or global lines of enquiry. Whilst these questions posed for a single site may not reach conclusions in the short term (as Tier 1 and 2 questions might) – the collection of data can contribute to future research by the provision of a

comparable dataset. The goal of such research is to develop increasingly refined and tested understandings of human cultures within broader theoretical or comparative contexts. Lines of wider enquiry that findings from within the subject site may contribute to are:

- Do any activities archaeologically apparent on the site (e.g. milling, trade, technology, water acquisition etc.) provide meaningful comparisons on aspects of those themes with other contemporary Glenorchy mills, or wider Hobart/Tasmania or for that matter Australian or international mill sites?
- Does any archaeological evidence provide greater insight into how the New Town Rivulet (or indeed any other nearby watercourses) were exploited for industrial activity?
- Did any changes in technology/material culture through time in the either the industrial and/or any residential component of the site coincide with wider Tasmanian or local events or technology (e.g. development of Glenorchy, industrial revolution, wheat/milling industry, transport/export/trade etc.).

5.5. Statement of archaeological significance.

The following assessment of historic heritage significance is based on the national HERCON standard for statement of significance for Criterion C – which is that generally used for the assessment of archaeological significance, based on the amount of information currently at-hand as detailed in this document – and in particular the research framework discussed in Section 5.4. Note that natural history and indigenous heritage values have not been assessed here, as these are beyond the scope of this assessment. Further, only Criterion C has been assessed here, as other possible values of the site (i.e. historical, associative aesthetic etc.) are beyond the scope of the current project (however as per the methodology in Section 3, the history and possible associative values of the site do inform the archaeological research framework).

The assessment methodology follows that as detailed in the Tasmanian Government's *Assessing Historic Heritage Significance for Application with the Historic Cultural Heritage Act 1995* (October 2011) which is considered to represent a sound approach to assessing values (and from which the expanded definitions in the table below are drawn).

The applicability as a framework for considering the significance of local heritage places is summarised on page 2 of that document:

> *The approach outlined in this document is intended to assist heritage practitioners, statutory bodies, local planning authorities and members of the community in understanding why places are entered in the Tasmanian Heritage Register or suggested for listing in a local planning scheme. Through the use of examples, the document suggests thresholds to assist in determining whether:*

(i) A place is of historic heritage significance at a STATE level as being important to the whole of Tasmania, and therefore eligible for entry in the Tasmanian Heritage Register; or

(ii) A place is of historic heritage significance at a LOCAL level as being important to a region or local community and eligible for listing in a heritage schedule of a local planning scheme.

This document follows Steps 1-3 of that document (as summarised on p.3) and in particular follows the methodology for determining whether the place meets any particular criteria (deriving from the HERCON standards) as detailed on p.5 of that document, which prescribes (beyond the basic significance test):

> *a broader test providing an indicative list of factors (**inclusion factors**) that assist in determining whether the criterion is satisfied (**significance indicators**) and whether a place is considered as being of local or state historic heritage significance (**threshold indicators**); and*
>
> *an indicative list of those factors (**exclusion factors**) which would generally disqualify a place from being considered to be of either state or local significance against that criterion.*

In order for this assessment to remain impartial and not prejudiced, the significance indicators for the place will be tested against **both the inclusion and exclusion factors** for Criterion C as per the HERCON standard.

A. The place has the potential to yield information that will contribute to an understanding of our cultural or natural history.

Inclusion Factors		Response
C1	Potential to improve knowledge of a little recorded aspect of Tasmania's past.	As per Sections 5.1 and 5.2, whilst there has been some historical research into early Tasmanian mills, there has been little archaeological research. This site has the potential for archaeological investigation which can supplement and built upon the scant data available.
C2	Potential to fill gaps in our existing knowledge of Tasmania's past.	As per Section 3.3, there are considerable gaps in our knowledge of Calder's Albion mill, both in its physical nature and operations that may be ascertainable from archaeological evidence, therefore the site has the potential to fill such information gaps.
C3	Potential to inform/confirm unproven historical concepts or research questions relevant to Tasmania's past.	As per Section 5.4, there are a number of research questions which the site is considered to have the potential to address.
C4	Potential to provide information about single or multiple periods of occupation or use.	The use of the site for milling, which is its key significant period, is very poorly documented. Whilst the archaeology of the site probably would not give much information on later periods (apart from site formation processes), that early period is critical in understanding the site.
C5	Potential to yield site specific information which would contribute to an understanding of significance against other criteria.	Archaeological evidence may provide information about the physical nature of the mill buildings and associated technology. Yielding that information may allow a more rigorous assessment of associated criteria to be undertaken.

Exclusion Factors		Response
XC1	There is no physical, documentary or other evidence that would allow an assessment of likely research potential.	The current document indicates that there is likely to be physical evidence, based on the documentary research thus-far, which would allow the research potential to be addressed.
XC2	The potential information is trivial, not important or not significant.	Information on the early use of the site as a mill is considered important.
XC3	The context of the physical remains is so disturbed that they cannot yield meaningful or important information, or the significance of the remains has been compromised through being relocated to the current location from somewhere else.	The precise integrity of the remains is not known, given the thick vegetation cover. However anecdotally there are above ground remains of part of the ruins that had survived until at least the 1990s, so there is reason to believe that the physical remains have the potential to yield information.
XC4	The information that can be derived from the place is already reasonably known or readily available from other resources, including other heritage places.	Because early Tasmanian mill sites have not received a substantial amount of archaeological investigation, it is not known whether the information from this site would be readily available from other sites. In particular, the information that may derive form the Tier 1 questions in Section 5.4 could not be gained from elsewhere, and the Tier 2 and 3 questions would require examination of this site within the context of, and in comparison with, others. It is likely that this site can answer some unique and important questions, and even if that is in doubt, that doubt itself warrants further investigation of this site in order to be more conclusive.
XC5	A place which has had its research potential fully exhausted, for example, an archaeological site that has been excavated so that there is negligible physical remains left in situ, or a building whose significant fabric has been substantially removed or replaced with new work.	No previous archaeological work is known to have occurred on this site; therefore its archaeological potential has not been exhausted.

In summary, the areas of high and medium archaeological potential within the subject site are considered to be of historic heritage significance against Criterion C as it is likely that these parts of the site would yield information which could address legitimate research questions about a little-known aspect of Tasmania's colonial history, the development of industry along the New Town Rivulet, nineteenth-century milling and water movement practices and the buildings within which milling occurred.

6. Archaeological zoning plan and policies

With the suite of possible lines of archaeological enquiry, in support of the significance of the place (and environs) as outlined in Section 5, the high likelihood that substantial archaeological remains are present (as outlined in Section 4), then the following archaeological zoning plan is proposed for the site, in order to rank the areas which are the most likely to yield archaeological remains which would contribute to the lines of enquiry outlined above. Note that this plan is predictive at this stage, as per the limitations detailed in Section 1. By addressing Tier 1 questions as outlined above, a much more accurate (and/or verified) archaeological potential zone could be established.

As per the methodology outlined in Section 3.1, this section has built a chronology of site development which has detailed the physical evolution of the site and events/processes which would have acted to build the archaeological record. Section 5 has discussed the likely significance of those archaeological remains and what they may yield in terms of research potential alongside key historic, regional, thematic and temporal lines of enquiry. Section 4 has provided an assessment of the events which are likely to have impacted upon the integrity of those archaeological remains.

From the above, it is therefore possible to formulate an archaeological zoning plan, which provides an indication of the parts of the site which are likely to yield significant archaeological remains. The spatial reference provided by the zoning plan can then be coupled with archaeological management policies, which are guided by the significance of the particular remains expected and their ability to yield information as per the research questions.

Figure 5.1 depicts the areas of archaeological potential as per the above discussion:

Figure 6.1a – Archaeological zoning plan, Calder's Mill. Colour coding as per table below.

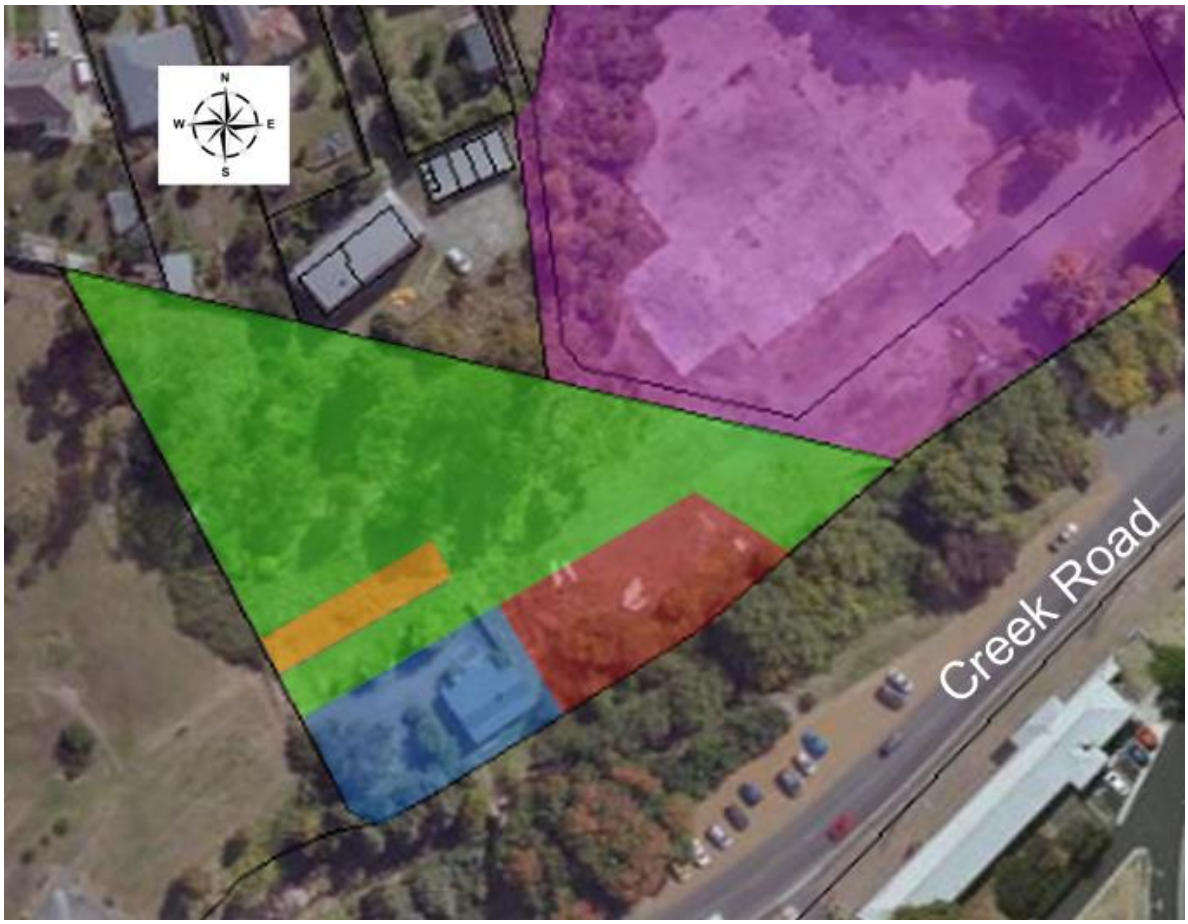


Figure 6.1b – Detail of archaeological zoning plan, Calder's Mill. Colour coding as per table below.

Area	Likely remains	Likely integrity	Significance/potential
Red	Subsurface remains associated with the early mill buildings and associated infrastructure. Possibly subsurface remains of the connection of the mill race. Anecdotal evidence suggests low-level remains of building ruins representing the mill buildings.	High. Although much of this part of the site could not be closely inspected due to vegetation coverage, it is considered highly likely that this area contains subsurface material, as well as low ruins of buildings associated with Calder's Mill and associated infrastructure. The cottage itself is considered likely to yield information on reused fabric from the mill buildings and may also be in a location where early milling infrastructure was located.	**High archaeological potential** to yield information of high significance relating early milling infrastructure on the site.
Blue	An early residence is known to have been associated with the mill, and this is the only other area of flat land on the subject site that may have been conducive to locating such a cottage. However that early cottage may be outside the subject site on the wider original Vigar grant. It is not known, but possible, that the current cottage is on the site of that earlier cottage – however that is merely conjectural/circumstantial in the absence of further investigation. Evidence may be in the form of structural remains and/or artifact deposition (underfloor and discard).	Unknown. If the current cottage is on the site of any earlier residence (or other mill outbuilding), then underlying archeological remains may have a high degree of integrity due to limited access since construction of the current building. However the earlier building may not have been on that site, in which case integrity is unknown.	**Medium archaeological potential** to yield information on an ancillary building and/or domestic life associated with the mill. Note however that due to the short life of the mill, direct association of material cultural associated with residential occupation may be scant. In any case, the diagnostic properties of 'mill workers' may not be markedly different to the working class of that period/area in any case, therefore this archaeological signature may not be particularly legible if present. If it is proven that this part of the site had no mill-era buildings or other distinct activities, then this area would be designated as low archaeological potential.

Orange	Topographical evidence of alteration of the natural landform relating to the line of the former mill race.	It is unlikely that any remains of the mill race itself have survived, however the benching of the hillside possibly depicts the line of the race.	**Medium archaeological potential** to yield information on the line of former mill race.
Green	No remains likely or known. No evidence from site survey of the possibility of remains, however this area is within close proximity to the known/likely features and is part of the original Vigar land so could have unknown features/ deposits.	Unknown or unlikely to be high integrity.	**Low archaeological potential.**
Remainder of subject site	Considered highly unlikely to contain significant archaeological remains as no historical development is known and or disturbance is high. Also this area is outside (and downstream from) the original Vigar grant, therefore considered very unlikely to have had associated infrastructure.		**Low/no archaeological potential**

Accordingly, the following archaeological management policies are recommended:

1. Provisions for statutory protection of the areas of high and medium archaeological potential which facilitate the implementation of these archaeological management policies are highly recommended.

2. In the absence of formal statutory protection, Glenorchy City Council should provide this report to any prospective stakeholders/developers to ensure the archaeological potential of the site is made known and the recommended management processes can be considered as part of the design development process, regardless of whether there is statutory protection in place or not.

3. Any excavation proposed in areas of **high archaeological potential (red)** must be preceded by an archaeological impact assessment, and if necessary an archaeological method statement, which details measures to be taken to avoid or mitigate impact upon the archaeological resource. That method statement must be in accordance with industry standard (e.g. the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*) and implemented in the works process.

4. Any excavation in areas of **medium archaeological potential (orange and blue)** must be monitored by a qualified historical archaeologist, and if any significant remains (as guided by the commentary on expected remains above) are encountered, then these must be managed in accordance with industry standard (e.g. the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*). Ideally, if the area in orange is found to be a terrace associated with a water race, this landform should be maintained – with at least a representative sample of several metres maintained.

5. Generally, no archaeological input is required for excavation in areas of the subject site designated as **low archaeological potential (green)** of the subject site, however any unexpected finds must be reported to a qualified historical archaeologist who is to assess their significance and deal with any significant finds as per (3) and (4) above at the discretion of the archaeologist.

6. No archaeological input is required for excavation in areas of the subject site designated as **no archaeological potential (purple)**.

7. Where possible, the preference is to not disturb archaeological remains. Consideration must be given to any development design to avoid potential impact, however if this is not feasible the above policies (and implementation of method statements pursuant to those policies) might be considered sufficient to yield the archaeological potential of the site. An archaeologist should be included in the project design team in order to manage archaeology as part of an iterative process between the client, archaeologist, designer(s) and permit authorities.

8. Consideration should be given in any redevelopment of the site to incorporate archaeological remains (e.g. as interpretation) however this should not inhibit the feasible redevelopment of the site. This might also be considered in the event that remains are found within the adjacent public area (e.g. rivulet reserve) and if these are ever publicly accessible. If any future development or subdivision of the site requires an allocation of public open space, then a priority should be given (if feasible) for any significant archaeolgocial remains to be within that public open space (with meaningful interpretation if possible).

9. In the area of high archaeological potential, a vegetation clearance and/or test-trenching program may be employed to refine or revise the archaeological judgments outlined in this document and to better guide the design and implementation process.

10. All results from any archaeological work on the site should be made widely available in order to support the ongoing research of related themes as outlined in this document.

Appendix 2

praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Statement of Archaeological Potential
Archaeological Impact Assessment &
Archaeological Method Statement
Former Claremont Primary School/Ashburton/Abbottsfield

36 Cadbury Road

CLAREMONT, TASMANIA

Brad Williams

Historical Archaeologist

For Claremont City Developments

August 2020

Contents:

This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management)
Historical Archaeologist, Heritage Consultant and Director of Praxis Environment.

Unless otherwise stated, all photographs were taken by Brad Williams, August 2020

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page.

Cadastral information depicted in this document must not be relied upon without verification by a Surveyor.

1. Introduction

1.1. The subject site and brief

This report has been commissioned by Claremont City Developments in order to identify any historical archaeological potential associated with the former Rusts Farm, located within the grounds of the former Claremont Primary School (the subject site), 36 Cadbury Road, Claremont.

Figures 1.1-1.2 depict the area subject to the proposed development, which comprises the *subject site,* a portion of a 3.747-hectare site comprising of Certificate of Title 179351/1, PID 9357242, known as 36 Cadbury Road, Claremont.

A portion of the subject site is included on the Tasmanian Heritage Register, which includes 7300m^2 of land and the earlier school buildings on the bend of Cadbury Road. The remainder of the site is included on Table E.13.1 (Heritage Places) of the Glenorchy Interim Planning Scheme 2015.

The *study area* taken for the current considerations includes a portion of foreshore reserve land known as (part of) 26 and 26a Cadbury Road (C/T 139356/2 and 162283/1 respectively), which was traditionally part of the early farm complex (and/or environs) and therefore should be also considered here in terms of a more holistic approach, given that shared context. The area of C/T 139356/2 within a 5m centre offset of the bike track (in 2013) is also included on Table E.13.1 of the Glenorchy Interim Planning Scheme 2015 as part of the original Cadbury Branch line Rail Formation.

Accordingly, the brief for this project was:

1. Undertake a **statement of historical archaeological potential** for the study area, based largely on the site history (as provided by others) and site observations.
2. if archaeological potential is determined an **archaeological impact assessment** against any proposed development, and if archaeological impact is likely the formulation of an **archaeological method statement** to be implemented in any future works program. Note that if no archaeological potential is determined, this step will not be necessary.

Figure 1.1 - 2016 Aerial image of the area – the subject site outlined in red. www.thelist.tas.gov.au

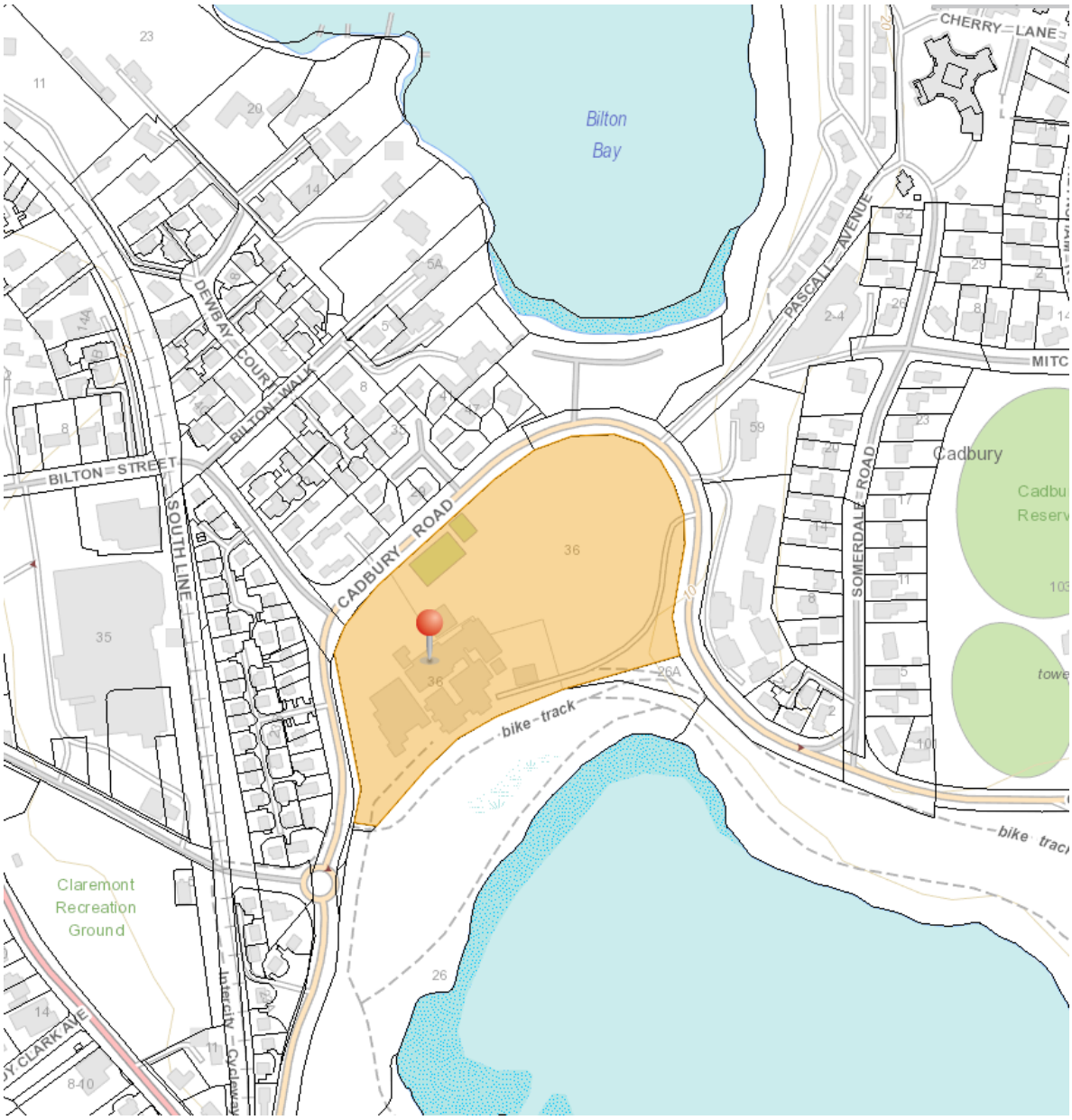


Figure 1.2 – Cadastral parcel comprising the subject site (depicted in orange) and surrounds (www.thelist.tas.gov.au).

Figure 1.3 – The wider *study area* which includes part of the foreshore reserve (depicted in red) and surrounds (www.thelist.tas.gov.au).

Whilst only a portion of the place is listed on the Tasmanian Heritage Register (hat portion has been found to have little/no archaeological potential), the archaeological approach in this document has been developed with regard to the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*[1], and the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*[2] as a means of demonstrating a sound and best-practice approach.

[1] http://www.heritage.tas.gov.au/media/pdf/2%20Practice%20note%20-%20Archaeology.pdf

[2] http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf

1.2. Limitations

This document has the following stated limitations:

- This document is largely a predictive analysis (i.e. non-invasive) of the possible archaeological resource and might be subject to further on ground testing to verify findings if deemed necessary by any stakeholder.
- All depictions of the location of site features are approximate. A surveyor should be engaged if any party requires exact confirmation of locations.
- The depiction of expected archaeological features in this report largely relies on the accuracy of historical surveys and data – no guarantee of the accuracy of this historical data is given.
- The scope of this project only included historic heritage values. Consideration of Aboriginal heritage values was outside the scope.

1.3. Acknowledgements

The author of this document would like to thank the following for their assistance:

- Ben Redmond and Ganche Chua, Circa Morris-Nunn Architects
- John Wadsley, Planning and Heritage Consultant.

2. Statutory heritage requirements

This report has been commissioned to consider the historical archaeological potential of the subject site arising from any applicable statutory listings. The following statutory heritage responsibilities that relate to historical archaeology are to be met in any development of the subject site:

2.1. Glenorchy Interim Planning Scheme

The former Claremont Primary School is included on Table E.13.1 (Heritage Places) of the *Glenorchy Interim Planning Scheme 2015*. That listing includes 'Parts of C/Ts 167249/0, 167249/1 and 167249/2' and describes the affected place as *Former Claremont Primary School main building and setting, including Cadbury-era Radiata Pine trees lining Cadbury Road, and the site of the former Ashburton house complex (also known as Rust's farm*). Note that those cited titles are now superseded by new title numbering.

It is somewhat unclear as to the exact extend of the subject site specifically affected by the title citations, however the general description will be relied upon here to consider that whatever/wherever the nature and location of Ashburton is, is therefore part of the intent of the listing. Note that any archaeological remains of Ashburton are not specifically listed as a Place of Archaeological Potential on Table E.13.4 of the scheme, however the Performance Criteria of Clause E.13.7. do explicitly allow the consideration of archaeological impact in the development process.

It is therefore assumed that the items specifically listed in the Table E.13.1 entry are subject to the provisions of Part E.13.7 (Development Standards for Heritage Places) of the scheme.

Further, outside the subject site, but within the current study area, a corridor 5m each side of the centreline of the former Cadbury Branch Rail Line formation (now bike track, part of C/T 139356/2) as the track existed in 2013, is included on Table E.13.1

	Acceptable Solution	**Performance Criteria**
E.13.7.1 - Demolition	*A1. No Acceptable Solution.*	*P1. Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;* *(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;* *(b) there are no prudent and feasible alternatives;* *(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;* *(d) significant fabric is documented before demolition.*
	A2. No Acceptable Solution.	*P2. Demolition must not result in the loss of significant archaeological evidence associated with the Heritage Place unless all of the following are satisfied:* *(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;* *(b) there are no prudent and feasible alternatives;* *(c) the archaeological potential is understood and impacts to archaeological evidence are managed in accordance with an archaeological method statement.*
E.13.7.2 – Building and Works other than Demolition	*A1. No Acceptable Solution.*	*P1. Development must not result in any of the following:* *(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;* *(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.*
	A2. No Acceptable Solution.	*P2. Development must be designed to be subservient and complementary to the place through characteristics including:* *(a) scale and bulk, materials, built form and fenestration;* *(b) setback from frontage;* *(c) siting with respect to buildings, structures and listed elements;* *(d) using less dominant materials and colours.*

	A3. No Acceptable Solution.	*P3. Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.*
	A4. No Acceptable Solution.	*P4. Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.*
	A5. New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	*P5. New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong.*
	A6. No acceptable solution.	*P6. The archaeological potential is understood and impacts to archaeological evidence are managed in accordance with an archaeological method statement.*
E.13.7.3 - Subdivision	*A3. No Acceptable Solution.*	*P1. A proposed plan of subdivision must show that historic cultural heritage significance is adequately protected by complying with all of the following:* *(a) ensuring that sufficient curtilage and contributory heritage items (such as outbuildings or significant plantings) are retained as part of any title containing heritage values;* *(b) ensuring a sympathetic pattern of subdivision;* *(c) providing a lot size, pattern and configuration with building areas or other development controls that will prevent unsympathetic development on lots adjoining any titles containing heritage values, if required.* *(d) designing the layout of the proposed subdivision so as to include archaeological evidence within sufficient curtilage established for heritage values on the one allotment in any subdivided title to ensure historic cultural heritage significance and associations are maintained in cohesion.*

Further to Clause E13.5.1 of the Scheme, the Planning Authority may require the following to accompany any application for use or development of a Heritage Place:

(a) a conservation plan;

(b) photographs, drawings or photomontages necessary to demonstrate the impact of the proposed development on the heritage values of the place;

(c) a statement of significance;

(d) a heritage impact statement;

(e) a statement of compliance;

(f) a statement of archaeological potential;

(g) an archaeological impact assessment;

(h) an archaeological method statement;

(i) a report outlining environmental, social, economic or safety reasons claimed to be of greater value to the community than the historic cultural heritage values of a place proposed to be demolished or partly demolished, and demonstrating that there is no prudent and feasible alternative;

(j) for an application for subdivision, plans showing :

(i) the location of existing buildings; and

(ii) building envelopes on the relevant lots, including the balance lot.

2.2 Tasmanian Heritage Register

A portion of the study area is included in the Tasmanian Heritage Register, therefore that area is subject to the provisions of the *Historic Cultural Heritage Act 1995* (HCHA).

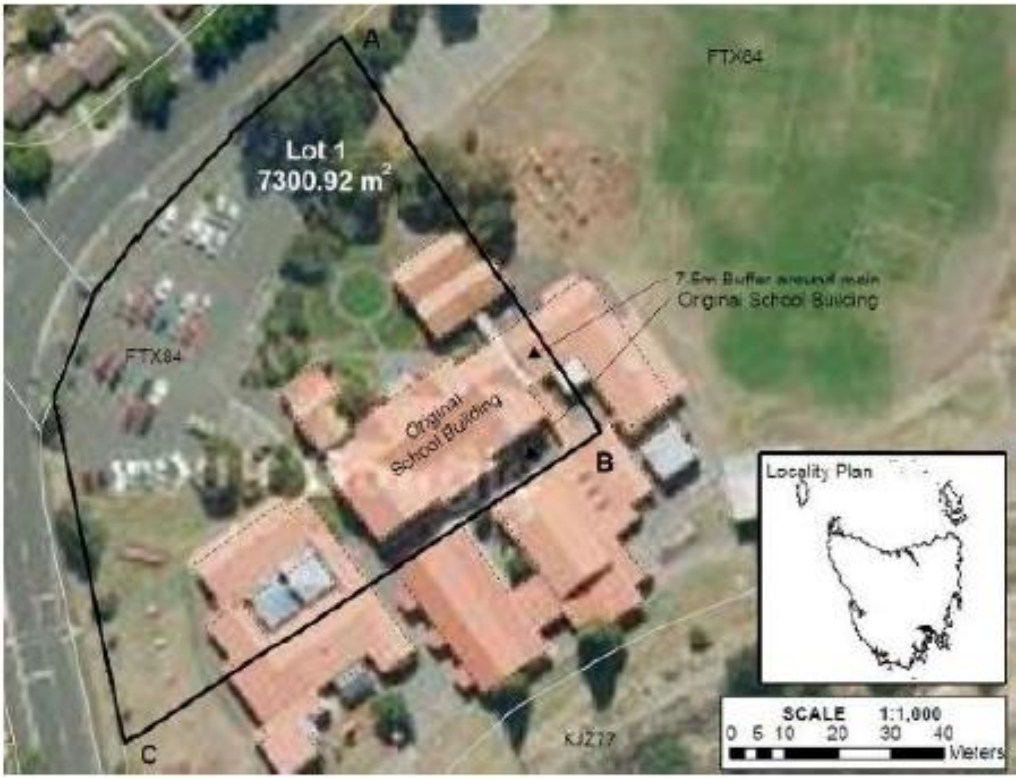


Figure 2.1 – Area affected by the Tasmanian Heritage Register entry.

Part 6 of the HCHA (Heritage Works) sets the process by which approvals for works may be gained from the Tasmanian Heritage Council (THC):

35. Heritage works require heritage approval

> ***(1)*** *A person must not carry out any heritage works unless those heritage works have heritage approval.*
>
> ***(2)*** *For the purposes of subsection (1), heritage works are taken to have heritage approval if, and only if –*
>
> > ***(a)*** *in a case where a certificate of exemption has been issued, the heritage works are carried out in accordance with –*
> >
> > ***(i)*** *that certificate of exemption; and*
> >
> > ***(ii)*** *if a discretionary permit or other permit is required for the heritage works under the Planning Act, that discretionary permit or other permit; or*

(b) *in a case where a certificate of exemption has not been issued, the heritage works are carried out in accordance with a discretionary permit.*

(3) *It is a defence in proceedings for an offence under subsection (1) if the defendant establishes that –*

(a) *the heritage works were carried out in response to an emergency; and*

(b) *the heritage works were, both as to nature and extent, reasonably necessary for the purposes of responding to the emergency; and*

(c) *in the circumstances, it was not practicable to seek a certificate of exemption; and*

(d) *the defendant, before, while or as soon as practicable after carrying out the heritage works, notified the Heritage Council, in writing, of the emergency and the details of the heritage works.*

Sections 36-41 set the process for the lodgment and assessment of applications for a heritage works permit, via a Discretionary Development Application under the Land Use Planning and Approvals Act 1993.

Section 42 describes the process whereby certain works may be exempt from the requirement of s.35:

42. Certificates of exemption for heritage works

(1) *A person may apply to the Heritage Council for a certificate of exemption for heritage works.*

(2) *The exemption certificate application –*

(a) *is to be in a form provided or approved by the Heritage Council; and*

(b) *is to be supported by such information as the Heritage Council requires, either at the time of lodgment or subsequently.*

(3) *The Heritage Council may –*

(a) *approve the exemption certificate application; or*

(b) *refuse the exemption certificate application.*

(4) *Without limiting its discretion, the Heritage Council must approve the exemption certificate application if it is reasonably satisfied that the heritage works –*

(a) *are identified in the works guidelines as works that will have no impact or only negligible impact on the historic cultural heritage significance of the relevant registered place or heritage area; and*

***(b)** are capable of being carried out in accordance with the works guidelines.*

Whilst the HCHA provides no specific detail as to how particular proposals are considered, nor does it provide any indicative thresholds of what may be considered to have *no or negligible* heritage impact, the THC/Tasmanian Government publication *Works Guidelines for Historic Heritage Places* (November 2015)[3] provides further detail on the application process, guiding principles and the basis for decisions made by the THC.

In addition, the THC has a series of practice notes and technical guides, available via www.heritage.tas.gov.au which provide useful guiding principles for how the THC are expected to assess and determine applications for heritage works.

2.3. Other statutory heritage registers/lists

The subject site is not listed on any of the following statutory registers:

- The National Heritage List
- The Commonwealth Heritage List
- The World Heritage List

Nor is it included in any buffer zones arising from those lists. Therefore, is not subject to the historic heritage provisions of the respective Acts which enable statutory input into development of places on those lists.

2.4. Aboriginal Heritage Act 1975 (amended 2015)

An assessment of any possible Aboriginal heritage values is not part of the brief for this report; nonetheless the provisions of the *Aboriginal Heritage Act 1975* are applicable to the place. The proponent must consult with Aboriginal Heritage Tasmania and adhere to any/all advice provided on the management of Aboriginal heritage values.

[3] http://heritage.tas.gov.au/Documents/Works_Guidelines_FINAL_Nov2015.pdf

3. Methodology

This statement of archaeological potential is derived from a process which identifies the potential of the site to yield archaeological remains, the significance of any remains, and their potential to yield meaningful information about the site, and which might contribute to relevant key archaeological and historical themes. The following briefly outlines the methodology followed:

Determining general archaeological potential: Through a desktop analysis of historical data and secondary sources, as well as non-invasive site observations, an understanding of the evolution of the site has been gained which has allowed an assessment of the archaeological potential (however significant) of any part of the site - resulting in substantiated predictions of the likelihood of finding *something* upon any particular part of the site.

This has been done by analysing primary source material, summarizing the developmental history of the site and developing a chronological narrative detailing an overview of the history of all known features to have ever existed on the site. Where possible, developmental overlays have been developed from historic maps, plans, photographs and other visual documentation. This overlay has been supported by other observations providing supplementary information, and also includes processes such as demolition and disturbance which may have removed or destroyed potential remains – and may have diminished the archaeological potential.

Assessing the significance and potential of any likely archaeological resources to yield meaningful information**:** Upon understanding the archaeological potential through desktop and site analysis, the next step was to understand its relationship to any aspect of the identified significance of the place – e.g. do the remains have the potential to demonstrate an aspect of the significance of the site or related key historic theme? The potential for any of the archaeological remains to demonstrate important aspects of the history of the site, whether in a state, regional or thematic context, is to be considered.

Understanding possible impact of development and formulation of management strategies**:** Based on any identified archaeological potential and significance of the site, consideration will be given as to whether the proposed development will impact upon any likely archaeological remains and if necessary broad management strategies will be proposed to manage any impact.

Table 1 (below) demonstrates the steps of this assessment:

Methodology for formulation of the statement of archaeological potential		
	If 'no'	**If 'yes'**
1. Archaeological potential. Are you likely to find something if you dig here? (i.e. a Statement of Archaeological Potential).	Further action may not be required, although a contingency plan may be required for unexpected finds.	The significance of the archaeological potential should be investigated.
2. Significance. Could anything you find here greatly contribute to our understanding of the site or related significant theme?	Further action may not be required.	The likely integrity of the archaeological remains should be investigated.
3. Integrity. Are any archaeological remains likely to be intact?	Further action may not be required, although a contingency plan is required for unexpected integrity.	The likelihood of significant archaeological remains is confirmed.
4. Impact Will proposed works impact upon the significant archaeological remains? i.e. an Archaeological Impact Assessment.	Further action may not be required, although a contingency plan may be required for unexpected impacts.	An Archaeological Method Statement will be required to detail how impact will be managed/mitigated.

4. Historical development of the subject site

The brief for the statement of archaeological potential did not include any historical research – i.e. it was indicated that the history of the site sufficient for the statement of potential would be provided by others.

The historical background used in the current assessment is drawn from the document *Conservation Management Plan, Former Claremont Primary School Site, 36 Cadbury Road, Claremont:* John Wadsley Planning and Heritage Consultancy, February 2020. Section 3 of that document provides the historical context of the site in a well-researched, thorough and logically presented manner and at the outset this was considered sufficient for the statement of historical potential. The current document is to be read in conjunction with that document, however a brief pictorial and dot-point historical overview has been provided here for some brief contextual background. Further, a couple of critical pictorial references have been added which were not included in that report and are of relevance here (see the Wadsley report for further detail and citations):

- The study area is part of a 50-acre grant to John Fawkner jnr. Granted around 1811. Fawkner was later instrumental in the settlement of Melbourne.
- By 1819, Fawkner had advertised his Claremont land for sale.
- The land was bought by Deputy Judge Advocate Edward Abbott, who named the area Abbottsfield.
- Abbott did not hold the land for long, and it was advertised in 1823 as being part of 250-acres forming a peninsula (i.e. the Cadbury peninsula, or Dog's Ear Point as it is also known. That advertisement mentions a 'pool of excellent water' which is likely to be the lake which existed in the centre of what became the school oval and was filled after 1920.
- That advertisement mentions a 'neat cottage' and stock yard near the pool of water, which is presumed to be the precursor of the more recognisable Ashburton homestead. The property was leased at that time by Alexander Macpherson.
- Lease advertisements in 1827 describe a 'dwelling house', servants hall and fowl house, as well as extensive orchards and stock yards. At that time, the property was probably leased by Henry Emmett.
- In 1831, Abbottsfield was purchased by Joseph Bowden, who renamed it Ashburton by 1834. He was in residence there by 1835. It is likely that he built the later Ashburton homestead around that time to replace the earlier Abbottsfield homestead.
- A lease advertisement from 1840 describe a 'good stone dwelling house containing 10 rooms' with scullery, dairy, coach house and fowl house. An 1847 lease advertisement describes the dwelling as '11 rooms'.

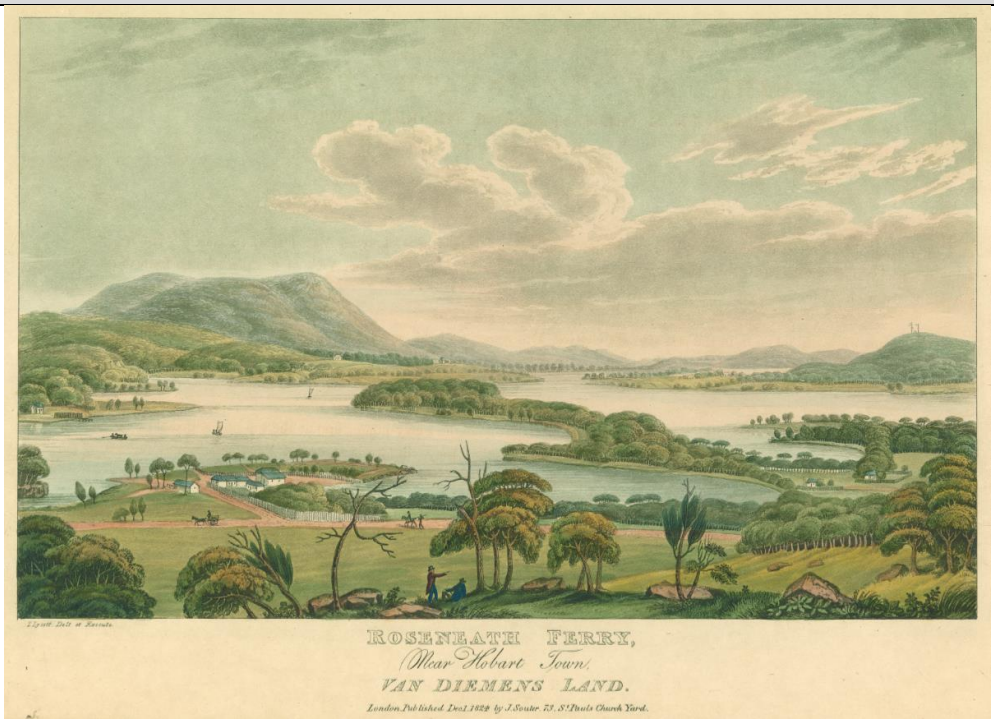
- The Bowden family put Ashburton up for sale in the 1850s, although it is not clear if it was sold at that time. There was another sale notice in October 1861 which included a detailed plan of the estate (see below). Descriptions of the building(s) are similar to the decade earlier. Ashburton was owned by the Triffitt family by the 1880s with the wider area then known as Triffitt's Point.
- A sale notice of 1887 gives great detail as to the building and appurtenances:

  > *THAT MOST DESIRABLE FARM at Glenorchy … known as "ASHBURTON", At present in the occupation of the owner, Mr Triffit, containing 280 acres, more or less of good agricultural and sheep land, about 160 acres have been cultivated … It is bounded by the Derwent and the main road … There is plenty of firewood on the Estate, and a lagoon affords a never failing supply of water for all stock, while the house is supplied from a large underground tank with a capacity of 100,000 gallons. The House, of stone with slate roof, contains 12 well arranged rooms … the outbuildings comprise good stone stable and barn with a detached labourer's cottage.'*
- The purchaser at that time was wattle bark merchant Frank Bond, who later went on to buy Henry Bilton's adjoining land to comprise an estate of 730-acres.
- Bond possibly leased Ashburton to the Rust family from 1896 and Albert Flexmore purchased Ashburton (amongst other property) from Bond in 1897. The Rusts remained as tenants into the early c20th.
- In 1910 it was proposed for the Commonwealth Government to acquire Ashburton and the peninsula for a quarantine station. That proposal did not eventuate.
- In March 1911, a syndicate headed by Claud Clerk purchased Triffett's Point (including Ashburton) from Albert Flexmore for the purpose of subdividing the property into 112 2.5-acre lots. Whilst that subdivision did not eventuate, the plan clearly shows the location of a stone house and two barns corresponding with the Ashburton complex.
- Also, in 1911, the Commonwealth Government established a remount depot at Triffitt's Point, leasing the land for consignment of over 100 horses for military purposes. In 1914 Ashburton was described as *the solid sombre homestead of Ashburton stands up bare and unadorned, and the old house is fitted up as a quarters for the staff.*
- After the outbreak of war in 1914, the Triffitt's Point Remount Depot was repurposed as a military training camp. Ashburton House was used as the guard house for the military camp with a strategic position on the narrow neck leading to Triffitt's Point.
- Following WWI, and after a brief use as a quarantine facility for the 'Spanish Flu', the Claremont military camp was disbanded, and the temporary buildings dismantled and sold off. In early 1920 representatives from Cadbury Brothers Limited inspected Triffitt's Point as the prospective location

for a chocolate factory. The site was well suited for their operations, being close to rail and sea transport, a good water supply, local milk production and a picturesque location to fit their ethos of quality housing for their workers.

- In 1920 following the Cadbury acquisition, plans were drawn for a branch railway line from the factory site to the Claremont station. Although basic, the plans for that show the line just to the south of the 'stone house'.
- In August 1920, the media reported that the railway line was under construction and that the adjacent 'old stone house' had been demolished. Photographs from 1920 show the newly built rail formation, and piles of rubble on the site of the house and at least one outbuilding. By 1921 the rail link was complete.
- The ethos of Cadbury providing a 'model village' for workers included the provision of a school on the estate, however with the overcrowding of the then Claremont School in Abbottsfield Road, negotiations ensued between Cadbury and the Department of Education for a suitable co-located school. By 1923 a plan had been tabled for the establishment of a small school, with prospects for extension on the site which was to become the Claremont Primary School (i.e. the subject site).
- The new Claremont school opened in 1924.
- Additional land was acquired from Cadburys by the Education Department in 1947, essentially expanding the smaller corner site to include all the land bounded by Cadbury Road and the railway line.
- Areas of the school oval on the site of the former lagoon were filled with 300 cubic yards of fill in 1953, with the removal of some willow trees dating from the Ashburton period.

Roseneath Ferry Near Hobart Town, Van Diemen's Land. **By Joseph Lycett, published by J. Soutor, London 1824. From a widely distributed lithograph.**



The earliest depiction of the peninsula is from Lycett's 1824 view where it is in the background of Roseneath Ferry. This shows two buildings on the neck of the peninsula and a series of hedges/fences including a distinct enclosure which closely coincides with the later map of Bowden's farm (see below). Note neither building appear of the larger scale of the later depictions of Ashburton, suggesting that one of these is the precedent cottage.

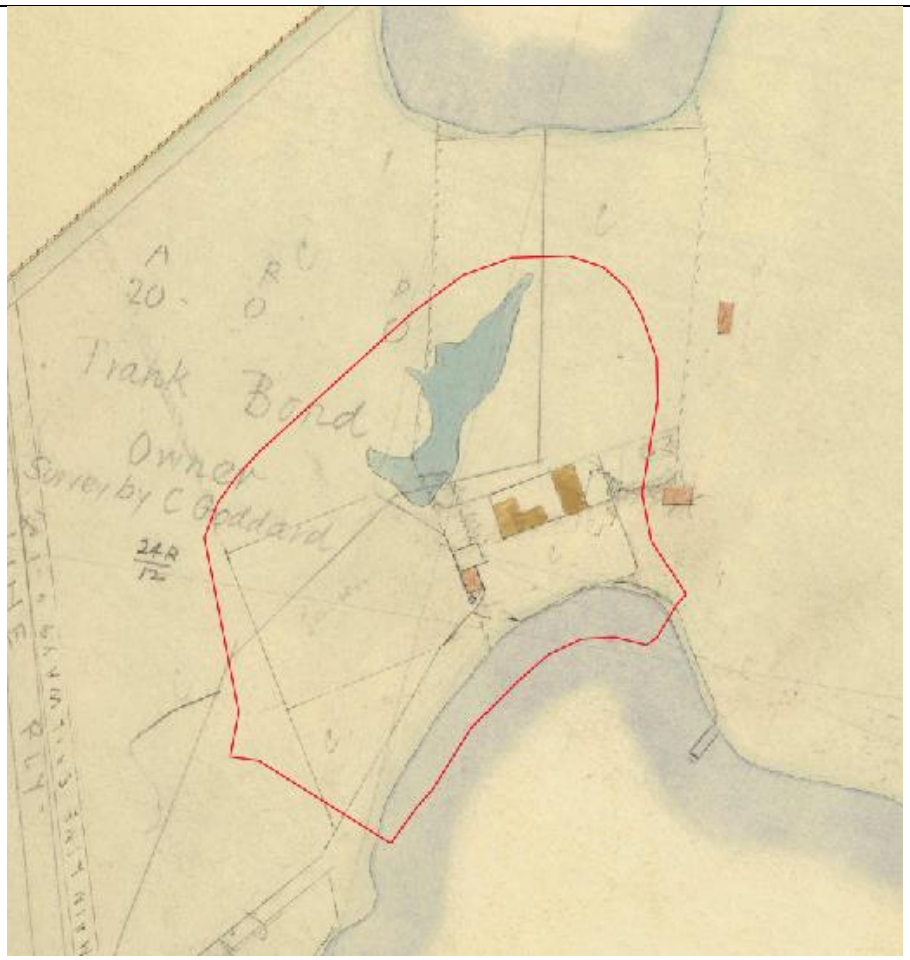
Plan of Mr. Bowden's Farm, Undated (pre-1842). Tasmanian Archive and Heritage Office AF396/1/75.

An undated plan of Mr Bowden's Farm shows the entire peninsula as what appears to be lightly forested, with a formalised paddock layout at the neck, with the lagoon and two buildings with distinct fences (including one distinct enclosure). Whilst this plan is undated, the Tasmanain Archive and Heritage Office holds a similar plan dated 1842 (AF396/1/77) by E.H. Lovett, which has the notation 'Copied from a plan of Mr. Thos. Wedge's in the posession of Mr. Bowden. This plan therefore is pre-1842. No definitive information on Thomas Wedge's 'active' period as a surveyor is known – he was born in 1816, so feasibly could have been surveying in the mid-1830s (nephew of famed surveyor John Helder Wedge, so a young start in surveying is possible. Whether the survey was commissioned by Bowden, or an earlier owner is not known.

This survey certainly shows Ashburton and an outbuilding – the building to the south probably being a barn or stables given the immediately adjacent enclosure. It is unclear however whether this is the larger Ashburton homestead, or the possibility of an earlier building as the general arrangement of buildings differs from later depictions. This may be the product of a less thorough survey, or an earlier arrangement of buildings (see further discussion below). It is possible that the survey depicts Ashburton as-purchased by Bowden, who *may* have replaced an earlier building with the Ashburton homestead for his occupation from 1835.

The lower figure is a georeferenced depiction of the study area in relation to this plan, which was proven to be very accurate in terms of depiction of the shoreline and wider environs.

Plan of Mr. Bowden's Farm, 1861. Tasmanian Archive and Heritage Office AF396/1/76.



An 1861 survey of Ashburton for the Bowden auction of the property shows great detail of three major buildings in the study area – which certainly depict the masonry homestead (denoted red) and the timber barns (although these are known to have been partly stone). Fenced enclosures are depicted as is what may be a well ('underground tank' as per the 1880s description?) to the south of the homestead. Interestingly, pencil notations on this plan (to the right of the barn complex) appear to depict the outlines of two buildings (one partially filled) and an enclosure, which precisely correlate with the location of the buildings shown on the earlier Bowden farm plan. This possibly represents ruins/remains of earlier buildings (or possibly transcribed from that earlier plan?). Bowden is known to have copied an earlier survey for his 1842 survey, it is possible that the earlier survey again was transcribed for this 1861 plan – the earlier buildings feintly included in relation to the more recent buildings. For this reason, this plan is extremely valuable in its depiction of what probably is an earlier (pre-1835) form of the farm complex in relation to the later (post 1835) form.

The lower figure is a georeferenced depiction of the study area in relation to this plan. Whilst that plan is not as acccurate in relation to the natural shoreline (compared to that above) there seems to have been far more care taken in the detail of the farmestead and associated features.

Front view of Ashburton House, c1890. Colin Dennison Collection.

A c1890 image of Ashburton House shows it to be a fine and very typically Georgian dwelling, consistent architecturally with what would be expected of an 1820s/30s building - double fronted with a central door with classical fanlight. The stone appears finely ashlared with a strincourse and quoins but with galleted infill between stones. The shingled (or slate?) roof has close eaves and typical twelve-paned windows of the style. Note the glilmpse of an outbuilding to the left.

Rear view of Ashburton House, c1900. Colin Dennison Collection.

The rear view of Ashburton depicts a double-pile main portion of the building, with a substantial skillion which is a contiuum of the main roof plane – typical of early colonial homesteads but a form largely superseded by the 1840s. A bakers oven can be seen in the skillion suggesting an internal kitchen and a small outbuilding to the north-east. The building appears to be set higher in the landscape than the flatter area to the north which is seen here as a ploughed field.

Side view of Ashburton House, c1900. Colin Dennison Collection.

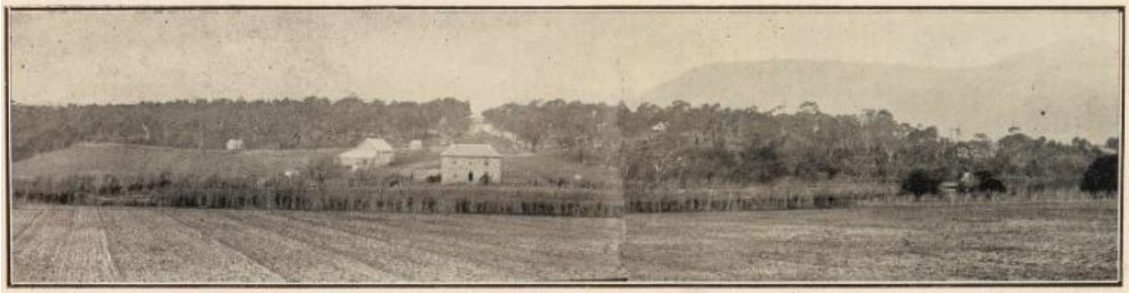
This view of Ashburton depicts its proximity to the foreshore and its elevation in the landscape.

View of Ashburton House from the east, c1900. Colin Dennison Collection.

A distant view of Ashburton again shows the building slightly higher in the landscape than the flat fields below.

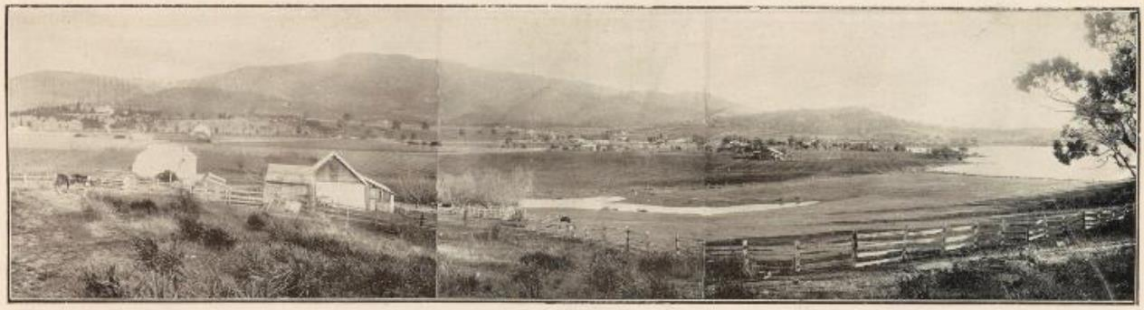
Site of Proposed Quarantine Station 1910. The Tasmanian Mail 28/7/1919:19.

Site of Proposed Federal Quarantine Station.



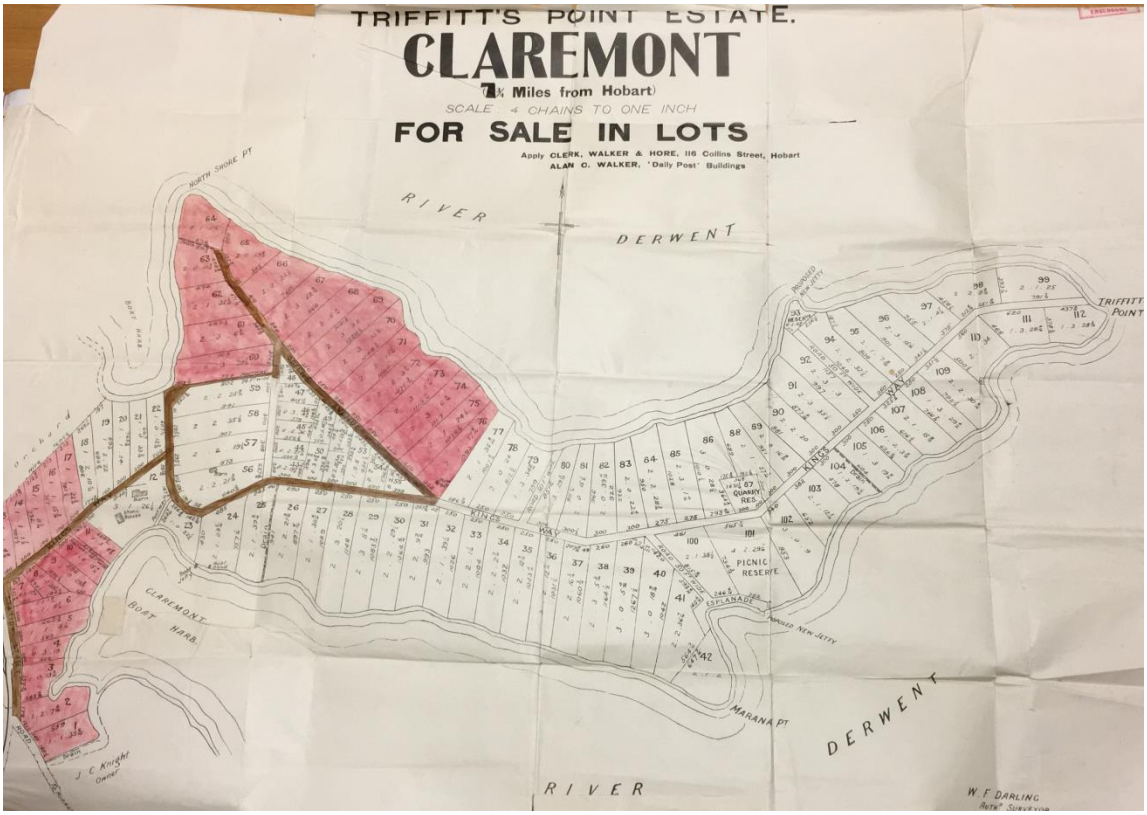
1. A VIEW OF THE PROPERTY AT CLAREMONT, OF WHICH TRIFFITT'S POINT FORMS A PART. THE HOMESTEAD IS OCCUPIED BY MR. RUST.

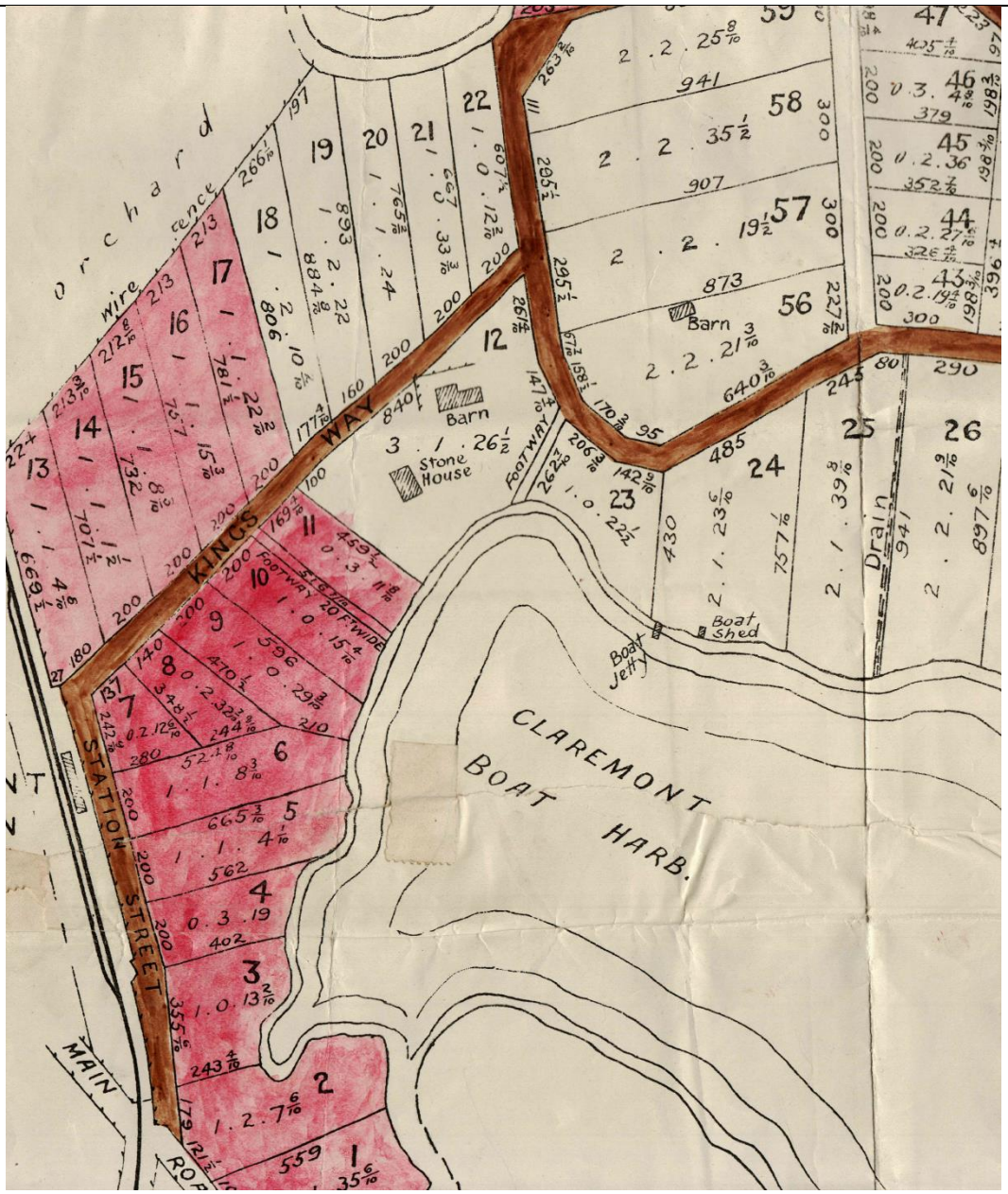
Views of the Glenorchy District showing the Settlement near Triffitt's Point.



Images from the period of propsoed quarantine station show the location of Ashburton slightly higher in the landscape when viewed from the east. A wider view from the rear shows the homestead and an outbuilding is a similar configuration to that shown on the1911 Triffitt's Point sale plan (see below).

Subdivision plan, Triffett's Estate 1911. National Archives of Australia P1325,1622.



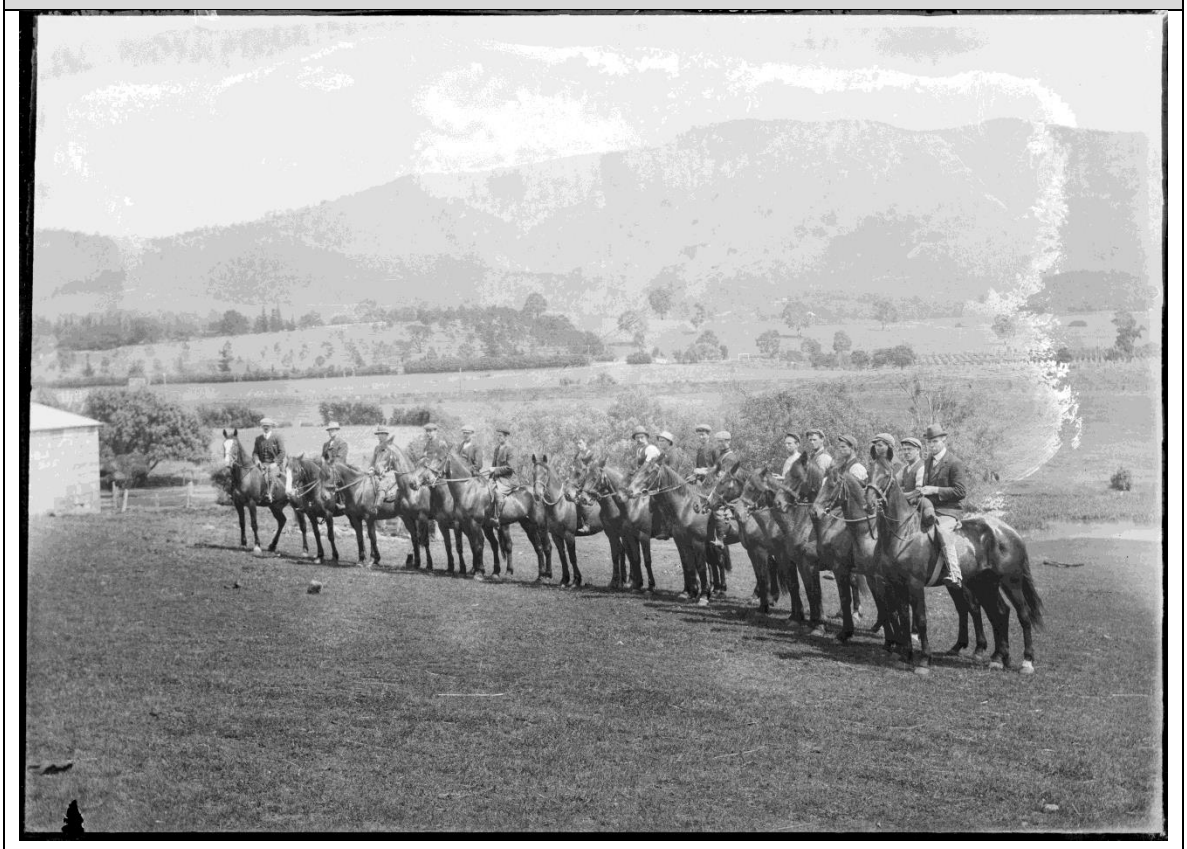


The unsuccessful bid for subdivision in 1911 depicts the entire peninsula including Ashburton and the barn (as well as a more distant barn). The accuracy of this survey is quiestionable, as georeferencing across the peninsula shows some degree of error, therefore this may not necessarily depict Asburton in its precide location. The scale of the buildings also appear exaggerated.

Remount riders with Ashburton barn in the background (facing south), c1912. Tasmanian Archive and Heritage Office NS392/1/144.

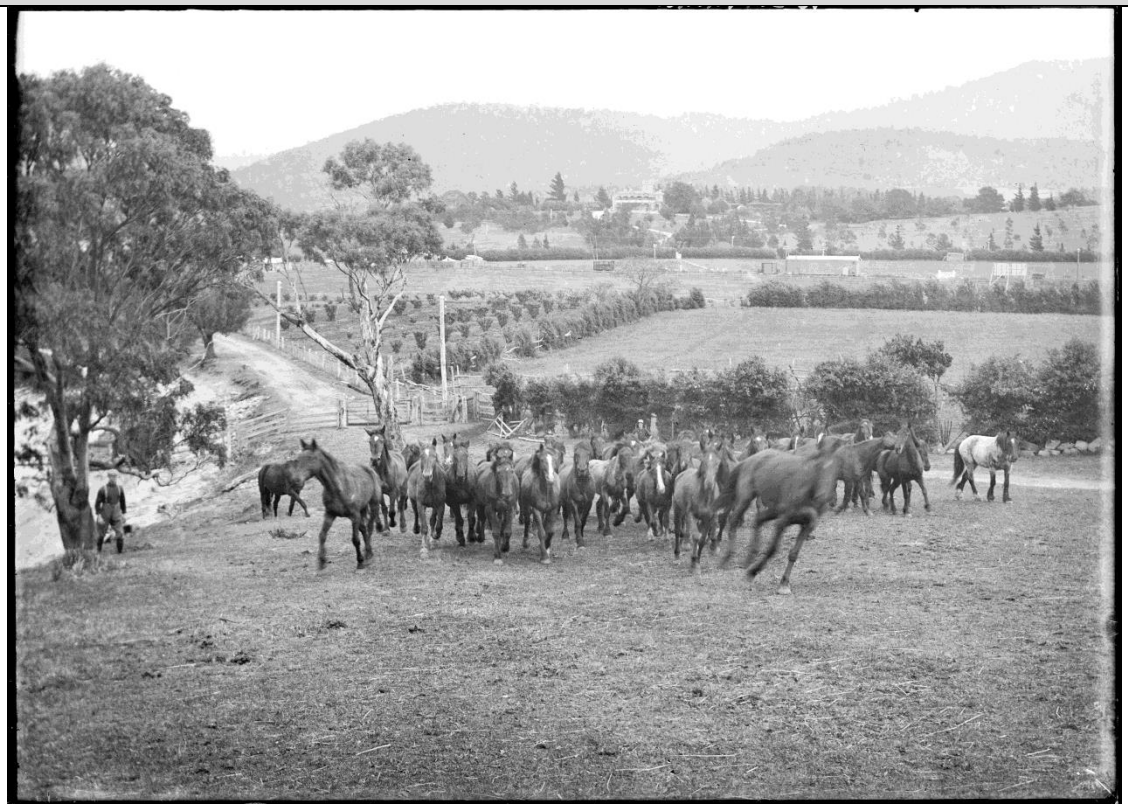
An image from the remount period (c1911-14) shows the Ashburton barn – the homestead would be obscured by the barn and RHS riders. This depicts the higher landscape point of the buildings.

Remount riders with Ashburton barn in the background (facing south), c1912. Tasmanian Archive and Heritage Office NS392/1/143.



An image from the remount period (c1911-14) shows the north-eastern corner of the Ashburton barn – the homestead would be obscured by the barn, but nearby plantings are shown. This clearly depicts the higher landscape point of the buildings.

Remount horses in front of Ashburton (facing south-west), c1912. Tasmanian Archive and Heritage Office NS392/1/142.

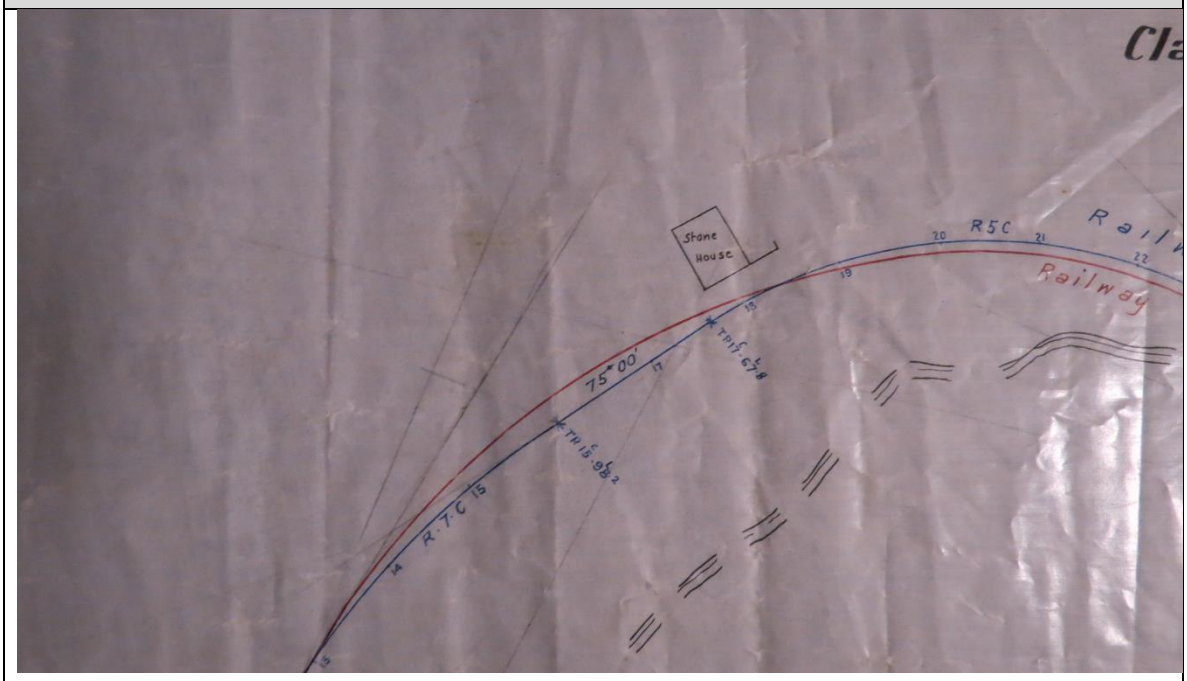


An image from the remount period (c1911-14) shows the entrance to Ashburton and the hedged enclosure in front of the homestead – probably taken from the front door of the building. Whilst this image does not depict the buildings, it again emphasises the higher landscape point of the complex. Note the hedged enclosure in front of the building (Claremont station in the background).

The rear of Ashburton House and outbuildings, c1916. Colin Dennison Collection.

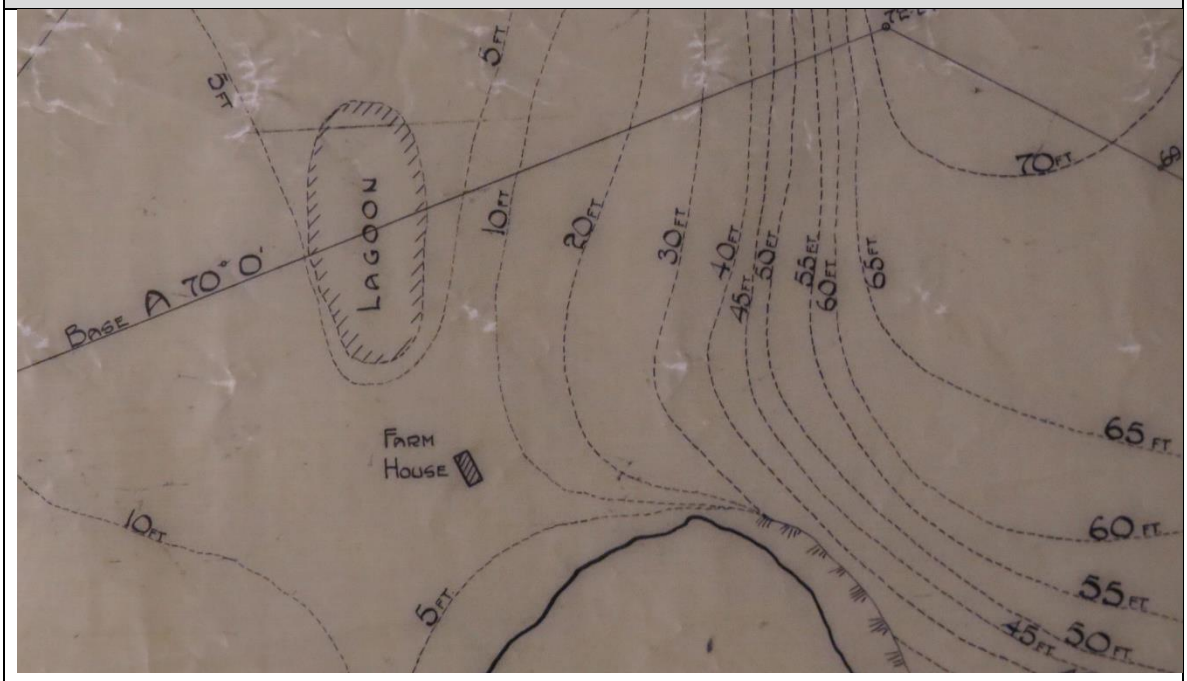
An image from the army camp period shows the rear of Ashburton and three outbuildings, with a roadway to the camp running through the complex (the homestead then being used as a watch house). Note that the buildings appear higher in the landscape than the flat plains to the east.

Detail of Cadbury Branch Railway Line dated 27/8/1920. Cadbury Archive Draw 13642.



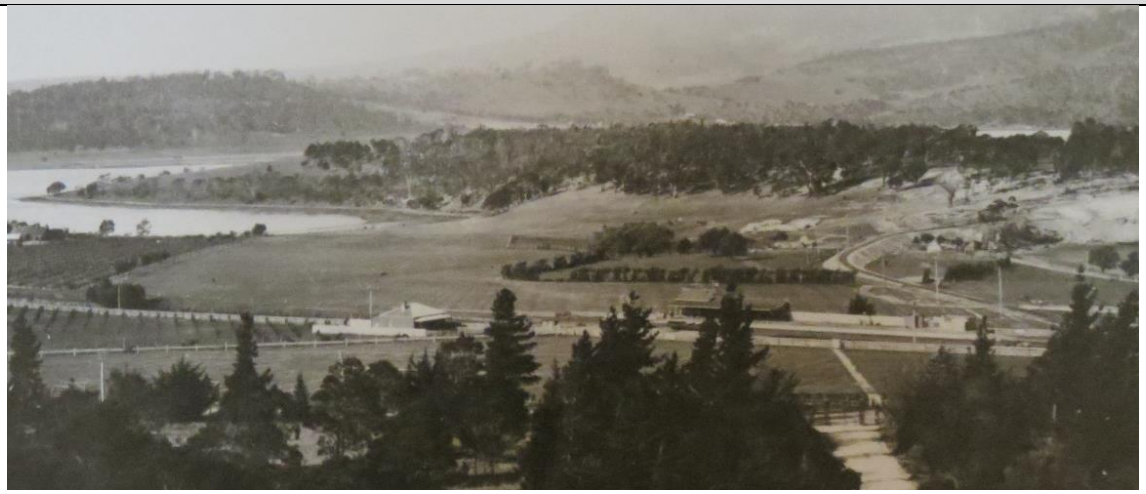
This map shows the 'stone house' (Ashburton) demolished that same month. The red line depicts the planned line, whilst the blue depicts the actual as-constructed line. Of particular importance on this plan is the chainage notations, depicting the 'stone house' at 19 chains (i.e. ~380 metres) from Claremont station.

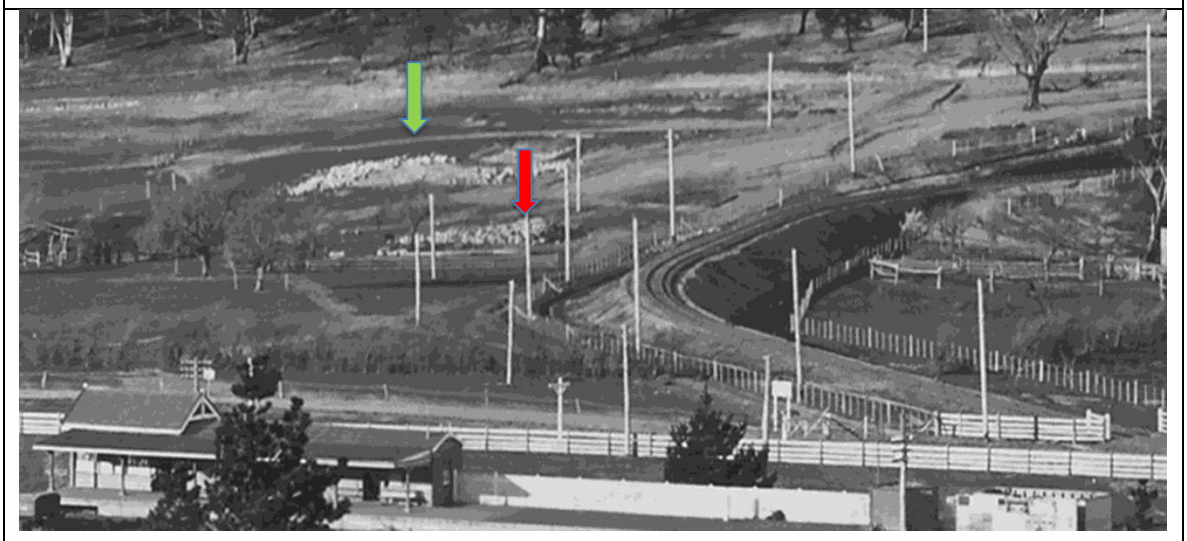
Contour map of Claremont Peninsula dated 1/12/1920. Cadbury Archive Draw 13642.



This map of the peninsula was apparently associated with the establishment of the Cadbury factory. Of note this depicts the 'farm house' (but no outbuildings). These contours match with the perceived increase in elevation of the homestead location upwards to the barns as per the photos from the previous decade. It is likely that the railway branch line was complete at this time (see next photo) and it is known that the homestead had already been demolished 4 months earlier than the date on this plan – therefore it is probable that this was from an earlier survey having been drawn in December 1920 from earlier data.

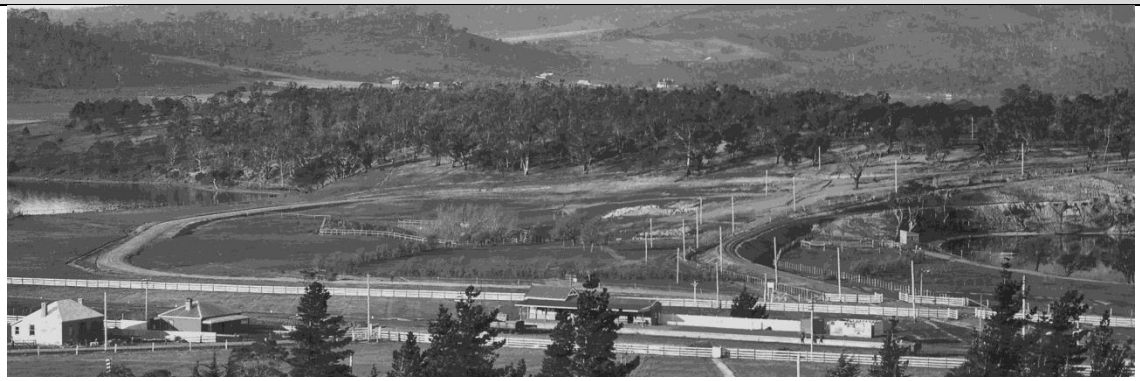
Distant view of Ashburton locality, from Claremont House tower. Eveline Price album dated December 1920, Tasmanian Archive and Heritage Office NS739/1/8.

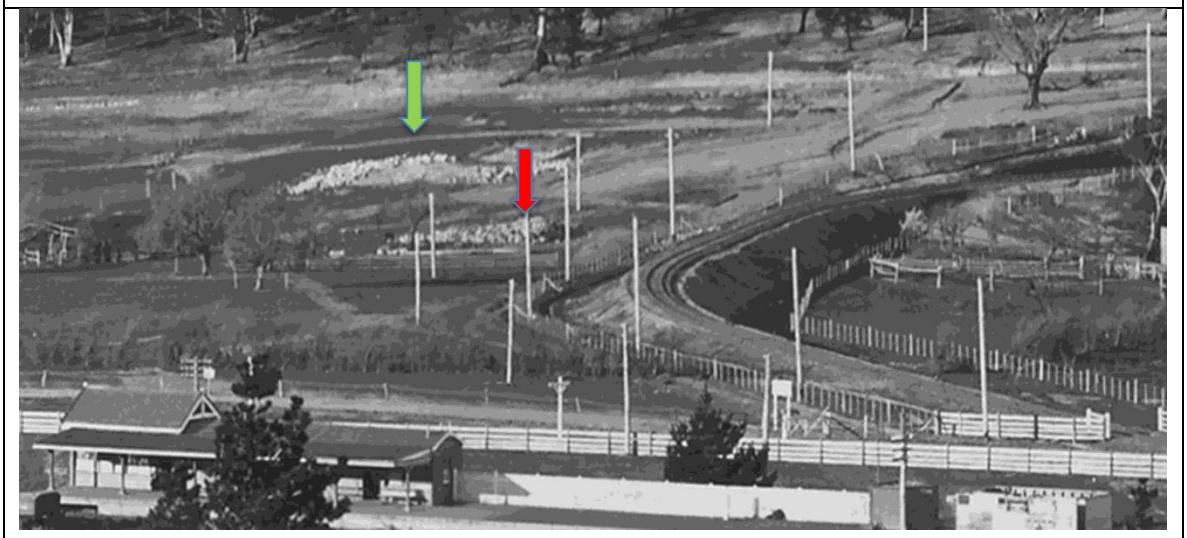




This image is slightly later than the Eveline Price album, given that the new rail line has been fenced (fencing absent from that earlier photo). The better resolution of this image shows what is certainly demolition rubble of Ashburton homestead and the barn building. The hedged enclosure in front of the buildings can still be seen (dissected by the railway) and the topography of the homestead being slightly higher elevated than the flats in front with the barn even higher in the landscape is consistent with the 1910s depictions.

Distant view of Ashburton locality, from Claremont House tower, c1921. Author's collection.





This image is slightly later than the Eveline Price album, given that the new rail line has been fenced (fencing absent from that earlier photo). The better resolution of this image shows what is certainly demolition rubble of Ashburton homestead (red arrow) and the barn building (green arrow). The hedged enclosure in front of the buildings can still be seen and the topography of the homestead being slightly higher elevated than the flats in front with the barn even higher in the landscape is consistent with the 1910s depictions.

1946 aerial photograph of the Claremont locality. Lands Tasmania 1946 Run 7/14230.

The 1946 aerial photograph of Claremont shows the 22-year old school building (extended in the 1930s). No clear trace of the likely footprints of the Ashburton buildings are seen (although see discussion in Section 5). Remnants of the hedged enclosure formerly in front of Ashburton can still be seen with remnant willow trees from the former lagoon edge still standing (the lagoon filled in the 1920s).

1940s aerial photograph of the Claremont locality. Cadbury Archive.

This undated (but probably late 1940s) oblique aerial image of Claremont (from the north) shows the 20+ year old school and the rail branch line. Distinct features in the landform (red arrow) indicate possible footprints of Ashburton buildings (see discussion in Section 5).

5. Locating Ashburton

The above historical sources give a range of depictions from ground level and by survey as to the location of Ashburton. It must be noted however that there is always the possibility of error in early surveys and that these cannot necessarily be relied upon. Given that Ashburton was demolished prior to the widespread advent of aerial photography, the depiction of the location relies on survey and ground-based photography. The following figures overlay the various depictions of Ashburton onto a recent aerial photograph. This has been done via georeferencing those surveys with as many still existing points as possible, namely the shoreline (noting that there may be error arising from varying tidal conditions and land reclamation) as well as features such as the Main Road and railway lines (on later surveys). Generally, these have provided what is considered to be a reasonably georeferenced correlation of those sources with present-day conditions.

Plan of Mr. Bowden's Farm, Undated (pre-1842). Tasmanian Archive and Heritage Office AF396/1/75.

The undated, but pre-1842 survey shows what is likely to be an earlier form of the Ashburton homestead complex. This site is closer to Cadbury Road and higher up the hill from the later depictions. The lagoon is also shown. All features correlate closely with the 1861 survey of the estate, which is copied from that earlier survey with later development added.

Plan of Mr. Bowden's Farm, 1861. Tasmanian Archive and Heritage Office AF396/1/76.

The most detailed, and seemingly the most accurate survey of the Ashburton comlex is that of the 1861 Bowden sale, which depicts the homestead and barn complex (green) as well as notations of what appear to be possible earlier development transcribed from the pre-1840s survey, possibly representing an earlier Ashburton homestead. This also depicts the lagoon. This survey correlates closely with the 1911 depiction, and the homestead itself prefectly with the 1920 survey. What may be the earlier buildings also correlate precisly with the pre-1840s survey. This survey puts the Ashburton homestead on the boundary between the current school site and the railway line alignment with the footprint partially obscured by the rail formation.

Subdivision plan, Triffett's Estate 1911. National Archives of Australia P1325,1622.

The 1911 plan depicts the Ashburton homestead and the barn in a very similar location fo the 1863 survey, although this places the barn on a slightly different orientation. It should be noted that the precise location of these buildings probably was not a priority of that survey, which was more concerned with an overall subdivision plan for the wider area.

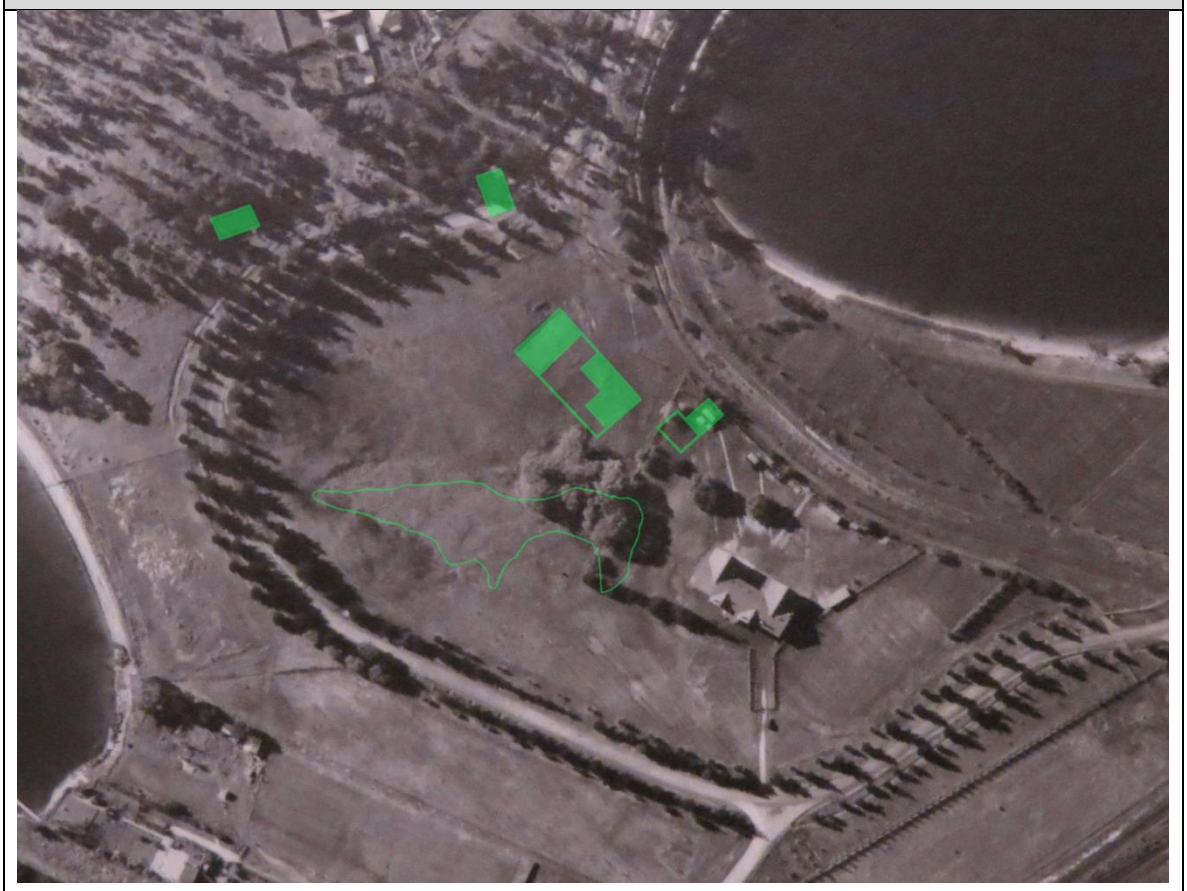
Detail of Cadbury Branch Railway Line, dated 27/8/1920. Cadbury Archive Draw 13642.

The Cadbury Branch Railway Line survey shows the 'stone building' at chainage 380m of that line. When measuring the line from where the branch line met the main line, 380m puts that location very close to where the Ashburton homestead is depicted on the 1862 and 1911 surveys.

Contour map of Claremont Peninsula dated 1/12/1920. Cadbury Archive Draw 13642.

The 1920 contour map shows the Ashburton homestead in precisely the same location as the 1862 survey and occupying precisely the same footprint dimensions.

1940s aerial photograph of the Claremont locality. Cadbury Archive.



The anomalies in the landform evident in the c1940s oblique aerial, particularly the distinct cut in the south-eastern portion of the school site correlate with the location of the Ashburton barn complex. The filled lagoon is still legible in this image with hives a further georeferencing point.

6. Possible disturbance events and site observations

As per the methodology outlined in Section 3, Section 4 has formed a desktop assessment of the factors which have influenced the development of the possible archaeological resource within the subject site over a 190+ year period. This has indicated that the subject site has been the site of possibly two generations of the Ashburton (formerly Abbottsfield) farm complex which stood for (probably) just under 100 years, followed by demolition to make way for the Cadbury Railway Branch Line and for what was to later become the Claremont Primary School oval/yard. The century of agricultural and domestic use (with a later brief period of military use) is likely to have left archaeological traces (in the absence of disturbance).

However, it is critical to understand other factors, in particular site disturbance, which may have impacted upon the archaeological potential of the site and its ability to provide meaningful archaeological remains which answer research questions such as those above. This section will review site observations and likely scenarios which would have resulted in disturbance, in order to assist in understanding the likelihood of the survival of archaeological remains.

6.1. General site observations

The following observations relate to the area that the above overlays depict as the likely location of the Abbottsfield/Ashburton farm complex – i.e. the wider area that is clearly of no archaeological potential has not been described in detail here.

Generally, the school oval site is flat – having been subject to substantial fill to fill the former lagoon to provide a dry ground surface. In the environs of the Ashburton building complex the topography gently elevates, becoming steeper towards Cadbury Road to form a ridge along that north-eastern portion of the site as it bound the road. That topography is evident on the hillshade grey image below which shows that distinct delineation between the flat ground and the initially gentle rise (denoted by red arrow). That image also depicts a flattener area or subtle terrace as the slope heightens which corresponds with the Ashburton barn complex and/or the likely site of the earlier Abbottsfield complex:

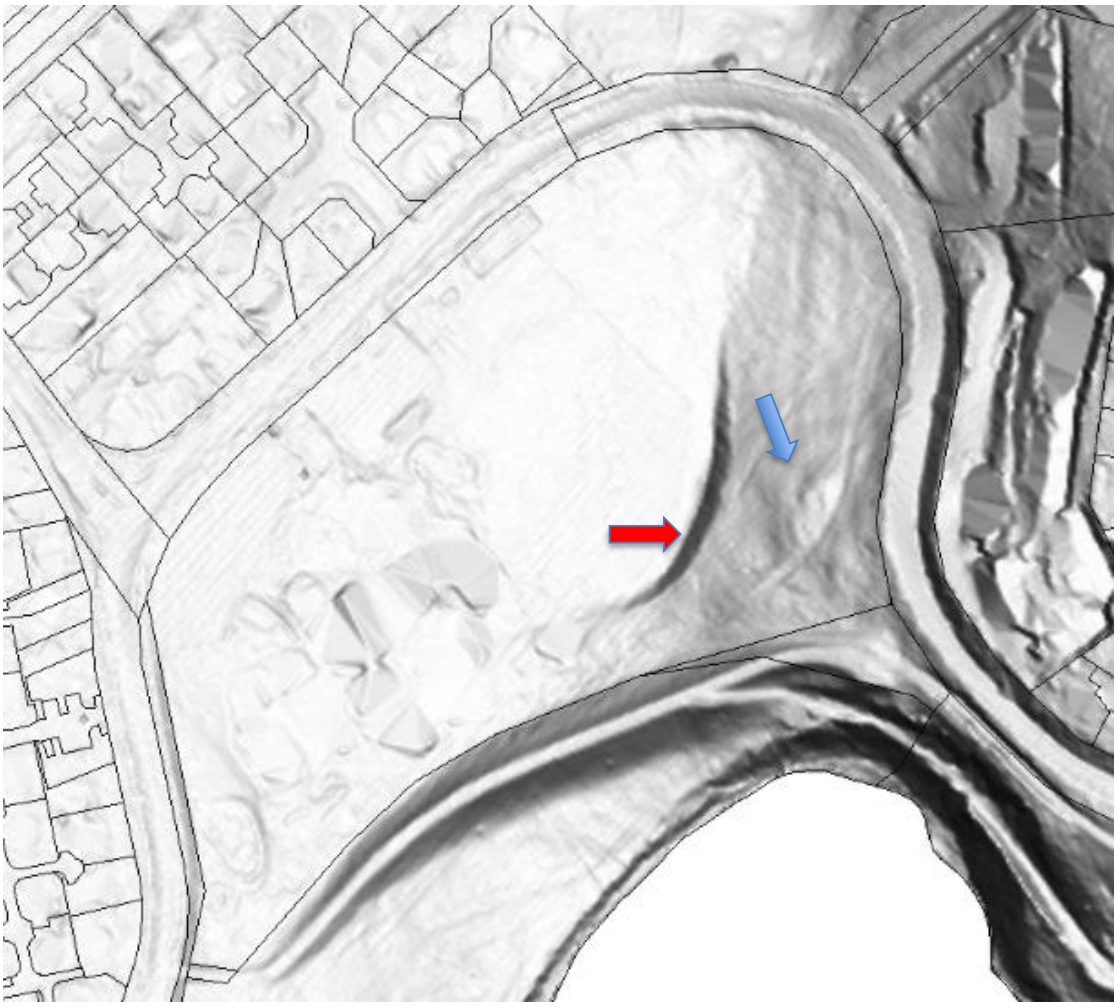


Figure 6.1 – Hillshade grey image of the subject site, showing the raw topography of the locality of the possible archaeological remains. From www.thelist.tas.gov.au

Similarly, the contour survey shows that the topography of the locality of the possible archaeological remains rises gently initially, then steepens – which is consistent with the depictions of the Ashburton buildings in Section 4, which indicate that the homestead was slightly higher elevated than the fields in front, with the barn complex higher up the slope.

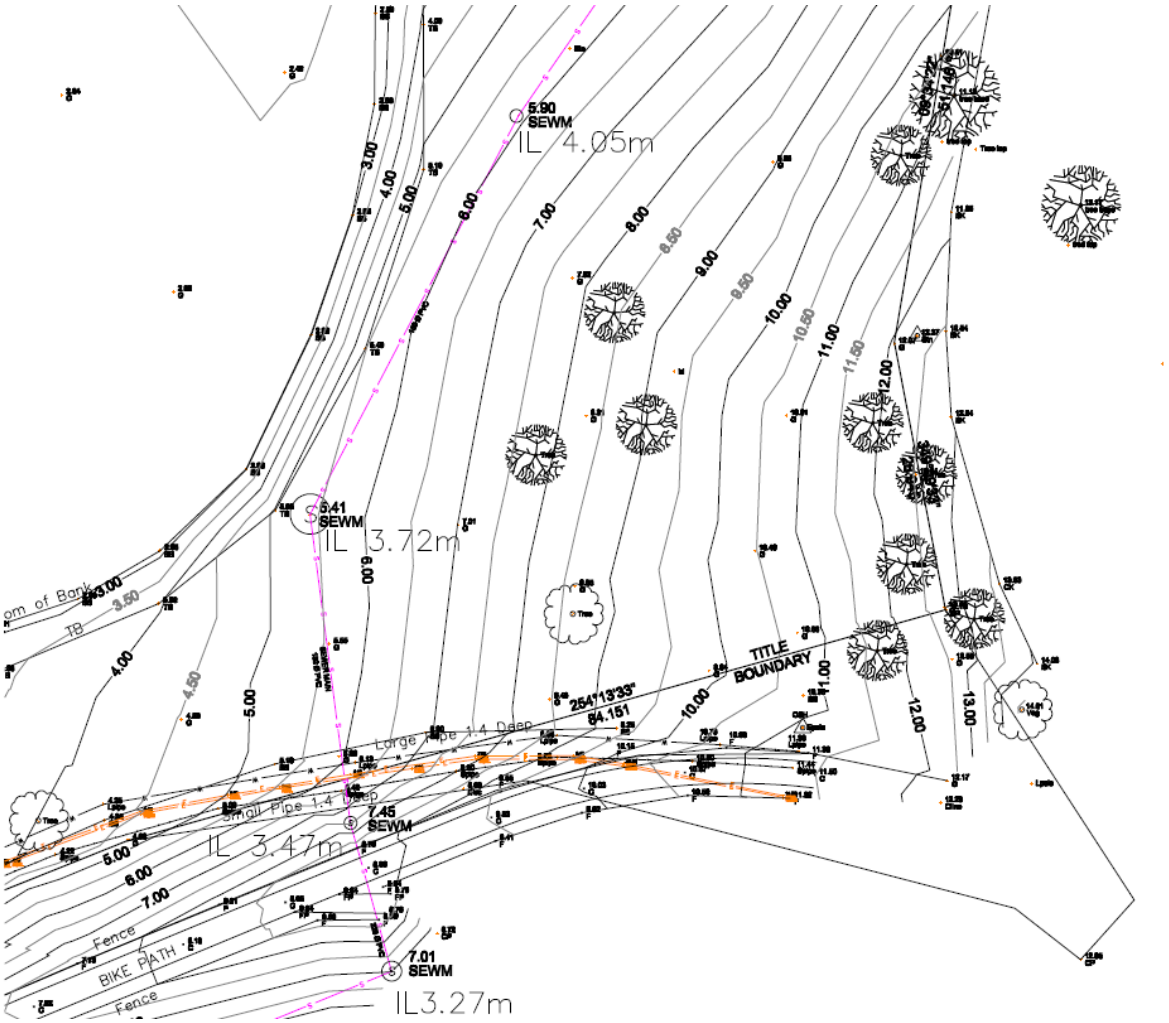


Figure 6.2 – Excerpt from the contour survey of the near environs of likely archaeological remains, showing the gentle slope steepening towards Cadbury Road. Excerpt from D.G.J. Potter Surveyors Windemere Bay Existing Conditions survey, 21/11/19.

Of more importance when considering the archaeological potential is whether the topography has largely changed since historic times. Comparing the as existing survey (Figure 6.2) with the 1920 contour survey (Figure 6.3) shows a very similar pattern of slope/elevation which suggests that the environs have not been subject to any major landform modifications since pre-demolition of Ashburton – which suggests that archaeological remains may have had a better chance of survival, with the absence of such major earthworks.

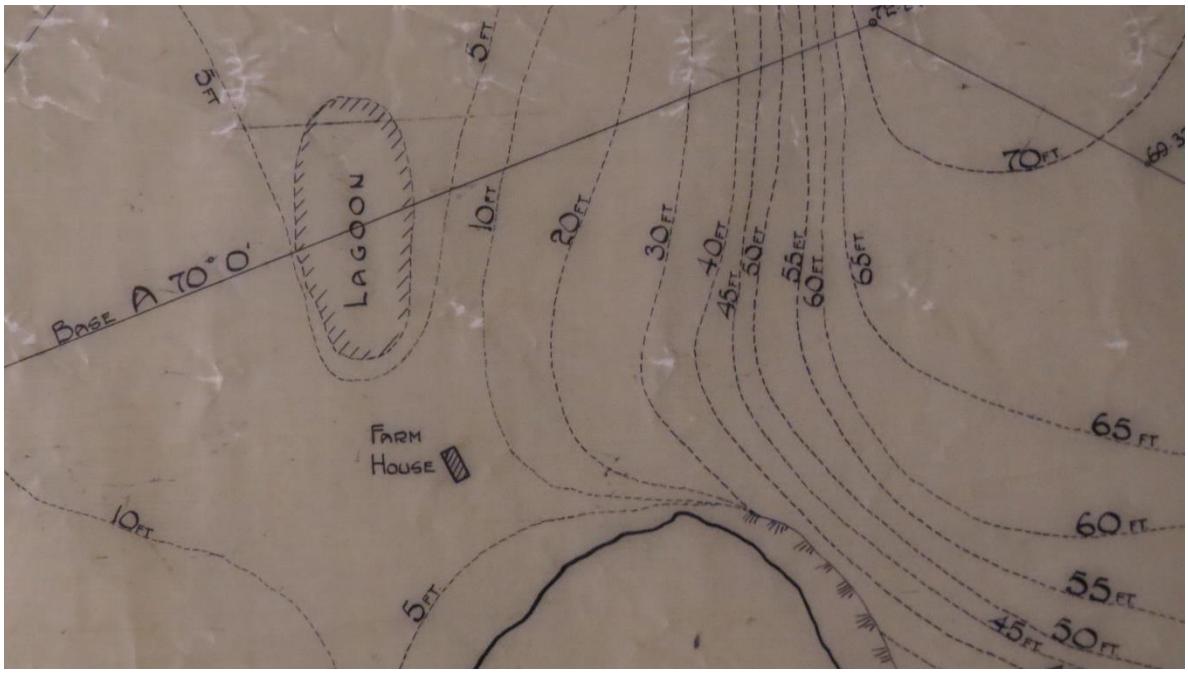


Figure 6.3 - Contour map of Claremont Peninsula dated 1/12/1920. Cadbury Archive Draw 13642.

The obvious benching of the topography appears to indicate (at least) remnant building platforms area and is not considered to represent a natural slope. Whilst the southern portion of this has been obscured by the built-up rail formation (and later works to such)

Figure 6.4 – Facing west from Cadbury Road across the likely site of the Ashburton barn complex, note the distinct bench in the higher portion of the slope.

Figure 6.5 – Facing north across the likely site of the Ashburton barn complex and the distinct benched area.

Figure 6.6 – Facing north across the likely footprint of the Ashburton homestead. There is a less distinct bench in this area however the land is flat which is conducive to the location of the building footprint.

6.2. Consideration of possible disturbance

Whilst the observations above detail the site evidence of disturbance, a disturbance history can also be built from a desktop assessment - i.e. known events which are likely to have impacted upon archaeological remains. Section 3.3 has detailed the evolution of the site from the historical information which is available.

The possible impact upon archaeological remains deriving from each of these events will be detailed below:

Demolition of the original Abbottsfield complex

Little regarding the disturbance of the original Abbottsfield complex is known, and this is likely to have occurred around 1835. The 1851 Bowden farm survey does include that earlier complex in a feint notation on that later plan, which *may* imply that it was still standing, or a ruin at that time, however Bowden is known to have commissioned surveys off older surveys, so this may be a drafting/transcription anomaly. Note that a corner of the later Ashburton barn complex overlays that earlier complex footprint, which may suggest that it

was completely cleared prior to that later phase of development – however that does not necessarily imply that archaeological remains did not survive demolition and later development.

Demolition of the Ashburton complex

It is known conclusively that the Ashburton complex was demolished in August 1920 just before the rail link was constructed. A clue as to how thorough the demolition was can be gained from the 1920 photograph from the tower of Claremont House, which shows two very distinct piles of rubble corresponding with the locations of the homestead and barns, and the rail formation just to the south. It is reputed that demolition material from Ashburton was used in the rail formation, which is entirely feasible given their time correlation and common ownership and the logic of not carting away rubble and carting in fill. The image shows the completed railway line whilst some rubble remained on site, which suggests that if some rubble were used in the rail formation, not all of it was used, and that there may not have been any motivation to undertake a compete removal of all rubble (including foundations) which *may* indicate that there remains some rubble/archaeological material on-site.

Figure 6.7 – A late 1920 photograph across the Ashburton site from the tower of Claremont House. Author's collection.

Post demolition development on the site

As detailed above, there has been no major development on the subject site post-demolition of the farm buildings, although it appears that the branch railway line originally ran in close proximity to the southern wall of the Ashburton homestead and that this line has been realigned in more recent years for the bike/walking track. However, the alignment has involved raising the ground level substantially to ramp up to the natural rise in topography eastward therefore it is unlikely that this construction resulted in widespread excavation and disturbance.

A check of underground service registers via the 1100.com.au search facility does not indicate that there are any major underground services in the area of expected archaeological remains on the subject site **however there appears to be an underground electrical cable very close to the boundary, likely to be in the rail formation**, so it is unlikely that any archaeological remains within the subject site have been substantially disturbed by such works[4]. **Note that this must be confirmed by a qualified underground asset locator prior to the commencement of any excavation.**

Section 4 has mentioned that the oval area of the school has been substantially filled, which is understandable in terms of filling and levelling the former 'lagoon' which represents a general desire to build up ground level across the site. Whilst that area is not considered to have archaeological potential, there appears to be no reason why the higher elevated portions of the school grounds would have been bulk excavated – which is likely confirmed by comparison of current AHD data with the 1920 height data – suggesting that the higher elevation portions closely represent the historic and natural topography of the site – again suggesting no major excavation activity post-demolition of the Ashburton complex.

Refer also to comments above regarding the lack of evidence of substantial landform contour and elevation change since 1920.

[4] Note that this does not conclusively imply that there are no live or redundant services on that part of the site and this commentary must not be used for works planning. A professional service locator must be engaged prior to any major excavation works to confirm presence/not of underground services.

7. Significance of archaeological remains

7.1. Likely nature and significance of archaeological remains.

As depicted above, the subject site has a simple development history, which can be summarised as:

- Possible earlier Ashburton (Abbottsfield) homestead complex (pre-1824 – possibly 1835)
- The better-documented Ashburton Homestead complex (possibly c1835 – 1920)
- Railway line development (1920)
- School (1924-2010s).

The phases relating to the physical nature, use and occupation of the farm complex are considered to be the only significant archaeological theme which the site has the potential to represent, overlaid by the brief military occupation which is likely to also have some significance. There are a raft of related themes to those significant themes which may also be represented by the site as further explored by the research framework below.

The site may also yield information on site formation processes which have acted upon the site, both pre and during construction (e.g. alteration of the natural landform, construction rubble), use (e.g. occupation deposits), demolition (e.g. demolition rubble) and post-demolition use (e.g. fill and disturbance).

The buildings of Abbottsfield/Ashburton represent two main themes, that of domestic occupation and that of agricultural use of approximately a 100-year period, specifically punctuated at a stop-point of 1920 with little likelihood of post-demolition disturbance or overprinting of later domestic or agricultural activities. This provides a distinct time-lens of nineteenth-century occupation which is considered to be a very 'neat' archaeological window into nineteenth-century domestic and agricultural activities.

What is now the city of Glenorchy was not a planned city as per other settlements in Tasmania (e.g. Hobart and Launceston). Even if Claremont can be seen as a town/suburb there was never an early plan for the suburbanisation of that area – e.g. there was never a formal 'town plan' of the area, which has evolved over 200 years in an organic manner with the gradual fragmentation of early rural properties. The early (i.e. 1820s-40s) development of a series of farm complexes between the Derwent and the western hinterlands formed a band of development from the early farming area of New Town (marking the extreme north of the settlement of Hobart proper) through to the pivotal point of Granton where the Midlands met the Derwent Valley met the northern rural portion of what was to become greater Hobart. Remnants of that early agricultural

settlement are an important part of understanding that first layer of alienation of the land and the pattern of development has had consequences for how the city of Glenorchy has evolved.

That early development is still legible, both in the organic and ad-hoc growth of the city, but particularly in the growth of individual suburbs as satellites of their core early homestead. Often, that legibility manifests in the original standing building, often it manifests in a particular land use pattern (e.g. remnant large allotments), often that manifests in mere nomenclature memorialising the former presence of an early agricultural complex. The table below provides an overview of other such contemporary Glenorchy sites and the archaeological ramifications of such (note that this includes a selection of rural buildings – some buildings/sites that were only ever large 'suburban' country residences, e.g. Leura, Warwick Lodge, Prospect House, Summerhome etc., nor does it include large buildings/allotments associated with an original inn, e.g. Roseneath, Black Snake, Baltonsborough etc.):

Site	Circa	Locality	Current 'obvious' manifestation	Brief possibility of archaeological potential.
Abbottsfield/Ashburton	1825/1835?	Claremont	Large remnant title, nomenclature.	As per current document
Bleak House	1840s	Lutana	Possible archaeological site under zincworks site.	Possibility of archaeological remains of early farm complex.
Chigwell House	1840s	Chigwell	Standing homestead, nomenclature.	Likely some archaeological potential associated with a standing structure.
Chigwell Barn	1820s	Chigwell	Standing barn.	Likely some archaeological potential associated with a standing agricultural structure and probably other associated buildings.
Claremont House	1830s	Claremont	Large remnant title, nomenclature, standing (largely extended) structure.	Likely some archaeological potential associated with a standing structure.
Derwent Park House	1820s	Lutana	Standing structure, 2 standing barns. Nomenclature, large remnant title.	Likely high archaeological potential as standing structures and a non-later-developed larger rural landholding.
Elwick	1820s	Glenorchy	Nomenclature.	Deeply buried beneath racetrack. Likely high archaeological potential as an early farm complex.
Grove	1820s	Glenorchy	Large remnant title (sawmill), nomenclature, ruin.	Likely high archaeological potential as a non-later-developed larger rural landholding.
Haughton	1840	Glenorchy	Remnant homestead, large title.	High archaeological potential representing an early farm and industrial complex.[5]

[5] Statement of Archaeological Potential, Development Impact Assessment & Archaeological Mitigation Strategy - Guilford Young College Performing Arts Centre, GLENORCHY TASMANIA. Brad Williams and Will Peart, Praxis Environment, September 2013.

Hestercombe	1830s	Austins Ferry	Prominent archaeological remains of building(s), well, larger landholding.	Likely high archaeological potential as a non-later-developed larger rural landholding.
Lampton Farm	1840s	Derwent park	Nomenclature.	Intensively overprinted with modern commercial/industrial development.
Lowestoft	1830s	Berriedale	Large remnant title, nomenclature, standing structure.	Likely some archaeological potential associated with a standing structure and lost outbuildings.
Marionburn	1830s	Glenorchy	Nil.	Possible archaeological site of farm complex overprinted by dense residential development.
Montrose House	1830s	Montrose	Large remnant title, nomenclature, standing structure.	Likely some archaeological potential associated with a standing structure.
Murrayfield	1840s	Glenorchy	Remnant homestead. Subdivided outbuildings. Street nomenclature.	Standing structure. Probable industrial archaeological potential on fragmented titles surrounding.
New Farm/Greenleas	1820s	Moonah	Remnant homestead, large allotment, industrial buildings.	Likely high archaeological potential representing an early farm and industrial complex.
Pitt Farm	C1810	Moonah	Remnant homestead.	Likely some archaeological potential associated with a standing structure.
Timsbury	c1820s	Derwent park	Remnant outbuilding. Nomenclature.	High archaeological potential as a c1820s farm complex.[6] Buried under highway.
Tolosa		Glenorchy	Large remnant title (public park), nomenclature.	Likely high archaeological potential as a non-later-developed larger rural landholding.

[6] GHD Pty. Ltd. (n.d.) *Brooker Highway Upgrades, Heritage Assessment, Timsbury Statement of Archaeological Potential.*

The above table shows that the Abbottsfield/Ashburton homestead site is one of few early farm complexes which represents a non-standing complex, which although has had a substantially fragmented title, remains as an archaeological site in an area not overprinted by intensive later development – meaning that the archaeological potential is likely to be relatively undisturbed and still readily accessible. The only comparative sites likely in the wider city of Glenorchy are Tolosa, Hestercombe and Grove – which are comparative sites which *may* have future potential for relatively easily accessible comparative analysis of early farm complexes fringing the Derwent River dating back to the 1820s/30s. This provides a near-regional analytical framework in which to consider the subject site, with further regional, temporal and thematic frameworks detailed below.

Note that it is reputed that the rail formation may have utilised demolition rubble from the buildings in its construction, noting the likely concurrent demolition of the buildings with the construction of the formation. Whilst of historical interest, that archaeological material is considered to have a low potential to yield meaningful information about the farm complex apart from broad assumptions about material use (which is already reasonably week known, and that secondary context is not considered to be useful in determining substantial detail towards any of the themes below.

7.2. Research framework

Consistent with the 'Tiered research question' approach outlined in the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*[7], the following questions could be investigated in the archaeological remains expected to be present within the study area:

Tier 1 Questions: These questions outline the essential knowledge base needed for any site research or significance evaluations. Such questions are often empirical in nature, and straightforward answers can be sought and often identified – generally limited to a physical knowledge of that particular place. Questions relevant to the subject site may include:

- How closely did the buildings and site features conform to the historic plans?
- Did either of the homesteads have a basement?
- Is the 'underground tank' locatable?
- What construction methods were used in the buildings and other infrastructure?

[7] http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf

- What evidence of alteration of the natural landscape and cultural interventions to the site is archaeologically determinable (e.g. filling of the site, demolition events, site formation processes etc.).
- Are the distinct use/development phases of the buildings distinguishable?
- Can the layout and function of the buildings, and indeed individual rooms or yard spaces be ascertained?
- How thoroughly were the buildings demolished?

Answers to these questions provide a foundation of information about the structure, type, use and duration of site occupation which enables the researcher to consider a second tier of questions.

Tier 2 Questions: Conclusions that can be drawn about a site that connect the material remains found on a site to specific behavior. For instance:

- Can residential and/or agricultural activities be linked to particular eras (e.g. early colonial, through Victorian and Edwardian periods)?
- Is there a distinct cut in the occupation period of the Ashburton versus Abbottsfield complexes – i.e. were they sequential or did they co-exist for a period?
- Do artifacts relate to the lifeways of the households that lived and/or worked on the site? For instance, do any artifacts represent class, gender, taste and health/hygiene of those living/working on the site? Particularly if artifacts can be specifically dated, and with supplementary historical research, artifact assemblages from this site may contribute knowledge and provide tangible connectedness to known owners and tenant farmers, workers etc., and how they lived.
- Are the archaeological signatures of tenants different to owners? How do these demonstrate the mix of residential and agricultural uses of the site?
- Is the brief military occupation of the site archaeologically recognisable?

Tier 3 Questions: These questions represent the highest level of inquiry. Such questions associate the activities and behavior at individual sites with broad social, technological and cultural developments – which can be of interest on local, national or global lines of enquiry. Whilst these questions posed for a single site may not reach conclusions in the short term (as Tier 1 and 2 questions might) – the collection of data can contribute to future research by the provision of a comparable dataset. The goal of such research is to develop increasingly refined and tested understandings of human cultures within broader theoretical or comparative contexts. Lines of wider enquiry that findings from within the subject site may contribute to are:

- Do any activities archaeologically apparent on the site (e.g. residential and agricultural activities) provide meaningful comparisons on aspects of those themes with other contemporary Glenorchy/Northern Suburbs sites (e.g. early agricultural settlement along the New Town and Humphrey's Rivulets), or wider Tasmanian 1820s-30s agricultural complexes or for that matter Australian or international Georgian/early Victorian agricultural sites?
- Do the conclusions on gender, class, economic and social status of the inhabitants/workers staff conform to the 'normal' Georgian/early-mid Victorian agricultural complexes?
- Are there class or status differences evident in the material culture of the inhabitants the site (subject to further historical research) when compared to, say, other early satellite Hobart farm complexes or sites in contemporary wider rural areas and?
- Did any changes in material culture through time in the residences coincide with wider Tasmanian or local events or technology (e.g. trade patterns, agricultural economies, urbanisation/development of Glenorchy, railway upgrades etc.)?

8. Archaeological zoning plan and policies

With the suite of possible lines of archaeological enquiry, in support of the significance of the place (and environs) as outlined in Section 4.3, the high likelihood that substantial archaeological remains are present (as outlined in Section 4.1), then the following archaeological zoning plan is proposed for the site, in order to rank the areas which are the most likely to yield archaeological remains which would contribute to the lines of enquiry outlined above. Note that this plan is predictive at this stage, as it relies largely on the accuracy of the historical depictions of the site (noting that photographic evidence lessens this inaccuracy). By addressing Tier 1 questions as outlined above, a much more accurate (and/or verified) archaeological potential zone could be established.

As per the methodology outlined in Section 3.1, this section has built a chronology of site development which has detailed the physical evolution of the site and events/processes which would have acted to build the archaeological record. Section 4.1 has discussed the likely significance of those archaeological remains and what they may yield in terms of research potential alongside key historic, regional, thematic and temporal lines of enquiry. Section 3.5 has provided an assessment of the events which are likely to have impacted upon the integrity of those archaeological remains.

From the above, it is therefore possible to formulate an archaeological zoning plan, which provides an indication of the parts of the site which are likely to yield significant archaeological remains. The spatial reference provided by the zoning plan can then be coupled with archaeological management policies, which are guided by the significance of the particular remains expected and their ability to yield information as per the research questions.

Figure 8.1 depicts the areas of archaeological potential as per the above discussion:

Figure 8.1 – Archaeological zoning plan for the study area. Colour coding as per table below.

Area	Likely remains	Likely integrity	Significance/potential
Red	Structural remains of the (probably) c1830s second homestead on the site, the Ashburton homestead. Possible remains of the 'underground tank' assuming this was close to the building.	It is likely that the building footprint was not substantially disturbed at the time of demolition, with the rail formation cutting through whilst a pile of rubble remained. It is likely that the remains were merely cleared to just below ground level and filled – there is no evidence of substantial post-demolition disturbance apart from what appear to be fairly ephemeral sheds having been built on that part of the site in the mid-c20th.	It is considered that due to the lack of evidence of substantial disturbance of subsurface remains of what is an early and prominent homestead that was occupied for almost a century, that any associated archaeological remains are of **high archaeological potential.**
	Cultural deposits relating to the occupation of the building for a period of 90 years, as well as later and brief military occupation as part of the remount depot and army camp. Possible accidental and intentional deposition/fill into the underground tank.		
Orange	Structural remains of the (probably) 1830s Ashburton farm buildings.	It is likely that the building footprint was not substantially disturbed at the time of demolition. It is likely that the remains were merely cleared to just below ground level and filled – there is no evidence of substantial post-demolition disturbance. This part of the site is further uphill than the homestead site therefore is less likely to have been disturbed for schoolyard/oval levelling.	It is considered that due to the lack of evidence of substantial disturbance of subsurface remains of what is an early and prominent farm complex that was occupied for almost a century, that any associated archaeological remains are of **high archaeological potential.**
	Cultural deposits relating to the occupation of the building for a period of 90 years, as well as later and brief military occupation as part of the remount depot and army camp.		

Green	Structural remains of what is likely to be the original 1820s Abbottsfield homestead and associated outbuildings. Cultural deposits relating to the occupation of the earlier buildings for a brief but early period in the history of the region.	Nothing is known of the nature of the demolition of these buildings, although they are still mentioned on the 1851 survey possibly as ruins or ancillary buildings to the newer farm complex. This part of the site is further uphill than the homestead site therefore is less likely to have been disturbed for schoolyard/oval levelling.	It is considered that due to the lack of evidence of substantial disturbance of subsurface remains of what is a very early farm complex, that any associated archaeological remains are of **high archaeological potential.**
Other areas (i.e. not shaded)	These areas are not known to have been the site of any historical development beyond agricultural activities and are unlikely to yield any significant archaeological remains. Note the 'folklore' of rubble from Ashburton being used in the rail formation that was being constructed in 1920 concurrently with the demolition of the buildings.	Remains of the Ashburton buildings in a secondary context as fill are not considered to have archaeological significance. They may be of historical interest however their ability to yield information is low.	If any unexpected archaeological remains are found in these areas, an assessment of significance should be undertaken by a qualified historical archaeologist and managed according to industry standard. If any masonry remains of Ashburton are found in a secondary context in the rail formation, consideration should be given to salvaging that material for possible interpretive purposes on the site.

Accordingly, the following archaeological management policies are recommended:

1. The default position in any major development should be to **avoid impact upon significant archaeological remains**, consistent with Clause E.13.7.1 of the Glenorchy Interim Planning Scheme 2015, unless are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place and that there are no prudent and feasible alternatives.

2. If excavation is necessary, any excavation proposed in areas of **high archaeological potential (red or orange or yellow)** must be preceded by an archaeological impact assessment, and if necessary an archaeological method statement, which details measures to be taken to avoid or mitigate impact upon the archaeological resource. That method statement must be in accordance with industry standard (e.g. the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*) and implemented in the works process.

3. No archaeological input is required for excavation in areas of **low archaeological potential (unshaded)**, however any unexpected finds must be reported to a qualified historical archaeologist who is to assess their significance and deal with any significant finds as per (2) above at the discretion of the archaeologist.

4. Where possible, the preference is to not disturb archaeological remains, however it is acknowledged that any feasible development of the site may not be possible without doing so. Consideration should be given to any development design to minimise potential impact, however if this is not feasible the above policies (and implementation of method statements pursuant to those policies) are considered sufficient to yield the archaeological potential of the site. An archaeologist should be included in the project design team in order to manage archaeology as part of an iterative process between the client, archaeologist, designer(s) and permit authorities.

5. Consideration should be given in any redevelopment of the site to incorporate archaeological remains (e.g. as interpretation) however this should not inhibit the feasible redevelopment of the site.

6. A test-trenching program may be employed to refine the archaeological judgments outlined in this document and to better guide the design and implementation process.

7. All results from any archaeological work on the site should be made widely available in order to support the ongoing research of related themes as outlined in this document.

9. The Proposed Development and Archaeological Impact Assessment

A proposal for a major residential site redevelopment has been formulated by Circa Morris-Nunn Architects on behalf of Claremont City Developments. That development retains the significant school building (as guided by a conservation management plan[8] and seeks to develop a high-density residential village on the site. The area identified here as being of archaeological potential is proposed to be the site of lower density residential development, with a series of townhouses proposed around the southern/south-eastern edge of the site with ground level/subterranean parking space. Apart from the development footprint itself, a large portion of the area will require bulk excavation for levelling works to facilitate the proposed development.

9.1. Excavation required for the proposed development.

The footprint of the proposed development has been overlaid on the archaeological zoning plan (as per Section 8) with the following comments provided by Circa Morris-Nunn Architects regarding the proposed excavation in each area:

[8] *Conservation Management Plan, Former Claremont Primary School Site, 36 Cadbury Road, Claremont.* John Wadsley Planning and Heritage Consultancy. Claremont City Developments, 2020.

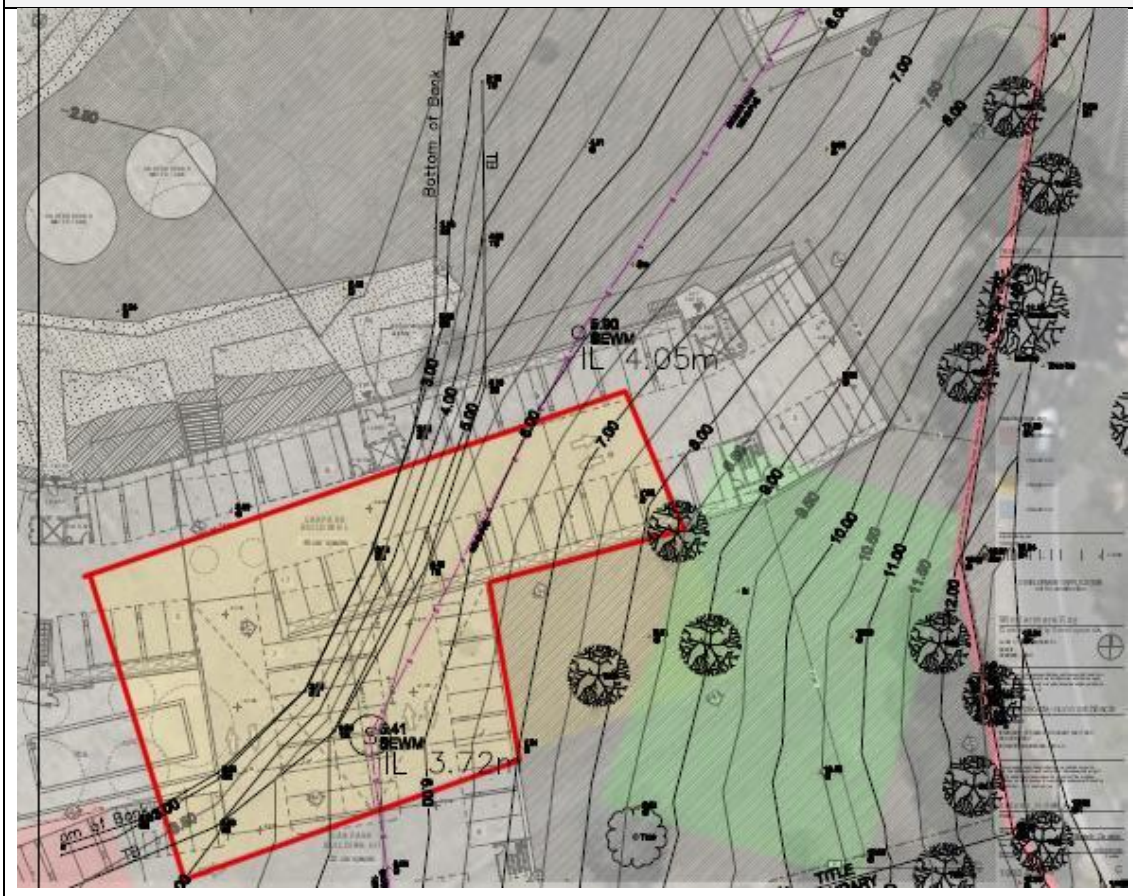
Proposed development in relation to the likely Ashburton homestead footprint.

Excavation required for the area of the red overlay (i.e. the likely footprint of the Ashburton homestead) is roughly 0.5m deep at its northern boundary to approximately 2.5m deep at the southern area of development.

Generally the car parks are all at AHD2.550, with the nominal existing ground level in this area currently approximately AHD5.0.

Note that a portion of the homestead footprint (approx. ¼, subject to accuracy) and possibly the well/tank is outside the subject site and likely to be beneath the rail/cycleway formation therefore will not be disturbed by the proposed works.

Proposed development in relation to the likely Ashburton barn complex footprint.



The area of the Ashburton barn complex requires only minor excavation on the north-western edge (Approximately 150mm) – on the flatter land, however there may be some inaccuracy in the placement of this area given it is known that the higher ground was more likely the location of the barn. However, this area requires excavation to approximately 3.5 metres to the eastern and southern edges. The proposed level of ground level parking in this area is AHD4.1.

Proposed development in relation to the likely Abbottsfield complex footprint.

Excavation required in the green shaded area (i.e. the likely location of the Abbottsfield complex) is required to be approximately 5m deep at the north-eastern corner to approximately 1.5 metres at the southern area. The finished carpark level in this area will be at approximately AHD2.550.

The above diagrams show that the proposal requires generally deep and substantial excavation of broad areas of the likely footprint of the archaeological remains of the Abbottsfield and Ashburton homestead and outbuilding complexes. The archaeological remains are generally expected to be shallow, so the excavation depth range of 1.5 – 5.0 metres it likely to removal all archaeological traces in those particular areas. The footprint of the proposed development is expected to cover the entire likely archaeological footprint of the farm complex(es) with the possible exception of a small portion of the Ashburton homestead which may be off the subject site. **Overall, the proposed development will result in the removal of practically all archaeological remains associated with the Abbottsfield and Ashburton complexes within the subject site.** Note that there are incidental works proposed to the rail formation (e.g. walking track entries etc.). These are

considered to have minimal/no impact due to the little/no excavation required and the likelihood that the formation only contains material of incidental historical interest (e.g. demolition rubble) which is to be managed according to the table in Section 10 (i.e. archaeologically monitored and consideration given, in consultation with the site owner, to salvage for interpretive purposes if agreed.

9.2. Justification of archaeological impact

As per Section 2.1, the Glenorchy Interim Planning Scheme 2015 has certain provisions within Clause E.13.7 for the management of archaeological remains on a place included on Table E.13.1 (Heritage Places) of the scheme. The following table considers the proposal against each of those provisions:

Provision	Commentary
E.13.7.1 (P2). *Demolition must not result in the loss of significant archaeological evidence associated with the Heritage Place unless all of the following are satisfied:* *(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;* *(b) there are no prudent and feasible alternatives;* *(c) the archaeological potential is understood and impacts to archaeological evidence are managed in accordance with an archaeological method statement.*	a. The proposed development relies upon a particular yield from the site in order to achieve viability, which requires a high density of residential development to maximise the available space, which has already been compromised by the retention of the significant school building and a large curtilage for that building to maintain an appropriate setting. It is considered that in the management of the built-versus-archaeological values of the site that the use of space to retain the school building is a paramount priority over that of archaeological remains, as the school building has a much higher level of community significance and provides a tangible purpose for the community to use as a multi-purpose shared space. Whilst the presentation and interpretation of archaeological remains is also of value, that static interpretation is not seen as beneficial as the retention and use of an actual heritage building. The interpretation of archaeological remains can be undertaken without necessarily retaining those remains, therefore in effect a more holistic presentation of the wider values of the site can still be achieved without 'quarantining' vase areas of the site from development. b. Whilst the retention of archaeological remains may occur in public open space, the location of these remains in the south eastern corner of the site is not considered a desirable location for that public open space – and particularly given the slope of the land in this area even if it were retained as public open space it is likely that substantial levelling or terracing would

	be required which would have the same effect of impacting upon archaeological remains. c. By submission of the archaeological method statement in this document, the proponent gives the undertaking that the archaeological potential of the site will be better understood, thoroughly investigated and information yielded ahead of the development, and the information and potentially artifacts from the site utilised in interpretation (subject to a future interpretation plan) to convey and perpetuate the maximum available knowledge of the Abbottsfield and Ashburton complexes to the wider community. In the absence of development, it is unlikely that any individual or corporation would expend the resources to thoroughly investigate the site, therefore development offers a certain opportunity to yield and convey archaeological information for wider community benefit.
13.7.2 (P6). *The archaeological potential is understood and impacts to archaeological evidence are managed in accordance with an archaeological method statement.*	As per above, the archaeological method statement makes provision for the thorough investigation of all archaeological remains prior to the commencement of development.

Overall, it is considered that the archaeological impact can be justified, given the following points:

- The potential yield of the development has already been decreased due to the retention of the school building and a substantial curtilage.
- Whilst considered, it is concluded that it is not feasible nor desirable to retain the archaeological remains in-situ in public open space as the location and nature of the archaeological remains in not conducive to the allocation of public open space.
- That the current document provides a sound baseline understanding of the archaeological remains and that the implementation of the archaeological method statement will effectively yield archaeological potential.
- That subject to an interpretation plan informed by the archaeological investigations, the yielding of archaeological potential will have perpetual community benefit in conveying the history and meaning of the site, as well as potentially providing data for a range of research frameworks.
- That without the impetus of development, it is unlikely that the archaeological potential would be yielded.

10. Archaeological Method Statement

As stated in Section 9, the proposed development will require substantial excavation across all the areas of archaeological potential for ground level carparking beneath residential townhouse buildings. This will result in the destruction of practically all archaeological remains and as per the discussion in Section 9, retention in-situ of any such remains is not considered feasible. Accordingly, a program of archaeological mitigation works will be required in order to extract the archaeological information from the site and fulfill the research objectives as proposed in Section 7.2.

10.1. Archaeological zoning plan

Figure 10.1 is a repeat of Figure 8.1 which depicts the areas of archaeological potential that will require investigation via this archaeological method statement - with further detail provided in the following table also repeated from Section 8:

Figure 8.1 – Archaeological zoning of the subject site, as per the table below (note that the non-shaded areas are considered to have low/no archaeological potential). Adapted from www.thelist.tas.gov.au

Area	Likely remains	Likely integrity	Significance/potential
Red	Structural remains of the (probably) c1830s second homestead on the site, the Ashburton homestead. Possible remains of the 'underground tank' assuming this was close to the building.	It is likely that the building footprint was not substantially disturbed at the time of demolition, with the rail formation cutting through whilst a pile of rubble remained. It is likely that the remains were merely cleared to just below ground level and filled – there is no evidence of substantial post-demolition disturbance apart from what appear to be fairly ephemeral sheds having been built on that part of the site in the mid-c20th.	It is considered that due to the lack of evidence of substantial disturbance of subsurface remains of what is an early and prominent homestead that was occupied for almost a century, that any associated archaeological remains are of **high archaeological potential.**
	Cultural deposits relating to the occupation of the building for a period of 90 years, as well as later and brief military occupation as part of the remount depot and army camp. Possible accidental and intentional deposition/fill into the underground tank.		
Orange	Structural remains of the (probably) 1830s Ashburton farm buildings.	It is likely that the building footprint was not substantially disturbed at the time of demolition. It is likely that the remains were merely cleared to just below ground level and filled – there is no evidence of substantial post-demolition disturbance. This part of the site is further uphill than the homestead site therefore is less likely to have been disturbed for schoolyard/oval levelling.	It is considered that due to the lack of evidence of substantial disturbance of subsurface remains of what is an early and prominent farm complex that was occupied for almost a century, that any associated archaeological remains are of **high archaeological potential.**
	Cultural deposits relating to the occupation of the building for a period of 90 years, as well as later and brief military occupation as part of the remount depot and army camp.		

Green	Structural remains of what is likely to be the original 1820s Abbottsfield homestead and associated outbuildings. Cultural deposits relating to the occupation of the earlier buildings for a brief but early period in the history of the region.	Nothing is known of the nature of the demolition of these buildings, although they are still mentioned on the 1851 survey possibly as ruins or ancillary buildings to the newer farm complex. This part of the site is further uphill than the homestead site therefore is less likely to have been disturbed for schoolyard/oval levelling.	It is considered that due to the lack of evidence of substantial disturbance of subsurface remains of what is a very early farm complex, that any associated archaeological remains are of **high archaeological potential.**
Other areas (i.e. not shaded)	These areas are not known to have been the site of any historical development beyond agricultural activities and are unlikely to yield any significant archaeological remains. Note the 'folklore' of rubble from Ashburton being used in the rail formation that was being constructed in 1920 concurrently with the demolition of the buildings.	Remains of the Ashburton buildings in a secondary context as fill are not considered to have archaeological significance. They may be of historical interest however their ability to yield information is low. If these are disturbed by any incidental works (e.g. site services) then these may be salvaged for interpretive works (subject to consultation and permission from the site owner).	If any unexpected archaeological remains are found in these areas, an assessment of significance should be undertaken by a qualified historical archaeologist and managed according to industry standard. If any masonry remains of Ashburton are found in a secondary context in the rail formation, consideration should be given to salvaging that material for possible interpretive purposes on the site.

10.2. Test trenching program

Initially, it is proposed that a **test trenching program** be undertaken which will be aimed at refining/confirming the archaeological judgments of this document and allowing a more certainty in the rollout of the overall archaeological works program. The following test trenches are proposed, as illustrated on Figure 10.2:

Area	Approx. size	Expected depth	Rationale
1	1m x 20m	Likely shallow	This test trench aims to test the nature, integrity and depth of cultural material (structure and artifacts) relating to the Ashburton homestead. The trench is aligned to intersect the three near-fit depictions of the building and to test how much disturbance is likely to have occurred to by demolition and any post-demolition events. This trench particularly aims to ascertain the depth of historic remains, the depth of later fill and *may* determine whether or not basements were present in the building. This trench also aims to give an indication as to the possible concentration and distribution of underfloor deposits and other cultural deposition.
2	1m x 20m	Likely shallow	This test trench aims to test the nature, integrity and depth of cultural material (structure and artifacts) relating to the Ashburton barn complex. The trench is aligned to intersect the two depictions of the location of that building (one possible having a lower level of accuracy) and to test how much disturbance is likely to have occurred during and post-demolition. This trench particularly aims to ascertain the depth of historic remains and distribution of underfloor/yardspace deposits and other cultural deposition.
3	1m x 20m	Likely shallow	This test trench aims to test the nature, integrity and depth of cultural material (structure and artifacts) relating to the earlier Abbottsfield complex. The trench is aligned to intersect the two different depictions of that complex to attempt to better define the location and to test how much disturbance is likely to have occurred during and post-

			demolition. This trench particularly aims to ascertain the depth of historic remains and distribution of underfloor/yardspace deposits and other cultural deposition.

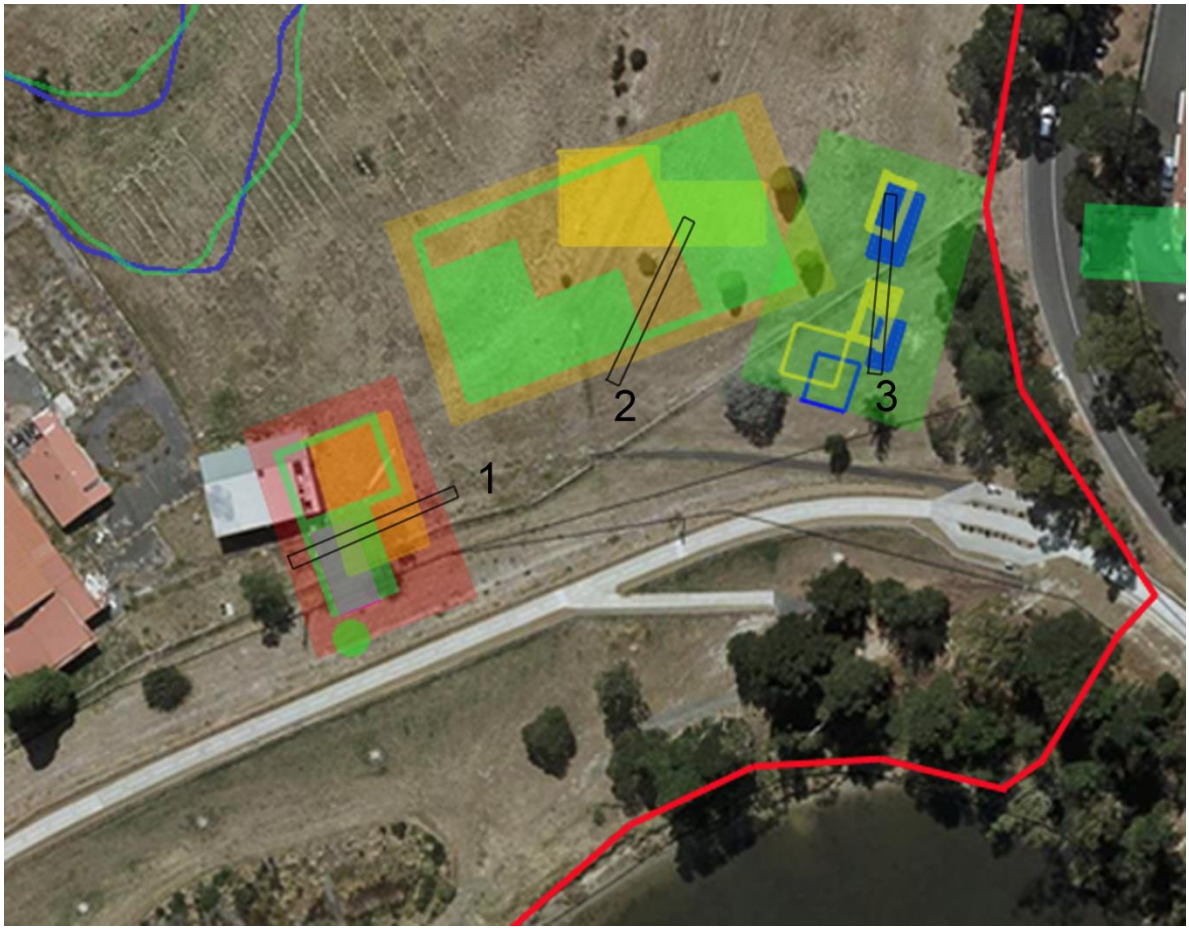


Figure 10.2 – Proposed test trench locations (black outline) in relation to the most accurate known historic building depictions (colour coding as per Section 5).

The results of the test trenching are to be presented as a preliminary archaeological report and used to further refine the archaeological method statement (if necessary) and may be used to further refine implementation timeframes, costings etc. The general approach to the test trenching will be as per the overall archaeological method statement detailed in Section 10.3.

At the outset, it is anticipated that the entire footprints of historic buildings and major associated features (within the subject site) will be excavated so as to maximise the archaeological yield and to demonstrate a wholly thorough approach to investigating and understanding the site. That area is likely to be more refined and determined in a more definitive manner by the results of the test trenching. The non-investigation of entire building footprints would only be reduced in the event of the test excavations finding that:

- Remains are much more ephemeral than anticipated and are found to not yield the expected archaeological outcomes.
- Disturbance is found to be more widespread or sever than initially thought.

Any proposed reduction in the proposed scale of excavations, or any other variation to the archaeological method statement will be discussed with the Glenorchy City Council Heritage Officer to ensure that the objectives of the archaeological program are still achieved as best as possible within any conditions of planning approval and to remain substantially in accordance with the current document.

10.3. Excavation and post-field methodology

Implementation timeframe

It is proposed that the archaeological test trenching will occur as soon as practicable after any planning approval is issued so that the results of those works can be best integrated into overall project timeframes and budgets.

Subject to a refined archaeological method statement (if necessary), it is intended that the overall archaeological works program will occur wholly prior to the development process (although possibly as part of an early works package), so as to avoid any impacts upon any critical timelines of the project and to allow the entire archaeological program to be effectively rolled out uninhibited by works program deadlines.

Approach to works – areas of high archaeological potential (both in the testing and broadscale phases).

Removal of non-significant overburden

Initially, an archaeologist will supervise the mechanical excavation of any non-significant overburden (e.g. turf and non-significant overburden) until such a point where any significant archaeological remains are encountered, then excavation will cease until an understanding of the nature of the remains is ascertained.

If no significant archaeological remains are encountered (to a depth of sterile ground level) then the provisions of 'cessation of archaeological input' (below) will be implemented.

Where significant archaeological remains are encountered

In areas where significant archaeological remains are encountered, those areas will be gridded to the expected horizontal extent of the remains, and excavation will continue by hand (as per methodology below), to expose the remains in order to gain further understanding of their nature, and to thoroughly record them (as per methodology below). Mechanical excavation in those areas will only continue if the archaeologist is satisfied that this can occur without detriment, that required outcomes can be achieved and that excavation by hand is not necessary.

The general approach to excavation will be by gridding the area in units which are responsive to the nature of the remains (e.g. in horizontal control units no greater than 1000x1000mm in areas where remains appear to be complex or concentrated, or in larger control units where remains are not as complex or concentrated or for more uniform linear features) and removal of each contextual unit or spit (in depths as deemed appropriate by the archaeologist, according to the nature of the strata and/or remains). Apart from non-significant overburden, all spoil will be sieved through mesh of a gauge no greater than 12mm and any significant artifacts managed as per below.

It is expected that in areas of high archaeological potential the stratigraphic sequence will be relatively simple, that of post demolition (possibly including some disturbance), demolition, occupation (which may include several distinct phases including habitation and construction and that of pre-construction. Excavation of remains within the defined contexts in reverse order of deposition will occur and each unit/context thoroughly recorded (as per below) prior to removal.

It is proposed that all depositional strata be removed initially, as per above, with the aim of exposing and retaining any/all structural remains in-situ for holistic recording. No structural remains will be removed during the test trenching program and no structural remains will be removed until such time as entire building footprints are exposed for holistic recording (unless obscuring underlying significant structural deposits).

It is expected that the test trenches will be backfilled between the testing and broadscale excavation phases.

Following the broadscale phase, consultation with the design team will occur to consider whether *any* of the exposed remains might be retained in—situ (this may be possible in the lower areas to the south-west, particularly in proximity to the site boundary. Removal of structural remains will only occur after that dialogue (and thorough recording as per below). Any salvageable building materials will be retained for use elsewhere at the discretion of the site owner (possibly in interpretive installations or contemporary recycled features).

It is possible that the basements of the buildings will be encountered and if present there is a high likelihood that these may contain demolition rubble or fill in a secondary context. Depending on the nature of the fill and whether any significant depositional arrangement is evident, this will be removed by a means deemed pragmatic by the archaeologist in order to expose significant remains and yield as much information as is considered necessary from that fill.

Cessation of archaeological input

Archaeological input will cease only when the archaeologist is satisfied that all significant remains have been investigated and thoroughly recorded, as per this method statement and any conditions of statutory approvals, or if sterile ground is encountered, and that adequate consultation has been undertaken with Glenorchy City Council's Heritage Officer to verify that all on-site archaeological requirements have been met (and archaeological conditions satisfied).

Recording

Any structure or significant cultural deposit encountered will be thoroughly recorded (both photographically and sketched at a scale of no smaller than 1:20 and plotted on the site plan at a scale of a scale no smaller than 1:200). The first preference will be to keep structural remains in-situ (and covered in geo-fabric, unless removal is necessary to further investigate lower strata (which may bear archaeological remains), or if there is no prudent and feasible alternative to removal to allow the development to proceed – in which case remains will be removed after thorough recording.

Artifacts

Any significant artifacts found during excavations will be retained and have the required in-field conservation treatments and packaging undertaken. Artifacts will be bagged and tagged with spatial identification, and removed from the site (to a secure location) daily. Trench-notes will further detail the context and initial interpretation of artifacts.

Basic post-field curation of artifacts will be undertaken. Glass and ceramic items will be washed, whilst any organics or metals will be dry-brushed. Artifacts will be packaged in acid-free archive bags, tagged with appropriate tags, and boxed in archival quality boxes (with appropriate padding if required). Should any urgent conservation treatment be required, a professional Conservator will be consulted at the earliest possible instance. A detailed catalogue of artifacts will be included in the final report on works.

After any required analysis, these will be archived (with a copy of relevant reports) on-site of the new development (upon completion) – however at the owner's discretion and with the approval of Glenorchy City Council's Heritage Officer, alternative arrangements for storage and longer-term curation/display may be made with an appropriate repository.

Reporting requirements

Excavations and monitoring must be recorded to appropriate professional standards (for example Section 4.2 of the Tasmanian Heritage Council's Practice Note 2). A final report must include (at a minimum):

- An executive summary of findings
- Details of the methodology employed
- Detailed interpretations of findings
- Relevant annotated photographs
- Site plans at a scale of no less than 1:200
- Trench plans at a scale of no less than 1:50
- Feature plans/sketches at a scale of no less than 1:20
- Photograph log

A copy of the final report, and project archive, will be deposited with Glenorchy City Council (and other repositories as listed below) within 6 months of completion of the excavations.

Public benefit

As the proposed development will necessitate removal of all significant archaeological remains, it is considered appropriate that a public benefit program be implemented in order to offset some of the heritage impact resulting from this development. Subject to the exact nature and findings of the archaeological program, the following public benefit program will be implemented during and following the works:

- A viewing area from the adjacent walking track will be established during the archaeological works program to view archaeological works being undertaken on the frontage of the site. This will involve interpretation panels being installed on the existing temporary security fencing to convey the meaning of the site and an overview of the archaeological program to the community utilising the existing walking track – no 'infrastructure' apart from the signs are proposed and these will be installed in a location where persons standing to view are not obstructing other track users (particularly cyclists). Note that from a safety and liability perspective, it is not proposed that any public access to the works site will occur.
- An interpretation plan will be developed which will consider options for the interpretation of the heritage values of the site in the new development (e.g. static/multimedia installations, curated objects, recycling of materials in contemporary installations etc.). This interpretation plan will be submitted to Glenorchy City Council ahead of the practical completion of the development and implemented within twelve months of occupancy.
- The project report will be made publicly available, through appropriate repositories such as Glenorchy City Council, Heritage Tasmania, the State Library of Tasmania and the National Library of Australia (Trove).
- If archaeological results warrant, an academic publication may be produced. In any case, archaeological results will be made freely available for future archaeological research.

Aboriginal heritage

This document deals primarily with the management of historic cultural heritage, and has only briefly considered Aboriginal cultural heritage insofar as recommending further enquiry and consultation with Aboriginal Heritage Tasmania. As some excavation is likely to occur in ground below the historic layer, and given the proximity to the foreshore and known sites, there may be the chance of encountering Aboriginal cultural heritage. There is also the possibility of encountering Aboriginal heritage in a secondary context (e.g. fill). Archaeological monitoring should be mindful of this possibility, and pursuant to s.14 of the Aboriginal Heritage Act 1975, it is strongly recommended that the proponent of the development make contact with Aboriginal Heritage Tasmania and seek guidance as to how Aboriginal cultural heritage must be managed in the works process.

Site contamination

It is the responsibility of the proponent of the development to investigate the possibility of site contaminants, and to either verify that no site contaminants are present, or to take required measures to deal with any

known or likely contaminants during excavation works (noting that any necessary decontamination works may require archaeological input).

GLENORCHY CITY COUNCIL

CERTIFICATION OF DRAFT AMENDMENT UNDER SECTION 40F LAND USE PLANNING AND APPROVALS ACT 1993

The Planning Authority has prepared the attached draft amendment, Amendment PLAM-22/04, to the Glenorchy Local Provisions Schedule.

The Planning Authority:

- has determined that it is satisfied that the draft amendment meets the LPS Criteria specified in Section 34 of the Land Use Planning and Approvals Act 1993; and
- in accordance with Section 40F (2) of the Land Use Planning and Approvals Act 1993 certifies that the draft amendment so meets those requirements.

GLENORCHY CITY COUNCIL - TASMANIA 1864

In witness where of the common seal of Glenorchy City Council has been affixed on the

22nd **day of** MARCH **20**23

as authorised by Council in the presence of:

Council Delegate

GLENORCHY LOCAL PROVISIONS SCHEDULE
AMENDMENT PLAM-22/04

The Glenorchy Local Provisions Schedule is amended as follows:

Land affected by this amendment:

- Various properties as listed in Annexure 1

The Planning Scheme maps are amended by:

1. Rezoning land from a Utilities Zone to a Central Business Zone as shown in Image 1 of Annexure 2
2. Modifying the Overlay Maps to insert the Parking and Sustainable Transport Code – Pedestrian Priority Streets into the Overlay Maps as shown in Image 2 of Annexure 2
3. Modifying the General Overlay to delete the spatial application of GLE-S8.0 Glenorchy Activity Centre Urban Design Specific Area Plan shown in Image 3 of Annexure 2
4. Modifying the General Overlay to insert the spatial application of GLE-S8.0 Principal Activity Centre Specific Area Plan as shown in Image 4 of Annexure 2
5. Modifying the General Overlay to insert the spatial application GLE-S8.3.1 Local Area Objectives as shown in Image 5 of Annexure 2
6. Modifying the General Overlay to insert the spatial application of Precincts and Defined Areas – Gateway Locations as shown in Image 6 of Annexure 2
7. Modifying the General Overlay to insert the spatial application of Precincts and Defined Areas – Solar Protected Area as shown in Image 7 of Annexure 2

The Planning Scheme Ordinance is amended by:

8. Deleting Clause GLE-S8.0 Glenorchy Activity Centre Urban Design Specific Area Plan.
9. Inserting Clause GLE-S8.0 Principal Activity Centre Specific Area Plan as shown in Annexure 3.

10. Inserting in GLE – Applied, Adopted or Incorporated Documents the following document as shown in Annexure 4:

Document Title	Publication Details	Relevant Clause in the LPS
Livable Housing Design Guidelines	Livable Housing Australia, 2017	GLE-S8.7.5 A9

GLENORCHY CITY COUNCIL - TASMANIA 1864

In witness where of the common seal of Glenorchy City Council has been affixed on the

22nd **day of** MARCH **20**23

as authorised by Council in the presence of:

Council Delegate

Annexure 1 – List of Affected properties

No	Certificate of Titles (CTs)	PID	Address
1	10602/2 and 10602/3	5395945	4 Terry Street, Glenorchy TAS 7010
2	142212/8	2831537	Centro Glenorchy, 2 Cooper Street, Glenorchy TAS 7010
3	74049/5	5365818	10 Eady Street, Glenorchy TAS 7010
4	156072/1	2831561	Cooper Street, Glenorchy TAS 7010
5	29803/5 and 43661/1	5384373	Mill Lane, Glenorchy TAS 7010
6	197970/1	5382159	398 Main Road, Glenorchy TAS 7010
7	178446/1	9405867	2 Regina Street, Glenorchy TAS 7010
8	112461/2 and 112461/4	5382132	394A Main Road, Glenorchy TAS 7010
9	201608/1, 80638/1 and 80638/2	5382140	396 Main Road, Glenorchy TAS 7010
10	112461/1 and 112461/3	5382124	394 Main Road, Glenorchy TAS 7010
11	178446/2	9081451	392 Main Road, Glenorchy TAS 7010
12	29803/3	5382108	388-388A Main Road, Glenorchy TAS 7010
13	137971/1	2176501	382-386A Main Road, Glenorchy TAS 7010
14	14132/1, 112330/1 and 43605/1	2645486	2 Tolosa Street, Glenorchy TAS 7010
15	124632/1	1719981	2 Terry Street, Glenorchy TAS 7010
16	252651A/1, 124634/1, 124633/1, 43579/1, 43729/1, 82153/1, 219691/11, 55734/25, 10602/1 and 252651/1	2645478	374 Main Road, Glenorchy TAS 7010
17	81535/7, 65757/1 and 65757/2	7332884	3 Cooper Street, Glenorchy TAS 7010
18	123981/0, 123981/3 (Vertical Strata: Floor 1) and 123981/3 (Vertical Strata: Ground floor)	1705539	3/370 Main Road, Glenorchy TAS 7010
19	123981/1 (Vertical Strata: Floor 1) and 123981/1 (Vertical Strata: Ground floor)	5382052	1/370 Main Road, Glenorchy TAS 7010
20	123981/1 (Vertical Strata: Floor 1) and 123981/2 (Vertical Strata: Ground floor)	1705520	Glenorchy Post Office, 2/370 Main Road, Glenorchy TAS 7010
21	245476/1	7354303	368 Main Road, Glenorchy TAS 7010
22	122527/1	1846024	366 Main Road, Glenorchy TAS 7010

23	36500/100, 80602/2 and 65757/4	7439462	362-364 Main Road, Glenorchy TAS 7010
24	153289/1	2019805	4 Eady Street, Glenorchy TAS 7010
25	85656/1	5364049	9 Cooper Street, Glenorchy TAS 7010
26	161539/0, 161539/1 (Vertical Strata: Floor 1) and 161539/1 (Vertical Strata: Ground floor)	3093919	1/346 Main Road, Glenorchy TAS 7010
27	161539/2 (Vertical Strata: Floor 1) and 161539/2 (Vertical Strata: Ground floor)	3093927	2/346 Main Road, Glenorchy TAS 7010
28	155509/1	2937972	350-360 Main Road, Glenorchy TAS 7010
29	123053/1	5383127	437 Main Road, Glenorchy TAS 7010
30	244248/1	5383135	435 Main Road, Glenorchy TAS 7010
31	247696/2, 35050/3, 43284/1, 30876/1, 250113/1	1822786	Northgate, 387-391 Main Road, Glenorchy TAS 7010
32	149011/1	1697233	425 Main Road, Glenorchy TAS 7010
33	44073/1	1638866	Booth Avenue, Glenorchy TAS 7010
34	17584/1	5383151	421 Main Road, Glenorchy TAS 7010
35	199434/1 and 198204/1	1879926	385A Main Road, Glenorchy TAS 7010
36	197171/1	5383282	385 Main Road, Glenorchy TAS 7010
37	83067/1	5383290	383 Main Road, Glenorchy TAS 7010
38	222812/1 and 167863/1	5383303	381 Main Road, Glenorchy TAS 7010
39	76700/1	5383311	379 Main Road, Glenorchy TAS 7010
40	199836/1	5383338	377 Main Road, Glenorchy TAS 7010
41	199804/1	7246214	373-375 Main Road, Glenorchy TAS 7010
42	243658/1	5383354	371 Main Road, Glenorchy TAS 7010
43	217647/1	5388382	Glenorchy Masonic Hall, 3 Peltro Street, Glenorchy TAS 7010
44	67310/2	5388374	5 Peltro Street, Glenorchy TAS 7010
45	67310/3	5388366	7 Peltro Street, Glenorchy TAS 7010
46	243628/1	5383362	Elwick Hotel, 367 Main Road, Glenorchy TAS 7010
47	239802/1	5383370	359 Main Road, Glenorchy TAS 7010

48	57580/1	7440375	1/357A Main Road, Glenorchy TAS 7010
49	57580/2 and 57580/0	7440383	357A Main Road, Glenorchy TAS 7010
50	32824/1	7440367	357 Main Road, Glenorchy TAS 7010
51	113182/1	5383397	355 Main Road, Glenorchy TAS 7010
52	59802/2	5383418	353 Main Road, Glenorchy TAS 7010
53	218251/3	5383426	351 Main Road, Glenorchy TAS 7010
54	64613/8	5383434	347-349 Main Road, Glenorchy TAS 7010
55	77918/2, 64613/9 and 64613/7	1826090	345 Main Road, Glenorchy TAS 7010

Annexure 2 – Planning Scheme Maps

Image 1 - Area to be rezoned from Utilities Zone to Central Business Zone.

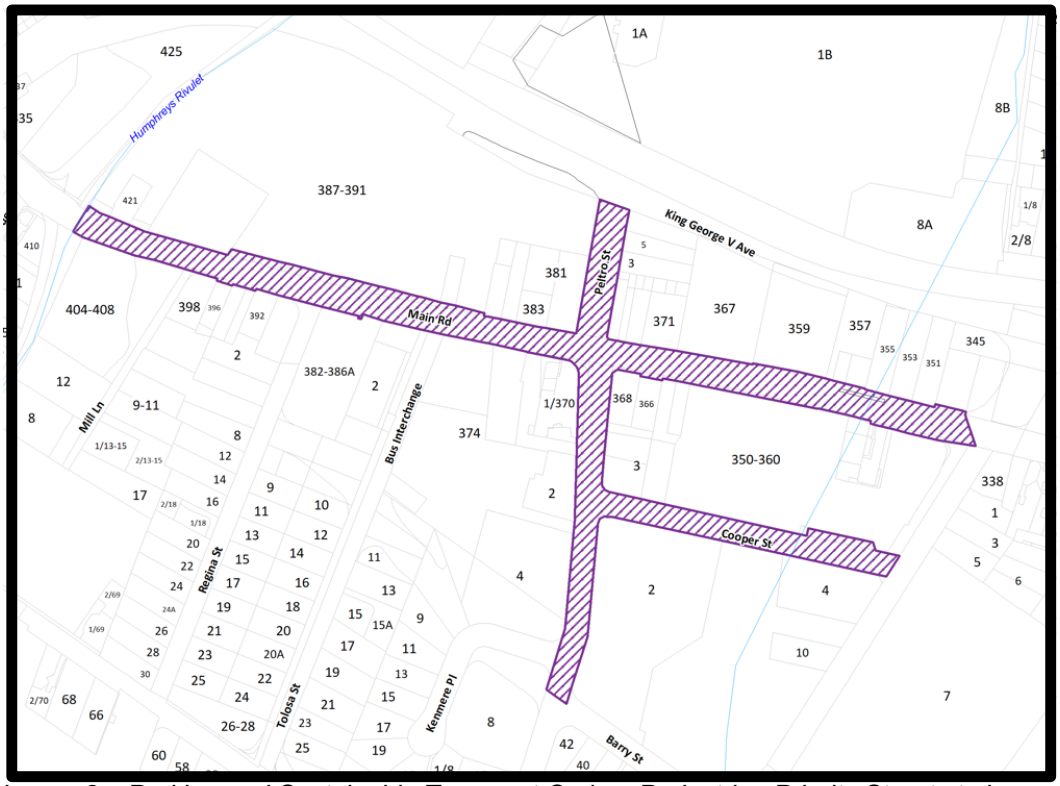


Image 2 – Parking and Sustainable Transport Code – Pedestrian Priority Streets to be inserted into the Overlay Maps

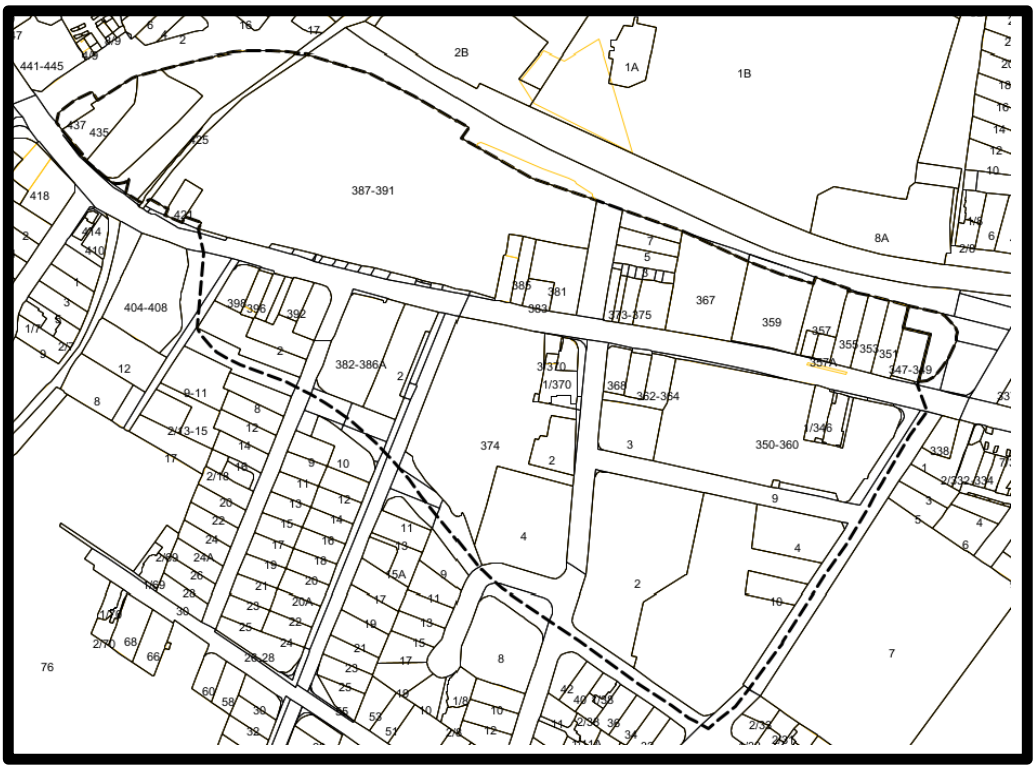


Image 3 – Glenorchy Activity Centre Urban Design Specific Area Plan to be deleted from the General Overlay maps.

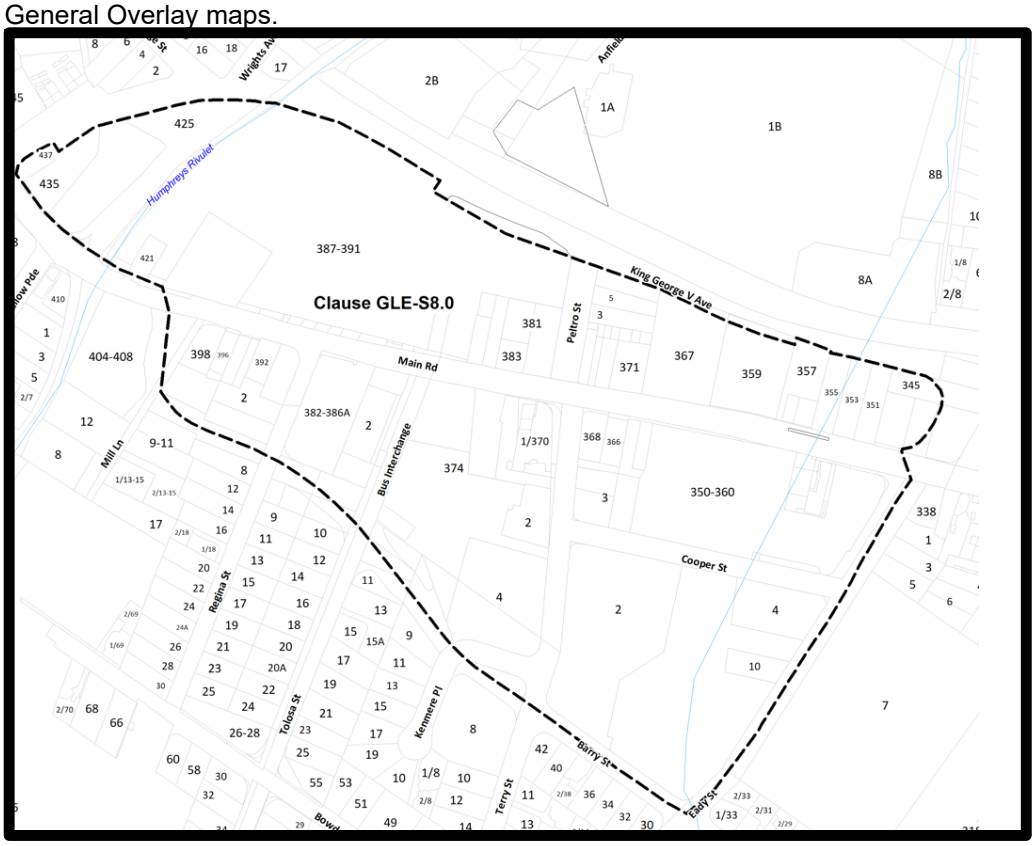


Image 4 – Area of GLE-S8.0 Principal Activity Centre Specific Area Plan to be inserted into the General Overlay Maps

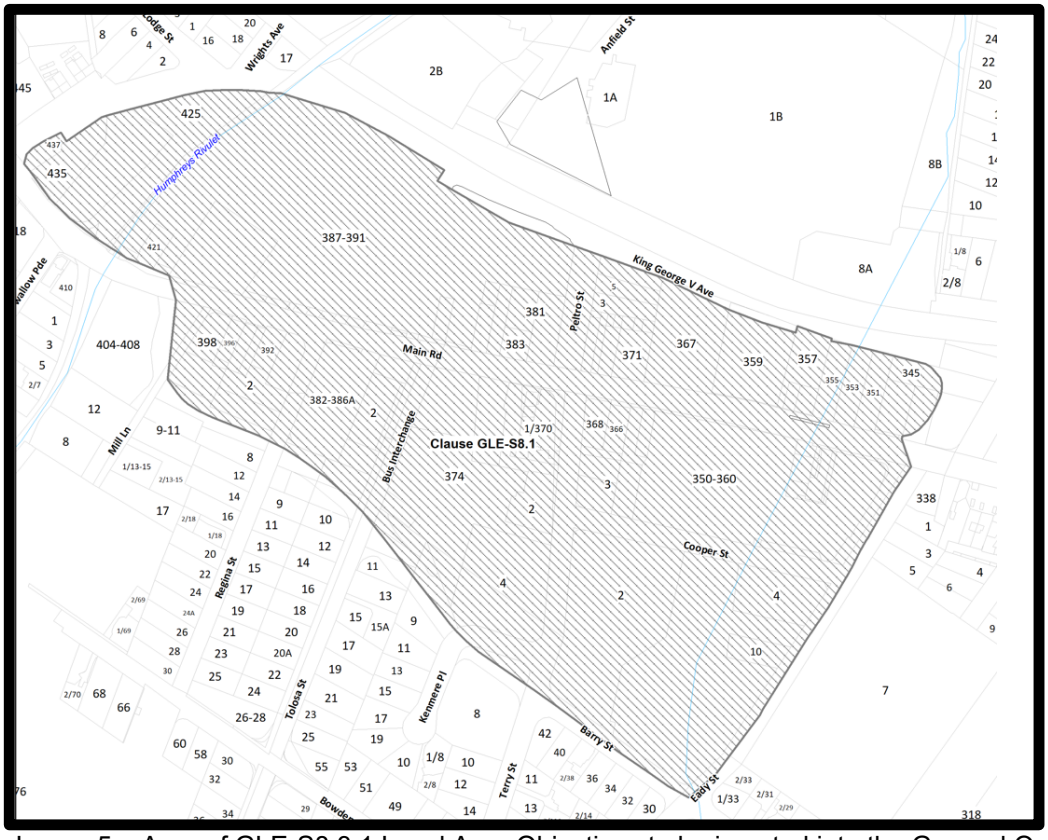


Image 5 – Area of GLE-S8.3.1 Local Area Objectives to be inserted into the General Overlay Maps

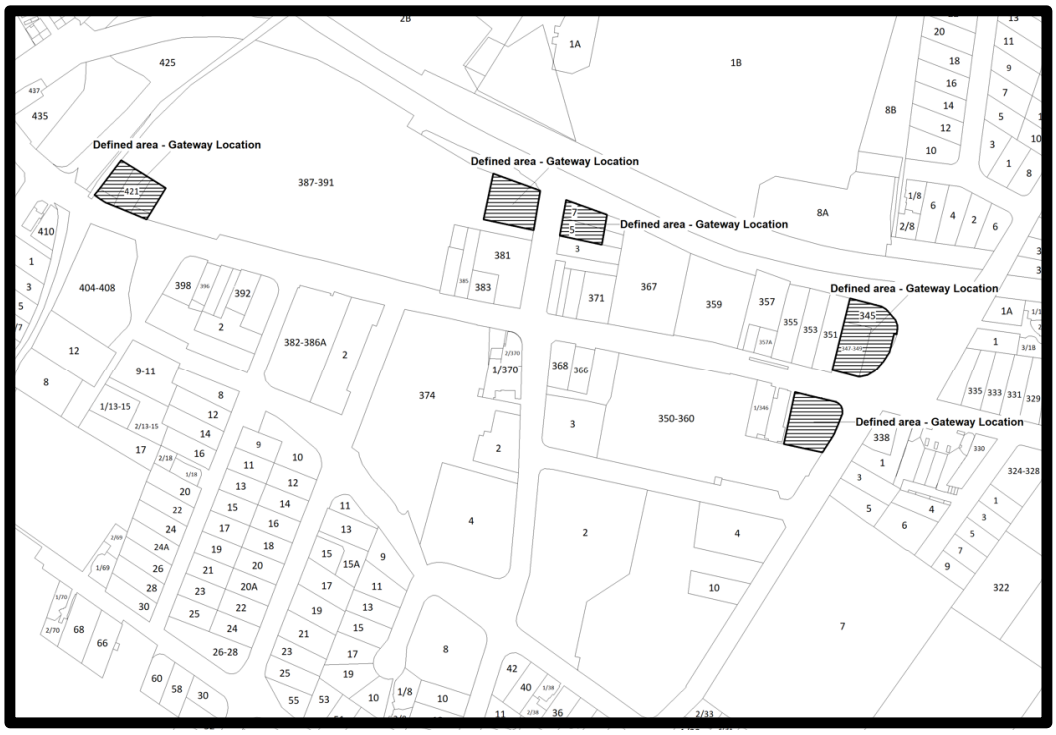


Image 6 – Precinct and Defined Areas – Gateway Locations to be inserted into the General Overlay Maps

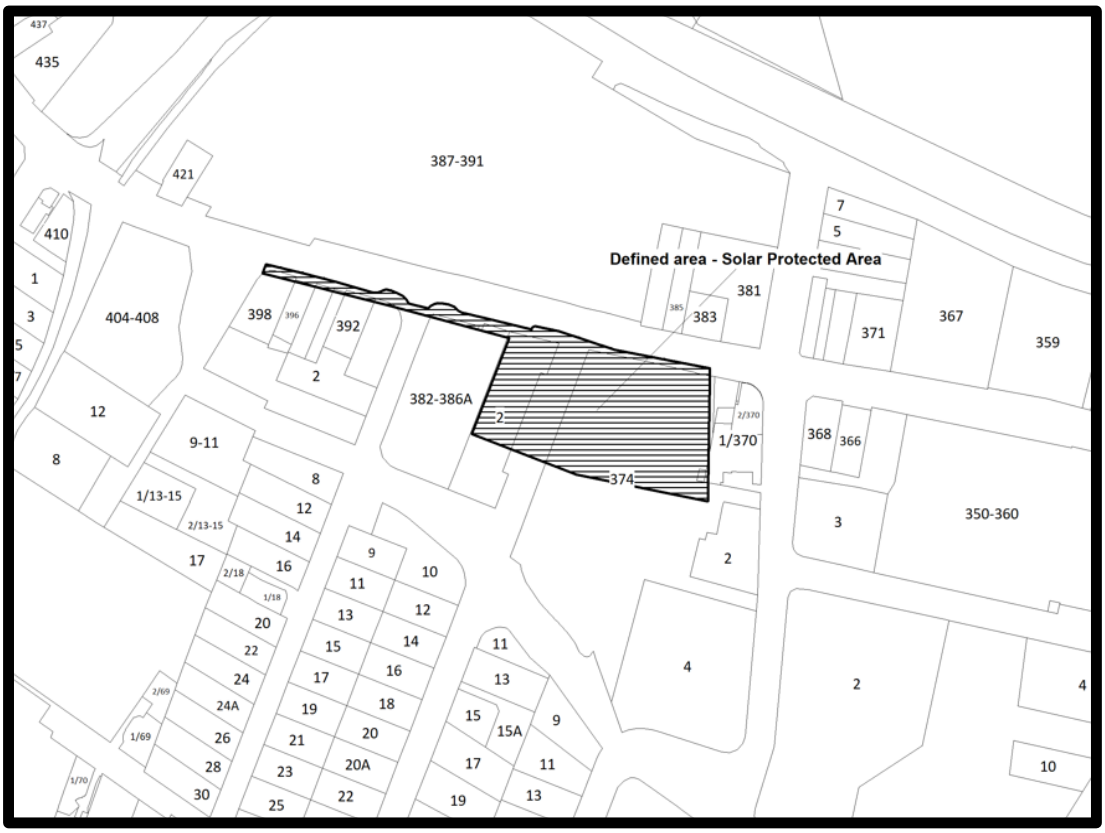


Image 7 – Precinct and Defined Areas – Solar Protected Area to be inserted into the General Overlay Maps

Annexure – 3 – Principal Activity Centre Specific Area Plan to be inserted

GLE-S8.0 Principal Activity Centre Specific Area Plan

GLE-S8.1 Plan Purpose

The purpose of the Principal Activity Centre Specific Area Plan is:

GLE-S8.1.1 To enhance the vitality and viability of Glenorchy's principal activity centre through a high standard of urban design.

GLE-S8.2 Application of this Plan

GLE-S8.2.1 The specific area plan applies to the area of land designated as the Principal Activity Centre Specific Area Plan on the overlay maps.

GLE-S8.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in addition to and in substitution for the provisions of the Central Business Zone, the Signs Code, the Parking and Sustainable Transport Code, and the Road and Railway Assets Code, as specified in the relevant provision.

GLE-S8.2.3 In addition to any other application requirements, the planning authority may require any of the following information to determine compliance with performance criteria:

(a) elevation drawings or photomontage showing the proposed development in the context of adjacent buildings and the streetscape;

(b) a site analysis and design response report;

(c) an adjoining heritage report;

(d) an accessibility report;

(e) a crime prevention through environmental design report;

(f) a lighting plan; or

(g) a landscaping plan.

GLE-S8.3 Local Area Objectives

GLE-S8.3.1 The local area objectives for the principal activity centre are to:

(a) reinforce the primacy of the activity centre, by intensifying frontage activation and discouraging uses with low employment density or pedestrian utility;

(b) define the precinct, by reinforcing identifiable landmarks and gateway sites, developing iconic new buildings and respecting heritage assets;

(c) build the civic heart, by prioritising the quality, safety and amenity of publicly accessible areas;

(d) build connections, by providing an accessible, pedestrianised environment with networked linkages throughout the activity centre, integrated transport modes and legible connections to neighbouring thoroughfares;

(e) enhance the landscape, by promoting green links between active open spaces and connections to view corridors; and

(f) promote urban renewal by maximising opportunities for redevelopment, supported by strategic site consolidation, ambitious building design and provision for high-density amenity.

GLE-S8.4 Definition of Terms

GLE-S8.4.1 In this Specific Area Plan, unless the contrary intention appears:

Terms	**Definition**
active frontage	means a frontage that provides active visual engagement between people on the street and people on ground level and the first floor.
accessibility report	means a report (as defined in this specific area plan) that addresses: (a) likely demand for accessible apartments in the SAP area, having regard to: (i) the demographic characteristics of the Glenorchy municipality; and (ii) the accessibility needs of the population of likely occupants of accessible apartments in the SAP area; (b) the extent to which the proposed development contributes to meeting the likely demand for accessible apartments in the SAP area, having regard to: (i) the size and scale of the development; (ii) the application of universal design principles; and (iii) any other proposed accessibility or universal design features, excluding those required under the *Building Act 2016*; (c) any accessibility advice relating to the ongoing management of any other use or development on the site; and (d) any matter specifically required by standards in this specific area plan.
adjoining heritage report	means a report (as defined in this specific area plan) prepared by a suitably qualified person (heritage practitioner, heritage architect) that describes the measures that have been taken to ensure the proposed development respects and positively responds to the heritage significance

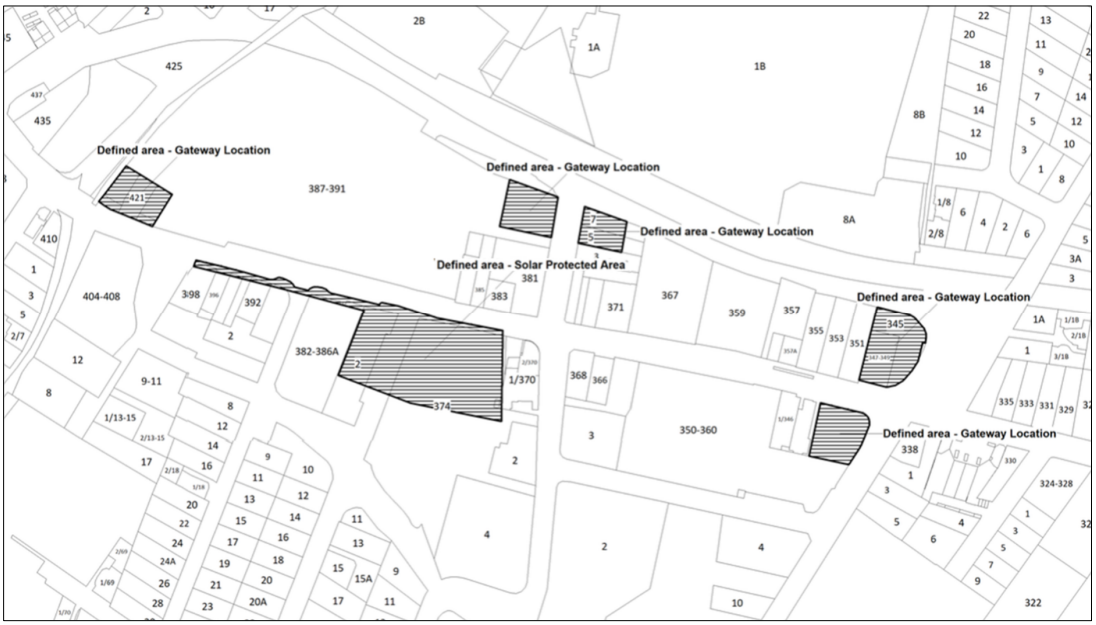
	of a heritage place or places adjoining the subject site. In doing so, the adjoining heritage report must contain: (a) a detailed site analysis that evaluates how the development proposal has been designed to meet the standards of the specific area plan as applicable to sites adjoining heritage places; (b) accurate illustration of the proposed development (such as scaled elevations, pedestrian eye level trajectory views intersecting adjoining heritage places and the proposed development; correctly rendered montage/s) showing how key public views to, from, and of, adjoining heritage places will be retained; and (c) details of measures that will be taken to mitigate any potential construction phase impacts such as vibration and dust (where applicable) upon the surviving integrity of adjoining heritage places.
apartment	means part of a building, used as a residence and which includes food preparation facilities, a bath or shower, a toilet and sink, any associated private open space and access to laundry facilities.
apartment building	means a Class 2 residential building as defined in the *National Construction Code*.
articulation	means the arrangement of building elements such as windows and door openings, variations in wall plane, roof form, horizontal or vertical wall features and materials that make up a building and affect its relationship to the streets, spaces and other buildings.
commercial vehicle	means a medium rigid vehicle or greater as described in section 2 "Design Vehicles" of *AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.
corner building	means a building with adjoining frontages to two or more streets.
crime prevention through environmental design report	means a report (as defined in this specific area plan) that addresses: (a) whether the use or development can achieve and maintain an acceptable level of crime prevention through environmental design, having regard to: (i) the characteristics of the use or development; (ii) existing crime prevention or deterrence measures on the site and adjacent properties; (iii) any proposed crime prevention or deterrence measures; and

	(iv) the ongoing management of the use or development; and (b) any matter specifically required by Performance Criteria in this specific area plan.
FOGO	means Food Organics and Garden Organics.
gateway location	means land identified as a gateway location, as shown in Figure GLE-S8.1.
heritage place	means a local heritage place or a registered place as defined in the C6.0 Local Historic Heritage Code, excluding GLE-C6.1.129 O'Brien's Bridge and GLE-C6.1.140 Glenorchy War Memorial.
heritage significance	means: (a) for a local heritage place: local historic heritage significance as defined in the C6.0 Local Historic Heritage Code and set out in the Glenorchy Local Provisions Schedule GLE-C6.0 Local Historic Heritage Code lists, excluding GLE-C6.1.129 O'Brien's Bridge and GLE-C6.1.140 Glenorchy War Memorial; and (b) for a State listed heritage place: historic cultural heritage significance and, specifically, the criteria and basis for its entry in the Tasmanian Heritage Register (as defined in the *Historic Cultural Heritage Act 1995*).
key public view	means the view field to a heritage place, from a vantage point in a publicly accessible area, from which the heritage place is easily viewed and appreciated.
landmark building	means corner buildings and gateway buildings.
living room	means a habitable room of a dwelling, other than a bedroom or separate kitchen.
outdoor entertainment area	means an outdoor area where people gather (other than a private open space, shared open space or public open space), such as a beer garden, rooftop cinema or outdoor dining area.
passive surveillance	means the location and design of use or development to maximise visibility by passers-by or casual onlookers from adjacent spaces, in order to reduce opportunities for crime by making potential offenders feel exposed and making legitimate users feel safer.

pedestrian eye level	means view lines taken from 1.7 m above existing ground level.
pedestrian priority street	means as defined in the C2.0 Parking and Sustainable Transport Code.
publicly accessible area	means publicly used external space (excluding road carriageways) within the area of the specific area plan and includes: (a) public space, such as a footpath, plaza or park; and (b) semi-public space, such as a forecourt or car parking area.
report	means a report, prepared for a site by a suitably qualified person, that must include: (a) details of, and be signed by, the person who prepared or verified the report; (b) confirmation that the person has the appropriate qualifications and expertise; (c) confirmation that the report has been prepared in accordance with any applicable methodology specified by a government authority or professional body; and (d) conclusions and recommendations based on consideration of the proposed use or development and its context.
shared open space	an outdoor area of the land or building, which may include the rooftop, for the shared use of the occupants of an apartment building, excluding areas proposed or approved for storage, vehicle (including bicycles and personal mobility devices) access or parking, service structures, lift motor rooms, plant and equipment, shared laundry facilities or shared waste storage.
single aspect apartment	means an apartment that has external windows on no more than one building elevation (not including skylights and windows to a light well or ventilation shaft).
site analysis and design response report	means a report (as defined in this specific area plan) that: (a) identifies site constraints and opportunities in relation to: (i) solar access; (ii) prevailing wind conditions; (iii) privacy and security; (iv) access to views and open space; and (v) light, noise and other emissions from traffic and nearby land

	use; (b) explains how the proposed development: (i) responds to the site's constraints and opportunities; (ii) enhances and responds positively to the streetscape character of the area; (iii) meets the purpose of this specific area plan; and (iv) addresses the local area objectives; and (c) any matter specifically required by Performance Criteria in this specific area plan.
solar protected area	means land identified as a solar protected area, as shown in Figure GLE-S8.1.
universal design	means design that is useable by people of all abilities.
waterway and coastal protection area	means as defined in the C7.0 Natural Assets Code.

Figure GLE-S8.1 Defined areas – solar protected area and gateway locations



GLE-S8.5 Use Table

This sub-clause is not used in this specific area plan.

GLE-S8.6 Use Standards

GLE-S8.6.1 Ground floor use

This sub-clause is in addition to the provisions of the Central Business Zone – Clause 16.3 Use Standards.

Objective:	
That uses at ground floor level create active frontages that attract pedestrian activity and contribute to the vitality and security of publicly accessible areas.	
Acceptable Solutions	**Performance Criteria**
A1 Except for minimal interruptions for access to foyers, arcades, upper floors, parking or servicing, building uses at ground floor fronting pedestrian priority streets must be for General Retail and Hire or Food Services.	**P1** Except for minimal interruptions for access to foyers, arcades, parking or servicing, building uses at ground floor fronting pedestrian priority streets must: (a) be for uses listed as No Permit Required or Permitted under Clause 16.2 Use Table; (b) further the Local Area Objectives under Clause GLE-S8.3.1; and (c) not be for Utilities, Bulky Goods Sales or Emergency Services.
A2 Residential use, other than for access and parking, must be located above ground level.	**P2** Residential use, other than for access, must not be located at the frontage.

GLE- S8.6.2 Hours of operation for a use in an outdoor entertainment area

This sub-clause is in addition to the provisions of the Central Business Zone – Clause 16.3 Use Standards.

Objective:	
That use of an outdoor entertainment area does not cause an unreasonable loss of amenity to residential use.	
Acceptable Solutions	**Performance Criteria**
A1 Hours of operation for a use being undertaken in an outdoor entertainment area within 50 m of an existing apartment must be within: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**P1** Hours of operation for a use being undertaken in an outdoor entertainment area within 50 m of an existing apartment must not cause an unreasonable loss of amenity to the residential use, having regard to: (a) the location and design of the outdoor entertainment area; (b) the timing, duration or extent of use of the outdoor entertaining area; and (c) noise, lighting or other emissions.

GLE- S8.6.3 Use of external lighting

This sub-clause is in addition to the provisions of the Central Business Zone – Clause 16.3 Use Standards.

Objective:	
That use of external lighting does not cause an unreasonable loss of amenity to apartments.	
Acceptable Solutions	**Performance Criteria**
A1 External lighting for a use on a site containing or adjoining a residential use, must: (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that	**P1** External lighting for a use on a site containing or adjoining a residential use, must not cause an unreasonable loss of amenity to the residential use, having regard to: (a) the level of illumination, timing and

direct light does not extend into a habitable room of an apartment.	duration of lighting; (b) the distance to habitable rooms of any adjacent apartment; (c) the degree of screening between the light source and the habitable rooms of any apartment; and (d) the recommendations of a lighting plan prepared by a suitably qualified lighting designer.

GLE-S8.7 Development Standards for Buildings and Works

GLE-S8.7.1 Building height and bulk

This sub-clause is in substitution for the provisions of the Central Business Zone – Clause 16.4.1 Building height.

Objective:	
That building height: (a) facilitates development appropriate for a principal activity centre, including for apartment buildings; (b) does not adversely impact the amenity of publicly accessible areas, key views of kunanyi/Mount Wellington, or the heritage significance of heritage places; (c) mediates transitions in height between buildings to provide a cohesive streetscape; and (d) enhances the streetscape through the scale, proportion and massing of buildings.	
Acceptable Solutions	**Performance Criteria**
A1 Building height, excluding lift shafts, mechanical plant and miscellaneous equipment, must be not more than: (a) 12 m, within 6 m of a frontage; and (b) 20 m otherwise; unless on a site adjoining Tolosa Street or adjoining a heritage place, in which case there is no Acceptable Solution.	**P1.1** Building height, including for a building on a site adjoining Tolosa Street or adjoining a heritage place, must: (a) not unreasonably overshadow publicly accessible areas or existing residential use; (b) provide a transition in scale to adjacent buildings of lesser height where the difference in height is more than 4 m; (c) not unreasonably reduce public amenity through visual impacts caused by the

	apparent scale, bulk or proportions of the building when viewed from the street; and (d) have a proportional relationship to the lot size, that has regard to the prevailing proportions in the surrounding area within the principal activity centre; unless the proposed building height significantly exceeds the height of nearby buildings. **P1.2** A building that significantly exceeds the height of nearby buildings must meet P1.1 (a) and (b), and demonstrate significant architectural merit, having regard to: (a) making a significant positive contribution to the streetscape; and (b) furthering the local area objectives at Clause GLE-S8.3.1.
A2 For a new building, or an increase in the building height, excluding protrusions, of an existing building, on a site adjoining a heritage place, there is no Acceptable Solution for building height.	**P2** For a building on a site adjoining a heritage place, building height must be compatible with, and not detract from, the heritage significance of the adjoining heritage place, having regard to: (a) not visually dominating the adjoining heritage place; (b) not intruding upon on key public views of the adjoining heritage place; (c) maintaining a façade height that is compatible with the façade heights of significant buildings comprising the adjoining heritage place; (d) setting back higher building elements so as to: (i) not dominate or reduce the streetscape presence of the adjoining heritage place; and (ii) mediate the transition between building height on the adjoining heritage place

	and the predominant building height in the streetscape; and (e) the recommendations contained in an adjoining heritage report.
A3 For a new building, or an increase in the building height, excluding protrusions, of an existing building, on a site adjoining Tolosa Street, there is no Acceptable Solution for building height.	**P3** The building height of a building, on a site adjoining Tolosa Street, must retain or enhance views from adjacent publicly accessible areas to kunanyi/Mount Wellington, having regard to furthering the local area objectives at Clause GLE-S8.3.1.
A4 Buildings must not cause shading to the solar protected area shown in Figure GLE-S8.1 between 11:00 am and 2:00 pm on the 21st of June.	**P4** No Performance Criteria.

GLE-S8.7.2 Building setback

This sub-clause is in substitution for the provisions of the Central Business Zone – Clause 16.4.2 Setbacks.

Objective:	
That building setback: (a) contributes to the vitality and security of the pedestrian environment and a compact and walkable urban form; (b) provides definition and a sense of enclosure to the street; (c) does not adversely impact the heritage significance of heritage places; and (d) optimises land utilisation.	
Acceptable Solutions	**Performance Criteria**
A1 A building must have a nil frontage setback, other than for modulation of a building façade with projecting or receding elements no deeper than 0.3 m, unless the building is on a site	**P1** A building, including a building on a site adjoining Tolosa Street or adjoining a heritage place, must have a frontage setback that is compatible with the streetscape, having regard

adjoining: (a) the solar protected area shown in Figure GLE-S8.1, and: (i) the building has a setback not greater than 3 m; and (ii) the setback area is for active semi-public use such as forecourt dining; or (b) a heritage place or Tolosa Street, in which case there is no Acceptable Solution.	to: (a) the prevailing setback established by adjacent buildings; (b) universal design principles supporting accessible navigation of the street; (c) measures to promote activation of any setback space; (d) any advice from a road authority; and (e) the local area objectives at Clause GLE-S8.3.1.
A2 Building setback from a side boundary must be nil, unless the boundary adjoins a heritage place or is within a waterway and coastal protection area, in which case there is no Acceptable Solution.	**P2** Building setback from a side boundary must avoid creation of entrapment spaces and must have regard to: (a) making a positive contribution to the streetscape; (b) functional necessity; and (c) furthering the local area objectives at Clause GLE-S8.3.1; including where the boundary adjoins a heritage place or is within a waterway and coastal protection area.
A3 For a new building, or a change to the setback, excluding protrusions, of an existing building, on a site adjoining a heritage place, there is no Acceptable Solution for setback.	**P3** For a building on a site adjoining a heritage place, building setback must, in addition to meeting clause P2 of this standard, be compatible with, and not detract from, the heritage significance of the adjoining heritage place, having regard to: (a) not intruding upon on key public views of the adjoining heritage place; (b) the setback of buildings forming part of the extent of the adjoining heritage place, including: (i) achieving harmony with the siting and orientation of buildings on the adjoining heritage place; and (ii) mediating the transition between building setback on the adjoining heritage place

	and the setback of other adjacent buildings on the same street; and (c) the recommendations contained in an adjoining heritage report.
A4 For a new building, or a change to the setback, excluding protrusions, of an existing building, on a site adjoining Tolosa Street, there is no Acceptable Solution for frontage setback.	**P4** The setback of a building, on a site adjoining Tolosa Street, must, in addition to meeting clause P2 of this standard, retain or enhance views from adjacent publicly accessible areas to kunanyi/Mount Wellington, having regard to furthering the local area objectives at Clause GLE-S8.3.1.
A5 For a new building, or a change to the setback, excluding protrusions, of an existing building, on land within a waterway and coastal protection area, there is no Acceptable Solution for setback.	**P5** For development on land within a waterway and coastal protection area, buildings must be located to enable external public thoroughfare through the site, alongside the watercourse, having regard to: (a) pedestrian safety; (b) the need to provide a footpath; (c) universal design principles; and (d) any relevant Council policy.

GLE-S8.7.3 Façade design

This sub-clause is in substitution for the provisions of the Central Business–Zone - Clause 16.4.3 Design A2 and P2.

Objective:
That buildings support urban vitality through: (a) interaction between the public and private realms; (b) being appropriately designed for pedestrian amenity and sociability; (c) opportunities for mutual passive surveillance; and (d) respecting heritage places.

Acceptable Solutions	**Performance Criteria**
A1 A ground floor level facade in a pedestrian priority street must: (a) provide a pedestrian entrance that connects the ground floor use directly to a publicly accessible area; (b) provide low reflectance, transparent glazing that: (i) is not less than 60% of the total surface area of that façade; or (ii) maintains or increases the total area of glazing of an existing facade, if the surface area of that façade is already less than 60%; and (c) not include: (i) a single length of blank wall greater than 20% of the length that facade; or (ii) any increase to the length of an existing blank wall, if already greater than 20% of the length of that façade; unless the site adjoins a heritage place, in which case there is no Acceptable Solution.	**P1** A ground floor level facade in a pedestrian priority street, including on a site adjoining a heritage place, must be designed to provide an active frontage, having regard to: (a) the location and extent of pedestrian entrances and transparent glazing that connects the ground floor use to the street; (b) the location and extent of any length of blank wall; (c) the prominence of the façade in the streetscape; (d) any design features that provide visual interest at ground floor level; and (e) the recommendations of a crime prevention through environmental design report.
A2 A ground floor level facade in a waterway and coastal protection area, or in a street that is not a pedestrian priority street, must: (a) provide a pedestrian entrance that connects the ground floor use directly to a publicly accessible area; (b) provide low reflectance, transparent glazing that: (i) is not less than 40% of the total surface area of that façade; or (ii) maintains or increases the total area of glazing of an existing facade, if the surface	**P2** A ground floor level facade in a waterway and coastal protection area, or in a street that is not a pedestrian priority street, must be designed to provide a pedestrian-friendly environment, having regard to: (a) the location and extent of pedestrian entrances and transparent glazing that connects the ground floor use to external public access; (b) the location and extent of any length of blank wall; (c) any design features that provide visual

area of that façade is already less than 40%; and (c) not include: (i) a single length of blank wall greater than 30% of the length that facade; or (ii) any increase to the length of an existing blank wall, if already greater than 30% of the length of that façade.	interest at ground floor level; and (d) the recommendations of a crime prevention through environmental design report.
A3 For a new multi-storey building, glazing must be provided for the first floor of any facade facing a publicly accessible area, to allow passive surveillance of that publicly accessible area.	**P3** No Performance Criterion.
A4.1 For a new facade at ground floor level adjoining a pedestrian priority street, there is no Acceptable Solution for provision of an awning. **A4.2** For a heritage place, there is no requirement for awnings.	**P4** For a new facade at ground floor level adjoining a pedestrian priority street, an awning must be provided to enhance public amenity adjoining that facade, having regard to: (a) providing adequate clearance from trees and infrastructure such as light poles, parking signs, directionals signs, streetlights and art installations; (b) compatibility with the design of existing awnings on adjacent buildings; (c) avoiding constraints to the future use of the land and road; (d) any advice from a road authority; and (e) for a building on a site adjoining a heritage place, the recommendations contained in an adjoining heritage report; unless awnings are precluded in the advice from a road authority or recommendations contained in an adjoining heritage report.
A5 For a new facade of a building on a site	**P5** For a new façade of a building on a site adjoining

adjoining a heritage place, there is no Acceptable Solution for façade design.	a heritage place, façade design must be compatible with, and not detract from, the heritage significance of the adjoining heritage place, having regard to: (a) not visually dominating the heritage place; (b) being sympathetic to the heritage place in terms of materials and detailing; (c) being distinguishable as new development; and (d) the recommendations contained in an adjoining heritage report.

GLE-S8.7.4 Design of landmark buildings

This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4.3 Development Standards for Buildings and Works.

Objective:	
That landmark buildings are differentiated in the streetscape, to enhance local identity and pedestrian wayfinding.	
Acceptable Solutions	**Performance Criteria**
A1 For a new corner building, excluding heritage places, there is no Acceptable Solution.	**P1** A new corner building, excluding heritage places, must be designed to enhance the legibility of the street grid, having regard to: (a) the prominence of the corner in the streetscape; (b) addressing the intersection through architectural features such as prominent entrances, splays or concentration of massing; (c) consistent design articulation and detailing on each frontage; (d) the contribution to the streetscape character; and (e) the local area objectives at Clause GLE-

	S8.3.1.
A2 For a new building at a gateway location shown in Figure GLE-S8.1, there is no Acceptable Solution.	**P2** A new building at a gateway location shown in Figure GLE-S8.1 must be designed as a recognisable local landmark that: (a) provides distinctive, contemporary architectural design that: (i) defines an entry to the principal activity centre; (ii) enhances the surrounding streetscape; (iii) responds to the design of any other gateway buildings approved since this planning scheme came into effect; (iv) distinguishes the principal activity centre from its surrounds; and (v) has local civic meaning; (b) addresses the findings of a site analysis and design response report; and (c) furthers the local area objectives at Clause GLE-S8.3.1.

GLE-S8.7.5 Design of apartment buildings

This sub-clause is in substitution for the provisions of the Central Business Zone - Clause 16.4.6 Dwellings and in addition to the provisions of the Road and Railway Assets Code – Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area.

Objective:
That apartment buildings provide a reasonable level of amenity for residents of all abilities, through design that: (a) responds to the site; (b) promotes resource efficiency and minimises energy consumption, by maximising solar access and natural ventilation; (c) provides occupants with adequate privacy, open space and storage; and (d) mitigates amenity impacts from other use and development on-site and on neighbouring properties.

Acceptable Solutions	**Performance Criteria**
A1 Private open space and glazing to a habitable room of an apartment, that has a floor level more than 1 m above existing ground level, must have a setback of not less than 6 m from the private open space and glazing to a habitable room of any other apartment, unless the proposed glazing: (a) is offset, in the horizontal plane, not less than 1.5 m from the edge of: (i) the private open space; and (ii) glazing to a habitable room; of any other apartment; (b) has a sill height of not less than 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 (c) has a permanently fixed external screen for the full length of the glazing, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.	**P1** Private open space and glazing to a habitable room of an apartment, that has a floor level more than 1 m above existing ground level, must be designed to minimise overlooking and privacy impacts to any adjacent apartment, having regard to: (a) proximity to side and rear boundaries; (b) location of private open space and glazing to habitable rooms in adjacent apartments; and (c) proposed screening or other design measures to minimise direct views to the private open space and glazing to habitable rooms of adjacent apartments.
A2 An apartment building must be designed to achieve the following: (a) at least 70% of apartments (rounded up to the nearest whole number) receive a minimum of 3 hours direct sunlight on the 21st of June, to living rooms or private open spaces, and (b) not more than 15% of apartments (rounded up to the nearest whole number) receive no direct sunlight to living rooms and private open spaces on the 21st of June.	**P2** An apartment building must be designed to maximise the number of apartments that receive direct sunlight to a living room or private open space on the 21st of June, having regard to: (a) the size, dimensions and orientation of the site; (b) whether south facing, single aspect apartments have been minimised and multiple aspect apartments have been maximised; (c) optimising the area of direct sunlight to living rooms through the depth and layout of apartments and window sizes; and

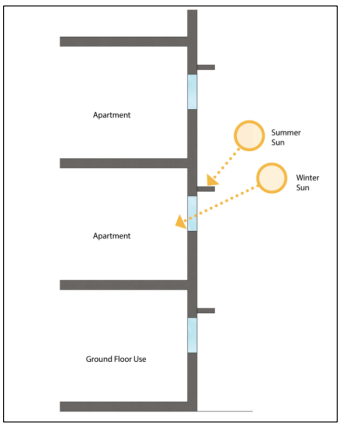
	(d) the findings of a site analysis and design response report.
A3 Apartment windows to habitable rooms oriented between 30 degrees west of north and 30 degrees east of north must be provided with a window shading device with a width (perpendicular to the building facade) not less than 42% of the height from window sill to lintel, as illustrated in Figure GLE-S8.2.	**P3** Apartment windows oriented between 30 degrees west of north and 30 degrees east of north must have adequate shading from direct sunlight during summer, that enables a reasonable level of light to penetrate into the room.
A4 At least 60% of apartments must have external openings in different elevations providing natural cross-ventilation.	**P4** Apartments are designed to optimise natural cross ventilation opportunities, having regard to: (a) building orientation relative to prevailing breezes; (b) the number, area and location of external openings; (c) internal layout to minimise obstructions to the breeze path between external openings; and (d) use of other passive ventilation solutions such as solar chimneys.
A5 An apartment building must be designed to achieve internal noise levels in accordance with Australian Standard *AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and Australian Standard *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)*.	**P5** An apartment building must be designed to achieve internal noise levels in accordance with Australian Standard *AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and Australian Standard *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)*, unless: (a) the building is a heritage place; and (b) alterations required to meet these standards would negatively impact on the heritage significance of a heritage place.

A6 Each apartment must have private open space that: (a) has a minimum area of 6 m^2 plus 2 m^2 for each bedroom in the apartment, and a minimum width of 2 m; (b) is directly accessible from a living room of the apartment; (c) has visual and acoustic screening from: (i) mechanical plant and equipment, service structures and lift motor rooms; (ii) outdoor storage areas and shared laundry facilities; (iii) adjacent shared open space areas; (iv) adjacent outdoor entertainment areas; and (v) the private open spaces and glazing to habitable rooms of adjacent apartments; and (d) includes a private clothes drying area that is screened from public view, unless shared clothes drying facilities are provided.	**P6.1** Unless complying with Clause P6.2 of this standard, each apartment must have private open space that provides reasonable amenity and opportunity for outdoor recreation, having regard to: (a) the area and dimensions of the space, excluding space occupied by mechanical plant and equipment; (b) the location of the space, relative to a living room of the apartment; (c) the solar access, wind exposure, privacy, visual and acoustic qualities of the space; (d) provision for clothes drying; and (e) screening or design to minimise overlooking of the private open space, and glazing to habitable rooms, of existing adjacent apartments. **P6.2** For an apartment in an existing building that is a heritage place, private open space is not required if the site cannot reasonably accommodate private open space without detracting from the heritage significance of the place.
A7 An apartment building containing ten or more apartments must have shared open space on the site, with: (a) a total area not less than the area specified in Table GLE-S8.1; (b) a minimum horizontal dimension of 5 m; (c) a minimum area of 45 m^2 in one location; (d) not less than 20% of the total shared open space area allocated for plantings; (e) direct access from the apartment building's	**P7.1** Unless complying with Clause P7.2 of this standard, an apartment building containing ten or more apartments must have shared open space on the site that provides reasonable amenity and outdoor recreation opportunities for residents, having regard to: (a) the area and dimensions of the space; (b) the number of apartments in the building; (c) provision of landscaping on the site; (d) the location of the space, relative to the

shared circulation areas; (f) visual and acoustic screening from: (i) mechanical plant and equipment, service structures and lift motor rooms, and (ii) non-residential uses on-site and on adjacent land; (g) visual screening of any shared clothes drying areas from public view; and (h) not less than 2 hours of direct sunlight between 9 am and 3 pm on 21 June to at least 50% of the shared open space.	apartment building's shared circulation areas; (e) measures to mitigate the potential for amenity impacts from: (i) mechanical plant and equipment, service structures and lift motor rooms, and (ii) non-residential uses on-site and on adjacent land; (f) measures to minimise the public visibility of any shared clothes drying areas; (g) access to direct sunlight; and (h) the findings of a site analysis and design response report. **P7.2** Shared open space for an apartment building is not required if: (a) for an existing building that is a heritage place, and the site cannot reasonably accommodate shared open space without detracting from the heritage significance of the place; or (b) the site is adjacent to public open space that provides reasonable amenity and outdoor recreation opportunities for residents, having regard to: (i) the location, area and aspect of the public open space; (ii) the extent and quality of landscaping of the public open space; and (iii) the provision and proximity of public amenities.
A8 Each apartment must have a secure, individual storage area that: (a) has a minimum volume of 4 m^3 plus 2 m^3 for each bedroom in the apartment;	**P8** An apartment building must have a secure common storage area that is suitable for storing residents' bulky household items, having regard to:

(b) is located externally to the apartment; and (c) is screened or located away from public view and other non-residential use on the site.	(a) the area of the space; (b) the number of apartments in the building; (c) any provision of secure, individual external storage areas; (d) residents' convenience and security; (e) location and screening to minimise visual impacts to any apartment, other non-residential use on the site or publicly accessible area; and (f) separation from any on-site storage area for shared waste and recycling bins.
A9 A new apartment building containing 6 or more apartments must provide a number of accessible apartments that is: (a) not less than 30% of apartments (rounded up to the nearest whole number) certified by a suitably qualified person as meeting Gold Level requirements as defined in the *Livable Housing Design Guidelines*, or (b) not less than 5% of apartments (rounded up to the nearest whole number) certified by a suitably qualified person as meeting Platinum Level requirements as defined in the *Livable Housing Design Guidelines*.	**P9** A new apartment building containing 6 or more apartments must provide a reasonable number of accessible apartments to having regard to: (a) the number of apartments certified by a suitably qualified person as meeting Gold Level or Platinum Level requirements as defined in the *Livable Housing Design Guidelines*; (b) any relevant council policy; and (c) the findings and recommendations of an accessibility report.

Figure GLE-S8.2 Window shading



GLE- S8.7.6 Waste storage and collection for apartments

This sub-clause is in addition to the provisions of the Central Business Zone – Clause 16.4 Development Standards.

Objective:	
That waste storage and collection for apartments is adequate and convenient and does not adversely impact amenity, the streetscape, other non-residential uses or traffic.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution for bin storage and collection for an apartment building.	**P1** Storage and collection of waste, recycling and FOGO bins for an apartment building must be provided in accordance with any relevant Council policy, must be convenient for residents and must not unreasonably impact amenity or traffic flow on the site, adjoining properties or the road, having regard to: (a) design and location to minimise noise, odour and visual impacts to any apartment, shared open space, other non-residential uses, or publicly accessible area; (b) separation from storage of any non-residential bins on the site; (c) separation from any existing footpath trading activity approved in accordance with the relevant Council policy; (d) the location, timing, duration and frequency of bin collection vehicle movements; (e) manoeuvring required by bin collection vehicles, including the amount of reversing and associated warning noise; (f) any noise mitigation measures between sensitive use on the site or an adjacent property, and waste collection activities; (g) potential conflicts with pedestrian, bicycle or vehicular traffic; and (h) whether the adjoining road is a pedestrian priority street.

GLE-S8.7.7 Access, Parking and Sustainable Transport

This sub-clause is in addition to the provisions of the Parking and Sustainable Transport Code – clause C2.5.2 Bicycle parking numbers and clause C2.6 Development Standards for Buildings and Works, and in substitution for clause C2.6.8 Siting of parking and turning areas (A2/P2).

<table>
<tr><td colspan="2">Objective:</td></tr>
<tr><td colspan="2">That access and parking:

(a) is designed and located to minimise its visual impact;

(b) does not undermine active frontages at ground level; and

(c) for residential use:

(i) is designed to ensure safe movement of vehicles and pedestrians for residential and non-residential uses on-site; and

(ii) provides for active transport options.</td></tr>
<tr><td>Acceptable Solutions</td><td>Performance Criteria</td></tr>
<tr><td>A1

Onsite car parking must not be:
(a) a multi-storey car park; or
(b) located adjacent to a ground-level frontage.</td><td>P1

Parking structures and access must be designed and located to ensure no parking area is a dominant visual element of the activity centre, the site on which it is developed, or the streetscape, having regard to:
(a) the character of the activity centre;
(b) avoiding expression of sloping ramps in the facade design;
(c) visual and acoustic screening; and
(d) whether the road is a pedestrian priority street.</td></tr>
<tr><td>A2

At least one secure, on-site bicycle parking space, or equivalent space for other personal mobility devices, must be provided for each apartment.</td><td>P2

On-site bicycle parking spaces, or equivalent spaces for other personal mobility devices, must be provided to meet the reasonable needs of residents, having regard to:</td></tr>
</table>

	(a) the number of apartments and likely demand for parking for bicycles or other personal mobility devices; and (b) the number of on-site car parking spaces provided for each apartment.
A3 Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located in a common area of the apartment building or its car parking area; and (c) if located within a car parking area, must be clearly marked.	**P3** Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must be provided in a safe, secure and convenient location, having regard to: (a) access to the site; (b) the characteristics of the site, including other uses on the site; (c) the location and visibility of proposed parking for bicycles or other personal mobility devices; and (d) the location of other parking areas on the site.
A4 For a site containing an apartment building, there must be no commercial vehicles entering the site.	**P4** For a site containing an apartment building, where commercial vehicles will also access the site, the crossover, driveway and parking areas must be designed to ensure: (a) safe movement of vehicles, bicycles, personal mobility devices and pedestrians; and (b) separate parking, loading and unloading areas for the commercial vehicles.

GLE-S8.7.8 Pedestrian movement

This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.

Objective:	
That development promotes pedestrian connectivity and movement through the public realm.	
Acceptable Solutions	**Performance Criteria**
A1 If a site, other than a corner site, has more than one frontage adjoining a pedestrian priority street, any substantial redevelopment must provide pedestrian thoroughfare through the site, with activation of the interface between the thoroughfare and uses on the site.	**P1** If a site, other than a corner site, has more than one frontage adjoining a pedestrian priority street, any substantial redevelopment must provide safe pedestrian thoroughfare through the site where feasible, having regard to: (a) any site constraints, such as existing buildings or the characteristics of the lot; (b) proximity to a road junction or existing pedestrian thoroughfare; (c) activation of the interface between any thoroughfare and uses on the site; (d) the findings of a site analysis and design response report; and (e) furthering the local area objectives at Clause GLE-S8.3.1.

GLE-S8.7.9 Signs

This sub-clause is in addition to the provisions of the Signs Code – Clause C1.6.1 Design and siting of signs, A1 and P1.

Objective:	
That frontage activation is not undermined by window signs.	
Acceptable Solutions	**Performance Criteria**
A1 Window signs adjoining pedestrian priority streets must not collectively occupy more than 25% of the window area.	**P1** A window sign adjoining pedestrian priority streets must not, individually or collectively, unreasonably impede frontage activation, having regard to:

	(a) the prominence of the window in the façade; (b) maintaining transparency between the building interior and publicly accessible areas; (c) the characteristics of the use; and (d) the local area objectives at Clause GLE-S8.3.1.

GLE-S8.7.10 Landscaping of publicly accessible areas

This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.

Objective:	
That landscaping: (a) enhances the amenity and cohesiveness of publicly accessible areas; (b) contributes to a network of green space; and (c) avoids potential negative impacts.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution for landscaping where a new, or a change to an existing, publicly accessible area is proposed.	**P1** Publicly accessible areas, including external car parks, must be appropriately landscaped in accordance with a landscaping plan, prepared by a suitably qualified landscaping designer, to enhance the natural values and amenity of the site, having regard to: (a) layout, materials and species selection to: (i) complement the design of nearby landscaping; (ii) minimise maintenance requirements; (iii) avoid potential public safety risks; (iv) avoid potential damage to public infrastructure and assets; (v) avoid negative impacts to any heritage

	place or adjoining heritage place; and (vi) exclude declared weeds; (b) opportunities for water sensitive urban design; (c) any relevant Council policy or strategy; and (d) the local area objectives at Clause GLE-S8.3.1.

GLE-S8.7.11 Provision of External Lighting

This sub-clause is in addition–to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.

Objective:	
That lighting enhances the amenity and safety of the activity centre.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution for lighting where a new, or a change to an existing, publicly accessible area is proposed, unless for security lighting.	**P1** Publicly accessible areas must be lighted to enhance safety and amenity, having regard to: (a) promoting a night-time economy; (b) utilising lighting for aesthetic effect; (c) illumination of public art, heritage places and landmark buildings; (d) illumination of the area beneath any awnings; (e) compliance with the relevant minimum lighting standard in accordance with any relevant Council policy; and (f) the recommendations of a lighting plan, prepared by a suitably qualified lighting designer.

GLE-S8.8 Development Standards for Subdivision

This sub-clause is not used in this specific area plan.

GLE-S8.9 Tables

Table GLES8.9.1 Shared open space for apartments

Number of apartments	**Minimum area of shared open space**
1-9	Nil
10-19	120 m^2 plus 4 m^2 per apartment, after the first 10 apartments
20 or more	160 m^2 plus 6 m^2 per apartment, after the first 20 apartments

Annexure 4 – Livable Housing Design Guidelines added to GLE-Applied, Adopted or Incorporated Documents - PLAM-22/10

Livable
Housing Design

Livable Housing Design **Guidelines**

Fourth Edition

About Livable Housing Australia

Livable Housing Australia (LHA) is a partnership between community and consumer groups, government and industry.

LHA champions the mainstream adoption of livable housing design principles in all new homes built in Australia.

LHA arose from the Kirribilli Dialogue on Universal Housing Design, which established nationally agreed guidelines on designing and building livable homes.

LHA is responsible for the ongoing development, dissemination and revision of Australia's Livable Housing Design Guidelines.

Livable
Housing Australia

Livable Housing Australia
c/- 52 Parramatta Road, Forest Lodge NSW 2037. Ph (02) 9296 6662
Livable Housing Australia, 4th Edition, (2017), Livable Housing Design Guidelines.

Table of Contents

Foreword

The design of the Australian family home is set for a makeover.

Our homes have transformed significantly over the years. Today's houses are greener, more efficient and safer.

The next step is to design them to be more versatile, to better meet the changing needs of occupants over their lifetimes.

Livable Housing Australia, which represents a unique partnership between community, business groups and government, is helping make homes easier to access, navigate and live in, as well more cost-effective to adapt when life's circumstances change.

LHA has produced practical, common sense guidelines to livability. The design features embraced by the guidelines are inexpensive to incorporate into home design, and will deliver huge dividends to future generations of Australians.

Our Silver, Gold and Platinum ratings represent a trusted quality mark – a seal of approval that attests to enhanced livability.

LHA's goal is simple: we champion the adoption by 2020 of a Silver rating for all new homes.

It's makes smart sense to commit to livability features when a home is first designed and built rather than wait for an unplanned need to arise. In fact, international research shows that it's 22 times more efficient to design for adaptability up front.

Livability works for pregnant mums, young families with kids and people with sporting or traumatic injuries, as well as seniors, Australians with disability and their families.

Livability is an investment that makes both economic and social sense. It also offers peace of mind.

On behalf of Livable Housing Australia, I encourage you to help transform the Australian dream home by adopting and implementing these Livable Housing Design Guidelines.

Sophie Pickett-Heaps
Chair
Livable Housing Australia

Livable Housing Australia:

Championing safer, more comfortable and easier to access homes for everybody, everyday, at all stages of life.

Introduction

What is Livable Housing Design?

A livable home is designed and built to meet the changing needs of occupants across their lifetime.

Livable homes include key easy living features that make them easier and safer to use for all occupants including: people with disability, ageing Australians, people with temporary injuries, and families with young children.

A livable home is designed to:

- be easy to enter
- be easy to navigate in and around
- be capable of easy and cost-effective adaptation, and
- be responsive to the changing needs of home occupants.

Livable homes enhance the quality of life of all occupants at all stages of their life.

What are the benefits of a livable designed home?

All Australians benefit from homes designed with comfort, safety and ease of access as core design features. These features make the home easier for parents to manoeuvre prams, easier to carry the shopping into the house, easier for people with disability or temporary injury to get around and easier to move furniture.

These same features enable key living spaces to be more easily and cost effectively adapted to meet the changing needs and abilities of home occupants such as ageing baby boomers and people who have or acquire disability.

A livable designed home benefits:

Families with young children by making it easier to manoeuvre prams and strollers and removing trip hazards for toddlers.

People who sustain a temporary injury that limits their mobility (for example as a result of sporting or work-related injury or motor vehicle accident).

Ageing baby boomers who are looking to move or renovate their existing homes to better accommodate future needs.

People with disability and their families enabling them better choice of housing and the opportunity to visit the homes of friends and relatives.

Is there a market?

Mainstream adoption of key livability features into new housing makes sense for several reasons:

Baby Boomers

- The significant ageing baby boomer demographic represents a growing market for age-friendly, livable designed housing.

- The number of Australians with disability will inevitably rise as the population grows and ages.

1 in 5

- One in five (close to 4 million) Australians currently have a disability of some type - about 320,000 are children.

60%

- Research indicates a 60 percent chance that a house will be occupied by a person with a disability at some point over its life[1]. This person is likely to be someone you know – a parent, child, sibling or friend.

62%

- The family home accounts for 62 percent of all falls and slip-based injuries and costs the Australian population $1.8 billion in public health costs[2].

22 x

- The cost to the homeowner of including key livable housing design features (in this case the silver level) is 22 times more efficient than retrofitting when an unplanned need arises[3].

A national survey has shown that the majority of recent home buyers, builders and renovators, and people aged 60 plus believe that livable housing design features make a home safer and more functional for all[4].

[1] Smith, S., Rayer, S., & Smith, E. (2008) Ageing & disability: Implications for the housing industry and housing policy in the United States. Journal of the American Planning Association, 74:3, 289 – 306.
[2] Monash University Accident Research Centre. (2008) The relationship between slips, trips and falls and the design and construction of buildings. (Funded by the Australian Building Codes Board).
[3] New Zealand Ministry of Social Development. (2009) Economic effects of utilising Lifemark at a National level.
[4] Australian Housing and Urban Research Institute. (2010) Dwelling, Land and Neighbourhood Use by Older Home Owners, p.282.

Intended audience for the Livable Housing Design Guidelines

The Livable Housing Design (LHD) Guidelines assist the residential building, property industry and governments better understand how to incorporate easy living features into new housing design and construction.

How to read this document

The LHD Guidelines provide useful information for consumers seeking to introduce livable design features into a new home and could be readily applied within an existing home during renovation or refurbishment.

The Guidelines describe 15 livable design elements. Each element provides guidance on what performance is expected to achieve either silver, gold or platinum level accreditation. Elements 1–7 cover the core elements of the basic silver level accreditation.

Structure of the LHD Guidelines

Three levels of performance are detailed in the LHD Guidelines. These voluntary performance levels can be applied to all new dwellings.

It is noted that common areas for Class 1b, 2, and 3 buildings are covered by the Disability (Access to Premises - Buildings) Standards 2010 and the National Construction Code (NCC), Building Code of Australia (BCA) Volumes 1 and 2 which take precedence over the LHD Guidelines.

Note: LHA Design Guidelines apply to at least one toilet, bathroom. Where there is more than one bathroom or toilet in a dwelling, the LHA Guidelines should apply to the ground floor (entry) facilities. In the case LHA gold or platinum requirements for kitchens, laundry and bedroom then the design guidelines apply to at least one of these areas of a dwelling.

These guidelines have been developed as a set of voluntary inclusions that can be incorporated into a new or existing home or apartment. On this basis, the Guidelines use the term "should" rather than "shall" to acknowledge that none of the requirements are mandatory, unless the Guidelines are referenced by a state, territory or local government authority or regulation in which case the relevant requirements specified by an Authority shall then be mandatory. If the Guidelines are being relied upon for a regulatory purpose, for example a development application, then advice should be sought from the relevant regulatory authority as to which of the requirements are mandatory. If the Guidelines are to be used as a benchmark for Silver, Gold or Platinum level Certification, then all of the requirements detailed in the Guidelines must be met."

Performance levels

The levels of performance range from basic requirements through to best practice in livable home design. The levels are as follows:

Silver Level

Seven core livable housing design elements

Focuses on the key structural and spatial elements that are critical to ensure future flexibility and adaptability of the home. Incorporating these features will avoid more costly home modification if required at a later date.

Gold Level

Enhanced requirements for most of the core livable housing design elements plus additional elements.

The gold level provides for more generous dimensions for most of the core livable housing design elements and introduces additional elements in areas such as the kitchen and bedroom.

Platinum Level

Some further enhanced requirements for the core livable housing design elements plus all remaining elements.

All 15 elements are featured in the platinum level. This level describes design elements that would better accommodate ageing in place and people with higher mobility needs. This level requires more generous dimensions for most of the core livable design elements and introduces additional elements for features such as the living room and flooring.

Introducing the seven core design elements:

LHA is committed to championing the adoption of the silver level design elements into all new dwellings.

LHA acknowledges that the core design elements do not necessarily accommodate the needs and abilities of all home occupants. However, they are considered to be of most widespread benefit and use in the majority of circumstances.

Importantly, by including the core livable housing design elements, home occupants are provided with the opportunity to reduce or avoid costs associated with retrofitting a home to improve access in future, should it be required.

The seven core design features elements in the silver level they are:

1. A safe continuous and step free path of travel from the street entrance and / or parking area to a dwelling entrance that is level.
2. At least one, level (step-free) entrance into the dwelling.
3. Internal doors and corridors that facilitate comfortable and unimpeded movement between spaces.
4. A toilet on the ground (or entry) level that provides easy access.
5. A bathroom that contains a hobless shower recess.
6. Reinforced walls around the toilet, shower and bath to support the safe installation of grabrails at a later date.
7. Stairways are designed to reduce the likelihood of injury and also enable future adaptation.

The relationship between the **Livable Housing Design Guidelines** and the **National Construction Code (NCC), Building Code of Australia (BCA) Volume 1 and 2**

The National Construction Code (NCC) sets out the legal construction requirements for all new building work in Australia. It includes performance requirements that must be achieved for each aspect of building construction.

In designing a home that incorporates the design elements of the LHD Guidelines it is important to ensure that all building work also complies with the relevant NCC, inclusive of BCA Volume 1 and 2, requirements where they apply, particularly for:

- fire safety
- water proofing of wet areas (internal)
- weather proofing (external)
- termite protection
- window location and size
- floor surfaces in wet areas and on stairs.
- stairways

Application

The elements described in the LHD Guidelines are applicable to the following classes of buildings as specified in the NCC.

Class 1 – one or more buildings, which in association constitute:

Class 1a – a single dwelling being:

- **i.** a detached house; or
- **ii.** one of a group of two or more attached dwellings, each being a building, separated by a fire-resisting wall, including a row house, terrace house, town house or villa unit; or

Class 1b:

- **i.** a boarding house, guest house, hostel or the like; with
  a total area of all floors not exceeding 300 m^2 measured over the enclosing walls of the Class 1b building; and
  in which not more than 12 persons would ordinarily be resident, which is not located above or below another dwelling or another Class of building other than a private garage;
- **ii.** 4 or more single dwellings located on one allotment and used for short-term holiday accommodation.

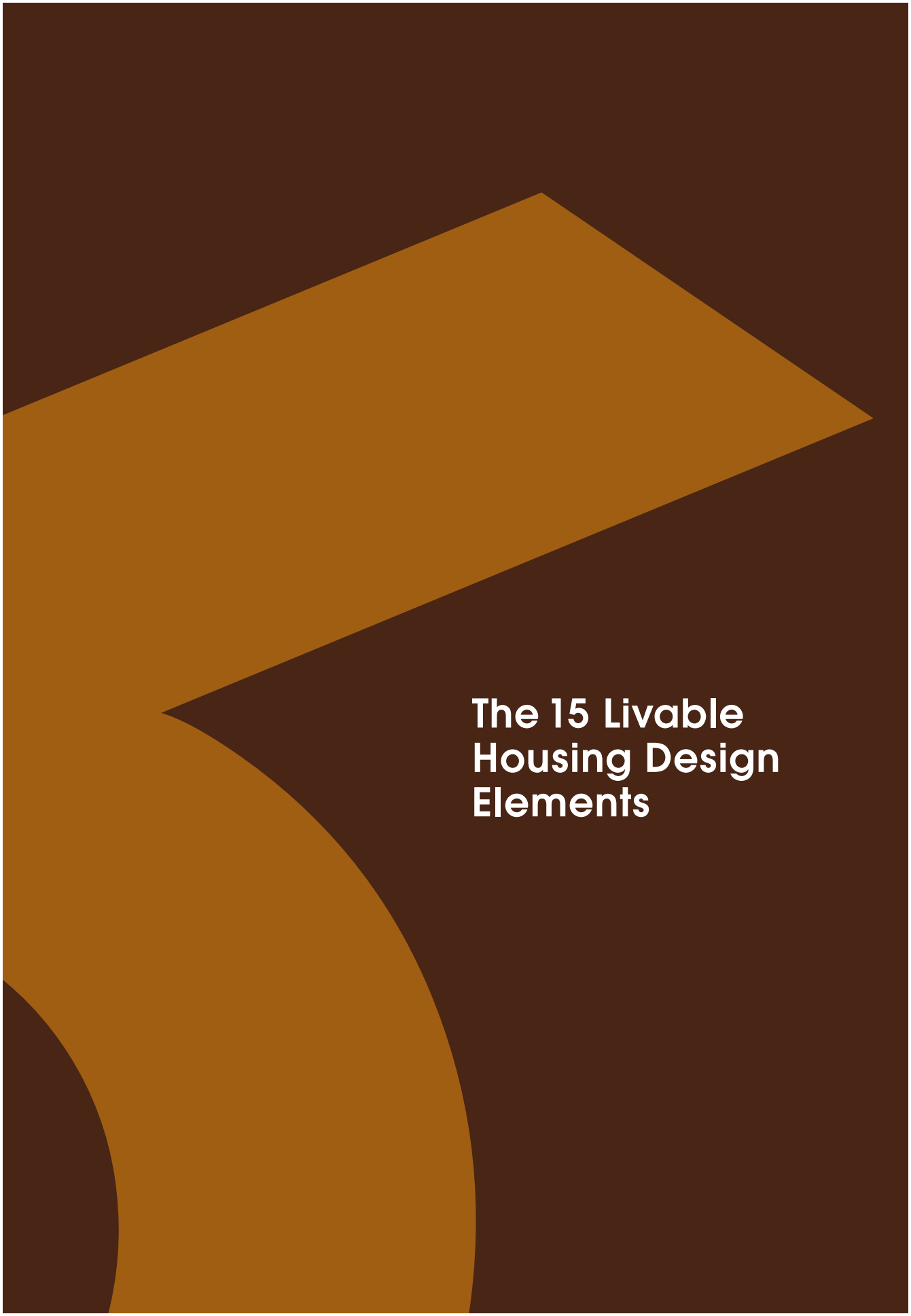
Class 2 – a building containing 2 or more sole-occupancy units, each being a separate dwelling.

Class 3 - a residential building, other than a building of Class 1 or 2, which is a common place of long term or transient living for a number of unrelated persons, including -

- a. a boarding house, guest house, hostel, lodging house or backpackers accommodation; or
- b. a residential part of a hotel or motel; or
- c. a residential part of a school; or
- d. accommodation for the aged, children or people with disabilities; or
- e. a residential part of a health-care building which accommodates members of staff; or
- f. a residential part of a detention centre.

Class 4 – a dwelling in a building that is a Class 5, 6, 7, 8 or 9 if it is the only dwelling in the building.

Note: The design elements described in these Guidelines should only be applied to the parts of the building classes not covered by the Disability Standards and NCC (BCA Vol 1 and 2).


The 15 Livable
Housing Design
Elements

1 Dwelling access

Performance Statement

There is a safe, continuous, step-free pathway from the street entrance and/or parking area to a dwelling entrance that is level.

Silver Level

a. Provide a safe, continuous step-free pathway from the front boundary of the property to an entry door to the dwelling.

This provision does not apply where the average slope of the ground where the path would feature is steeper than 1:14.

b. The path of travel referred to in (a) should have a minimum clear width of 1000mm and have:

- **i.** no steps;
- **ii.** an even, firm, slip resistant surface;
- **iii.** a crossfall of not more than 1:40;
- **iv.** a maximum pathway slope of 1:14

  Where ramps are required they should have landings provided at no greater than 9m for a 1:14 ramp and no greater than 15m for ramps steeper than 1:20. Landings should be no less than 1200mm in length.

c. The path of travel referred to in (a) may be provided via an associated car parking space for the dwelling. Where a car parking space is relied upon as the safe and continuous pathway to the dwelling entrance, the space should incorporate:

- **i.** minimum dimensions of at least 3200mm (width) x 5400mm (length);
- **ii.** an even, firm and slip resistant surface; and
- **iii.** a level surface (1:40 maximum gradient, 1:33 maximum gradient for bitumen).

d. A step ramp may be incorporated at an entrance doorway where there is a change in height of 190mm or less. The step ramp should provide:

- **i.** a maximum gradient of 1:10
- **ii.** a minimum clear width of 1000mm (please note: width should reflect the pathway width)
- **iii.** a maximum length of 1900mm

e. Where a ramp is part of the pathway, level landings no less than 1200mm in length, exclusive of the swing of the door or gate than opens onto them, must be provided at the head and foot of the ramp.

Note: The width of the landing will be determined by the adjoining pathway. If the landing directly adjoins the doorway please refer to Element 2 for dimensional requirements.

Gold Level

As for silver level except:

- **i.** replace in (b) the minimum clear pathway width of 1000mm with 1100mm, and
- **ii.** insert in (c) the following additional features:
  - **a.** a vertical clearance over the parking space of at least 2500mm; and
  - **b.** a covered parking space to ensure protection from the weather.

Platinum Level

As for gold level except.

- **i.** replace in (b) the minimum clear pathway width of 1100mm with 1200mm, and
- **ii.** replace in (c) the minimum dimensions of at least 3800mm (width) x 6000mm (length)

1 Dwelling access

Performance Statement

There is a safe, continuous, step-free pathway from the street entrance and/or parking area to a dwelling entrance that is level.


Photo courtesy of Landcom 1


Photo courtesy of Lendlease 2


Photo courtesy of Landcom 3

1. Continuous step-free path of travel to a side entrance
2. Easy access from the front pathway and driveway
3. Continuous step-free pathway with varied surface finishes
4. Achieving access on a sloping block

Direct entry from a parking space to a level entry (not necessarily the front entrance) is essential. A level path from the street further improves access.

Photo courtesy of Landcom

4

Performance Statement
There is a safe, continuous, step-free pathway from the street entrance and/or parking area to a dwelling entrance that is level.

A generous car space makes it easier to move around a vehicle when the doors are fully open.

Performance Statement
Where the parking space is part of the dwelling access it should allow a person to open their car doors fully and easily move around the vehicle.

2 Dwelling entrance

Performance Statement

There is at least one level (step-free) entrance into the dwelling to enable home occupants to easily enter and exit the dwelling.

Silver Level

a. The dwelling should provide an entrance door with -

- **i.** a minimum clear opening width of 820mm (see Figure 2(a));
- **ii.** a level (step-free) transition and threshold (maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or beveled); and
- **iii.** reasonable shelter from the weather.

b. A level landing area of at least 1200mm x 1200mm should be provided at the level (step free) entrance door. A level landing area at the entrance door should be provided on the arrival side of the door (i.e. the external side of the door) to allow a person to safely stand and then open the door.

c. Where the threshold at the entrance exceeds 5mm and is less than 56mm, a ramped threshold may be provided (see Figure 1(b)).

d. The level (step-free) entrance should be connected to the safe and continuous pathway as specified in Element 1.

Note **The entrance must incorporate waterproofing and termite management requirements as specified in the NCC.**

Gold Level

As for silver level except replace:

- (b) with a level landing area of at least 1350mm x 1350mm, and
- (a) (i) with minimum clear door opening width of 850mm (see Figure 2(b)).

Platinum Level

As for silver level except replace:

- (b) with a level landing area of at least 1500mm x 1500mm, and
- (a) (i) with a minimum clear door opening width of 900mm (see Figure 2(c)).

A level entrance makes entering and exiting the home safer and easier.

Photo courtesy of Lendlease

Performance Statement
There is at least one level (step-free) entrance into the dwelling to enable home occupants to easily enter and exit the dwelling.

2 Dwelling entrance

Performance Statement

There is at least one level (step-free) entrance into the dwelling to enable home occupants to easily enter and exit the dwelling.

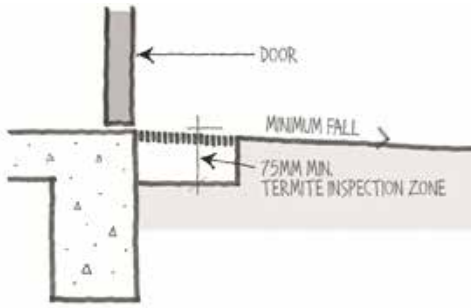


Figure 1(a) Threshold treatment: incorporates grated drain along threshold to achieve minimum termite inspection zone and weather protection.

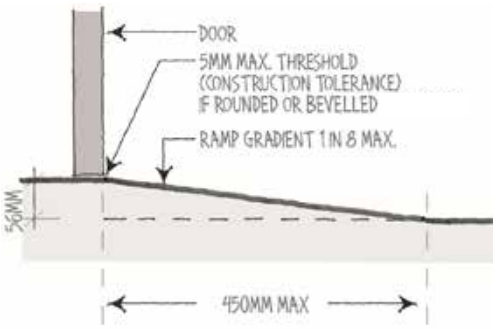


Figure 1(b) Weather protection: 1 in 8 max. ramp at threshold

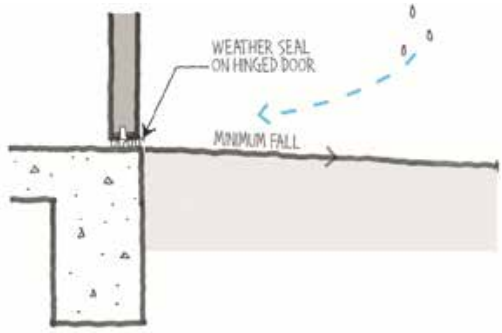


Figure 1(c) Weather protection: weather seal on hinged door.

Design considerations at level entries

1. Termite prevention:

The limiting of thresholds at doorways (to say 50mm) prevents achieving adequate inspection zones (min 75mm) and termite barriers across these thresholds. This commonly demands that porch slabs be integrated with the general floor slab of the house so that termite barriers and inspection zones can be continued around the perimeter of the porch.

This inspection zone might be achieved by other methods such as within the depth of a grated drain along the threshold.

2. Weather protection and thresholds:

Weather protection is traditionally aided by stepped thresholds. Level access requires consideration of alternative solutions to maintain adequate protection from the wet weather. Standard threshold ramps, as detailed in 1(b) above, allow weatherproofing thresholds of up to approx. 50mm. This can be combined with gently sloping porches to limit the possibility of water entering the dwelling.

Appropriately sized grated drains and generous cover at entries should also be provided to limit the quantity of water in the area adjoining the door.

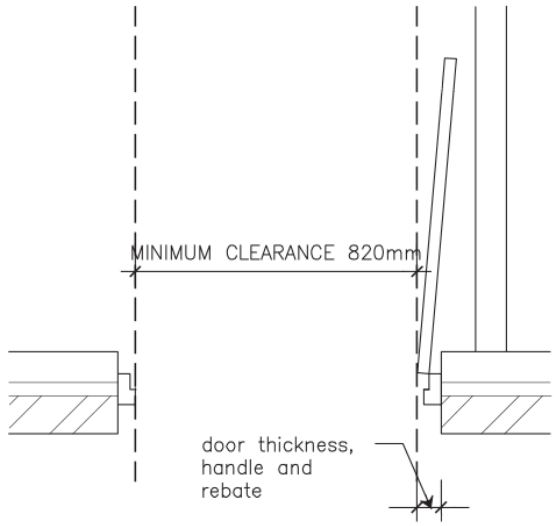


Figure 2(a) Silver level clear door opening

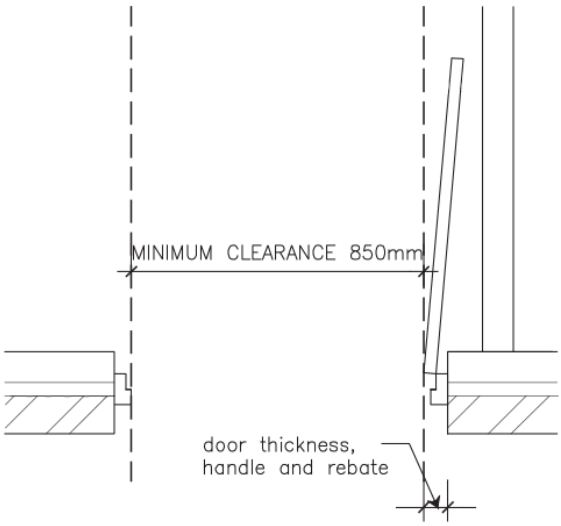


Figure 2(b) Gold level clear door opening

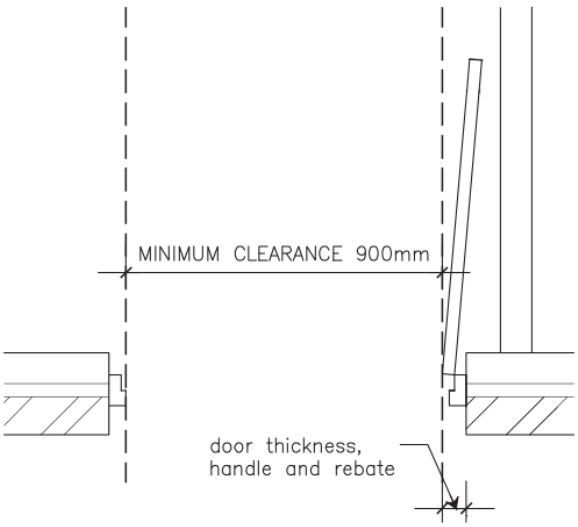


Figure 2(c) Platinum level clear door opening

3 Internal doors & corridors

Performance Statement

Internal doors and corridors facilitate comfortable and unimpeded movement between spaces.

Silver Level

a. Doorways to rooms on the entry level used for living, dining, bedroom, bathroom, kitchen, laundry and sanitary compartment purposes should provide:

- **i.** a minimum clear opening width of 820mm (see Figure 2(a)); and
- **ii.** a level transition and threshold (maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or beveled).

b. Internal corridors/passageways to the doorways referred to in (a) should provide a minimum clear width of 1000mm.

* Corridor widths should be measured as described in Clause 6.3 of AS 1428.1 – 2009

Gold Level

As for the silver level except replace:

- (a)/(i) with a minimum clear opening width of 850mm (see Figure 2(b)), and
- (b) with a minimum corridor/passageway width of 1200mm.

Platinum Level

As for the silver level except replace:

- (a)/(i) with a minimum clear opening width of 900mm (see Figure 2(c)), and
- (b) with a minimum corridor/passageway width of 1200mm.

Slightly wider doors and corridors make it easier to manoeuvre strollers and prams, move furniture and carry in groceries. It's also easier for people with mobility issues.

Performance Statement
Internal doors and corridors facilitate comfortable and unimpeded movement between spaces.

4 Toilet

Performance Statement

The ground (or entry) level has a toilet to support easy access for home occupants and visitors.

Silver Level

a. Dwellings should have a toilet on the ground (or entry) level that provides:

- **i.** a minimum clear width of 900mm between the walls of the bathroom if located in a separate room; and
- **ii.** a minimum 1200mm clear circulation space forward of the toilet pan exclusive of the swing of the door in accordance with Figure 3(a).
- **iii.** The toilet pan should be located in the corner of the room (if the toilet is located in a combined toilet / bathroom) to enable installation of grabrails at a future date.Reinforcement guidelines for walls in bathrooms and toilets are found in element 6.

Gold Level

As for silver level except replace (a)/(i) with a minimum clear width of 1200mm between the walls of the bathroom if located in a separate room, or between amenities if located in a combined bathroom.

Platinum Level

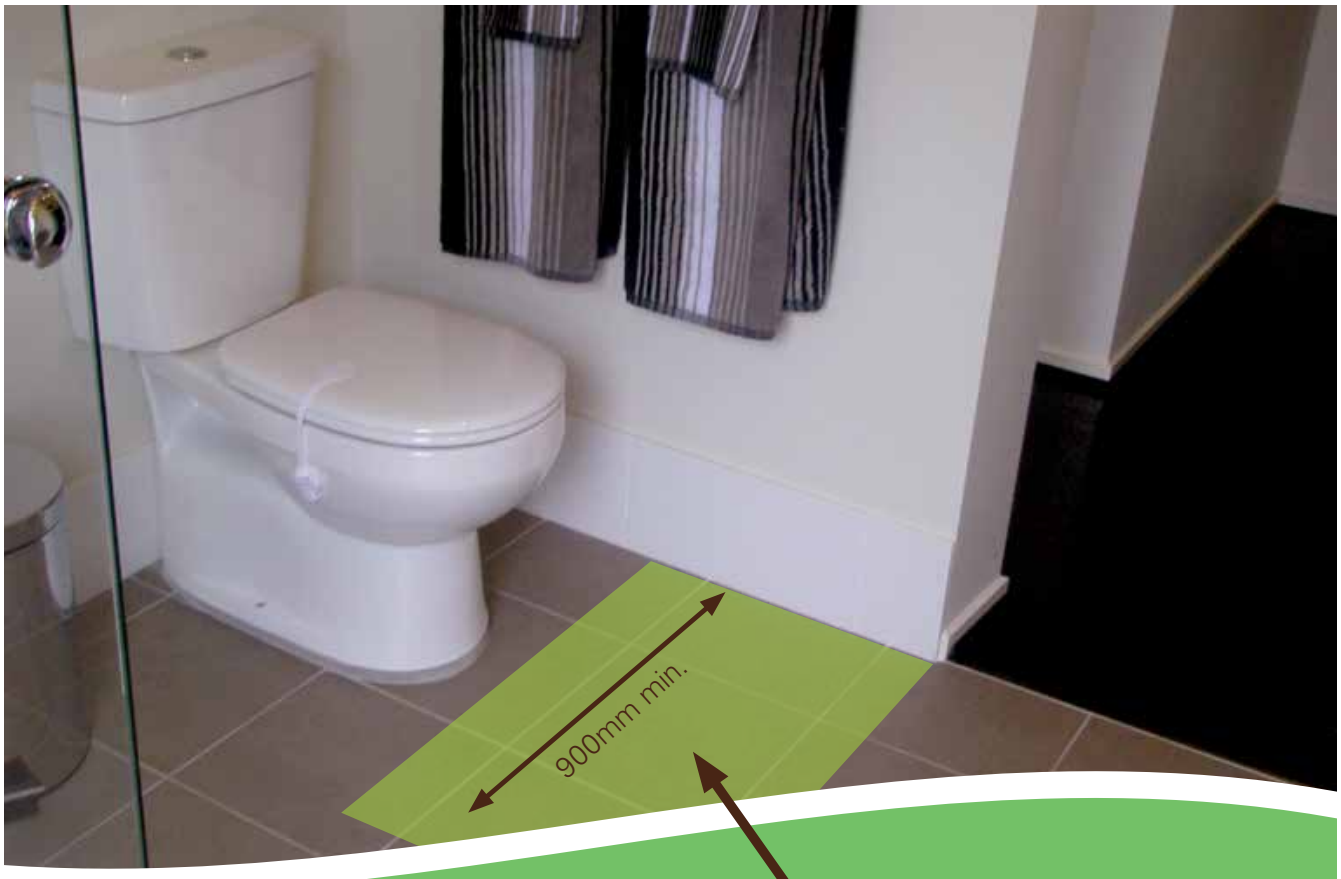
As for the gold level with the following features added to (a) as detailed in Figure 4:

- **iv.** a toilet seat positioned between 450mm – 460mm from the nearest wall as measured from the centre line of the toilet;
- **v.** 600mm minimum clearance forward of the cistern measured from the front of the cistern to the front of the toilet seat. 800mm (+/-10mm) clearance is required if the cistern is recessed; and
- **vi.** a height for the seat of between 460mm-480mm above the finished floor level.

Note: Compliance with the platinum level does not equate to compliance with AS 1428.1 2009 for accessible sanitary facilities.

Clear space in front of the toilet is key as it ensures easier access for children, older people and people with mobility difficulties.

The IFO6861 toilet suite by Enware with the cistern design that forms an integrated backrest meets the intent of the Platinum Level requirements for toilets outlined in the Livable Housing Design Guidelines despite the clearance from the front of the pan to the front of the cistern being less than 600mm as long as the front of the pan is set out to be at least 800mm from the back wall."



Performance Statement
The ground (or entry) level has a toilet to support easy access for home occupants and visitors.

4 Toilet

Performance Statement

The ground (or entry) level has a toilet to support easy access for home occupants and visitors.

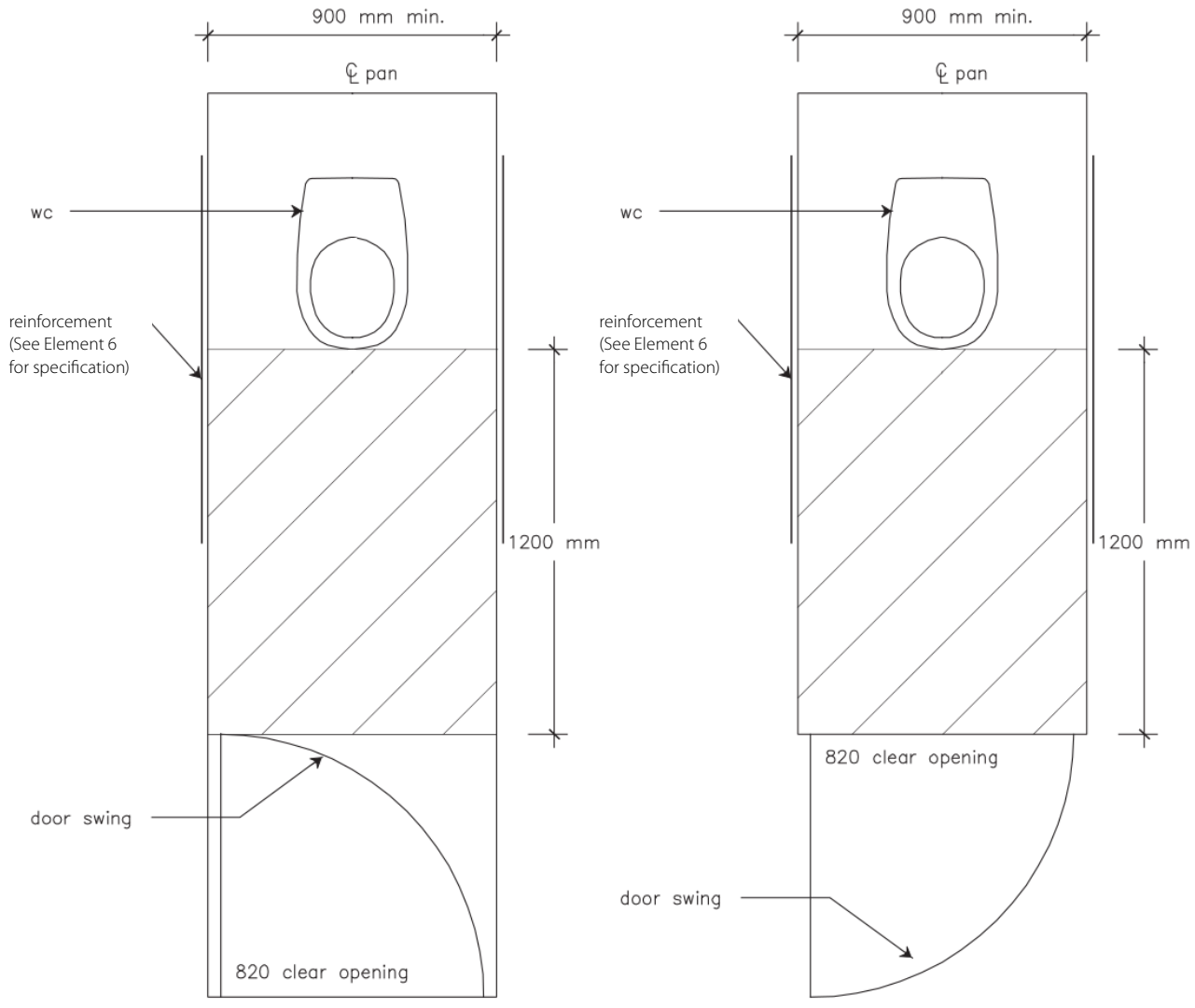


Figure 3(a) Silver level ground (or entry) level toilet layout and space requirements in a separate room.

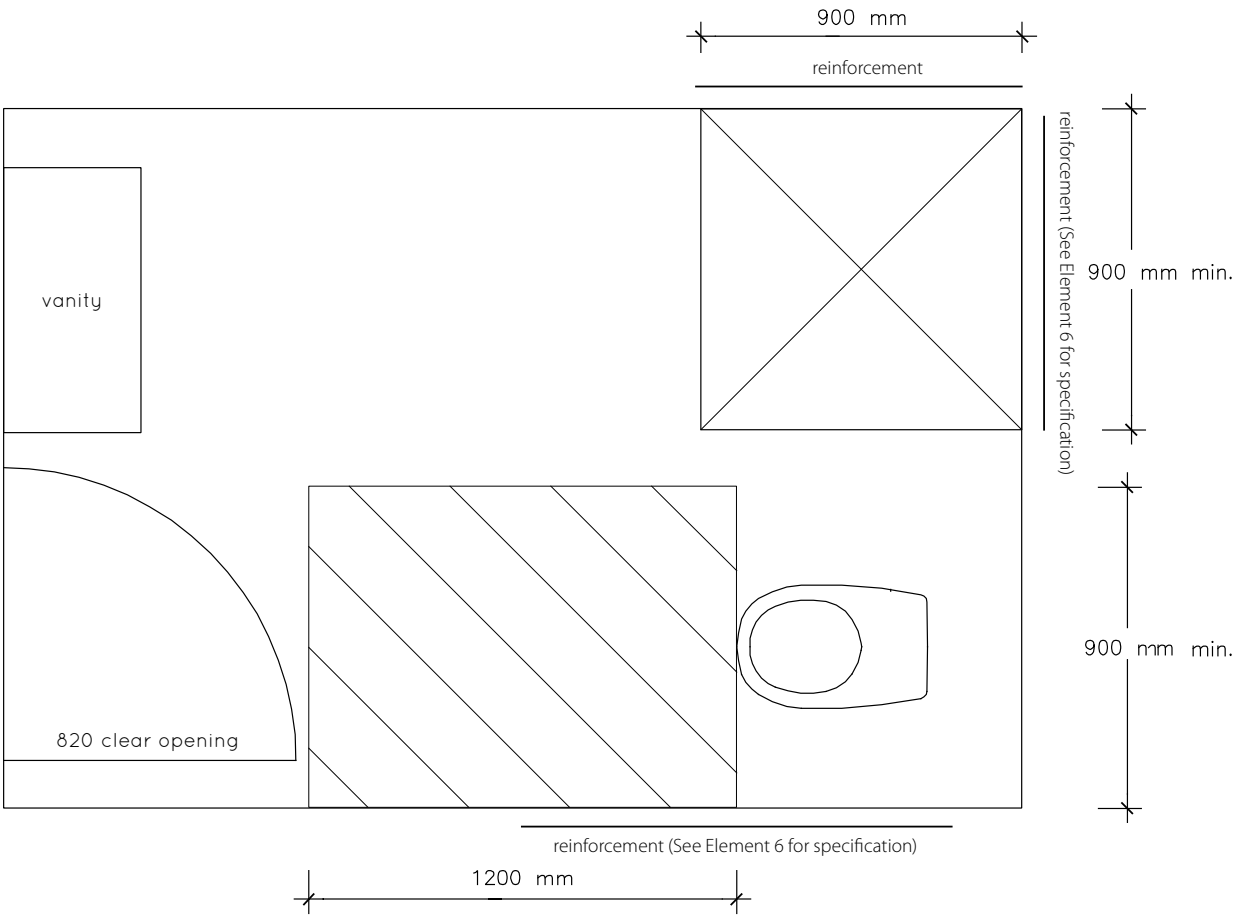


Figure 3(b) Silver level ground (or entry) level toilet layout and space requirements in a combined bathroom.

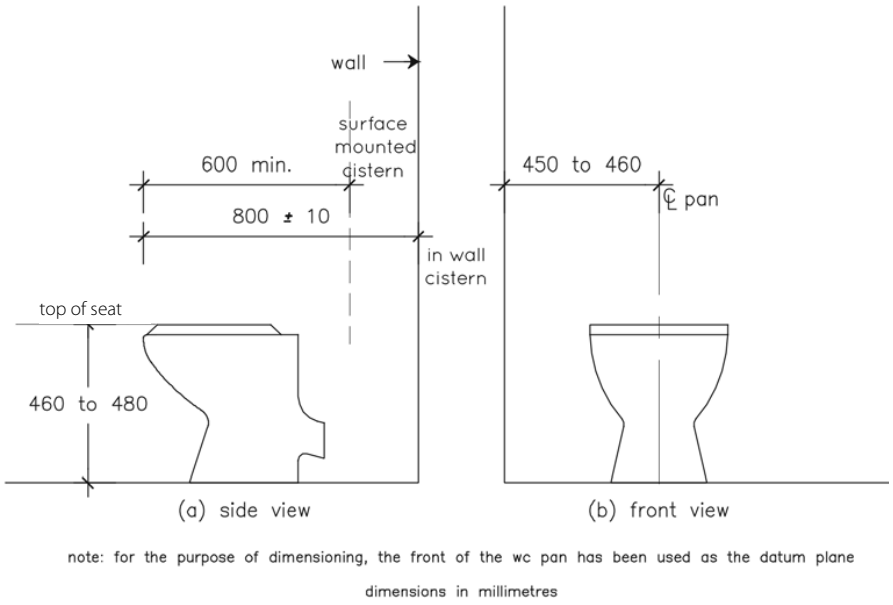


Figure 4 Platinum level toilet seat clearances

5 Shower

Performance Statement

The bathroom and shower is designed for easy and independent access for all home occupants.

Silver Level

a. One bathroom should feature a slip resistant, hobless shower recess. Shower screens are permitted provided they can be easily removed at a later date.

b. The shower recess should be located in the corner of the room to enable the installation of grabrails at a future date.

For hobless specification please see Australian Standard AS3740-3.6. Reinforcement guidelines for walls in bathrooms and toilets are found in element 6.

Gold Level

As for silver level except:

c. The hobless shower recess described in (a) should:

- **i.** be located in a bathroom on the ground (or entry) level;
- **ii.** provide minimum dimensions of 900mm (width) x 900mm (length); and
- **iii.** provide a clear space of at least 1200mm (width) x 1200mm (length) forward of the shower recess entry as detailed in Figure 5(a).

Platinum Level

As for gold level except:

- **i.** replace (c)/(ii) with dimensions of at least 1160mm (width) x 1100mm (length). A level transition and threshold (maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or bevelled); and
- **ii.** replace (c)/(iii) with dimensions of at least 1600mm(width) x 1400mm (length) forward of the shower recess as detailed in Figure 5(b).

Hobless, shower recesses reduce the risk of slips and falls and make access easier and safer for home occupants.

Photo courtesy of Supplier

Performance Statement
The bathroom and shower is designed for easy and independent access for all home occupants.

Floors in shower recesses need to be graded properly so that screens can be removed if required and water will still drain effectively.

5 Shower

Performance Statement

The bathroom and shower is designed for easy and independent access for all home occupants.

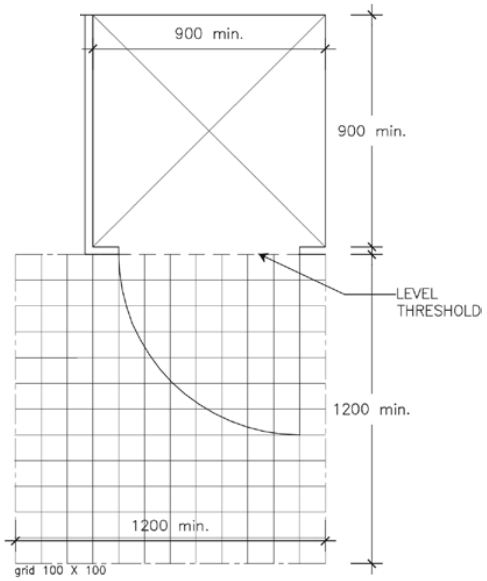


Figure 5(a) Gold level circulation space requirements for shower recess

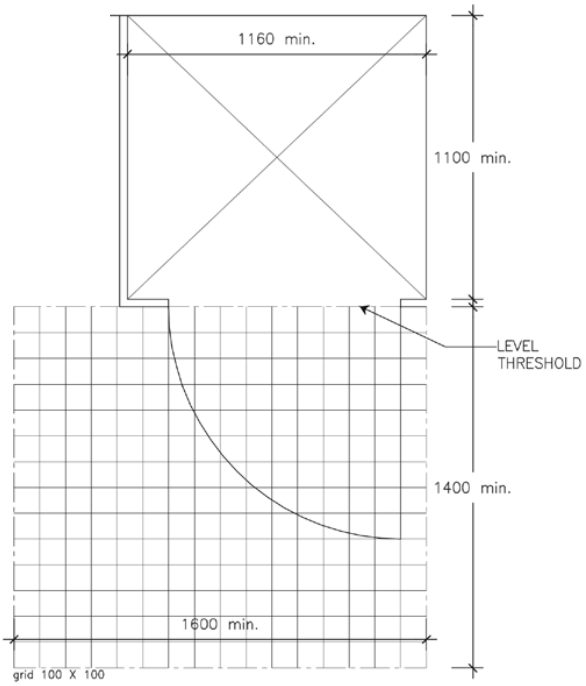


Figure 5(b) Platinum level circulation space requirements for shower recess

6 Reinforcement of bathroom & toilet walls

Performance Statement

The bathroom and toilet walls are built to enable grabrails to be safely and economically installed.

Silver Level

a. Except for walls constructed of solid masonry or concrete, the walls around the shower, bath (if provided) and toilet should be reinforced to provide a fixing surface for the safe installation of grabrails.

b. The walls around the toilet are to be reinforced by installing:

- **i.** noggings with a thickness of at least 25mm in accordance with Figure 6(a); or
- **ii.** sheeting with a thickness of at least 12mm in accordance with Figure 6(b).

c. The walls around the bath are to be reinforced by installing:

- **i.** noggings with a thickness of at least 25mm in accordance with Figure 7(a); or
- **ii.** sheeting with a thickness of at least 12mm in accordance with Figure 7(b).

d. The walls around the hobless shower recess are to be reinforced by installing:

- **i.** noggings with a thickness of at least 25mm in accordance with Figure 8(a); or
- **ii.** sheeting with a thickness of at least 12mm in accordance with Figure 8(b).

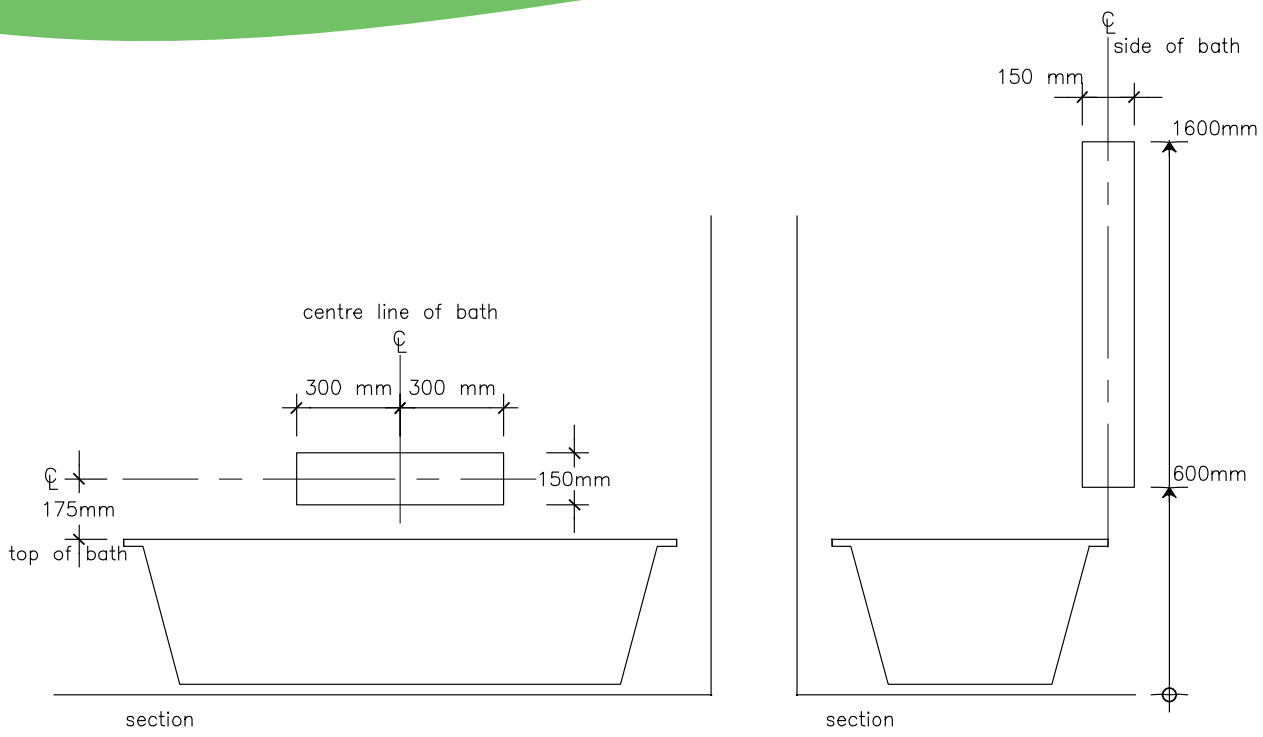


Figure 7(a) Bath – Location of reinforcement

Gold Level

Silver level requirements apply.

Platinum Level

Silver level requirements apply.

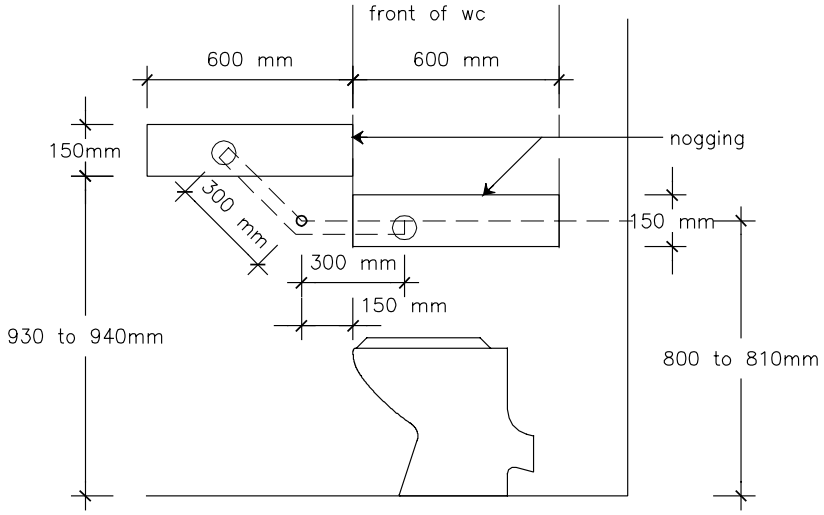


Figure 6(a) Toilet – Location of reinforcement

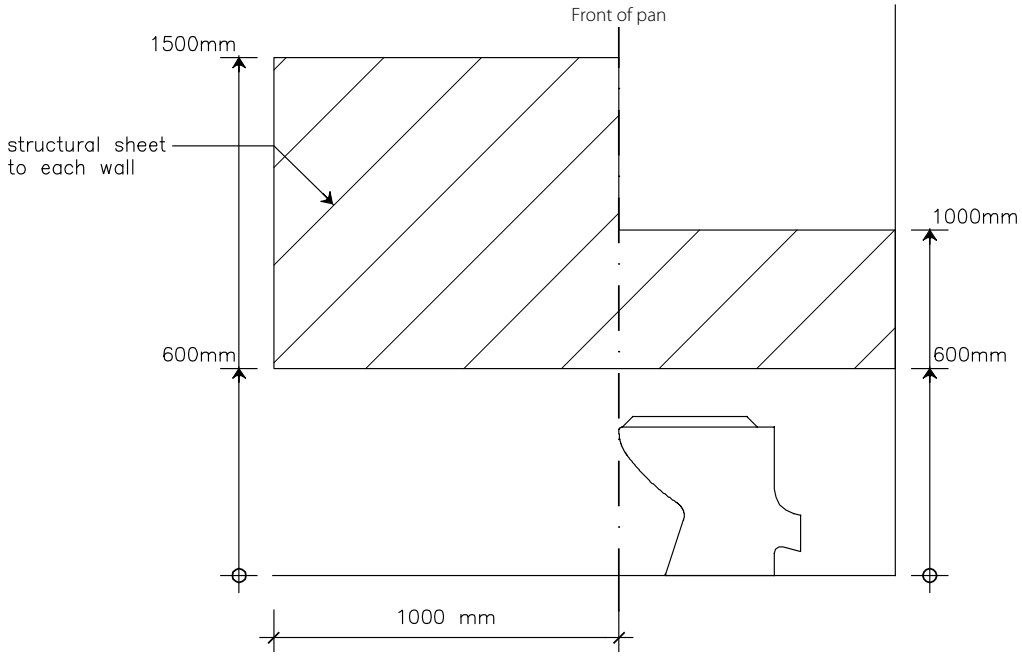
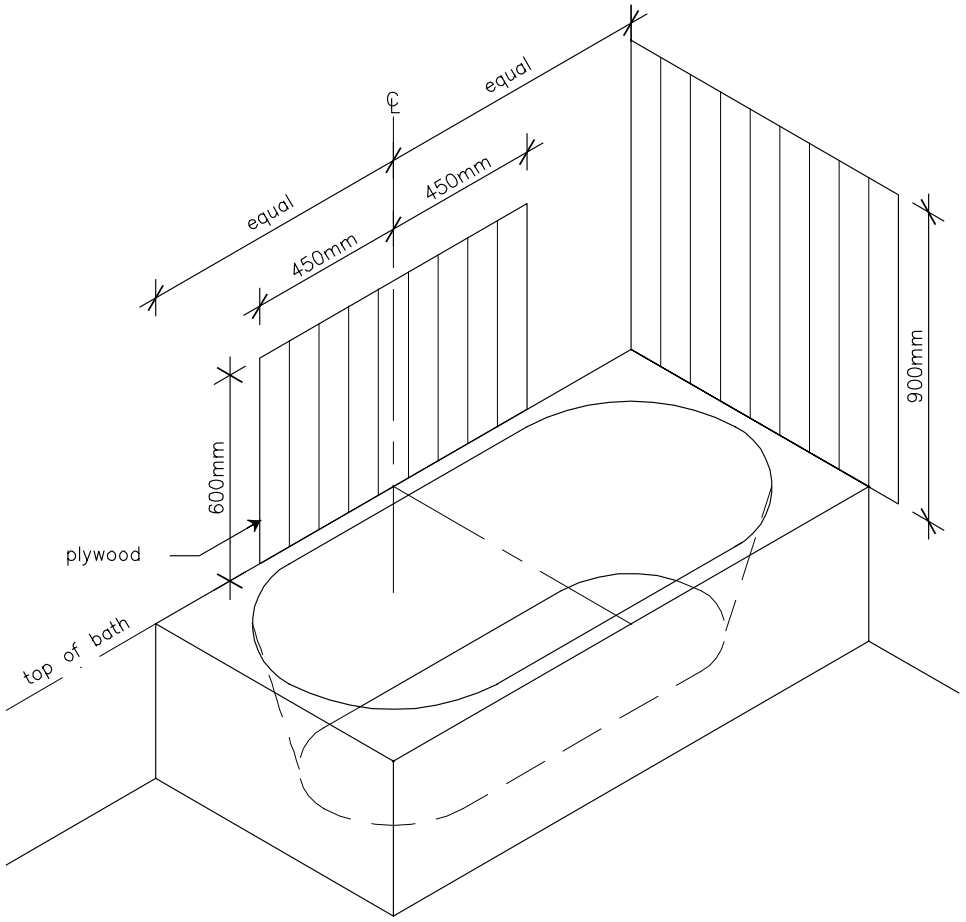


Figure 6(b) Toilet – Location of sheeting

Performance Statement
The bathroom and toilet walls are built to enable grabrails to be safely and economically installed.



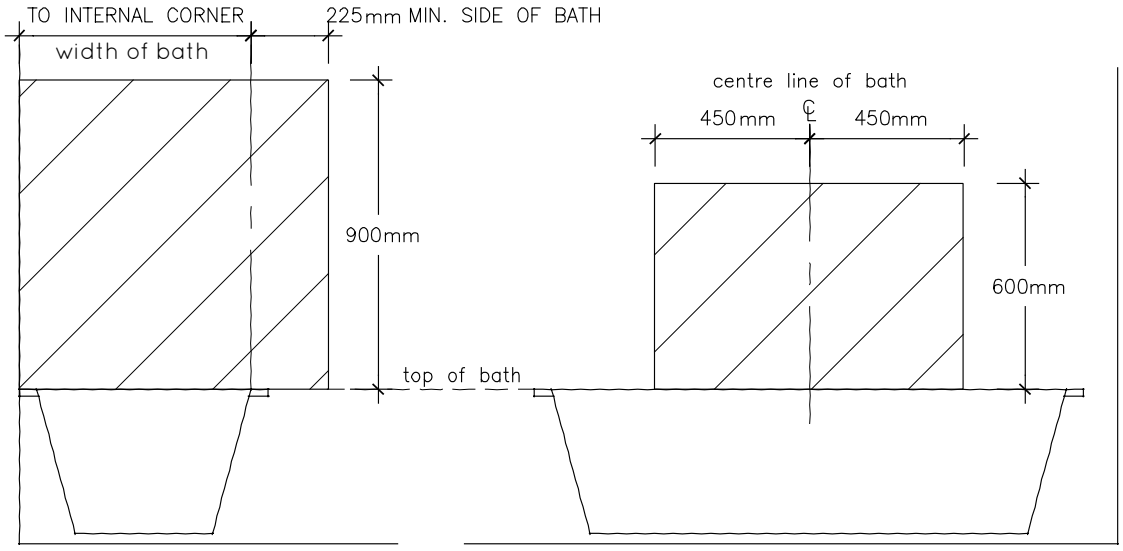


Figure 7(b) Bath – Location of sheeting

6 Reinforcement of bathroom & toilet walls

Performance Statement

The bathroom and toilet walls are built to enable grabrails to be safely and economically installed.

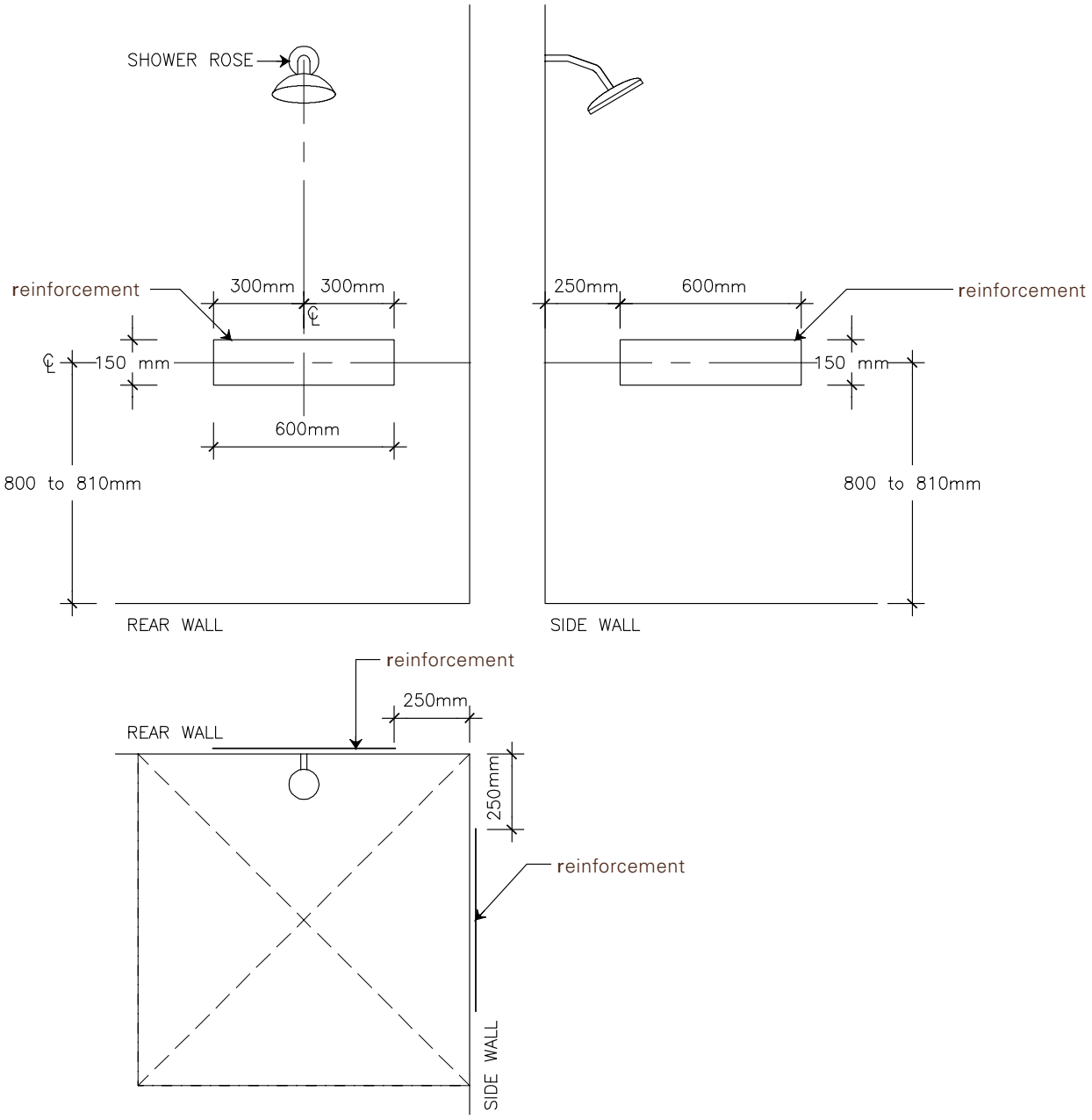


Figure 8(a) Shower recess – Location of reinforcement

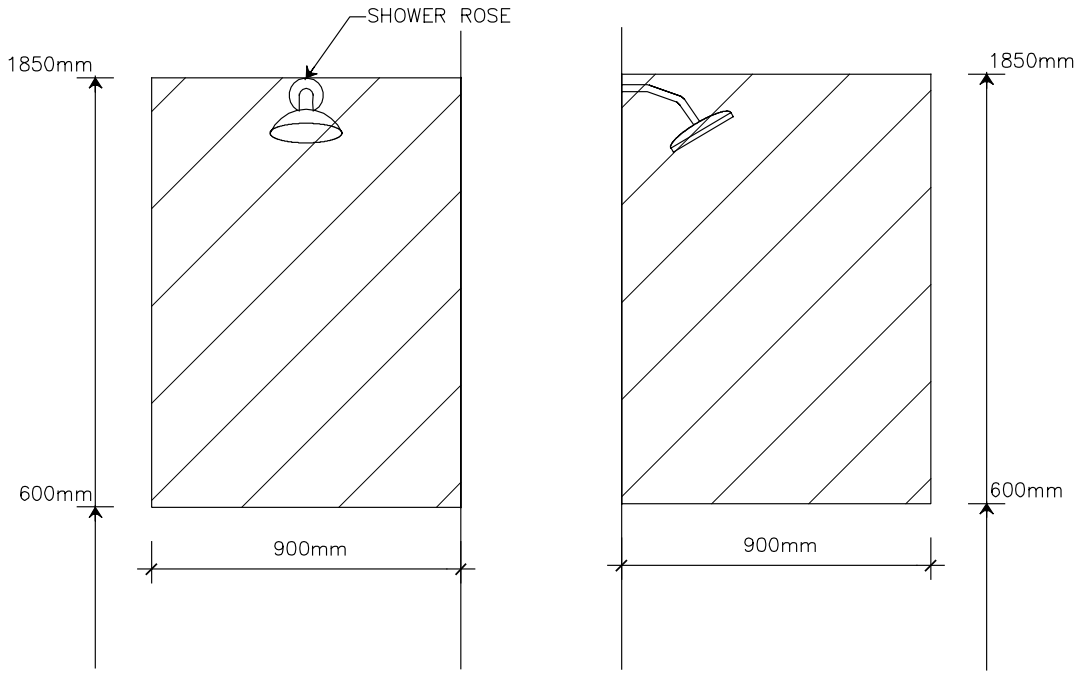


Figure 8(b) Shower recess – Location of sheeting

Photo courtesy of Landcom

Construction image illustrating
reinforcement of walls using sheeting

7 Internal stairways

Performance Statement

Where installed, stairways are designed to reduce the likelihood of injury and also enable safety pathway.

Silver Level

a. Stairways in dwellings must feature:

i. a continuous handrail on one side of the stairway where there is a rise of more than 1m.

Note This is a requirement for all new homes under the NCC. Homes built prior to 2014 may benefit from this element.

Gold Level

As for the silver level with the following additional features:

ii. a minimum clear width of 1000mm;

iii. be straight in design; and

iv. be positioned adjoining a load bearing wall.

Note The steps must provide a slip resistant finish and suitable non-slip tread as specified in the NCC. Handrails on both sides of the stairway are preferred.

Platinum Level

As for the gold level with the following additional features:

v. closed risers;

vi. continuous handrails on both sides of the stairway; and

vii. minimum landing areas of 1200mm x 1200mm at the top and base of the stairway.

Note The steps must provide a slip resistant finish and suitable non-slip tread as specified in the NCC.

Straight stairs against a load bearing wall are safer to use and easier to modify if needs change.

Performance Statement

Where installed, stairways are designed to reduce the likelihood of injury and also enable future adaptation

8 Kitchen space

Performance Statement

The kitchen space is designed to support ease of movement between fixed benches and to support easy adaptation.

Silver Level

No requirements.

Gold Level

a. The kitchen space should be designed to support ease of movement and adaptation with:

- **i.** at least 1200mm clearance in front of fixed benches and appliances (excluding handles); and
- **ii.** slip resistant flooring.[6]

b. *Floor finishes should extend under kitchen cabinetry to enable cupboards to be removed without affecting the flooring. Where fixtures cannot be easily removed (eg. ovens which are built in) the floor finishes should not be continued.* If relying on advice from a third party, Assessors are advised to provide a note in the notes column of the Assessment.

Platinum Level

As for the gold level except that the kitchen space described in (a) should be designed to support ease of movement and adaptation with:

- **i.** at least 1550mm clearance in front of fixed benches and appliances (excluding handles);
- **ii.** slip resistant flooring[6]; and
- **iii.** task lighting installed above workspaces.

[6] Slip Resistance is referenced in the National Construction Code and ultimately, Livable Housing Australia would like to defer to the NCC and the Australian Building Codes Board (ABCB) for rulings related to slip resistance. Standards Australia publish a number of standards as well as a handbook that address slip resistance of surfaces.

Clear space between benches makes it easier and safer to use the kitchen space and appliances.

Photo courtesy of Landcom

Performance Statement
The kitchen space is designed to support ease of movement between fixed benches and to support easy adaptation.

9 Laundry space

Performance Statement

The laundry space is designed to support ease of movement between fixed benches and to support easy adaptation.

Silver Level

No requirements.

Gold Level

a. The laundry space should be designed to support ease of movement and adaptation with:

- **i.** At least 1200mmm clear width provided in front of fixed benches and appliances (excluding handles). Where the appliances are not installed then the recessed area provision for an appliance shall be a minimum of 600mm in depth; and
- **ii.** Slip resistant flooring.[6]

b. Floor finishes should extend under Laundry cabinetry to enable cupboards to be removed without affecting the flooring. Where fixtures cannot be easily removed the floor finishes should not be continued. If relying on advice from a third party, Assessors are advised to provide a note in the notes column of the Assessment

Platinum Level

The laundry space should be designed to support ease of movement and adaptation with:

- **i.** At least 1550mmm clear width provided in front of fixed benches and appliances (excluding handles). Where the appliances are not installed then the recessed area provision for an appliance shall be a minimum of 600mm in depth.
- **ii.** Slip resistant flooring[6]; and

[6] As per the NCC

Free space in front of the laundry bench makes it easier to unload laundry appliances.

Performance Statement
The laundry space is designed to support ease of movement between fixed benches and to support easy adaptation.

10 Ground (or entry level) bedroom space

Performance Statement

There is a space on the ground (or entry) level that can be used as a bedroom.

Silver Level

No requirements.

Gold Level

a. The dwelling should feature a space (or room) on the ground (or entry) level that:

- **i.** is of at least 10m2 clearance exclusive of wardrobes; skirtings and wall lining;
- **ii.** provides for a minimum path of travel of at least 1000mm on at least one side of the bed.

Platinum Level

As for the gold level, but it also:

- **i.** provides a space of at least 1540mm (width) x 2070mm (in the direction of travel) on the side on the bed that is closest to the door approach; and
- **ii.** provides for a minimum path of travel of 1000mm on the remaining side of the bed.
- **iii.** Where no bed the design should assume a queen size.

Bedroom space should encourage ease of movement and be free of obstructions.

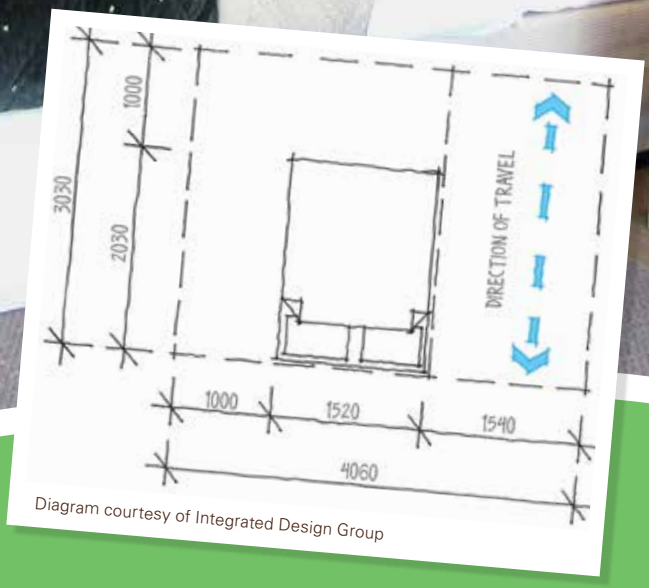


Diagram courtesy of Integrated Design Group

Performance Statement
There is a space on the ground (or entry) level that can be used as a bedroom.

Platinum Level bedroom circulation space requirements.

11 Switches and powerpoints

Performance Statement

Light switches and powerpoints are located at heights that are easy to reach for all home occupants.

Silver Level

No requirements.

Gold Level

a. Light switches should be positioned in a consistent location:

- **i.** between 900mm – 1100mm above the finished floor level; and
- **ii.** horizontally aligned with the door handle at the entrance to a room.

b. Powerpoints should be installed not lower than 300mm above the finished floor level.

Platinum Level

As for gold level with the following feature:

c. Light and powerpoint switches should be rocker action, toggle or push pad in design with a recommended width of 35mm.

Light switches should be positioned in a consistent configuration.

Photos courtesy of Landcom

Performance Statement
Light switches and powerpoints are located at heights that are easy to reach for all home occupants.

12 Door and tap hardware

Performance Statement

Home occupants are able to easily and independently open and close doors and safely use tap hardware.

Silver Level

No requirements.

Gold Level

a. Doorways should feature door hardware installed at between 900mm – 1100mm above the finished floor.

Platinum Level

As for gold level with the following features:

b. Doorways should feature lever or D-pull style door hardware; and

c. Basins, sinks and tubs should feature lever or capstan style tap hardware with a central spout.

For Gold and Platinum level, the handle clearances for D-pull style door hardware should be the same as AS1428.1 2009. AS 1428.1 2009 is the most relevant set of specifications aimed at providing the greatest access to the greatest number of people and as such is an appropriate standard to reference for this Element.

Level and D-Pull handle door hardware and taps are easier to independently operate for all home occupants especially children.

Performance Statement
Home occupants are able to easily and independently open and close doors and safely use tap hardware.

13 Family/living room space

Performance Statement

The family/living room features clear space to enable the home occupant to move in and around the room with ease.

Silver Level

No requirements.

Gold Level

No requirements.

Platinum Level

a. The family/living room should accommodate a free space, minimum 2250mm in diameter, to enable ease of movement clear of furniture.

Ensuring there is free space in a living room area encourages ease of access within the home.

Photo courtesy of Landcom

Diagram courtesy of Integrated Design Group

Performance Statement
The family/living room features clear space to enable the home occupant to move in and around the room with ease.

14 Window sills

Performance Statement

Windows sills are installed at a height that enables home occupants to view the outdoor space from either a seated or standing position.

Silver Level

No requirements.

Gold Level

No requirements.

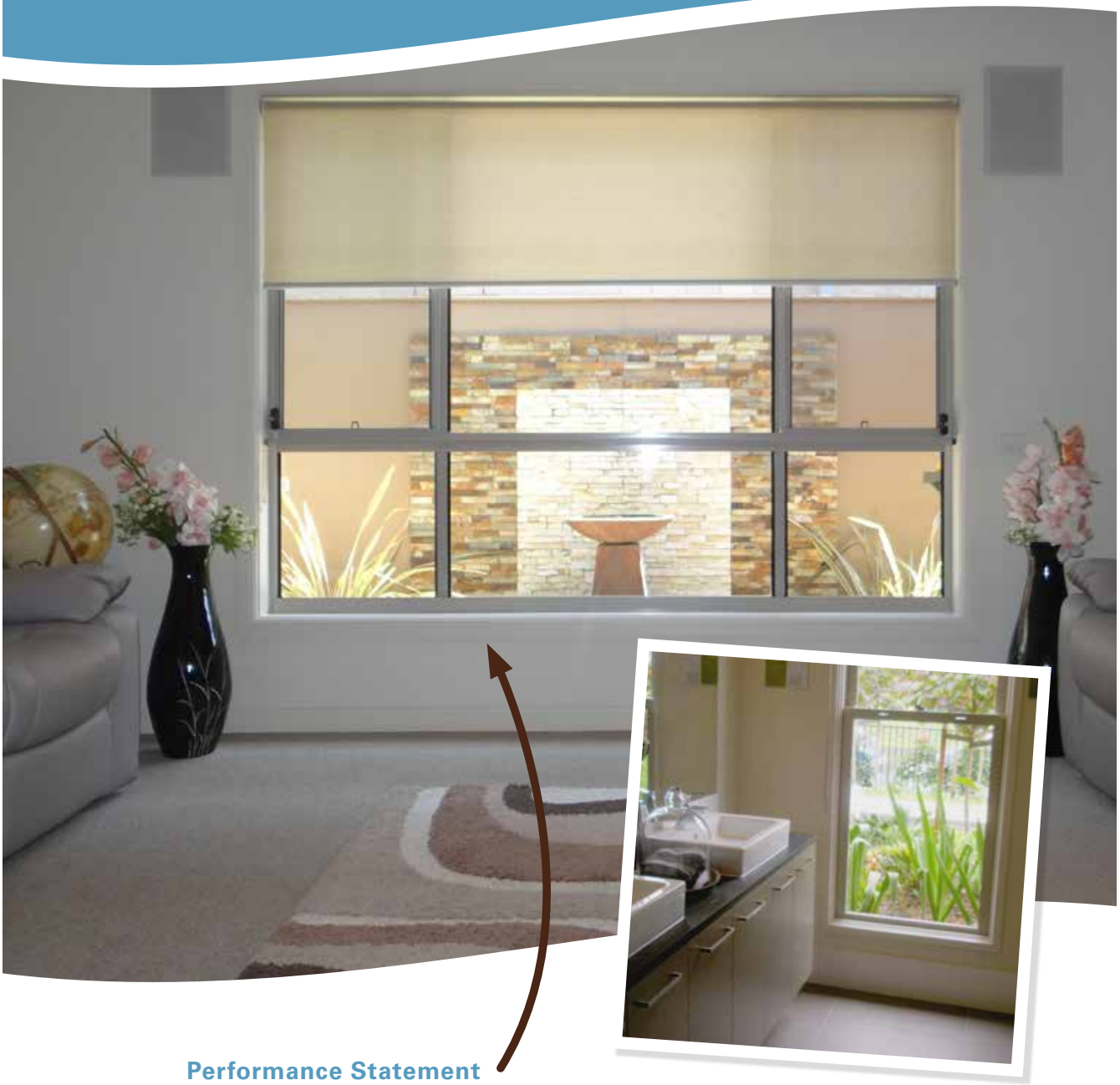
Platinum Level

a. Window sills on the ground (or entry) level in living areas and bedroom spaces should be positioned no higher than 1000mm above the finished floor level to enable enjoyment of the outlook.

b. Window controls should be able to be easy to operate with one hand and located within easy reach from either a seated or standing position.

Note A concession from (a) is reasonable in kitchen, bathroom and utility spaces.

Lower level windows encourage good sight lines to the outdoor space making it easier to monitor children and inviting better interaction with neighbours.



Performance Statement
Windows sills are installed at a height that enables home occupants to view the outdoor space from either a seated or standing position.

15 Flooring

Performance Statement

Floor coverings are slip resistant to reduce the likelihood of slips, trips and falls in the home.

Silver Level

No requirements.

Gold Level

No requirements.

Platinum Level

a. All floor coverings should:

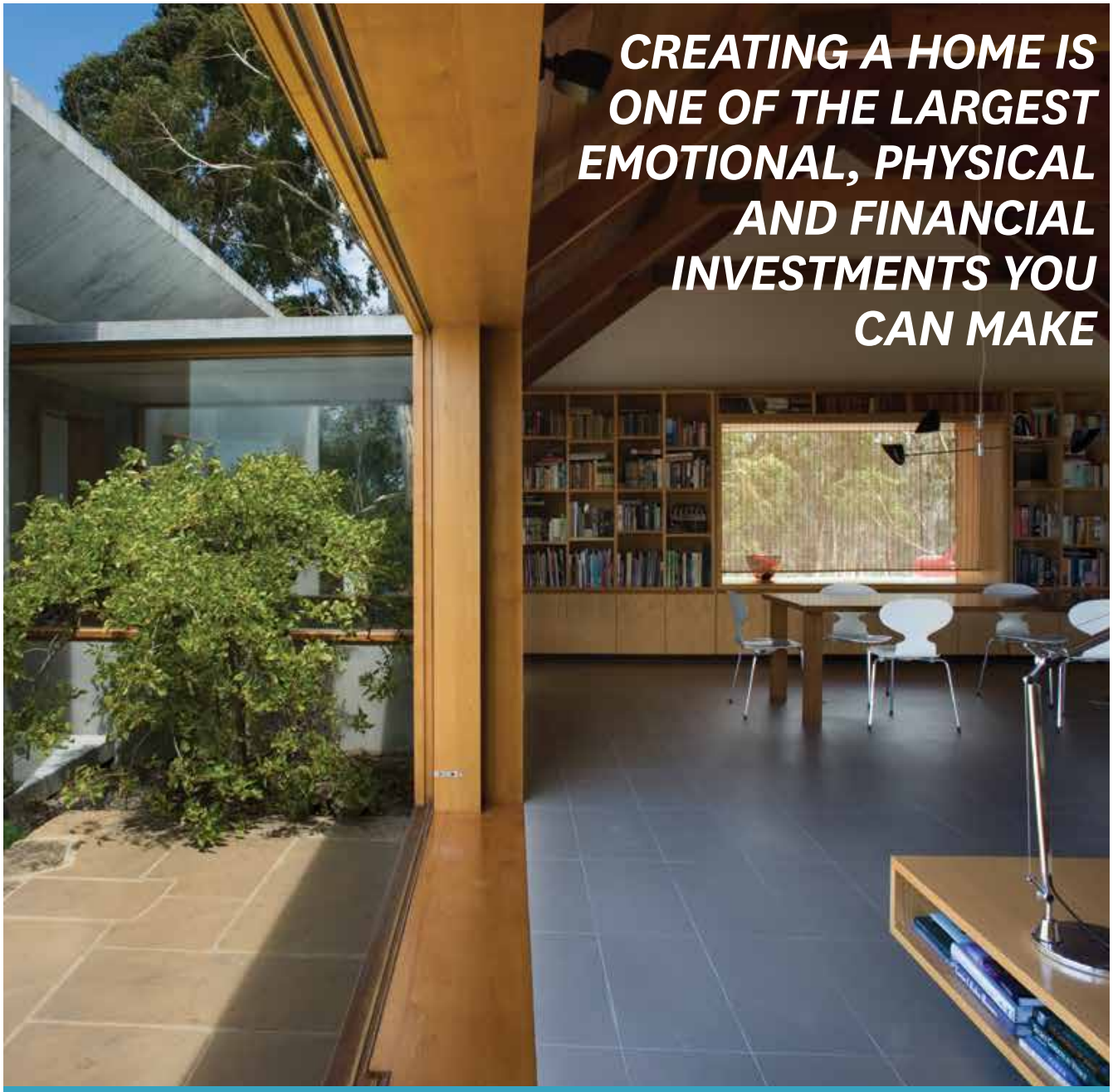
- **i.** be firm, even and slip resistant; and
- **ii.** feature a level transition between abutting surfaces (a maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or beveled).

Note: Slip Resistance is referenced in the National Construction Code and ultimately, Livable Housing Australia would like to defer to the NCC and the Australian Building Codes Board (ABCB) for rulings related to slip resistance. Standards Australia publish a number of standards as well as a handbook that address slip resistance of surfaces.

Slip resistant floor surfaces significantly reduce the risk of slip, trips and falls in the home.

Photos courtesy of Landcom

Performance Statement
Floor coverings are slip resistant to reduce the likelihood of slips, trips and falls in the home.



Our goal is for all new homes in Australia to achieve the LHD Silver livability rating.

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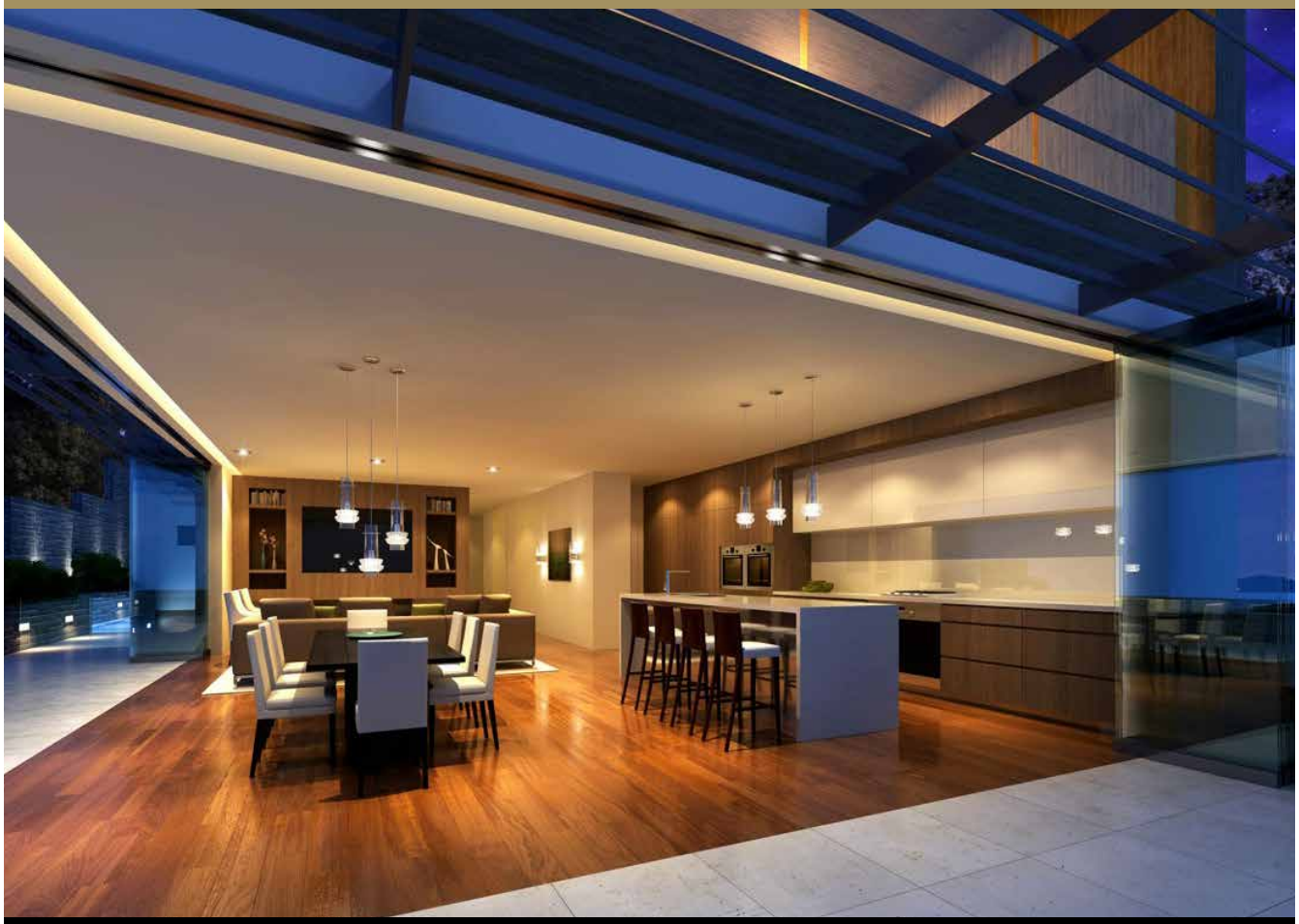


Master Builders and its members have for a long time demonstrated a commitment to delivering diverse housing for individuals and households.

Our members are at the forefront in developing housing that meets the current and future requirements of its households.

A house will have many occupants with a variety of needs over its lifetime. Intelligent design and innovative construction can deliver housing that is adaptable. It provides an accessible and safe home environment for young families, the elderly and people with disability.

As an industry leader, Master Builders is pleased to work with Livable Housing Australia in developing the Livable Housing Design (LHD) Guidelines. The LHD Guidelines will be a valuable resource for households, the building industry and the broader community to better understand the benefits and the design options available to make our homes more accessible and safe for everyone.

Master Builders Australia
Email: enquiries@masterbuilders.com.au

Image courtesy of sydesign.com.au

Acknowledgements

The Livable Housing Design Guidelines have been developed through extensive consultation with members of the National Dialogue on Universal Housing Design. We acknowledge the generous contribution of:

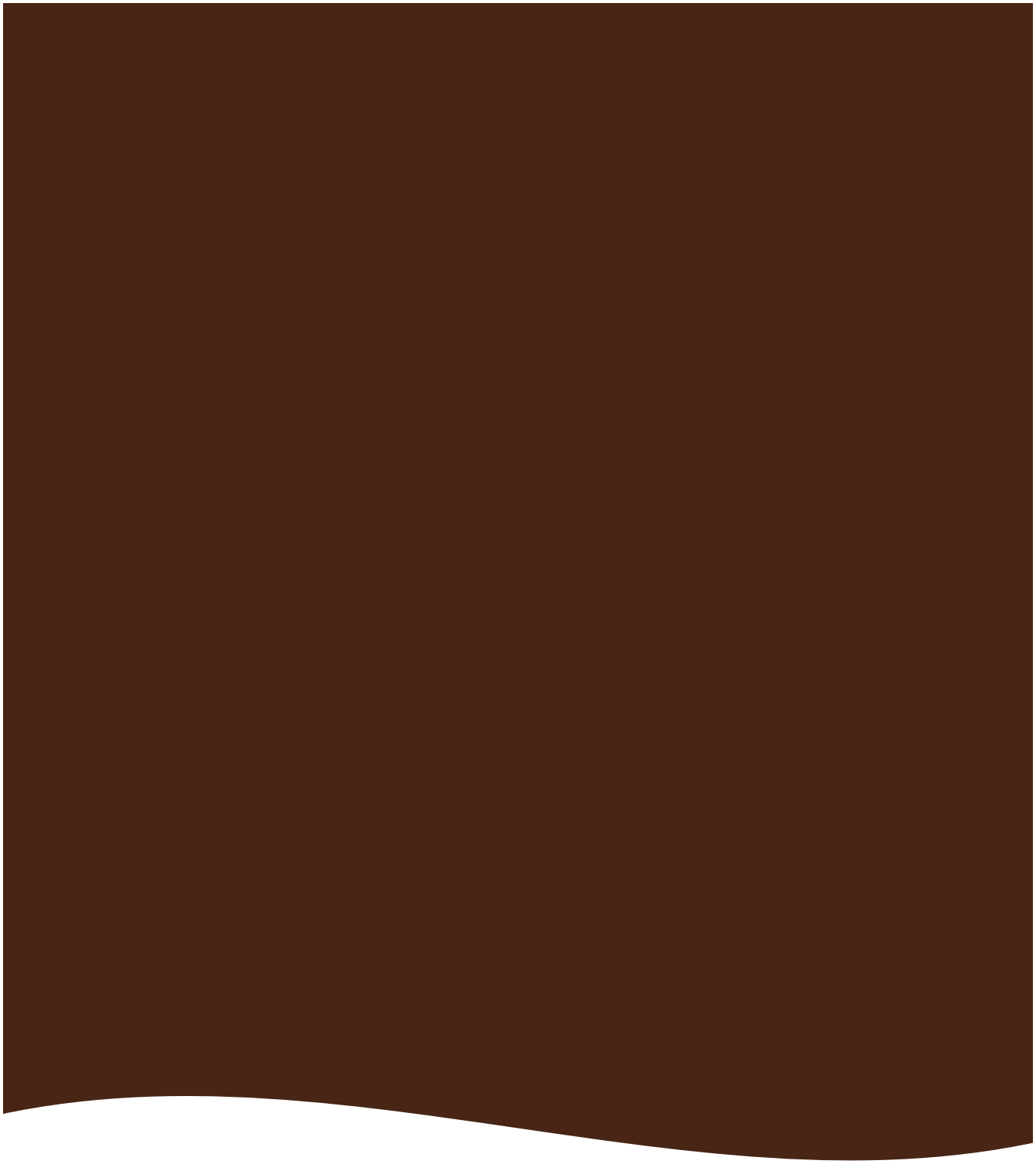
- Australian Human Rights Commission
- Australian Institute of Architects
- Australian Network for Universal Housing Design
- Building Commission (Victoria)
- Council on the Ageing Australia (COTA)
- Grocon
- Housing Industry Association
- Lendlease
- Master Builders Australia
- National People with Disabilities and Carers Council
- Office of the Disability Council of NSW
- Property Council of Australia
- Real Estate Institute of Australia
- Stockland

And the contribution of the following departments:

- Department of Families, Housing, Community Services and Indigenous Affairs
- Department of Industry, Innovation, Science, Research and Tertiary Education
- Australian Building Codes Board
- Victorian Department of Planning and Community Development

We also thank Landcom for providing full access to the content and imagery contained in their publication Universal Housing Design (2009).

Branding, design and graphics developed by PaKay. www.pakay.com.au and Streamline Creative. www.streamlinecreative.com.au



Livable
Housing Australia

Attachment 2 - Summary of Representations (de-identified)

PLAM-22/04 – Principal Activity Centre Specific Area Plan

Public Exhibition 30 March 2023 – 1 May 2023

No.	Location	Zoning	Issue raised	Council Officers' Response
1.	Main Road, Glenorchy	Central Business (within PAC SAP area)	a) Sympathises with aim of attracting more people to the Glenorchy Principal Activity Centre and the Plan to have "high quality" urban design and apartment development. Seeks acknowledgment of the requirements of existing and potential business operators and their livelihoods. b) Objects to disposal of land currently used for car parking in the north-western area of the activity centre. Considers the close proximity of adequate and easily accessible car parks to be a key attractor for the activity centre, and that their removal would impact on nearby trade. c) Notes that previous approval for the Health Centre was dependent on additional parking being available close by. d) The emphasis on retaining the primary economic focus of the area at street level is welcomed by business owners. Considers customer flows will be reduced if existing Car Parks are disposed of and replaced by residential building. e) Supports development standards for apartments; notes that additional housing in the area will increase the demand for car parking. f) Considers car parks should be enhanced with landscaping.	a) The proposed SAP would not apply retrospectively to existing use and development. There is also no proposal to alter the allowable uses in the zone. One standard is proposed that restricts Discretionary uses, and use for Utilities, Bulky Goods Sales or Emergency Services from being located at ground floor fronting pedestrian priority streets (GLE-S8.6.1 – A1 and P1). However, this would only apply to a new proposed use. Similarly, the proposed development standards would only apply to future development applied for after the SAP comes into effect. Lawful, existing use and development would retain its existing rights regardless of the proposed standard, in accordance with section 12 of the Act. b) The amendment does not include a proposal to dispose of existing car parking areas. The Greater Glenorchy Plan, which was adopted by Council in 2021 after community consultation, does recommend conversion of some Council-owned car parks to green spaces. This is outside the scope of the proposed amendment. The amendment instead includes design requirements for any new car parking areas. c) The amendment does not include any proposed removal of car parking, or any change to the number of car parking spaces required in accordance with the SPPs. Any potential future proposal to remove public car parking would require detailed analysis and would be subject to community consultation as part of Council's decision-making process. d) The amendment does not enable car parking to be replaced by residential buildings. Residential development, except for car parking, is restricted to be above ground floor level only.

				e) The amendment does not alter Residential car parking requirements, and does not change the existing ability for Residential development to be located in the Central Business Zone. However it is noted that reduced car parking would be viewed favourably, subject to meeting the relevant Code standard – noting the location being a central multi-modal transport hub. Residential development in the SAP area would be expected to add to the mix of housing types and associated car parking needs, and is not suited to cater for use by residents with relatively high car parking needs. f) The amendment includes a standard to require landscaping of external car parks.	
2.	Devonport/ Mill Lane	Light Industrial (outside PAC SAP area)	a) Concerned that parking will no longer be available in the Mill Lane car park. Considers that there has not been sufficient consultation and that the impacts could be significant. b) Notes that previous approval for the Health Centre was dependent on additional parking being available close by. c) Concerned that a potential influx of residential dwellings would put pressure on street and off street parking. d) Considers the negative impact of car parking removal on businesses in the area would be significant.	a) The amendment does not include a proposal to dispose of existing car parking areas. In addition, the car parking area at 9-11 Mill Lane is outside the SAP area, and would not be subject to the proposed amendment. Any potential future proposal to remove public car parking would require detailed analysis and would be subject to community consultation as part of Council's decision-making process. b) The proposed amendment does not include any change to car parking requirements under the SPPs. c) As per e) in response to Representation 1, above. d) The aim of the SAP is to support businesses in the area and improve the viability of the centre.	1. The proposed SAP does not alter car parking requirements in the State Planning Provisions or seek to rezone or dispose of any Council-owned car parking. Apartment development is enabled only above ground floor level. 2. The amendment does not propose or facilitate any disposal of community owned assets or car parking. There is no relationship between the proposed amendment and any other project.
3.	England Avenue, Montrose	General Residential (outside PAC SAP area)	**Question 1.** Relates to perceived rezoning of Council owned car parks in the area for disposal and apartment development. **Question 2.** Relates to use of funds from perceived disposal of Council owned car parks. **Question 3.** Relates to impacts of perceived rezoning on land values, including for PID 5388366 and PID 2831537.		

Question 4. Relates to risk management, transparency, interactions with property developers and conflicts of interest. **Question 5.** Relates to conflict between perceived rezoning and the Glenorchy Parking Strategy 2017-2027. **Question 6.** Relates to provision of parking in relation to use of public transport. **Question 7.** Relates to analysis underlying perceived rezoning and disposal of land. **Question 8.** Relates to provision of car parking for different demographics and needs. **Question 9.** Relates to provision of pedestrian access for different demographics and needs, perceived road closures and traffic impacts, and queries the meaning of proposed Local Area Objective (d) relating to 'legible connections to neighbouring thoroughfares.' **Question 10.** Relates to analysis of traffic impacts. **Question 11.** Relates to pedestrian safety. **Question 12.** Relates to analysis of parking requirements. **Question 13.** Relates to whether a 'Cash-in-lieu for Car Parking' Policy has been developed in accordance with Glenorchy Parking Strategy 2017-2027. **Question 14.** Relates to private parking requirements. **Question 15.** Relates to previous approval for the Health Centre having been dependent on additional parking being available close by.	3. PID 5388366 (7 Peltro Street) and PID 2831537 (Centro Glenorchy, 2 Cooper Street) are included in the proposed SAP area but are not proposed to be rezoned. 4. There has been no interaction with property developers as part of the development of the proposed amendment. Broad community consultation was undertaken for the development of the Greater Glenorchy Plan, which was a precursor to this amendment. 5. No rezoning of car parking areas is proposed. 6. Provision of integrated multi-modal transport solutions is outside the scope of the proposed amendment. The Northern Suburbs Transit Corridor work is part of the Hobart City Deal. 7. Proposed rezoning is limited to slivers of land along the frontage of some properties. No other rezoning is proposed. No disposal of land is proposed or facilitated by the amendment. 8. The proposed amendment does not alter car parking requirements in the State Planning Provisions. 9. The *Building Act 2016* deals with accessibility requirements for publicly accessible areas within buildings. For external pedestrian links, Council's Footpath Policy would apply. Proposed Local Area Objective (d) is intended to mean that connections between the SAP area and nearby transport infrastructure are easy to recognise. A revision is recommended, to make the LAO easier to interpret. 10. The proposed amendment does not alter the parking, access or traffic considerations under the SPPs. 11. The proposed amendment does not alter Residential parking requirements, or traffic safety considerations in the SPPs. The nomination of pedestrian priority streets within the SAP area will	

			Question 16. Relates to use of funds from cash-in-lieu for car parking, and the provision of car parking spaces for apartments. **Question 17.** Relates to the costs resulting from the proposed amendment, including the cost of infrastructure upgrade and maintenance. **Question 18.** Relates to whether a risk assessment was undertaken for the proposed amendment. **Question 19.** Relates to perceived rezoning of PID 9405867 (2 Regina Street) and its potential sale. **Question 20.** Relates to whether the perceived rezoning has any connection to the Partnership Agreement Government of Tasmania and the Glenorchy City Council in 2000, the Re-evaluation of the Partnership Agreement 2002 and the Local Government Board Review 2004. **Question 21.** Relates to transparency of the process for perceived disposal of public land. **Question 22.** Relates to the impact of perceived rezoning and disposal of public car parks. **Question 23.** Relates to transparency of the amendment process, particularly in relation to perceived rezoning.	trigger the application of standards relating to pedestrian priority and safety. 12. The proposed amendment does not alter the parking, access or traffic considerations under the SPPs. 13. The actions of the Glenorchy Parking Strategy are outside the scope of the proposed amendment. 14. The proposed amendment does not alter the parking, access or traffic considerations under the SPPs. 15. No development application is proposed or being approved. The amendment does not propose or facilitate any disposal of community owned assets or car parking. 16. The proposed amendment does not alter Residential parking requirements in the SPPs. There is no current cash-in-lieu policy in place for car parking. 17. There are no direct costs to Council other than TPC fees and the cost of advertising the proposed amendment. The *Urban Drainage Act 2013* and Council's *Stormwater Management Policy* regulate stormwater for new developments. Greater density reduces the overall costs of providing and maintaining public infrastructure. 18. The proposed amendment has been assessed against the requirements of LUPAA, which involves considering the various social, environmental and economic impacts and trade-offs of the proposed amendment. 19. The land in the proposed SAP area, aside from the Main Road corridor, is currently in the Central Business Zone. This includes 2 Regina Street, which is privately owned. No rezoning of that land is proposed. Council is not involved in private land sales.

				20. No. 21. The amendment does not propose any disposal of public land. Information about Council land disposals – outside the scope of this amendment – is publicly available on Council's website. 22. No rezoning or disposal of car parking areas is proposed. 23. The land in the proposed SAP area, aside from the Main Road corridor, is currently in the Central Business Zone. Minimal rezoning is proposed and affects only small sections at the front of some properties. The proposal has been publicly exhibited from 30/03/2023 to 1/05/2023.
4.	Northgate Shopping Centre	Central Business (within PAC SAP area)	a) Supports facilitating increased housing in the area. b) General concern regarding the implications of the nominated 'gateway sites' for the Northgate Shopping Centre. c) Concern regarding parking pressures at the Northgate Shopping Centre if current council parking areas are reduced. [It is noted that the following concern was raised in relation to PLAM-22/10, but likely relates to PLAM-22/04]: d) Concern regarding the potential implications of residential development close to the Northgate Shopping Centre, particularly potential noise restrictions impacting the functioning of the centre.	a) Noted. b) Additional building design standards are proposed to apply to the identified gateway sites. The aim is to elevate the level of design on key sites to better define the precinct and support the viability of businesses in the area through additional visitation. Any potential development on these sites would be at the initiative of the property owner. c) No disposal of Council-owned car parking areas is proposed. d) Residential development is currently allowed in the Central Business Zone, without any existing standards to govern potential amenity conflicts with other uses in the zone. The proposed SAP introduces standards to require apartment developments to 'self-protect' their amenity, to be compatible with the existing and permissible uses in the area, and not undermine the primary business and economic focus. This includes specific controls requiring apartment buildings to be designed to achieve appropriate internal noise levels (with an exception for heritage buildings, where the relevant alterations would affect the heritage significance).

5.	N/A	N/A	a) Support for higher residential densities and greater diversity of housing, including shop-top housing. General support for urban renewal. b) Notes (for information only) that existing bus stops should be considered in any future development in terms of opportunities for passive surveillance and upgrade for *Disability Discrimination Act 1992* compliance.	a) Noted. b) The proposed amendment includes consideration of passive surveillance of the publicly accessible areas of sites and public places. Accessibility requirements for bus stop developments would be governed under the *Building Act 2016*.
6.	N/A	N/A	a) Notes the proposed amendment will apply to a number of properties that are within the 50m railway attenuation zone. b) Provides advice regarding the status and management of the rail corridor between Elwick Road and Wrights Avenue. c) Notes the connectivity between stormwater infrastructure in the proposed SAP area and the rail corridor.	a) Confirmed. The provisions of the C3.0 Road and Railway Assets Code will continue to apply to those properties. b) Noted. Any relevant potential development applications, outside the scope of the proposed amendment, would be referred to the relevant authority as part of the assessment process. c) As above.
7	N/A	N/A	a) Queries whether the bus mall is to be moved from its current location to Eady street or Glenorchy Central carpark. b) Is concerned about the ownership of potential apartment developments, noting they would prefer private rather than public housing.	a) There is currently no plan to move the bus mall from its current location. There have been some discussions about relocation, potentially to Terry Street or Peltro Street. This was flagged in the Greater Glenorchy Plan in 2021. However, any potential relocation would be subject to further consideration by Council and the Department of State Growth, and has not progressed at this stage. b) Apartments are currently able to be developed in the Glenorchy CBD area, which is in the Central Business Zone. At the moment, there are very limited standards relating to residential development in that zone. The planning scheme amendment aims to improve the standard of any future apartment development in the area, for example in terms of privacy, sunlight and open space. The planning scheme does not play any role in governing the ownership of developments.

GLE-S8.0 Principal Activity Centre Specific Area Plan

GLE-S8.1 Plan Purpose

The purpose of the Principal Activity Centre Specific Area Plan is:

GLE-S8.1.1 To enhance the vitality and viability of Glenorchy's principal activity centre through a high standard of urban design.

GLE-S8.2 Application of this Plan

GLE-S8.2.1 The specific area plan applies to the area of land designated as the Principal Activity Centre Specific Area Plan on the overlay maps.

GLE-S8.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in addition to and in substitution for the provisions of the Central Business Zone, the Signs Code, the Parking and Sustainable Transport Code, and the Road and Railway Assets Code, as specified in the relevant provision.

GLE-S8.2.3 In addition to any other application requirements, the planning authority may require any of the following information to determine compliance with performance criteria:

(a) elevation drawings or photomontage showing the proposed development in the context of adjacent buildings and the streetscape;

(b) a site analysis and design response report;

(c) an adjoining heritage report;

(d) an accessibility report;

(e) a crime prevention through environmental design report;

(f) a lighting plan; or

(g) a landscaping plan.

GLE-S8.3 Local Area Objectives

GLE-S8.3.1 The local area objectives for the principal activity centre are to:

(a) reinforce the primacy of the activity centre, by intensifying frontage activation and discouraging uses with low employment density or pedestrian utility;

(b) define the precinct, by reinforcing identifiable landmarks and gateway sites, developing iconic new buildings and respecting heritage assets;

(c) build the civic heart, by prioritising the quality, safety and amenity of publicly accessible areas;

(d) build connections, by providing an accessible pedestrian environment with linkages through the activity centre, integrated transport modes and clear connections to nearby cycling, walking and public transport networks~~build connections, by providing an accessible, pedestrianised environment with networked linkages throughout the activity centre, integrated transport modes and legible connections to neighbouring thoroughfares~~;

(e) enhance the landscape, by promoting green links between active open spaces and connections to view corridors; and

(f) promote urban renewal by maximising opportunities for redevelopment, supported by strategic site consolidation, ambitious building design and provision for high-density amenity.

GLE-S8.4 Definition of Terms

GLE-S8.4.1 In this Specific Area Plan, unless the contrary intention appears:

Terms	**Definition**
active frontage	means a frontage that provides active visual engagement between people on the street and people on ground level and the first floor.
accessibility report	means a report (as defined in this specific area plan) that addresses: (a) likely demand for accessible apartments in the SAP area, having regard to: (i) the demographic characteristics of the Glenorchy municipality; and (ii) the accessibility needs of the population of likely occupants of accessible apartments in the SAP area; (b) the extent to which the proposed development contributes to meeting the likely demand for accessible apartments in the SAP area, having regard to: (i) the size and scale of the development; (ii) the application of universal design principles; and (iii) any other proposed accessibility or universal design features, excluding those required under the *Building Act 2016*; (c) any accessibility advice relating to the ongoing management of any other use or development on the site; and (d) any matter specifically required by standards in this specific area plan.
adjoining heritage	means a report (as defined in this specific area plan) prepared by a

report	suitably qualified person (heritage practitioner, heritage architect) that describes the measures that have been taken to ensure the proposed development respects and positively responds to the heritage significance of a heritage place or places adjoining the subject site. In doing so, the adjoining heritage report must contain: (a) a detailed site analysis that evaluates how the development proposal has been designed to meet the standards of the specific area plan as applicable to sites adjoining heritage places; (b) accurate illustration of the proposed development (such as scaled elevations, pedestrian eye level trajectory views intersecting adjoining heritage places and the proposed development~~;~~, and/or correctly rendered montage/s) showing how key public views to, from, and of, adjoining heritage places will be retained; and (c) details of measures that will be taken to mitigate any potential construction phase impacts such as vibration and dust (where applicable) upon the surviving integrity of adjoining heritage places.
apartment	means part of a building, used as a residence and which includes food preparation facilities, a bath or shower, a toilet and sink, any associated private open space and access to laundry facilities.
apartment building	means a Class 2 residential building as defined in the *National Construction Code.*
articulation	means the arrangement of building elements such as windows and door openings, variations in wall plane, roof form, horizontal or vertical wall features and materials that make up a building and affect its relationship to the streets, spaces and other buildings.
commercial vehicle	means a medium rigid vehicle or greater as described in section 2 "Design Vehicles" of *AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.
corner building	means a building with adjoining frontages to two or more streets.
crime prevention through environmental design report	means a report (as defined in this specific area plan) that addresses: (a) whether the use or development can achieve and maintain an acceptable level of crime prevention through environmental design, having regard to: (i) the characteristics of the use or development;

	(ii) existing crime prevention or deterrence measures on the site and adjacent properties; (iii) any proposed crime prevention or deterrence measures; and (iv) the ongoing management of the use or development; and (b) any matter specifically required by Performance Criteria in this specific area plan.
FOGO	means Food Organics and Garden Organics.
gateway location	means land identified as a gateway location, as shown in Figure GLE-S8.1.
heritage place	means a place or category of place that is listed, and the specific extent identified, in: (a) the Tasmanian Heritage Register (THR); or (b) the Glenorchy Local Provisions Schedule – GLE-C6.0 Local Historic Heritage Code, ~~means a local heritage place or a registered place as defined in the C6.0 Local Historic Heritage Code,~~ excluding GLE-C6.1.129 O'Brien's Bridge and GLE-C6.1.140 Glenorchy War Memorial.
heritage significance	means: (a) for a local heritage place: local historic heritage significance as defined in the C6.0 Local Historic Heritage Code and set out in the Glenorchy Local Provisions Schedule GLE-C6.0 Local Historic Heritage Code lists, excluding GLE-C6.1.129 O'Brien's Bridge and GLE-C6.1.140 Glenorchy War Memorial; and (b) for a State listed heritage place: historic cultural heritage significance and, specifically, the criteria and basis for its entry in the Tasmanian Heritage Register (as defined in the *Historic Cultural Heritage Act 1995*).
key public view	means the view field to a heritage place, from a vantage point in a publicly accessible area, from which the heritage place is easily viewed and appreciated.
landmark building	means corner buildings and gateway buildings.
living room	means a habitable room of a dwelling, other than a bedroom or separate kitchen.

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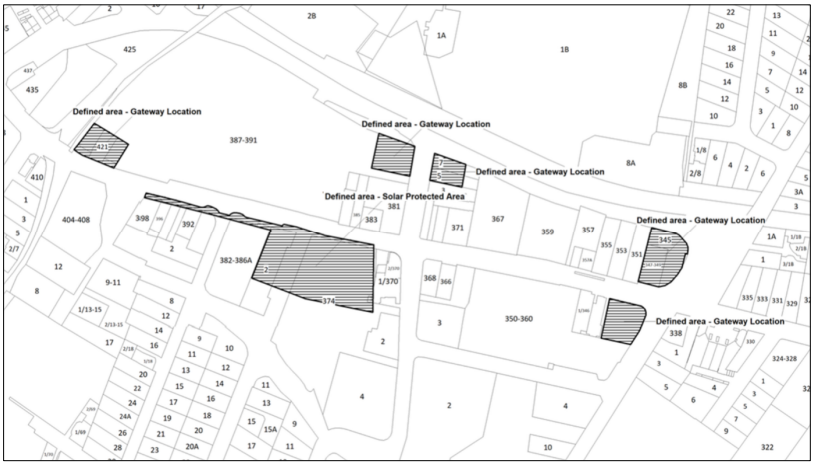
outdoor entertainment area	means an outdoor area where people gather (other than a private open space, shared open space or public open space), such as a beer garden, rooftop cinema or outdoor dining area.
passive surveillance	means the location and design of use or development to maximise visibility by passers-by or casual onlookers from adjacent spaces, in order to reduce opportunities for crime by making potential offenders feel exposed and making legitimate users feel safer.
pedestrian eye level	means view lines taken from 1.7 m above existing ground level.
pedestrian priority street	means as defined in the C2.0 Parking and Sustainable Transport Code.
publicly accessible area	means publicly used external space (excluding road carriageways) within the area of the specific area plan and includes: (a) public space, such as a footpath, plaza or park; and (b) semi-public space, such as a forecourt or car parking area.
report	means a report, prepared for a site by a suitably qualified person, that must include: (a) details of, and be signed by, the person who prepared or verified the report; (b) confirmation that the person has the appropriate qualifications and expertise; (c) confirmation that the report has been prepared in accordance with any applicable methodology specified by a government authority or professional body; and (d) conclusions and recommendations based on consideration of the proposed use or development and its context.
shared open space	an outdoor area of the land or building, which may include the rooftop, for the shared use of the occupants of an apartment building, excluding areas proposed or approved for storage, vehicle (including bicycles and personal mobility devices) access or parking, service structures, lift motor rooms, plant and equipment, shared laundry facilities or shared waste storage.
single aspect apartment	means an apartment that has external windows on no more than one building elevation (not including skylights and windows to a light well or ventilation shaft).

site analysis and design response report	means a report (as defined in this specific area plan) that: (a) identifies site constraints and opportunities in relation to: (i) solar access; (ii) prevailing wind conditions; (iii) privacy and security; (iv) access to views and open space; and (v) light, noise and other emissions from traffic and nearby land use; (b) explains how the proposed development: (i) responds to the site's constraints and opportunities; (ii) enhances and responds positively to the streetscape character of the area; (iii) meets the purpose of this specific area plan; and (iv) addresses the local area objectives; and (c) any matter specifically required by Performance Criteria in this specific area plan.
solar protected area	means land identified as a solar protected area, as shown in Figure GLE-S8.1.
universal design	means design that is useable by people of all abilities.
waterway and coastal protection area	means as defined in the C7.0 Natural Assets Code.

Figure GLE-S8.1 Defined areas – solar protected area and gateway locations



GLE-S8.5 Use Table

This sub-clause is not used in this specific area plan.

GLE-S8.6 Use Standards

GLE-S8.6.1 Ground floor use

This sub-clause is in addition to the provisions of the Central Business Zone – Clause 16.3 Use Standards.

Objective:	
That uses at ground floor level create active frontages that attract pedestrian activity and contribute to the vitality and security of publicly accessible areas.	
Acceptable Solutions	**Performance Criteria**
A1 Except for minimal interruptions for access to foyers, arcades, upper floors, parking or servicing, building uses at ground floor fronting pedestrian priority streets must be for General Retail and Hire or Food Services.	**P1** Except for minimal interruptions for access to foyers, arcades, parking or servicing, building uses at ground floor fronting pedestrian priority streets must: (a) be for uses listed as No Permit Required

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	or Permitted under Clause 16.2 Use Table; (b) further the Local Area Objectives under Clause GLE-S8.3.1; and (c) not be for Utilities, Bulky Goods Sales or Emergency Services.
A2 Residential use, other than for access and parking, must be located above ground level.	**P2** Residential use, other than for access, must not be located at the frontage.

GLE- S8.6.2 Hours of operation for a use in an outdoor entertainment area

This sub-clause is in addition to the provisions of the Central Business Zone – Clause 16.3 Use Standards.

Objective:	
That use of an outdoor entertainment area does not cause an unreasonable loss of amenity to residential use.	
Acceptable Solutions	**Performance Criteria**
A1 Hours of operation for a use ~~being undertaken~~located in an outdoor entertainment area within 50 m of an existing apartment must be within: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**P1** Hours of operation for a use being undertaken in an outdoor entertainment area within 50 m of an existing apartment must not cause an unreasonable loss of amenity to the residential use, having regard to: (a) the location and design of the outdoor entertainment area; (b) the timing, duration or extent of use of the outdoor entertaining area; and (c) noise, lighting or other emissions.

GLE- S8.6.3 Use of external lighting

This sub-clause is in addition to the provisions of the Central Business Zone – Clause 16.3 Use Standards.

Objective:	
That use of external lighting does not cause an unreasonable loss of amenity to apartments.	
Acceptable Solutions	**Performance Criteria**
A1 External lighting for a use on a site containing or adjoining a residential use, must: (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into a habitable room of an apartment.	**P1** External lighting for a use on a site containing or adjoining a residential use, must not cause an unreasonable loss of amenity to the residential use, having regard to: (a) the level of illumination, timing and duration of lighting; (b) the distance to habitable rooms of any adjacent apartment; (c) the degree of screening between the light source and the habitable rooms of any apartment; and (d) the recommendations of a lighting plan prepared by a suitably qualified lighting designer.

GLE-S8.7 Development Standards for Buildings and Works

GLE-S8.7.1 Building height and bulk

This sub-clause is in substitution for the provisions of the Central Business Zone – Clause 16.4.1 Building height.

Objective:
That building height: (a) facilitates development appropriate for a principal activity centre, including for apartment buildings; (b) does not adversely impact the amenity of publicly accessible areas, key views of kunanyi/Mount Wellington, or the heritage significance of heritage places; (c) mediates transitions in height between buildings to provide a cohesive streetscape; and (d) enhances the streetscape through the scale, proportion and massing of buildings.

Acceptable Solutions	**Performance Criteria**
A1 Building height, excluding lift shafts, mechanical plant and miscellaneous equipment, must be not more than: (a) 12 m, within 6 m of a frontage; and (b) 20 m otherwise; unless on a site adjoining Tolosa Street or adjoining a heritage place, in which case there is no Acceptable Solution.	**P1.1** Building height, including for a building on a site adjoining Tolosa Street or adjoining a heritage place, must: (a) not unreasonably overshadow publicly accessible areas or existing residential use; (b) provide a transition in scale to adjacent buildings of lesser height where the difference in height is more than 4 m; (c) not unreasonably reduce public amenity through visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the street; and (d) have a proportional relationship to the lot size, that has regard to the prevailing proportions in the surrounding area within the principal activity centre; unless the proposed building height significantly exceeds the height of nearby buildings. **P1.2** A building that significantly exceeds the height of nearby buildings must meet P1.1 (a) and (b), and demonstrate significant architectural merit, having regard to: (a) making a significant positive contribution to the streetscape; and (b) furthering the local area objectives at Clause GLE-S8.3.1.
A2 For a new building, or an increase in the building height, excluding protrusions, of an existing building, on a site adjoining a heritage place, there is no Acceptable Solution for building height.	**P2** For a building on a site adjoining a heritage place, building height must be compatible with, and not detract from, the heritage significance of the adjoining heritage place, having regard to: (a) not visually dominating the adjoining

	heritage place; (b) not intruding upon on key public views of the adjoining heritage place; (c) maintaining a façade height that is compatible with the façade heights of significant buildings comprising the adjoining heritage place; (d) setting back higher building elements so as to: (i) not dominate or reduce the streetscape presence of the adjoining heritage place; and (ii) mediate the transition between building height on the adjoining heritage place and the predominant building height in the streetscape; and (e) the recommendations contained in an adjoining heritage report.
A3 For a new building, or an increase in the building height, excluding protrusions, of an existing building, on a site adjoining Tolosa Street, there is no Acceptable Solution for building height.	**P3** The building height of a building, on a site adjoining Tolosa Street, must retain or enhance views from adjacent publicly accessible areas to kunanyi/Mount Wellington, having regard to furthering the local area objectives at Clause GLE-S8.3.1.
A4 Buildings must not cause shading to the solar protected area shown in Figure GLE-S8.1 between 11:00 am and 2:00 pm on the 21st of June.	**P4** No Performance Criteria.

GLE-S8.7.2 Building setback

This sub-clause is in substitution for the provisions of the Central Business Zone – Clause 16.4.2 Setbacks.

Objective:	
That building setback: (a) contributes to the vitality and security of the pedestrian environment and a compact and walkable urban form; (b) provides definition and a sense of enclosure to the street; (c) does not adversely impact the heritage significance of heritage places; and (d) optimises land utilisation.	
Acceptable Solutions	**Performance Criteria**
A1 A building must have a nil frontage setback, other than for modulation of a building façade with projecting or receding elements no deeper than 0.3 m, unless the building is on a site adjoining: (a) the solar protected area shown in Figure GLE-S8.1, and: (i) the building has a setback not greater than 3 m; and (ii) the setback area is for active semi-public use such as forecourt dining; or (b) a heritage place or Tolosa Street, in which case there is no Acceptable Solution.	**P1** A building, including a building on a site adjoining Tolosa Street or adjoining a heritage place, must have a frontage setback that is compatible with the streetscape, having regard to: (a) the prevailing setback established by adjacent buildings; (b) universal design principles supporting accessible navigation of the street; (c) measures to promote activation of any setback space; (d) any advice from a road authority; and (e) the local area objectives at Clause GLE-S8.3.1.
A2 Building setback from a side boundary must be nil, unless the boundary ~~adjoins a heritage place or~~ is within a waterway and coastal protection area~~, in which case there is no Acceptable Solution~~.	**P2** Building setback from a side boundary must avoid creation of entrapment spaces and must have regard to: (a) making a positive contribution to the streetscape; (b) functional necessity; and (c) furthering the local area objectives at Clause GLE-S8.3.1; ~~including where~~unless the boundary ~~adjoins a heritage place or~~ is within a waterway and coastal protection area.

A3 For a new building, or a change to the frontage setback, excluding protrusions, of an existing building, on a site adjoining a heritage place, there is no Acceptable Solution for frontage setback.	**P3** For a building on a site adjoining a heritage place, ~~building~~ the frontage setback must, in addition to meeting clause ~~P2~~ P1 of this standard, be compatible with, and not detract from, the heritage significance of the adjoining heritage place, having regard to: (a) not intruding upon on key public views of the adjoining heritage place; (b) the setback of buildings forming part of the extent of the adjoining heritage place, including: (i) achieving harmony with the siting and orientation of buildings on the adjoining heritage place; and (ii) mediating the transition between building setback on the adjoining heritage place and the setback of other adjacent buildings on the same street; and (c) the recommendations contained in an adjoining heritage report.
A4 For a new building, or a change to the frontage setback, excluding protrusions, of an existing building, on a site adjoining Tolosa Street, there is no Acceptable Solution for frontage setback.	**P4** The frontage setback of a building, on a site adjoining Tolosa Street, must, in addition to meeting clause ~~P2~~ P1 of this standard, retain or enhance views from adjacent publicly accessible areas to kunanyi/Mount Wellington, having regard to furthering the local area objectives at Clause GLE-S8.3.1.
A5 For a new building, or a change to the setback, excluding protrusions, of an existing building, on land within a waterway and coastal protection area, there is no Acceptable Solution for setback from a boundary within the waterway and coastal protection area.	**P5** For development on land within a waterway and coastal protection area, buildings must be located to enable external public thoroughfare through the site, alongside the watercourse, having regard to: (a) pedestrian safety; (b) the need to provide a footpath;

	(c) universal design principles; and (d) any relevant Council policy.

GLE-S8.7.3 Façade design

This sub-clause is in substitution for the provisions of the Central Business–Zone - Clause 16.4.3 Design A2 and P2.

Objective:
That buildings support urban vitality through: (a) interaction between the public and private realms; (b) being appropriately designed for pedestrian amenity ~~and sociability~~; (c) opportunities for mutual passive surveillance; and (d) respecting heritage places.

Acceptable Solutions	**Performance Criteria**
A1 A ground floor level facade in a pedestrian priority street must: (a) provide a pedestrian entrance that connects the ground floor use directly to a publicly accessible area; (b) provide low reflectance, transparent glazing that: (i) is not less than 60% of the total surface area of that façade; or (ii) maintains or increases the total area of glazing of an existing facade, if the surface area of that façade is already less than 60%; and (c) not include: (i) a single length of blank wall greater than 20% of the length that facade; or (ii) any increase to the length of an existing blank wall, if already greater than 20% of the length of that façade; unless the site adjoins a heritage place~~, in which case there is no Acceptable Solution~~.	**P1** A ground floor level facade in a pedestrian priority street, ~~including~~ excluding on a site adjoining a heritage place, must be designed to provide an active frontage, having regard to: (a) the location and extent of pedestrian entrances and transparent glazing that connects the ground floor use to the street; (b) the location and extent of any length of blank wall; (c) the prominence of the façade in the streetscape; (d) any design features that provide visual interest at ground floor level; and (e) the recommendations of a crime prevention through environmental design report.
A2 A ground floor level facade in a waterway and coastal protection area, or in a street that is not a pedestrian priority street, must: (a) provide a pedestrian entrance that connects the ground floor use directly to a publicly accessible area; (b) provide low reflectance, transparent glazing that: (i) is not less than 40% of the total surface area of that façade; or (ii) maintains or increases the total area of glazing of an existing facade, if the surface	**P2** A ground floor level facade in a waterway and coastal protection area, or in a street that is not a pedestrian priority street, must be designed to provide a pedestrian-friendly environment, having regard to: (a) the location and extent of pedestrian entrances and transparent glazing that connects the ground floor use to external public access; (b) the location and extent of any length of blank wall; (c) any design features that provide visual

area of that façade is already less than 40%; and (c) not include: (i) a single length of blank wall greater than 30% of the length that facade; or (ii) any increase to the length of an existing blank wall, if already greater than 30% of the length of that façade. ~~(ii)~~ unless the site adjoins a heritage place.~~.~~	interest at ground floor level; and (d) the recommendations of a crime prevention through environmental design report. ~~(d)~~ unless the site adjoins a heritage place.~~.~~
A3 For a new multi-storey building, glazing must be provided for the first floor of any facade facing a publicly accessible area, to allow passive surveillance of that publicly accessible area.	**P3** No Performance Criteria.

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A4.1 For a new facade at ground floor level adjoining a pedestrian priority street, there is no Acceptable Solution for provision of an awning. **A4.2** For a heritage place, there is no requirement for awnings.	**P4** For a new facade at ground floor level adjoining a pedestrian priority street, an awning must be provided to enhance public amenity adjoining that facade, having regard to: (a) providing adequate clearance from trees and infrastructure such as light poles, parking signs, directionals signs, streetlights and art installations; (b) compatibility with the design of existing awnings on adjacent buildings; (c) avoiding constraints to the future use of the land and road; (d) any advice from a road authority; and (e) for a building on a site adjoining a heritage place, the recommendations contained in an adjoining heritage report; unless awnings are precluded in the advice from a road authority or recommendations contained in an adjoining heritage report.
A5 For a new facade of a building on a site adjoining a heritage place, there is no Acceptable Solution for façade design.	**P5** For a new façade of a building on a site adjoining a heritage place, façade design must be compatible with, and not detract from, the heritage significance of the adjoining heritage place, having regard to: (a) not visually dominating the heritage place; (b) being sympathetic to the heritage place in terms of materials and detailing; (c) being distinguishable as new development; (d) the provision of: (i) an active frontage, if in a pedestrian priority street; or (ii) a pedestrian-friendly environment, if not in a pedestrian priority street; ~~(c)~~(e) the recommendations contained in a

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	crime prevention through environmental design report; and ~~(d)~~(f) the recommendations contained in an adjoining heritage report.

GLE-S8.7.4 Design of landmark buildings

This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4.3 Development Standards for Buildings and Works.

Objective:	
That landmark buildings are differentiated in the streetscape, to enhance local identity and pedestrian wayfinding.	
Acceptable Solutions	**Performance Criteria**
A1 For a new corner building, excluding heritage places, there is no Acceptable Solution.	**P1** A new corner building, excluding heritage places, must be designed to enhance the legibility of the street grid, having regard to: (a) the prominence of the corner in the streetscape; (b) addressing the intersection through architectural features such as prominent entrances, splays or concentration of massing; (c) consistent design articulation and detailing on each frontage; (d) the contribution to the streetscape character; and (e) the local area objectives at Clause GLE-S8.3.1.

A2	**P2**
For a new building at a gateway location shown in Figure GLE-S8.1, there is no Acceptable Solution.	A new building at a gateway location shown in Figure GLE-S8.1 must be designed as a recognisable local landmark that: (a) provides distinctive, contemporary architectural design that: (i) defines an entry to the principal activity centre; (ii) enhances the surrounding streetscape; (iii) responds to the design of any other gateway buildings approved since this ~~planning scheme~~specific area plan came into effect; (iv) distinguishes the principal activity centre from its surrounds; and (v) has local civic meaning; and ~~(b)~~ addresses the findings of a site analysis and design response report~~; and~~ ~~(c)~~(b) ~~furthers the local area objectives at Clause GLE-S8.3.1~~.

GLE-S8.7.5 Design of apartment buildings

This sub-clause is in substitution for the provisions of the Central Business Zone - Clause 16.4.6 Dwellings and in addition to the provisions of the Road and Railway Assets Code – Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area.

Objective:
That apartment buildings provide a reasonable level of amenity for residents of all abilities, through design that: (a) responds to the site; (b) promotes resource efficiency and minimises energy consumption, by maximising solar access and natural ventilation; (c) provides occupants with adequate privacy, open space and storage; and (d) mitigates amenity impacts from other use and development on-site and on neighbouring properties.

Acceptable Solutions	**Performance Criteria**
A1 Private open space and glazing to a habitable room of an apartment, that has a floor level more than 1 m above existing ground level, must have a setback of not less than 6 m from the private open space and glazing to a habitable room of any other apartment, unless the proposed glazing: (a) is offset, in the horizontal plane, not less than 1.5 m from the edge of: (i) the private open space; and (ii) glazing to a habitable room; of any other apartment; (b) has a sill height of not less than 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 (c) has a permanently fixed external screen for the full length of the glazing, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.	**P1** Private open space and glazing to a habitable room of an apartment, that has a floor level more than 1 m above existing ground level, must be designed to minimise overlooking and privacy impacts to any adjacent apartment, having regard to: (a) proximity to side and rear boundaries; (b) location of private open space and glazing to habitable rooms in adjacent apartments; and (c) proposed screening or other design measures to minimise direct views to the private open space and glazing to habitable rooms of adjacent apartments.
A2 An apartment building must be designed to achieve the following: (a) at least 70% of apartments (rounded up to the nearest whole number) receive a minimum of 3 hours direct sunlight on the 21st of June, to living rooms or private open spaces, and (b) not more than 15% of apartments (rounded up to the nearest whole number) receive no direct sunlight to living rooms and private open spaces on the 21st of June.	**P2** An apartment building must be designed to maximise the number of apartments that receive direct sunlight to a living room or private open space on the 21st of June, having regard to: (a) the size, dimensions and orientation of the site; (b) whether south facing, single aspect apartments have been minimised and multiple aspect apartments have been maximised; (c) optimising the area of direct sunlight to living rooms through the depth and layout of apartments and window sizes; and

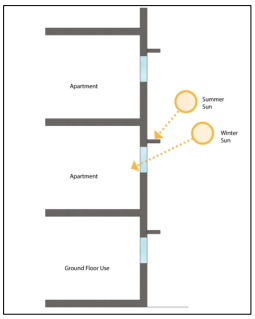
	(d) the findings of a site analysis and design response report.
A3 Apartment windows to habitable rooms oriented between 30 degrees west of north and 30 degrees east of north must be provided with a window shading device with a width (perpendicular to the building facade) not less than 42% of the height from window sill to lintel, as illustrated in Figure GLE-S8.2.	**P3** Apartment windows oriented between 30 degrees west of north and 30 degrees east of north must have adequate shading from direct sunlight during summer, that enables a reasonable level of light to penetrate into the room.
A4 At least 60% of apartments must have external openings in different elevations providing natural cross-ventilation.	**P4** Apartments are designed to optimise natural cross ventilation opportunities, having regard to: (a) building orientation relative to prevailing breezes; (b) the number, area and location of external openings; (c) internal layout to minimise obstructions to the breeze path between external openings; and (d) use of other passive ventilation solutions such as solar chimneys.
A5 An apartment building must be designed to achieve internal noise levels in accordance with Australian Standard *AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and Australian Standard *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)*.	**P5** An apartment building must be designed to achieve internal noise levels in accordance with Australian Standard *AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and Australian Standard *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)*, unless: (a) the building is a heritage place; and (b) alterations required to meet these standards would negatively impact on the heritage significance of a heritage place.

A6 Each apartment must have private open space that: (a) has a minimum area of 6 m^2 plus 2 m^2 for each bedroom in the apartment, and a minimum width of 2 m; (b) is directly accessible from a living room of the apartment; (c) has visual and acoustic screening from: (i) mechanical plant and equipment, service structures and lift motor rooms; (ii) outdoor storage areas and shared laundry facilities; (iii) adjacent shared open space areas; (iv) adjacent outdoor entertainment areas; and (v) the private open spaces and glazing to habitable rooms of adjacent apartments; and (d) includes a private clothes drying area that is screened from public view, unless shared clothes drying facilities are provided.	**P6.1** Unless complying with Clause P6.2 of this standard, each apartment must have private open space that provides reasonable amenity and opportunity for outdoor recreation, having regard to: (a) the area and dimensions of the space, excluding space occupied by mechanical plant and equipment; (b) the location of the space, relative to a living room of the apartment; (c) the solar access, wind exposure, privacy, visual and acoustic qualities of the space; (d) provision for clothes drying; and (e) screening or design to minimise overlooking of the private open space, and glazing to habitable rooms, of existing adjacent apartments. **P6.2** For an apartment in an existing building that is a heritage place, private open space is not required if the site cannot reasonably accommodate private open space without detracting from the heritage significance of the place.
A7 An apartment building containing ten or more apartments must have shared open space on the site, with: (a) a total area not less than the area specified in Table GLE-S8.1; (b) a minimum horizontal dimension of 5 m; (c) a minimum area of 45 m^2 in one location; (d) not less than 20% of the total shared open space area allocated for plantings; (e) direct access from the apartment building's	**P7.1** Unless complying with Clause P7.2 of this standard, an apartment building containing ten or more apartments must have shared open space on the site that provides reasonable amenity and outdoor recreation opportunities for residents, having regard to: (a) the area and dimensions of the space; (b) the number of apartments in the building; (c) provision of landscaping on the site; (d) the location of the space, relative to the

shared circulation areas; (f) visual and acoustic screening from: (i) mechanical plant and equipment, service structures and lift motor rooms, and (ii) non-residential uses on-site and on adjacent land; (g) visual screening of any shared clothes drying areas from public view; and (h) not less than 2 hours of direct sunlight between 9 am and 3 pm on 21 June to at least 50% of the shared open space.	apartment building's shared circulation areas; (e) measures to mitigate the potential for amenity impacts from: (i) mechanical plant and equipment, service structures and lift motor rooms, and (ii) non-residential uses on-site and on adjacent land; (f) measures to minimise the public visibility of any shared clothes drying areas; (g) access to direct sunlight; and (h) the findings of a site analysis and design response report. **P7.2** Shared open space for an apartment building is not required if: (a) for an existing building that is a heritage place, and the site cannot reasonably accommodate shared open space without detracting from the heritage significance of the place; or (b) the site is adjacent to public open space that provides reasonable amenity and outdoor recreation opportunities for residents, having regard to: (i) the location, area and aspect of the public open space; (ii) the extent and quality of landscaping of the public open space; and (iii) the provision and proximity of public amenities.
A8 Each apartment must have a secure, individual storage area that: (a) has a minimum volume of 4 m^3 plus 2 m^3 for each bedroom in the apartment;	**P8** An apartment building must have a secure common storage area that is suitable for storing residents' bulky household items, having regard to:

(b) is located externally to the apartment; ~~(b)~~(c) is not co-located with waste and recycling bin storage; and ~~(c)~~(d) is screened or located away from public view and other non-residential use on the site.	(a) the area of the space; (b) the number of apartments in the building; (c) any provision of secure, individual external storage areas; (d) residents' convenience and security; (e) location and screening to minimise visual impacts to any apartment, other non-residential use on the site or publicly accessible area; and (f) separation from any on-site storage area for shared waste and recycling bins.
A9 A new apartment building containing 6 or more apartments must provide a number of accessible apartments that is: (a) not less than 30% of apartments (rounded up to the nearest whole number) certified by a suitably qualified person as meeting Gold Level requirements as defined in the *Livable Housing Design Guidelines*, or (b) not less than 5% of apartments (rounded up to the nearest whole number) certified by a suitably qualified person as meeting Platinum Level requirements as defined in the *Livable Housing Design Guidelines*.	**P9** A new apartment building containing 6 or more apartments must provide a reasonable number of accessible apartments to having regard to: (a) the number of apartments certified by a suitably qualified person as meeting Gold Level or Platinum Level requirements as defined in the *Livable Housing Design Guidelines*; (b) any relevant council policy; and (c) the findings and recommendations of an accessibility report.

Figure GLE-S8.2 Window shading



GLE- S8.7.6 Waste storage and collection for apartments

This sub-clause is in addition to the provisions of the Central Business Zone – Clause 16.4 Development Standards.

Objective:	
That waste storage and collection for apartments is adequate and convenient and does not adversely impact amenity, the streetscape, other non-residential uses or traffic.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution for bin storage and collection for an apartment building.	**P1** Storage and collection of waste, recycling and FOGO bins for an apartment building must be provided in accordance with any relevant Council policy, must be convenient for residents and must not unreasonably impact amenity or traffic flow on the site, adjoining properties or the road, having regard to: (a) design and location to minimise noise, odour and visual impacts to any apartment, shared open space, other non-residential uses, or publicly accessible area; (b) separation from storage of any non-residential bins on the site; (c) separation from any existing footpath trading activity approved in accordance with the relevant Council policy; (d) the location, timing, duration and frequency of bin collection vehicle movements; (e) manoeuvring required by bin collection vehicles, including the amount of reversing and associated warning noise; (f) any noise mitigation measures between sensitive use on the site or an adjacent property, and waste collection activities; (g) potential conflicts with pedestrian, bicycle or vehicular traffic; and (h) whether the adjoining road is a pedestrian priority street.

GLE-S8.7.7 Access, Parking and Sustainable Transport

This sub-clause is in addition to the provisions of the Parking and Sustainable Transport Code – clause C2.5.2 Bicycle parking numbers and clause C2.6 Development Standards for Buildings and Works, and in substitution for clause C2.6.8 Siting of parking and turning areas (A2/P2).

Objective:	
That access and parking: (a) is designed and located to minimise its visual impact; (b) does not undermine active frontages at ground level; and (c) for residential use: (i) is designed to ensure safe movement of vehicles and pedestrians for residential and non-residential uses on-site; and (ii) provides for active transport options.	
Acceptable Solutions	**Performance Criteria**
A1 Onsite car parking must not be: (a) a multi-storey car park; or (b) located adjacent to a ground-level frontage.	**P1** Parking structures and access must be designed and located to ensure no parking area is a dominant visual element of the activity centre, the site on which it is developed, or the streetscape, having regard to: (a) the character of the activity centre; (b) avoiding blank walls and expression of sloping ramps in the facade design; ~~(b)~~ (c) visual and acoustic screening; and (d) maintaining opportunities for active uses on a street frontage in a pedestrian priority street~~whether the road is a pedestrian priority street~~.
A2 At least one secure, on-site bicycle parking space, or equivalent space for other personal	**P2** On-site bicycle parking spaces, or equivalent spaces for other personal mobility devices,

mobility devices, must be provided for each apartment.	must be provided to meet the reasonable needs of residents, having regard to: (a) the number of apartments and likely demand for parking for bicycles or other personal mobility devices; and (b) the number of on-site car parking spaces provided for each apartment.
A3 Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located in a common area of the apartment building or its car parking area; and (c) if located within a car parking area, must be clearly marked.	**P3** Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must be provided in a safe, secure and convenient location, having regard to: (a) access to the site; (b) the characteristics of the site, including other uses on the site; (c) the location and visibility of proposed parking for bicycles or other personal mobility devices; and (d) the location of other parking areas on the site.
A4 For a site containing an apartment building, there must be no commercial vehicles entering the site.	**P4** For a site containing an apartment building, where commercial vehicles will also access the site, the crossover, driveway and parking areas must be designed to ensure: (a) safe movement of vehicles, bicycles, personal mobility devices and pedestrians; and (b) separate parking, loading and unloading areas for the commercial vehicles.

GLE-S8.7.8 Pedestrian movement

This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.

Objective:	
That development promotes pedestrian connectivity and movement through the public realm.	
Acceptable Solutions	**Performance Criteria**
A1 ~~If a~~For substantial redevelopment on a site, other than a corner site, that has more than one frontage adjoining a pedestrian priority street~~, any substantial redevelopment must provide pedestrian thoroughfare through the site, with activation of the interface between the thoroughfare and uses on the site~~, there is no acceptable solution for pedestrian thoroughfare through the site.	**P1** If a site, other than a corner site, has more than one frontage adjoining a pedestrian priority street, any substantial redevelopment must provide safe pedestrian thoroughfare through the site where feasible, having regard to: (a) any site constraints, such as existing buildings or the characteristics of the lot; (b) proximity to a road junction or existing pedestrian thoroughfare; (c) activation of the interface between any thoroughfare and uses on the site; and ~~(d)~~ the findings of a site analysis and design response report~~; and~~ ~~(e)~~(d) ~~furthering the local area objectives at Clause GLE-S8.3.1~~.

GLE-S8.7.9 Signs

This sub-clause is in addition to the provisions of the Signs Code – Clause C1.6.1 Design and siting of signs, A1 and P1.

Objective:	
That frontage activation is not undermined by window signs.	
Acceptable Solutions	**Performance Criteria**
A1 Window signs adjoining pedestrian priority streets must not collectively occupy more than 25% of the window area.	**P1** A window sign adjoining pedestrian priority streets must not, individually or collectively, unreasonably impede frontage activation, having regard to:

	(a) the prominence of the window in the façade; (b) maintaining transparency between the building interior and publicly accessible areas; (c) the characteristics of the use; and (d) the local area objectives at Clause GLE-S8.3.1.

GLE-S8.7.10 Landscaping of publicly accessible areas

This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.

Objective:	
That landscaping: (a) enhances the amenity and cohesiveness of publicly accessible areas; (b) contributes to a network of green space; and (c) avoids potential negative impacts.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution for landscaping where a new, or a change to an existing, publicly accessible area is proposed.	**P1** Publicly accessible areas, including external car parks, must be appropriately landscaped in accordance with a landscaping plan, prepared by a suitably qualified landscaping designer, to enhance the natural values and amenity of the site, having regard to: (a) layout, materials and species selection to: (i) complement the design of nearby landscaping; (ii) minimise maintenance requirements; (iii) avoid potential public safety risks; (iv) avoid potential damage to public infrastructure and assets; (v) avoid negative impacts to any heritage

	place or adjoining heritage place; and (vi) exclude declared weeds; (b) opportunities for water sensitive urban design; (c) any relevant Council policy or strategy; and (d) the local area objectives at Clause GLE-S8.3.1.

GLE-S8.7.11 Provision of External Lighting

This sub-clause is in addition–to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.

Objective:	
That lighting enhances the amenity and safety of the activity centre.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution for lighting where a new, or a change to an existing, publicly accessible area is proposed, unless for security lighting.	**P1** Publicly accessible areas must be lighted to enhance safety and amenity, having regard to: (a) promoting a night-time economy; (b) utilising lighting for aesthetic effect; (c) illumination of public art, heritage places and landmark buildings; (d) illumination of the area beneath any awnings; (e) compliance with the relevant minimum lighting standard in accordance with any relevant Council policy*;* and (f) the recommendations of a lighting plan, prepared by a suitably qualified lighting designer.

GLE-S8.8 Development Standards for Subdivision

This sub-clause is not used in this specific area plan.

GLE-S8.9 Tables

Table GLES8.9.1 Shared open space for apartments

Number of apartments	**Minimum area of shared open space**
1-9	Nil
10-19	120 m^2 plus 4 m^2 per apartment, after the first 10 apartments
20 or more	160 m^2 plus 6 m^2 per apartment, after the first 20 apartments
Note: Shared open space may include areas in the rooftop, podium, courtyard or any other open communal areas on the site that do not disrupt ground floor frontage use.	

GLENORCHY CITY COUNCIL

CERTIFICATION OF DRAFT AMENDMENT UNDER SECTION 40F LAND USE PLANNING AND APPROVALS ACT 1993

The Planning Authority has prepared the attached draft amendment, Amendment PLAM-22/10, to the Glenorchy Local Provisions Schedule.

The Planning Authority:

- has determined that it is satisfied that the draft amendment meets the LPS Criteria specified in Section 34 of the Land Use Planning and Approvals Act 1993; and
- in accordance with Section 40F (2) of the Land Use Planning and Approvals Act 1993 certifies that the draft amendment so meets those requirements.

In witness where of the common seal of Glenorchy City Council has been affixed on the 22nd **day of** MARCH **2023**

as authorised by Council in the presence of:

Council Delegate

GLENORCHY CITY COUNCIL - TASMANIA 1864

GLENORCHY LOCAL PROVISIONS SCHEDULE
AMENDMENT PLAM-22/10

The Glenorchy Local Provisions Schedule is amended as follows:

Land affected by this amendment:

- Refer to *Annexure 1* that lists all the properties affected by the proposed planning scheme amendment.

The Planning Scheme maps are amended by:

1. Modifying the General Overlay as shown in *Image 1* of *Annexure 2* to show the spatial application of GLE-S15.0 Northern Apartments Corridor Specific Area Plan to the applicable land.

2. Modifying the General Overlay as shown in *Image 2* of *Annexure 2* to show the spatial application of GLE-S15.3 Local Area Objectives of the Northern Apartments Corridor Specific Area Plan to the applicable land.

The Planning Scheme Ordinance is amended by:

3. Inserting Clause GLE-S15.0 Northern Apartments Corridor Specific Area Plan as shown in *Annexure 3*.

4. Inserting the following to GLE- Applied, Adopted or Incorporated Documents as shown in *Annexure 4.*

Document Title	**Publication Details**	**Relevant Clauses in the LPS**
Livable Housing Design Guidelines	Livable Housing Australia	GLE-S15.7.2 A9 & P9

GLENORCHY CITY COUNCIL - TASMANIA 1864

In witness where of the common seal of Glenorchy City Council has been affixed on the 22nd **day of** MARCH **20**23

as authorised by Council in the presence of:

Council Delegate

Appendix 1 – Properties affected by the proposed Planning Scheme Amendment

PLAM-22/10 - Northern Apartments Corridor Specific Area Plan (NAC SAP)

No.	Certificate of Titles	Street Address
1.	CT 248523/1	505 Main Road, Montrose TAS 7010
2.	CT 247776/1	501 Main Road, Montrose TAS 7010
3.	CT 42038/1	499 Main Road, Montrose TAS 7010
4.	CT 29642/1	497 Main Road, Montrose TAS 7010
5.	CT 41984/1	495 Main Road, Montrose TAS 7010
6.	CT 133603/2	2/493 Main Road, Montrose TAS 7010
7.	CT 133603/1	1/493 Main Road, Montrose TAS 7010
8.	CT 133603/0	
9.	CT 129429/2	491 Main Road, Montrose TAS 7010
10.	CT 145375/1	489 Main Road, Montrose TAS 7010
11.	CT 107395/1	487 Main Road, Montrose TAS 7010
12.	CT 178747/1	485 Main Road, Montrose TAS 7010
13.	CT 101511/0	5/481 Main Road, Montrose TAS 7010
14.	CT 101511/5	
15.	CT 101511/4	4/481 Main Road, Montrose TAS 7010
16.	CT 101511/3	2-3/481 Main Road, Montrose TAS 7010
17.	CT 101511/2	
18.	CT 101511/1	1/481 Main Road, Montrose TAS 7010
19.	CT 5054/2	469 Main Road, Glenorchy TAS 7010
20.	CT 5054/1	467 Main Road, Montrose TAS 7010
21.	CT 136928/1	463 Main Road, Glenorchy TAS 7010
22.	CT 147635/1	457-459 Main Road, Glenorchy TAS 7010
23.	CT 168311/1	451-455 Main Road, Glenorchy TAS 7010
24.	CT 42527/1	449 Main Road, Glenorchy TAS 7010
25.	CT 24743/1	447 Main Road, Glenorchy TAS 7010
26.	CT 246568/1	441-445 Main Road, Glenorchy TAS 7010
27.	CT 178483/1	448-450 Main Road, Glenorchy TAS 7010
28.	CT 179145/2	446-446A Main Road, Glenorchy TAS 7010
29.	CT 134416/1	
30.	CT 20329/5	
31.	CT 20329/4	
32.	CT 50000/1	444 Main Road, Glenorchy TAS 7010
33.	CT 34710/1	442 Main Road, Glenorchy TAS 7010
34.	CT 64783/1	436 Main Road, Glenorchy TAS 7010
35.	CT 139487/1	434 Main Road, Glenorchy TAS 7010
36.	CT 139487/2	424-432 Main Road, Glenorchy TAS 7010
37.	CT 35688/1	418 Main Road, Glenorchy TAS 7010
38.	CT 123818/1	
39.	CT 35687/1	
40.	CT 59523/2 CT 59523/0	412 Main Road, Glenorchy TAS 7010

Properties affected by the Planning Scheme Amendment PLAM-22/10 for NAC SAP

41.	CT 59523/1	414 Main Road, Glenorchy TAS 7010
42.	CT 117750/1	410 Main Road, Glenorchy TAS 7010
43.	CT 120893/1	313A Main Road, Glenorchy TAS 7010
44.	CT 70051/1	315-319 Main Road, Glenorchy TAS 7010
45.	CT 245818/2	
46.	CT 231469/1	
47.	CT 231501/1	
48.	CT 120893/2	
49.	CT 27862/1	2 Harold Street, Glenorchy TAS 7010
50.	CT 27862/2	Caltex Glenorchy, 323-325 Main Road, Glenorchy TAS 7010
51.	CT 183018/1	Glenorchy Ice Skating Rink, 327 Main Road, Glenorchy TAS 7010
52.	CT 198100/1	329 Main Road, Glenorchy TAS 7010
53.	CT 199651/1	331 Main Road, Glenorchy TAS 7010
54.	CT 197149/2	333 Main Road, Glenorchy TAS 7010
55.	CT 197149/1	335 Main Road, Glenorchy TAS 7010
56.	CT 197149/4	337-339 Main Road, Glenorchy TAS 7010
57.	CT 237744/1	324-328 Main Road, Glenorchy TAS 7010
58.	CT 91610/5	
59.	CT 219879/3	330 Main Road, Glenorchy TAS 7010
60.	CT 129442/7	7/332-334 Main Road, Glenorchy TAS 7010
61.	CT 129442/0	
62.	CT 129442/7	6/332-334 Main Road, Glenorchy TAS 7010
63.	CT 129442/6	
64.	CT 129442/5	5/332-334 Main Road, Glenorchy TAS 7010
65.	CT 129442/5	
66.	CT 129442/4	4/332-334 Main Road, Glenorchy TAS 7010
67.	CT 129442/4	
68.	CT 129442/3	3/332-334 Main Road, Glenorchy TAS 7010
69.	CT 129442/3	
70.	CT 129442/2	2/332-334 Main Road, Glenorchy TAS 7010
71.	CT 129442/2	
72.	CT 129442/1	1/332-334 Main Road, Glenorchy TAS 7010
73.	CT 129442/1	
74.	CT 94626/9	5 Eady Street, Glenorchy TAS 7010
75.	CT 222069/8	3 Eady Street, Glenorchy TAS 7010
76.	CT 200864/1	Australian Croatian Club, 1 Eady Street, Glenorchy TAS 7010
77.	CT 39451/3	
78.	CT 39800/1	338 Main Road, Glenorchy TAS 7010
79.	CT 131977/1	209-215 Main Road, Derwent Park TAS 7009
80.	CT 169892/1	219-221 Main Road, Derwent Park TAS 7009
81.	CT 170668/1	225 Main Road, Derwent Park TAS 7009
82.	CT 119569/1	1/227 Main Road, Derwent Park TAS 7009
83.	CT 119569/2	2/227 Main Road, Derwent Park TAS 7009

84.	CT 8757/4	231 Main Road, Derwent Park TAS 7009
85.	CT 119569/3	3/227 Main Road, Derwent Park TAS 7009
86.	CT 119569/0	
87.	CT 119569/4	4/227 Main Road, Derwent Park TAS 7009
88.	CT 63830/1	Carlyle Hotel, 236 Main Road, Derwent Park TAS 7009
89.	CT 37521/1	
90.	CT 37520/1	
91.	CT 10860/1	
92.	CT 41184/2	233-235 Main Road, Derwent Park TAS 7009
93.	CT 41184/1	
94.	CT 141829/1	1/237 Main Road, Derwent Park TAS 7009
95.	CT 141829/2	2/237 Main Road, Derwent Park TAS 7009
96.	CT 141829/0	
97.	CT 137943/1	239 Main Road, Derwent Park TAS 7009
98.	CT 245232/1	Martin Cash Motor Lodge, 238 Main Road, Derwent Park TAS 7009
99.	CT 20448/4	241 Main Road, Derwent Park TAS 7009
100.	CT 43546/1	240 Main Road, Derwent Park TAS 7009
101.	CT 113457/1	243 Main Road, Derwent Park TAS 7009
102.	CT 113457/2 CT 113457/0	
103.	CT 20448/2	245 Main Road, Derwent Park TAS 7009
104.	CT 158870/1	242-246 Main Road, Derwent Park TAS 7009
105.	CT 20448/1	247 Main Road, Derwent Park TAS 7009
106.	CT 11697/6	248-250 Main Road, Moonah TAS 7009
107.	CT 11697/5	
108.	CT 11697/4	252 Main Road, Derwent Park TAS 7009
109.	CT 109414/1	255-257 Main Road, Derwent Park TAS 7009
110.	CT 109415/1	
111.	CT 180487/1 CT 180487/0	1/254-260 Main Road, Derwent Park TAS 7009
112.	CT 180487/2	4/254-260 Main Road, Derwent Park TAS 7009
113.	CT 180487/4	
114.	CT 180487/2	2/254-260 Main Road, Derwent Park TAS 7009
115.	CT 180487/4	
116.	CT 180487/3	3/254-260 Main Road, Derwent Park TAS 7009
117.	CT 180487/5	5/254-260 Main Road, Derwent Park TAS 7009
118.	CT 180487/5	
119.	CT 170323/1	259-263 Main Road, Derwent Park TAS 7009
120.	CT 46488/2	
121.	CT 46488/1	
122.	CT 170323/2	265 Main Road, Derwent Park TAS 7009
123.	CT 58340/1	267 Main Road, Derwent Park TAS 7009

	CT 58340/0	
124.	CT 58340/2 CT 58340/0	2/269 Main Road, Derwent Park TAS 7009
125.	CT 58340/3	3/269 Main Road, Derwent Park TAS 7009
126.	CT 117356/1	270 Main Road, Glenorchy TAS 7010
127.	CT 117356/2	
128.	CT 43744/1	Aboriginal Christian Congress, 280 Main Road, Glenorchy TAS 7010
129.	CT 244805/12	
130.	CT 41659/1	282 Main Road, Glenorchy TAS 7010
131.	CT 54107/1	284 Main Road, Glenorchy TAS 7010
132.	CT 106979/1	Bp Derwent Park, 271-273 Main Road, Glenorchy TAS 7010
133.	CT 160255/1	275-281 Main Road, Glenorchy TAS 7010
134.	CT 48677/1	283-285 Main Road, Glenorchy TAS 7010
135.	CT 124054/1	
136.	CT 241735/1	287 Main Road, Glenorchy TAS 7010
137.	CT 215207/1	289-291 Main Road, Glenorchy TAS 7010
138.	CT 59815/56	293 Main Road, Glenorchy TAS 7010
139.	CT 219986/55	295-295A Main Road, Glenorchy TAS 7010
140.	CT 140952/1	297-299 Main Road, Glenorchy TAS 7010
141.	CT 30525/1	296 Main Road, Glenorchy TAS 7010
142.	CT 59825/1	298 Main Road, Glenorchy TAS 7010
143.	CT 59825/2	300 Main Road, Glenorchy TAS 7010
144.	CT 166988/7	47 Charles Street, Moonah TAS 7009
145.	CT 166988/1	45 Charles Street, Moonah TAS 7009
146.	CT 106922/1	139 Main Road, Moonah TAS 7009
147.	CT 20459/8	11 Amy Street, Moonah TAS 7009
148.	CT 18553/9	9 Amy Street, Moonah TAS 7009
149.	CT 115136/10	7 Amy Street, Moonah TAS 7009
150.	CT 21841/11	5 Amy Street, West Moonah TAS 7009
151.	CT 46236/1	3 Amy Street, West Moonah TAS 7009
152.	CT 118297/1	134-136 Main Road, Moonah TAS 7009
153.	CT 117841/13	
154.	CT 94567/1	
155.	CT 125159/1	138-140 Main Road, Moonah TAS 7009
156.	CT 107443/1	141 Main Road, Moonah TAS 7009
157.	CT 151727/1	145-147 Main Road, Moonah TAS 7009
158.	CT 55470/8	149 Main Road, Moonah TAS 7009
159.	CT 55470/7	1 Fleet Street, Moonah TAS 7009
160.	CT 37814/4	6 Amy Street, Moonah TAS 7009
161.	CT 171567/1	142-148 Main Road, Moonah TAS 7009
162.	CT 233831/1	150 Main Road, Moonah TAS 7009
163.	CT 55470/5	151 Main Road, Moonah TAS 7009
164.	CT 55470/6	
165.	CT 55470/4	153 Main Road, Moonah TAS 7009
166.	CT 55470/3	155 Main Road, Moonah TAS 7009

Properties affected by the Planning Scheme Amendment PLAM-22/10 for NAC SAP

167.	CT 248222/1	157 Main Road, Moonah TAS 7009
168.	CT 73265/1	159 Main Road, Moonah TAS 7009
169.	CT 252708/1	154 Main Road, Moonah TAS 7009
170.	CT 148532/1	156-158 Main Road, Moonah TAS 7009
171.	CT 138259/5	Hobart Nursing Service, 2-6 Birdwood Avenue, Moonah TAS 7009
172.	CT 138259/6	169 Main Road, Moonah TAS 7009
173.	CT 36248/1	Moonah Bowl, 164 Main Road, Moonah TAS 7009
174.	CT 212633/1	166 Main Road, Moonah TAS 7009
175.	CT 37555/3	
176.	CT 132964/1	170 Main Road, Moonah TAS 7009
177.	CT 95940/16	172-174 Main Road, Moonah TAS 7009
178.	CT 35282/1	
179.	CT 163871/1	171-181 Main Road, Moonah TAS 7009
180.	CT 119190/2	9 Maxwell Street, Moonah TAS 7009
181.	CT 197590/1	7 Maxwell Street, Moonah TAS 7009
182.	CT 248203/31	5 Maxwell Street, Moonah TAS 7009
183.	CT 60868/26	3 Maxwell Street, Moonah TAS 7009
184.	CT 60868/21	178 Main Road, Moonah TAS 7009
185.	CT 232476/1	
186.	CT 30064/1	183 Main Road, Moonah TAS 7009
187.	CT 145005/1	185 Main Road, Moonah TAS 7009
188.	CT 60868/40	10 Maxwell Street, Moonah TAS 7009
189.	CT 60868/35	Mcdonalds Moonah, 184-190 Main Road, Moonah TAS 7009
190.	CT 60868/30	
191.	CT 40831/1	
192.	CT 40887/1	139B Main Road, Moonah TAS 7009
193.	CT 60868/9	192 Main Road, Moonah TAS 7009
194.	CT 60868/8	194-196 Main Road, Moonah TAS 7009
195.	CT 168408/1	187 Main Road, Moonah TAS 7009
196.	CT 131279/1	Caltex Moonah, 198 Main Road, Moonah TAS 7009
197.	CT 60868/18	
198.	CT 112829/1	202 Main Road, Moonah TAS 7009
199.	CT 252152/1	210 Main Road, Moonah TAS 7009
200.	CT 240008/1	207 Main Road, Moonah TAS 7009
201.	CT 168408/2	189-205 Main Road, Moonah TAS 7009
202.	CT 111894/1	1-9 Main Road, Moonah TAS 7009
203.	CT 198697/1	
204.	CT 8011/1	
205.	CT 8011/2	
206.	CT 40701/1	10 Main Road, Moonah TAS 7009
207.	CT 54025/1	12 Main Road, Moonah TAS 7009
208.	CT 120941/1	11-13 Main Road, Moonah TAS 7009
209.	CT 165845/1	
210.	CT 56323/2	2/19-23 Main Road, Moonah TAS 7009

	CT 56323/0	
211.	CT 56323/1	1/19-23 Main Road, Moonah TAS 7009
212.	CT 113730/1	16 Main Road, Moonah TAS 7009
213.	CT 21609/1	18 Main Road, Moonah TAS 7009
214.	CT 126126/1	20 Main Road, Moonah TAS 7009
215.	CT 120509/1	22 Main Road, Moonah TAS 7009
216.	CT 131510/1	7 Florence Street, Moonah TAS 7009
217.	CT 111895/1	5 Florence Street, Moonah TAS 7009
218.	CT 164118/1	24-28 Main Road, Moonah TAS 7009

<u>Annexure 2</u> – Proposed amendment to Planning Scheme Maps

PLAM-22/10 - Northern Apartments Corridor Specific Area Plan (NAC SAP)

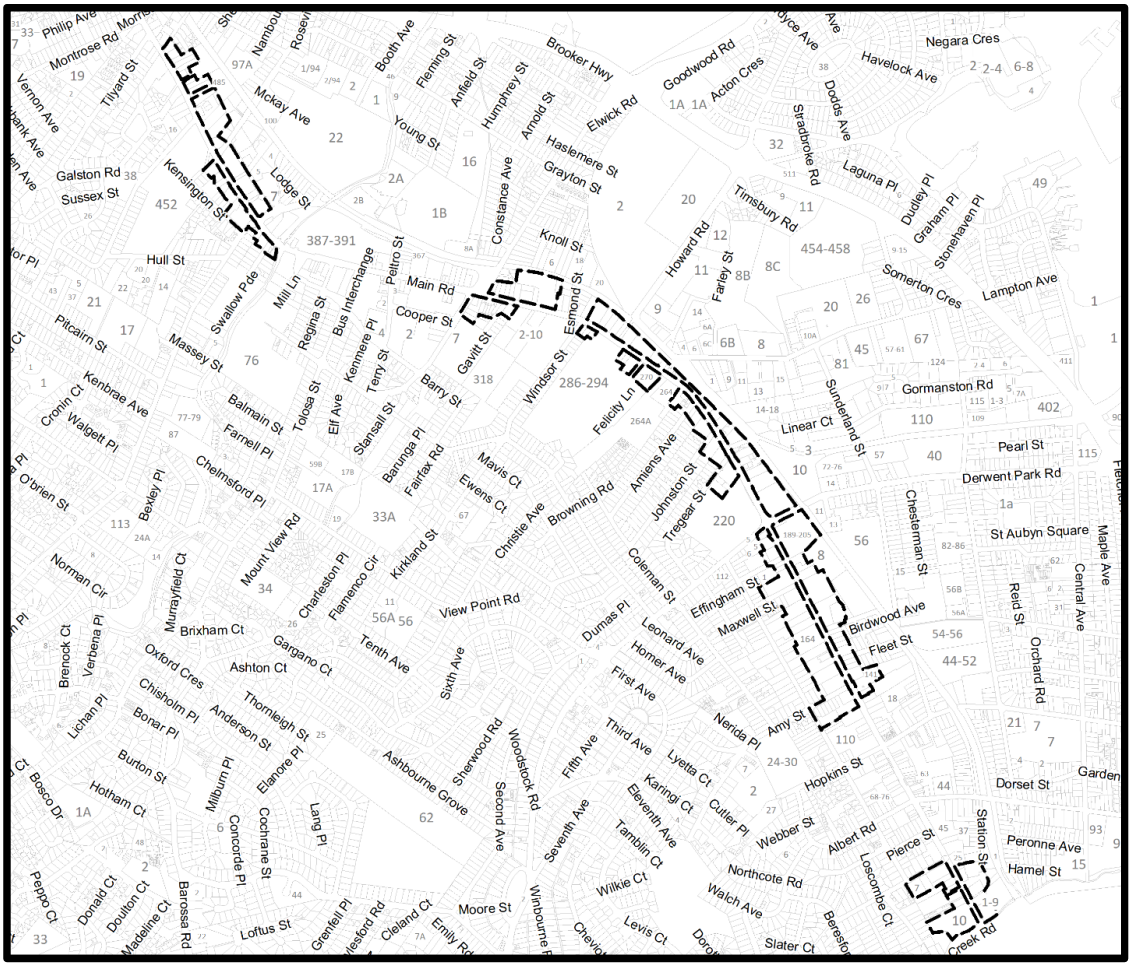


Image 1 – Land to be included in GLE-S15.0 Northern Apartments Corridor Specific Area Plan

Image 2 – Land to which GLE-S15.2 Local Area Objectives of the Northern Apartments Corridor Specific Area Plan applies

Annexure 3 – Proposed Planning Scheme Amendment PLAM-22/10

GLE-S15.0 Northern Apartments Corridor Specific Area Plan

GLE-S15.1 Plan Purpose

The purpose of the Northern Apartments Corridor Specific Area Plan is:

GLE-S15.1.1 To provide for residential use primarily above ground floor level or behind commercial use, typically as medium to high density apartments.

GLE-S15.1.2 To ensure residential use does not dominate the primary commercial use at street level.

GLE-S15.2 Application of this Plan

GLE-S15.2.1 This specific area plan applies to the area of land designated as the Northern Apartments Corridor Specific Area Plan on the overlay maps.

GLE-S15.2.2 In the area of land this plan applies to, the provisions of the Specific Area Plan are in addition to the provisions of the Commercial Zone, the Parking and Sustainable Transport Code and the Road and Railway Assets Code, as specified in the relevant provision.

GLE-S15.2.3 In addition to any other application requirements, the planning authority may require any of the following information to determine compliance with performance criteria:

(a) elevation drawings or photomontage showing the proposed development in the context of adjacent buildings and the streetscape;

(b) a site analysis and design response report;

(c) an accessibility report;

(d) a crime prevention through environmental design report; or

(e) a landscaping plan.

GLE-S15.3 Local Area Objectives

GLE-S15.3.1 The local area objectives for the Northern Apartments Corridor are to:

(a) provide for medium to high density apartments primarily above ground level or behind commercial activity, that are compatible to the area without undermining the primary commercial and economic focus of the locality;

(b) ensure the residential use does not result in potential conflict with other non-residential uses;

(c) assist in delivering well-designed apartments with an appropriate level of residential amenity to the occupants without impacting on the non-residential uses of the site; and

(d) take advantage of the highly accessible location and promote sustainable and active transport opportunities.

GLE-S15.4 Definition of Terms

GLE-S15.4.1 In this specific area plan, unless the contrary intention appears:

Terms	**Definition**
accessibility report	means a report (as defined in this specific area plan) that addresses: (a) likely demand for accessible apartments in the SAP area, having regard to: (i) the demographic characteristics of the Glenorchy municipality; and (ii) the accessibility needs of the population of likely occupants of accessible apartments in the SAP area; (b) the extent to which the proposed development contributes to meeting the likely demand for accessible apartments in the SAP area, having regard to: (i) the size and scale of the development; (ii) the application of universal design principles; and (iii) any other proposed accessibility or universal design features, excluding those required under the *Building Act 2016*; (c) any accessibility advice relating to the ongoing management of any other use or development on the site; and (d) any matter specifically required by standards in this specific area plan.
apartment	means part of a building, used as a residence and which includes food preparation facilities, a bath or shower, a toilet and sink, any associated private open space and access to laundry facilities.
apartment building	means a Class 2 residential building as defined in the *National Construction Code.*
commercial vehicle	means a medium rigid vehicle or greater as described in section 2 *"Design Vehicles" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities".*
crime prevention through environmental design report	means a report (as defined in this specific area plan) that addresses: (a) whether the use or development can achieve and maintain an acceptable level of crime prevention through environmental design, having regard to:

	(i) the characteristics of the use or development; (ii) existing crime prevention or deterrence measures on the site and adjacent properties; (iii) any proposed crime prevention or deterrence measures; and (iv) the ongoing management of the use or development; and (b) any matter specifically required by Performance Criteria in this specific area plan.
FOGO	means Food Organics and Garden Organics.
living room	means a habitable room of a dwelling, other than a bedroom or separate kitchen.
passive surveillance	means the location and design of use or development to maximise visibility by passers-by or casual onlookers from adjacent spaces, in order to reduce opportunities for crime by making potential offenders feel exposed and making legitimate users feel safer.
report	means a report, prepared for a site by a suitably qualified person, that must include: (a) details of, and be signed by, the person who prepared or verified the report; (b) confirmation that the person has the appropriate qualifications and expertise; (c) confirmation that the report has been prepared in accordance with any applicable methodology specified by a government authority or professional body; and (d) conclusions and recommendations based on consideration of the proposed use or development and its context.
shared open space	an outdoor area of the land or building, which may include the rooftop, for the shared use of the occupants of an apartment building, excluding areas proposed or approved for storage, vehicle (including bicycles and personal mobility devices) access or parking, service structures, lift motor rooms, plant and equipment, shared laundry facilities or shared waste storage.
single aspect apartment	means an apartment that has external windows on no more than one building elevation (not including skylights and windows to a light well or ventilation shaft).
site analysis and design response report	means a report (as defined in this specific area plan) that: (a) identifies site constraints and opportunities in relation to: (i) solar access;

	(ii) prevailing wind conditions; (iii) privacy and security; (iv) access to views and open space; and (v) light, noise and other emissions from traffic and nearby land use; (b) explains how the proposed development: (i) responds to the site's constraints and opportunities; (ii) enhances and responds positively to the streetscape character of the area; (iii) meets the purpose of this specific area plan; and (iv) addresses the local area objectives; and (c) any matter specifically required by Performance Criteria in this specific area plan.
universal design	means design that is useable by people of all abilities.

GLE-S15.5 Use Table

This clause is in substitution to the Commercial Zone – Clause 17.2 Use Table.

Use Class	**Qualification**
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for home-based business.
Utilities	If for minor utilities.
Permitted	
Bulky Goods Sales	
Emergency Services	
Equipment and Machinery Sales and Hire	
Residential	If for an apartment building and located above ground floor level (excluding pedestrian or vehicular access and parking).

Service Industry	
Storage	
Discretionary	
Business and Professional Services	
Community Meeting and Entertainment	
Educational and Occasional Care	
Food Services	
General Retail and Hire	
Hotel Industry	If for alterations or extensions to an existing Hotel Industry.
Manufacturing and Processing	
Research and Development	
Residential	If for an apartment building: (a) not listed as Permitted; and (b) located to the rear of the commercial use and development on the frontage (excluding pedestrian or vehicular access and parking).
Resource Processing	If for food or beverage production.
Sports and Recreation	
Transport Depot and Distribution	
Tourist Operation	
Utilities	
Vehicle Fuel Sales and Service	
Vehicle Parking	
Visitor Accommodation	If for alterations or extensions to existing Visitor Accommodation.

Prohibited	
All other uses	

GLE-S15.6 Use Standards

GLE-S15.6.1 All uses

This sub-clause is in substitution to Commercial Zone – Clause 17.3.1 All Uses

Objective:	
That uses do not cause an unreasonable loss of residential amenity to residential zones.	
A1 Hours of operation of a use, excluding Residential, Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**P1** Hours of operation of a use, excluding Residential, Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
A2 External lighting for a use, excluding Residential, Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must: (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.	**P2** External lighting for a use, excluding Residential, Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the level of illumination and duration of lighting; and (b) the distance to habitable rooms of an adjacent dwelling.
A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Residential, Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone,	**P3** Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Residential, Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone,

must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and the adjoining residential area; and (f) potential conflicts with other traffic.

GLE-S15.6.2 Discretionary uses

This sub-clause is in substitution to Commercial Zone – Clause 17.3.2 Discretionary Uses

Objective:	
That uses: (a) listed as discretionary do not compromise or distort the activity centre hierarchy; and (b) residential use listed as discretionary does not compromise or distort the commercial activity on the ground floor level of the site.	
A1 If use is for a discretionary use, other than for discretionary residential use, no acceptable solution.	**P1** A use listed as discretionary, other than discretionary residential use, must not compromise or distort the activity centre hierarchy, having regard to: (a) the characteristics of the site; (b) the size and scale of the proposed use; (c) the functions of the activity centre and the surrounding activity centres; and (d) the extent that the proposed use impacts on other activity centres.
A2 If residential use listed as discretionary, no acceptable solution.	**P2** Residential use listed as discretionary must not compromise or distort the commercial activity on the ground floor level, having regard to: (a) the characteristics of the site and the existing or proposed ground floor level commercial use and development; (b) maintaining active commercial frontages at

	street level, and residential development (other than pedestrian or vehicular access) located to the rear of the commercial activity; (c) residential parking not located on the frontage; (d) the size and scale of the residential development that is proposed to be located at the ground floor level; (e) the extent of impact of the residential development on the commercial and economic function of the site, and any proposed mitigation measures to ensure the primary commercial focus of the site is not compromised; and (f) furthering the local area objectives at Clause GLE-S15.3.1.

GLE-S15.7 Development Standards for Buildings and Works

GLE-S15.7.1 Building height

This subclause is in substitution for Commercial Zone – Clause 17.4.1 Building height A1 and P1, and A2 and P2.

Objective:	
That building height: (a) enhances the streetscape through the scale, proportion and massing of buildings; (b) mediates transitions in height between buildings to provide a cohesive streetscape; (c) facilitates shop-top apartment buildings of medium to high density; and (d) does not cause unreasonable loss of amenity to adjoining residential zones.	
Acceptable Solution	**Performance Criteria**
A1 Building height, excluding lift shafts, mechanical plant and miscellaneous equipment, must be no more than: (a) 12m for non-residential uses; (b) 12m within 5.5m of a frontage, and otherwise 15m, for development that includes an apartment building.	**P1.1** Building height must: (a) not unreasonably overshadow public places or existing residential use; (b) not unreasonably reduce public amenity through visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the street; and (c) provide a transition in scale to adjacent buildings of lesser height where the

	difference in height is more than 4m. **P1.2** A building greater than 6 storeys must demonstrate significant architectural merit, having regard to making a significant positive contribution to the streetscape.
A2 Building height, excluding lift shafts, mechanical plant and miscellaneous equipment: (a) within 10m of a residential zone must be no more than 9.5m.	**P2** Building height within 10m of a residential zone must not cause an unreasonable loss of residential amenity, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy; and (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.

GLE-S15.7.2 Design of apartment buildings

This sub-clause is in addition to the provisions of the Commercial Zone - Clause 17.4 Development Standards for Buildings and Works, and in addition to the provisions of the Road and Railway Assets Code – Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area.

Objective:	
That apartment buildings provide a reasonable level of amenity for residents of all abilities, through design that: (a) responds to the site; (b) promotes resource efficiency and minimises energy consumption; (c) maximises solar access and natural ventilation; (d) provides occupants with adequate privacy, open space and storage; and (e) mitigates amenity impacts from other uses and development on-site and on neighbouring sites.	
Acceptable Solutions	**Performance Criteria**
A1 Private open space and glazing to a habitable	**P1** Private open space and glazing to a habitable

room of an apartment, that has a floor level more than 1 m above existing ground level, must have a setback of not less than 6 m from the private open space and glazing to a habitable room of any other apartment, unless the proposed glazing: (a) is offset, in the horizontal plane, not less than 1.5 m from the edge of: (i) the private open space; and (ii) glazing to a habitable room; of any other apartment; (a) has a sill height of not less than 1.7m above the floor level or has fixed obscure glazing extending to a height of at least 1.7m above the floor level; or (b) has a permanently fixed external screen for the full length of the glazing, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.	room of an apartment, that has a floor level more than 1 m above existing ground level must be designed to minimise overlooking and privacy impacts to any adjacent apartment, having regard to: (a) proximity to side and rear boundaries; (b) location of private open space and glazing to habitable rooms in adjacent apartments; and (c) proposed screening or other design measures to minimise direct views to the private open space and glazing to habitable rooms of adjacent apartments.
A2 An apartment building must be designed to achieve the following: (a) at least 70% of apartments (rounded up to the nearest whole number) receive a minimum of 3 hours direct sunlight on the 21st of June, to living rooms or private open spaces; and (b) not more than 15% of apartments (rounded up to the nearest whole number) receive no direct sunlight to living rooms and private open spaces on the 21st of June.	**P2** An apartment building must be designed to maximise the number of apartments that receive direct sunlight to a living room or private open space on the 21st of June, having regard to: (a) the size, dimensions and orientation of the site; (b) whether south facing, single aspect apartments have been minimised and multiple aspect apartments have been maximised; (c) optimising the area of direct sunlight to living rooms through the depth and layout of apartments and window sizes; and (d) the findings of a site analysis and design response report.

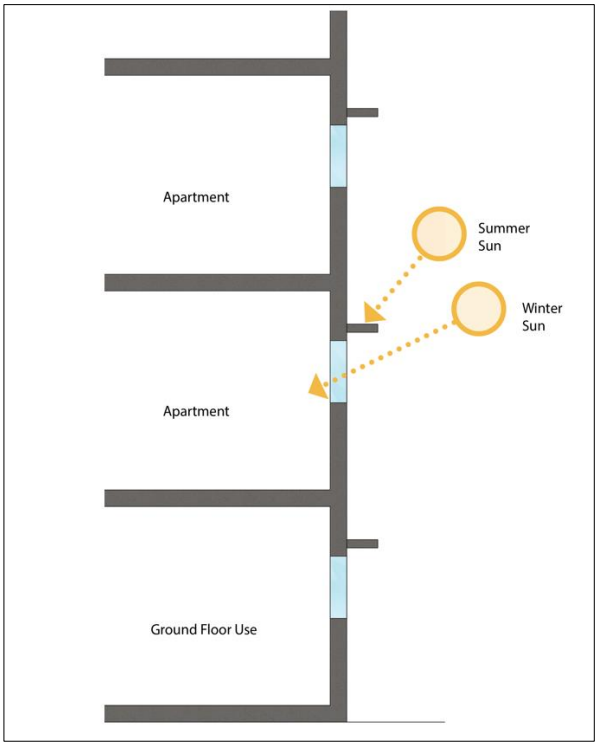
A3 Apartment windows to habitable rooms oriented between 30 degrees west of north and 30 degrees east of north must be provided with a window shading device with a width (perpendicular to the building facade) not less than 42% of the height from window sill to lintel, as illustrated in Figure GLE-S15.1.	**P3** Apartment windows oriented between 30 degrees west of north and 30 degrees east of north must have adequate shading from direct sunlight during summer, that enables a reasonable level of light to penetrate into the room.
A4 At least 60% of apartments must have external openings in different elevations providing natural cross-ventilation.	**P4** Apartments are designed to optimise natural cross ventilation opportunities, having regard to: (a) building orientation relative to prevailing breezes; (b) the number, area and location of external openings; (c) internal layout to minimise obstructions to the breeze path between external openings; and (d) use of other passive ventilation solutions such as solar chimneys.
A5 An apartment building must be designed to achieve internal noise levels in accordance with Australian Standard *AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and Australian Standard *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors).*	**P5** An apartment building must be designed to achieve internal noise levels in accordance with Australian Standard *AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and Australian Standard *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)*, unless: (a) the building is a heritage place; and (b) alterations required to meet these standards would negatively impact on the heritage significance of a heritage place.
A6 Each apartment must have private open space that: (a) has a minimum area of 6 m^2 plus 2 m^2 for each bedroom in the apartment, and	**P6.1** Unless complying with Clause P6.2 of this standard, each apartment must have private open space that provides reasonable amenity and opportunity for outdoor recreation, having regard to:

a minimum width of 2 m; (b) is directly accessible from a living room of the apartment; (c) has visual and acoustic screening from: (i) mechanical plant and equipment, service structures and lift motor rooms; (ii) outdoor storage areas and shared laundry facilities; (iii) adjacent shared open space areas; (iv) adjacent outdoor entertainment areas; and (v) the private open spaces and glazing to habitable rooms of adjacent apartments; and (d) includes a private clothes drying area that is screened from public view, unless shared clothes drying facilities are provided.	(a) the area and dimensions of the space, excluding space occupied by mechanical plant and equipment; (b) the location of the space, relative to a living room of the apartment; (c) the privacy, visual and acoustic qualities of the space; (d) provision for clothes drying; and (e) screening or design to minimise overlooking of the private open space, and windows to habitable rooms, of existing adjacent apartments. **P6.2** For an apartment in an existing building that is a heritage place, private open space is not required if the site cannot reasonably accommodate private open space without detracting from the heritage significance of the place.
A7.1 An apartment building containing five or more apartments must have shared open space on the site, with: (a) a total area not less than the area specified in Table GLE- S15.1; (b) a minimum horizontal dimension of 4m for five to nine apartments, and 5m for ten or more apartments; (c) a minimum area of 24 m^2 in one location for five to nine apartments, and 45 m^2 in one location for ten or more apartments; (d) not less than 20% of the total shared open space area allocated for plantings; (e) direct access from the apartment building's shared circulation areas; (f) visual and acoustic screening from: (i) mechanical plant and equipment, service structures and lift motor rooms; and	**P7.1** Unless complying with Clause P7.2 of this standard, an apartment building containing five or more apartments must have shared open space on the site that provides reasonable amenity and outdoor recreation opportunities for residents, having regard to: (a) the area and dimensions of the space; (b) the number of apartments in the building; (c) provision of landscaping on the site; (d) the location of the space relative to ground floor commercial use; (e) the location of the space, relative to the apartment building's shared circulation areas; (f) measures to mitigate the potential for amenity impacts from: (i) mechanical plant and equipment, service structures and lift motor rooms; and

(ii) non-residential uses on-site and on adjacent land; (g) visual screening of any shared clothes drying areas from public view; (h) not less than 2 hours of direct sunlight between 9 am and 3 pm on 21 June to at least 50% of the shared open space. **A7.2** Shared open space for an apartment building must be located so as not to interfere with ground floor commercial use.	(ii) non-residential uses on-site and on adjacent land; (g) measures to minimise the public visibility of any shared clothes drying areas; (h) access to direct sunlight; and (i) the findings of a site analysis and design response report. **P7.2** Shared open space for an apartment building is not required if: (a) for an existing building that is a heritage place, and the site cannot reasonably accommodate shared open space without detracting from the heritage significance of the place; or (b) the site is adjacent to public open space that provides reasonable amenity and outdoor recreation opportunities for residents, having regard to: (i) the location, area and aspect of the public open space; (ii) the extent and quality of landscaping of the public open space; and (iii) the provision and proximity of public amenities.
A8 Each apartment must have a secure, individual storage area that: (a) has a minimum volume of 4 m^3 plus 2 m^3 for each bedroom in the apartment; (b) is located externally to the apartment; and (c) is screened or located away from public view and other non-residential use on the site.	**P8** An apartment building must have a secure common storage area that is suitable for storing residents' bulky household items, having regard to: (a) the area of the space; (b) the number of apartments in the building; (c) any provision of secure, individual external storage areas; (d) residents' convenience and security; (e) location and screening to minimise visual impacts to any apartment, other non-residential use on the site or publicly

	accessible areas of the site; and (f) separation from any on-site storage area for shared waste and recycling bins.
A9 A new apartment building containing 6 or more apartments must provide a number of accessible apartments that is: (a) not less than 30% of apartments (rounded up to the nearest whole number) certified by a suitably qualified person as meeting Gold Level requirements as defined in the *Livable Housing Design Guidelines*; or (b) not less than 5% of apartments (rounded up to the nearest whole number) certified by a suitably qualified person as meeting Platinum Level requirements as defined in the *Livable Housing Design Guidelines*.	**P9** A new apartment building containing 6 or more apartments must provide a reasonable number of accessible apartments having regard to: (a) the number of apartments certified by a suitably qualified person as meeting Gold Level or Platinum Level requirements as defined in the *Livable Housing Design Guidelines*; (b) any relevant council policy; and (c) the recommendations of an accessibility report.

Figure GLE-S15.1 Window shading



GLE-S15.7.3 Passive Surveillance for Residential Use

This sub-clause is in addition to the provisions of the Commercial Zone - Clause 17.4 Development Standards for Buildings and Works

Objective:	
That the design of medium-high density apartment buildings: (a) minimises opportunities for crime and anti-social behaviour; and (b) provides for passive surveillance allowing actual and perceived safety in the publicly accessible areas of the site and public places.	
Acceptable Solution	**Performance Criteria**
A1 Apartment buildings must be provided with glazing or balconies on the first floor facing the publicly accessible areas of the site and public places to enable passive surveillance.	**P1** Apartment buildings must have building design, site layout, and hard and soft landscaping that deter crime and enhance safety in the publicly accessible areas of the site and public places, having regard to the recommendations of a crime prevention through environmental design report.

GLE-S15.7.4 Waste storage and collection for apartments

This sub-clause is in addition to the provisions of the Commercial Zone - Clause 17.4 Development Standards for Buildings and Works

Objective:	
That waste storage and collection for apartments is adequate and convenient and does not adversely impact amenity, the streetscape, other non-residential uses or traffic.	
Acceptable Solution	**Performance Criteria**
A1 No Acceptable Solution for bin storage and collection for an apartment building.	**P1** Storage and collection of waste, recycling and FOGO bins for an apartment building must be provided in accordance with any relevant Council policy, must be convenient for residents and must not unreasonably impact amenity or traffic flow on the site, adjoining properties or the road, having regard to: (a) design and location to minimise noise, odour and visual impacts to any apartment, shared open space, other non-residential uses, or publicly accessible areas of the site;

	(b) separation from storage of any non-residential bins on the site; (c) the location, timing, duration and frequency of bin collection vehicle movements; (d) manoeuvring required by bin collection vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between sensitive use on the site or an adjacent property, and waste collection activities; (f) potential conflicts with pedestrian, bicycle or vehicular traffic; and (g) furthering the local area objectives at Clause GLE-S15.3.1.

GLE-S15.7.5 Access, parking and sustainable transport for apartments

This sub-clause is in substitution to the provisions of the Parking and Sustainable Transport Code – Clause C2.5.2 Bicycle parking numbers, and in addition to Clause C2.6 Development Standards for Buildings and Works.

Objective:	
That access and parking where residential use is proposed: (a) is designed to ensure safe movement of vehicles and pedestrians for residential and non-residential uses on-site; (b) residential car parking does not undermine the street level commercial activity on frontages; and (c) provides for active transport options.	
Acceptable Solution	**Performance Criteria**
A1 For a site containing an apartment building, there must be no commercial vehicles entering the site.	**P1** For a site containing an apartment building, where commercial vehicles will also access the site, the crossover, driveway and parking areas must be designed to ensure: (a) safe movement of vehicles, bicycles, personal mobility devices and pedestrians; (b) separate parking, loading and unloading areas for the commercial vehicles; and

	(c) furthering the local area objectives at Clause GLE-S15.3.1.
A2 Residential parking, if located on the ground level, must: (a) not be located on the frontage; and (b) be located to minimise disruptions to the commercial use on the ground floor.	**P2** No Performance Criteria.
A3.1 At least one secure on-site bicycle parking space, or equivalent space for other personal mobility devices, must be provided for each apartment. **A3.2** Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located in a common area of the apartment building or its car parking area; and (c) if located within a car parking area, must be clearly marked. **A3.3** Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must: (a) have dimensions not less than:	**P3.1** On-site bicycle parking spaces, or equivalent spaces for other personal mobility devices, must be provided to meet the reasonable needs of residents, having regard to: (a) the number of apartments and likely demand for parking for bicycles or other personal mobility devices; and (b) the number of on-site car parking spaces provided for each apartment. **P3.2** Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must be provided in a safe, secure and convenient location, having regard to: (a) access to the site; (b) the characteristics of the site, including other uses on the site; (c) the location and visibility of proposed parking for bicycles or other personal mobility devices; and (d) the location of other parking areas on the site. **P3.3** Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments and the associated access must be convenient, safe, secure and efficient to use, having regard to:

(i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2 m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle, or equivalent spaces for other personal mobility devices, that satisfies *Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.*	(a) the characteristics of the site; (b) the space available; (c) the safety of cyclists; and (d) the provisions of *Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.*

GLE- S15.8 Development Standards for Subdivision

This clause is not used in this specific area plan.

GLE-S15.9 Tables

Table GLES15.9.1 Shared open space for apartments

Number of apartments	**Minimum area of shared open space**
1-5	Nil
5-9	24 m^2
10-19	120 m^2 plus 4 m^2 per apartment, after the first 10 apartments
20 or more	160 m^2 plus 6 m^2 per apartment, after the first 20 apartments
Note: Shared open space may include areas in the rooftop, podium, courtyard or any other open communal areas on the site that do not disrupt ground floor commercial use.	

<u>Annexure 4</u> – Document proposed to be added to GLE-Applies, Adopted or Incorporated Documents – PLAM-22/10

Livable
Housing Design

Livable Housing Design **Guidelines**

Fourth Edition

About Livable Housing Australia

Livable Housing Australia (LHA) is a partnership between community and consumer groups, government and industry.

LHA champions the mainstream adoption of livable housing design principles in all new homes built in Australia.

LHA arose from the Kirribilli Dialogue on Universal Housing Design, which established nationally agreed guidelines on designing and building livable homes.

LHA is responsible for the ongoing development, dissemination and revision of Australia's Livable Housing Design Guidelines.

Livable
Housing Australia

Livable Housing Australia
c/- 52 Parramatta Road, Forest Lodge NSW 2037. Ph (02) 9296 6662
Livable Housing Australia, 4th Edition, (2017), Livable Housing Design Guidelines.

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Foreword

The design of the Australian family home is set for a makeover.

Our homes have transformed significantly over the years. Today's houses are greener, more efficient and safer.

The next step is to design them to be more versatile, to better meet the changing needs of occupants over their lifetimes.

Livable Housing Australia, which represents a unique partnership between community, business groups and government, is helping make homes easier to access, navigate and live in, as well more cost-effective to adapt when life's circumstances change.

LHA has produced practical, common sense guidelines to livability. The design features embraced by the guidelines are inexpensive to incorporate into home design, and will deliver huge dividends to future generations of Australians.

Our Silver, Gold and Platinum ratings represent a trusted quality mark – a seal of approval that attests to enhanced livability.

LHA's goal is simple: we champion the adoption by 2020 of a Silver rating for all new homes.

It's makes smart sense to commit to livability features when a home is first designed and built rather than wait for an unplanned need to arise. In fact, international research shows that it's 22 times more efficient to design for adaptability up front.

Livability works for pregnant mums, young families with kids and people with sporting or traumatic injuries, as well as seniors, Australians with disability and their families.

Livability is an investment that makes both economic and social sense. It also offers peace of mind.

On behalf of Livable Housing Australia, I encourage you to help transform the Australian dream home by adopting and implementing these Livable Housing Design Guidelines.

Sophie Pickett-Heaps
Chair
Livable Housing Australia

Livable Housing Australia:

Championing safer, more comfortable and easier to access homes for everybody, everyday, at all stages of life.

Introduction

What is Livable Housing Design?

A livable home is designed and built to meet the changing needs of occupants across their lifetime.

Livable homes include key easy living features that make them easier and safer to use for all occupants including: people with disability, ageing Australians, people with temporary injuries, and families with young children.

A livable home is designed to:

- be easy to enter
- be easy to navigate in and around
- be capable of easy and cost-effective adaptation, and
- be responsive to the changing needs of home occupants.

Livable homes enhance the quality of life of all occupants at all stages of their life.

What are the benefits of a livable designed home?

All Australians benefit from homes designed with comfort, safety and ease of access as core design features. These features make the home easier for parents to manoeuvre prams, easier to carry the shopping into the house, easier for people with disability or temporary injury to get around and easier to move furniture.

These same features enable key living spaces to be more easily and cost effectively adapted to meet the changing needs and abilities of home occupants such as ageing baby boomers and people who have or acquire disability.

A livable designed home benefits:

Families with young children by making it easier to manoeuvre prams and strollers and removing trip hazards for toddlers.

People who sustain a temporary injury that limits their mobility (for example as a result of sporting or work-related injury or motor vehicle accident).

Ageing baby boomers who are looking to move or renovate their existing homes to better accommodate future needs.

People with disability and their families enabling them better choice of housing and the opportunity to visit the homes of friends and relatives.

Is there a market?

Mainstream adoption of key livability features into new housing makes sense for several reasons:

Baby Boomers

- The significant ageing baby boomer demographic represents a growing market for age-friendly, livable designed housing.

- The number of Australians with disability will inevitably rise as the population grows and ages.

1 in 5

- One in five (close to 4 million) Australians currently have a disability of some type - about 320,000 are children.

60%

- Research indicates a 60 percent chance that a house will be occupied by a person with a disability at some point over its life[1]. This person is likely to be someone you know – a parent, child, sibling or friend.

62%

- The family home accounts for 62 percent of all falls and slip-based injuries and costs the Australian population $1.8 billion in public health costs[2].

22 x

- The cost to the homeowner of including key livable housing design features (in this case the silver level) is 22 times more efficient than retrofitting when an unplanned need arises[3].

A national survey has shown that the majority of recent home buyers, builders and renovators, and people aged 60 plus believe that livable housing design features make a home safer and more functional for all[4].

[1] Smith, S., Rayer, S., & Smith, E. (2008) Ageing & disability: Implications for the housing industry and housing policy in the United States. Journal of the American Planning Association, 74:3, 289 – 306.
[2] Monash University Accident Research Centre. (2008) The relationship between slips, trips and falls and the design and construction of buildings. (Funded by the Australian Building Codes Board).
[3] New Zealand Ministry of Social Development. (2009) Economic effects of utilising Lifemark at a National level.
[4] Australian Housing and Urban Research Institute. (2010) Dwelling, Land and Neighbourhood Use by Older Home Owners, p.282.

Intended audience for the Livable Housing Design Guidelines

The Livable Housing Design (LHD) Guidelines assist the residential building, property industry and governments better understand how to incorporate easy living features into new housing design and construction.

How to read this document

The LHD Guidelines provide useful information for consumers seeking to introduce livable design features into a new home and could be readily applied within an existing home during renovation or refurbishment.

The Guidelines describe 15 livable design elements. Each element provides guidance on what performance is expected to achieve either silver, gold or platinum level accreditation. Elements 1–7 cover the core elements of the basic silver level accreditation.

Structure of the LHD Guidelines

Three levels of performance are detailed in the LHD Guidelines. These voluntary performance levels can be applied to all new dwellings.

It is noted that common areas for Class 1b, 2, and 3 buildings are covered by the Disability (Access to Premises - Buildings) Standards 2010 and the National Construction Code (NCC), Building Code of Australia (BCA) Volumes 1 and 2 which take precedence over the LHD Guidelines.

Note: LHA Design Guidelines apply to at least one toilet, bathroom. Where there is more than one bathroom or toilet in a dwelling, the LHA Guidelines should apply to the ground floor (entry) facilities. In the case LHA gold or platinum requirements for kitchens, laundry and bedroom then the design guidelines apply to at least one of these areas of a dwelling.

These guidelines have been developed as a set of voluntary inclusions that can be incorporated into a new or existing home or apartment. On this basis, the Guidelines use the term "should" rather than "shall" to acknowledge that none of the requirements are mandatory, unless the Guidelines are referenced by a state, territory or local government authority or regulation in which case the relevant requirements specified by an Authority shall then be mandatory. If the Guidelines are being relied upon for a regulatory purpose, for example a development application, then advice should be sought from the relevant regulatory authority as to which of the requirements are mandatory. If the Guidelines are to be used as a benchmark for Silver, Gold or Platinum level Certification, then all of the requirements detailed in the Guidelines must be met."

Performance levels

The levels of performance range from basic requirements through to best practice in livable home design. The levels are as follows:

Silver Level

Seven core livable housing design elements

Focuses on the key structural and spatial elements that are critical to ensure future flexibility and adaptability of the home. Incorporating these features will avoid more costly home modification if required at a later date.

Gold Level

Enhanced requirements for most of the core livable housing design elements plus additional elements.

The gold level provides for more generous dimensions for most of the core livable housing design elements and introduces additional elements in areas such as the kitchen and bedroom.

Platinum Level

Some further enhanced requirements for the core livable housing design elements plus all remaining elements.

All 15 elements are featured in the platinum level. This level describes design elements that would better accommodate ageing in place and people with higher mobility needs. This level requires more generous dimensions for most of the core livable design elements and introduces additional elements for features such as the living room and flooring.

Introducing the seven core design elements:

LHA is committed to championing the adoption of the silver level design elements into all new dwellings.

LHA acknowledges that the core design elements do not necessarily accommodate the needs and abilities of all home occupants. However, they are considered to be of most widespread benefit and use in the majority of circumstances.

Importantly, by including the core livable housing design elements, home occupants are provided with the opportunity to reduce or avoid costs associated with retrofitting a home to improve access in future, should it be required.

The seven core design features elements in the silver level they are:

1. A safe continuous and step free path of travel from the street entrance and / or parking area to a dwelling entrance that is level.
2. At least one, level (step-free) entrance into the dwelling.
3. Internal doors and corridors that facilitate comfortable and unimpeded movement between spaces.
4. A toilet on the ground (or entry) level that provides easy access.
5. A bathroom that contains a hobless shower recess.
6. Reinforced walls around the toilet, shower and bath to support the safe installation of grabrails at a later date.
7. Stairways are designed to reduce the likelihood of injury and also enable future adaptation.

The relationship between the **Livable Housing Design Guidelines** and the **National Construction Code (NCC), Building Code of Australia (BCA) Volume 1 and 2**

The National Construction Code (NCC) sets out the legal construction requirements for all new building work in Australia. It includes performance requirements that must be achieved for each aspect of building construction.

In designing a home that incorporates the design elements of the LHD Guidelines it is important to ensure that all building work also complies with the relevant NCC, inclusive of BCA Volume 1 and 2, requirements where they apply, particularly for:

- fire safety
- water proofing of wet areas (internal)
- weather proofing (external)
- termite protection
- window location and size
- floor surfaces in wet areas and on stairs.
- stairways

Application

The elements described in the LHD Guidelines are applicable to the following classes of buildings as specified in the NCC.

Class 1 – one or more buildings, which in association constitute:

Class 1a – a single dwelling being:

- **i.** a detached house; or
- **ii.** one of a group of two or more attached dwellings, each being a building, separated by a fire-resisting wall, including a row house, terrace house, town house or villa unit; or

Class 1b:

- **i.** a boarding house, guest house, hostel or the like; with
  a total area of all floors not exceeding 300 m^2 measured over the enclosing walls of the Class 1b building; and
  in which not more than 12 persons would ordinarily be resident, which is not located above or below another dwelling or another Class of building other than a private garage;
- **ii.** 4 or more single dwellings located on one allotment and used for short-term holiday accommodation.

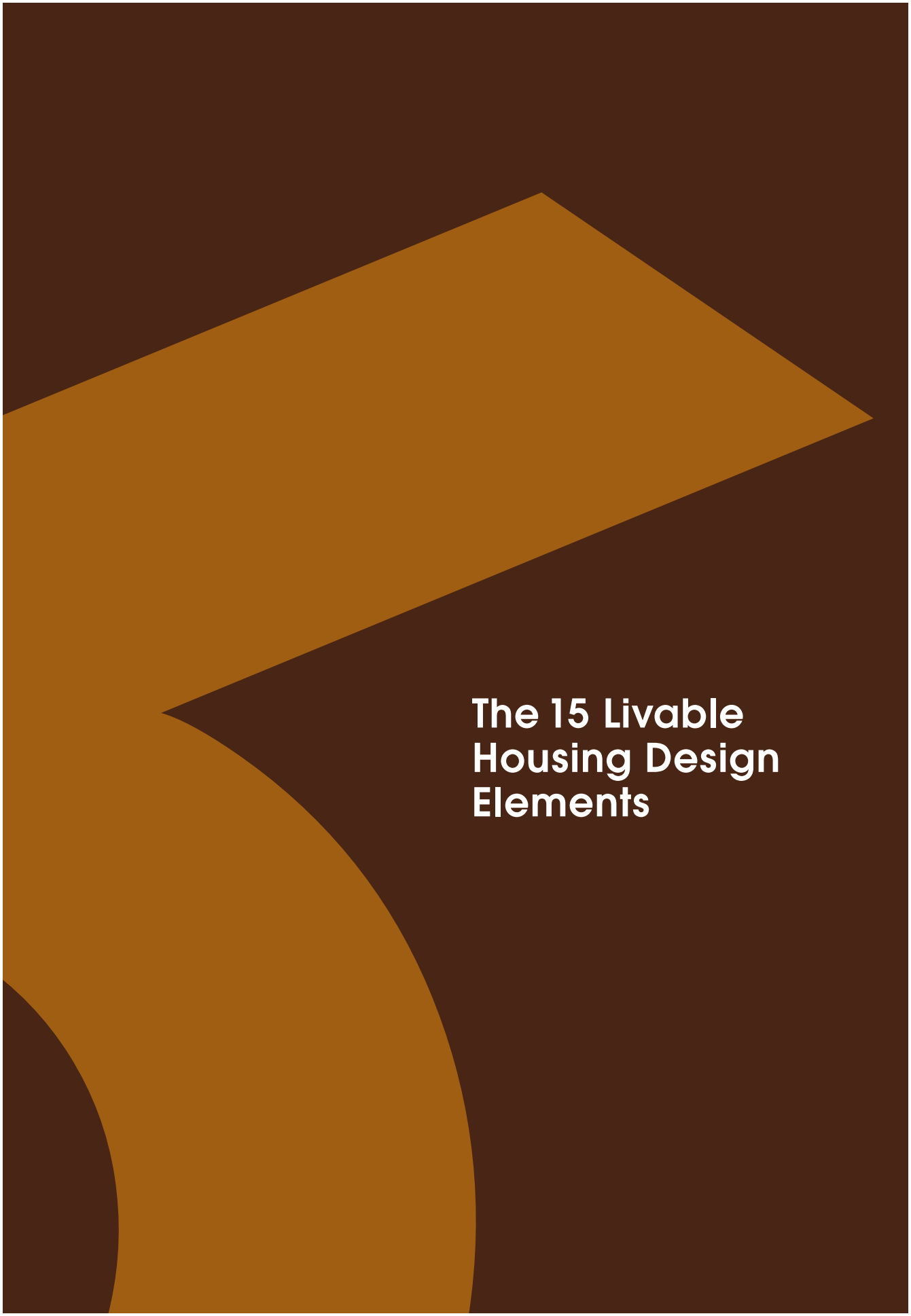
Class 2 – a building containing 2 or more sole-occupancy units, each being a separate dwelling.

Class 3 - a residential building, other than a building of Class 1 or 2, which is a common place of long term or transient living for a number of unrelated persons, including -

- a. a boarding house, guest house, hostel, lodging house or backpackers accommodation; or
- b. a residential part of a hotel or motel; or
- c. a residential part of a school; or
- d. accommodation for the aged, children or people with disabilities; or
- e. a residential part of a health-care building which accommodates members of staff; or
- f. a residential part of a detention centre.

Class 4 – a dwelling in a building that is a Class 5, 6, 7, 8 or 9 if it is the only dwelling in the building.

Note: The design elements described in these Guidelines should only be applied to the parts of the building classes not covered by the Disability Standards and NCC (BCA Vol 1 and 2).


The 15 Livable
Housing Design
Elements

1 Dwelling access

Performance Statement

There is a safe, continuous, step-free pathway from the street entrance and/or parking area to a dwelling entrance that is level.

Silver Level

a. Provide a safe, continuous step-free pathway from the front boundary of the property to an entry door to the dwelling.

This provision does not apply where the average slope of the ground where the path would feature is steeper than 1:14.

b. The path of travel referred to in (a) should have a minimum clear width of 1000mm and have:

- **i.** no steps;
- **ii.** an even, firm, slip resistant surface;
- **iii.** a crossfall of not more than 1:40;
- **iv.** a maximum pathway slope of 1:14

  Where ramps are required they should have landings provided at no greater than 9m for a 1:14 ramp and no greater than 15m for ramps steeper than 1:20. Landings should be no less than 1200mm in length.

c. The path of travel referred to in (a) may be provided via an associated car parking space for the dwelling. Where a car parking space is relied upon as the safe and continuous pathway to the dwelling entrance, the space should incorporate:

- **i.** minimum dimensions of at least 3200mm (width) x 5400mm (length);
- **ii.** an even, firm and slip resistant surface; and
- **iii.** a level surface (1:40 maximum gradient, 1:33 maximum gradient for bitumen).

d. A step ramp may be incorporated at an entrance doorway where there is a change in height of 190mm or less. The step ramp should provide:

- **i.** a maximum gradient of 1:10
- **ii.** a minimum clear width of 1000mm (please note: width should reflect the pathway width)
- **iii.** a maximum length of 1900mm

e. Where a ramp is part of the pathway, level landings no less than 1200mm in length, exclusive of the swing of the door or gate than opens onto them, must be provided at the head and foot of the ramp.

Note: The width of the landing will be determined by the adjoining pathway. If the landing directly adjoins the doorway please refer to Element 2 for dimensional requirements.

Gold Level

As for silver level except:

- **i.** replace in (b) the minimum clear pathway width of 1000mm with 1100mm, and
- **ii.** insert in (c) the following additional features:
  - **a.** a vertical clearance over the parking space of at least 2500mm; and
  - **b.** a covered parking space to ensure protection from the weather.

Platinum Level

As for gold level except.

- **i.** replace in (b) the minimum clear pathway width of 1100mm with 1200mm, and
- **ii.** replace in (c) the minimum dimensions of at least 3800mm (width) x 6000mm (length)

1 Dwelling access

Performance Statement

There is a safe, continuous, step-free pathway from the street entrance and/or parking area to a dwelling entrance that is level.

1. Continuous step-free path of travel to a side entrance
2. Easy access from the front pathway and driveway
3. Continuous step-free pathway with varied surface finishes
4. Achieving access on a sloping block

Direct entry from a parking space to a level entry (not necessarily the front entrance) is essential. A level path from the street further improves access.

Photo courtesy of Landcom

Performance Statement
There is a safe, continuous, step-free pathway from the street entrance and/or parking area to a dwelling entrance that is level.

A generous car space makes it easier to move around a vehicle when the doors are fully open.

Performance Statement
Where the parking space is part of the dwelling access it should allow a person to open their car doors fully and easily move around the vehicle.

2 Dwelling entrance

Performance Statement

There is at least one level (step-free) entrance into the dwelling to enable home occupants to easily enter and exit the dwelling.

Silver Level

a. The dwelling should provide an entrance door with -

- **i.** a minimum clear opening width of 820mm (see Figure 2(a));
- **ii.** a level (step-free) transition and threshold (maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or beveled); and
- **iii.** reasonable shelter from the weather.

b. A level landing area of at least 1200mm x 1200mm should be provided at the level (step free) entrance door. A level landing area at the entrance door should be provided on the arrival side of the door (i.e. the external side of the door) to allow a person to safely stand and then open the door.

c. Where the threshold at the entrance exceeds 5mm and is less than 56mm, a ramped threshold may be provided (see Figure 1(b)).

d. The level (step-free) entrance should be connected to the safe and continuous pathway as specified in Element 1.

Note **The entrance must incorporate waterproofing and termite management requirements as specified in the NCC.**

Gold Level

As for silver level except replace:

- (b) with a level landing area of at least 1350mm x 1350mm, and
- (a) (i) with minimum clear door opening width of 850mm (see Figure 2(b)).

Platinum Level

As for silver level except replace:

- (b) with a level landing area of at least 1500mm x 1500mm, and
- (a) (i) with a minimum clear door opening width of 900mm (see Figure 2(c)).

A level entrance makes entering and exiting the home safer and easier.

Photo courtesy of Lendlease

Performance Statement
There is at least one level (step-free) entrance into the dwelling to enable home occupants to easily enter and exit the dwelling.

2 Dwelling entrance

Performance Statement

There is at least one level (step-free) entrance into the dwelling to enable home occupants to easily enter and exit the dwelling.

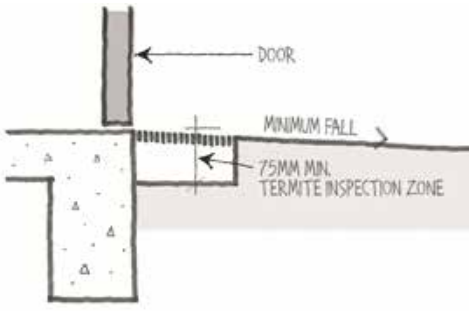


Figure 1(a) Threshold treatment: incorporates grated drain along threshold to achieve minimum termite inspection zone and weather protection.

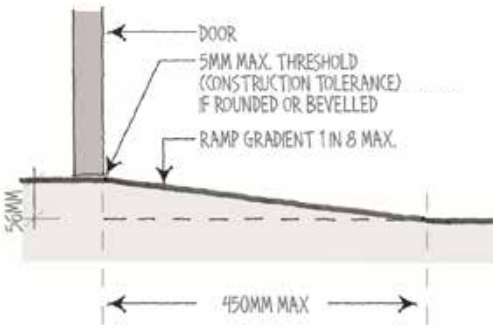


Figure 1(b) Weather protection: 1 in 8 max. ramp at threshold

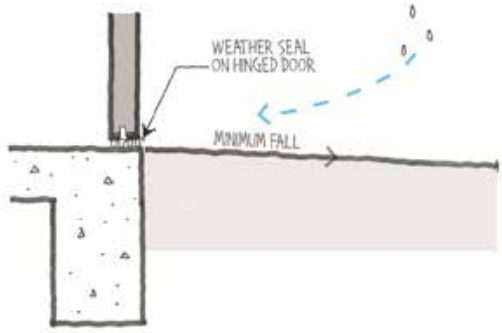


Figure 1(c) Weather protection: weather seal on hinged door.

Design considerations at level entries

1. Termite prevention:

The limiting of thresholds at doorways (to say 50mm) prevents achieving adequate inspection zones (min 75mm) and termite barriers across these thresholds. This commonly demands that porch slabs be integrated with the general floor slab of the house so that termite barriers and inspection zones can be continued around the perimeter of the porch.

This inspection zone might be achieved by other methods such as within the depth of a grated drain along the threshold.

2. Weather protection and thresholds:

Weather protection is traditionally aided by stepped thresholds. Level access requires consideration of alternative solutions to maintain adequate protection from the wet weather. Standard threshold ramps, as detailed in 1(b) above, allow weatherproofing thresholds of up to approx. 50mm. This can be combined with gently sloping porches to limit the possibility of water entering the dwelling.

Appropriately sized grated drains and generous cover at entries should also be provided to limit the quantity of water in the area adjoining the door.

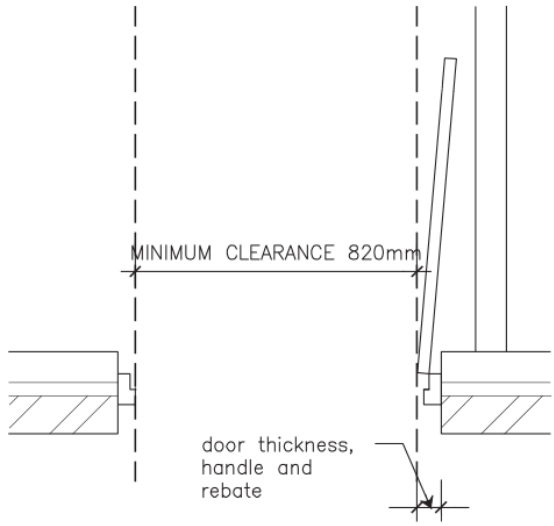


Figure 2(a) Silver level clear door opening

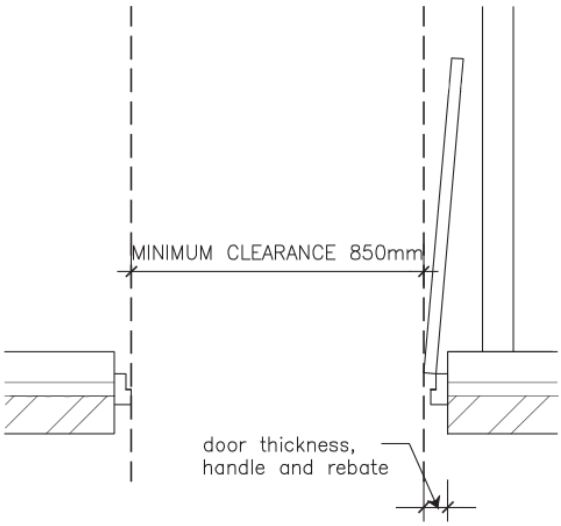


Figure 2(b) Gold level clear door opening

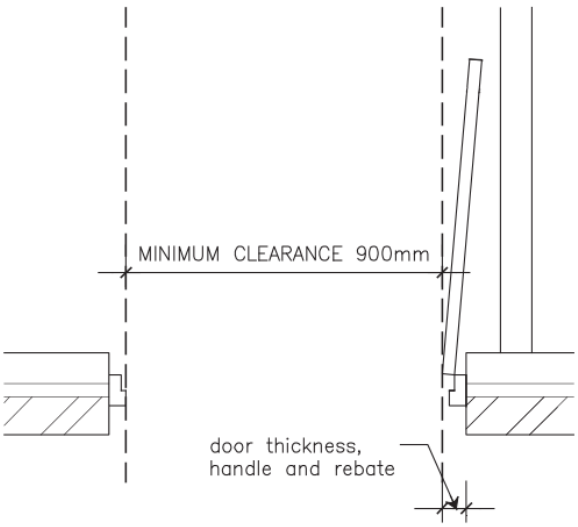


Figure 2(c) Platinum level clear door opening

3 Internal doors & corridors

Performance Statement

Internal doors and corridors facilitate comfortable and unimpeded movement between spaces.

Silver Level

a. Doorways to rooms on the entry level used for living, dining, bedroom, bathroom, kitchen, laundry and sanitary compartment purposes should provide:

- **i.** a minimum clear opening width of 820mm (see Figure 2(a)); and
- **ii.** a level transition and threshold (maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or beveled).

b. Internal corridors/passageways to the doorways referred to in (a) should provide a minimum clear width of 1000mm.

* Corridor widths should be measured as described in Clause 6.3 of AS 1428.1 – 2009

Gold Level

As for the silver level except replace:

- (a)/(i) with a minimum clear opening width of 850mm (see Figure 2(b)), and
- (b) with a minimum corridor/passageway width of 1200mm.

Platinum Level

As for the silver level except replace:

- (a)/(i) with a minimum clear opening width of 900mm (see Figure 2(c)), and
- (b) with a minimum corridor/passageway width of 1200mm.

Slightly wider doors and corridors make it easier to manoeuvre strollers and prams, move furniture and carry in groceries. It's also easier for people with mobility issues.

Performance Statement
Internal doors and corridors facilitate comfortable and unimpeded movement between spaces.

4 Toilet

Performance Statement

The ground (or entry) level has a toilet to support easy access for home occupants and visitors.

Silver Level

a. Dwellings should have a toilet on the ground (or entry) level that provides:

- **i.** a minimum clear width of 900mm between the walls of the bathroom if located in a separate room; and
- **ii.** a minimum 1200mm clear circulation space forward of the toilet pan exclusive of the swing of the door in accordance with Figure 3(a).
- **iii.** The toilet pan should be located in the corner of the room (if the toilet is located in a combined toilet / bathroom) to enable installation of grabrails at a future date.Reinforcement guidelines for walls in bathrooms and toilets are found in element 6.

Gold Level

As for silver level except replace (a)/(i) with a minimum clear width of 1200mm between the walls of the bathroom if located in a separate room, or between amenities if located in a combined bathroom.

Platinum Level

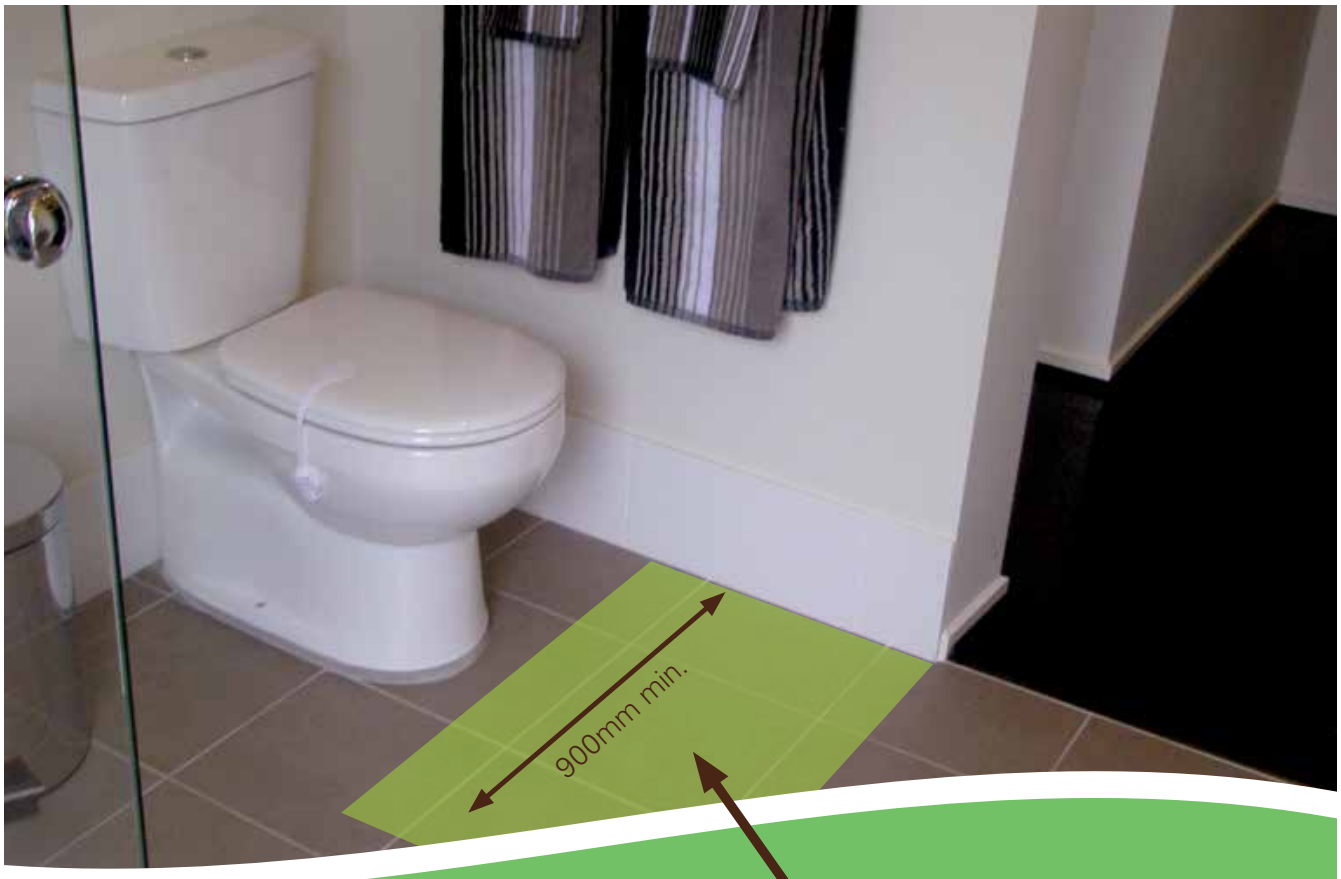
As for the gold level with the following features added to (a) as detailed in Figure 4:

- **iv.** a toilet seat positioned between 450mm – 460mm from the nearest wall as measured from the centre line of the toilet;
- **v.** 600mm minimum clearance forward of the cistern measured from the front of the cistern to the front of the toilet seat. 800mm (+/-10mm) clearance is required if the cistern is recessed; and
- **vi.** a height for the seat of between 460mm-480mm above the finished floor level.

Note: Compliance with the platinum level does not equate to compliance with AS 1428.1 2009 for accessible sanitary facilities.

Clear space in front of the toilet is key as it ensures easier access for children, older people and people with mobility difficulties.

The IFO6861 toilet suite by Enware with the cistern design that forms an integrated backrest meets the intent of the Platinum Level requirements for toilets outlined in the Livable Housing Design Guidelines despite the clearance from the front of the pan to the front of the cistern being less than 600mm as long as the front of the pan is set out to be at least 800mm from the back wall."



Performance Statement
The ground (or entry) level has a toilet to support easy access for home occupants and visitors.

4 Toilet

Performance Statement

The ground (or entry) level has a toilet to support easy access for home occupants and visitors.

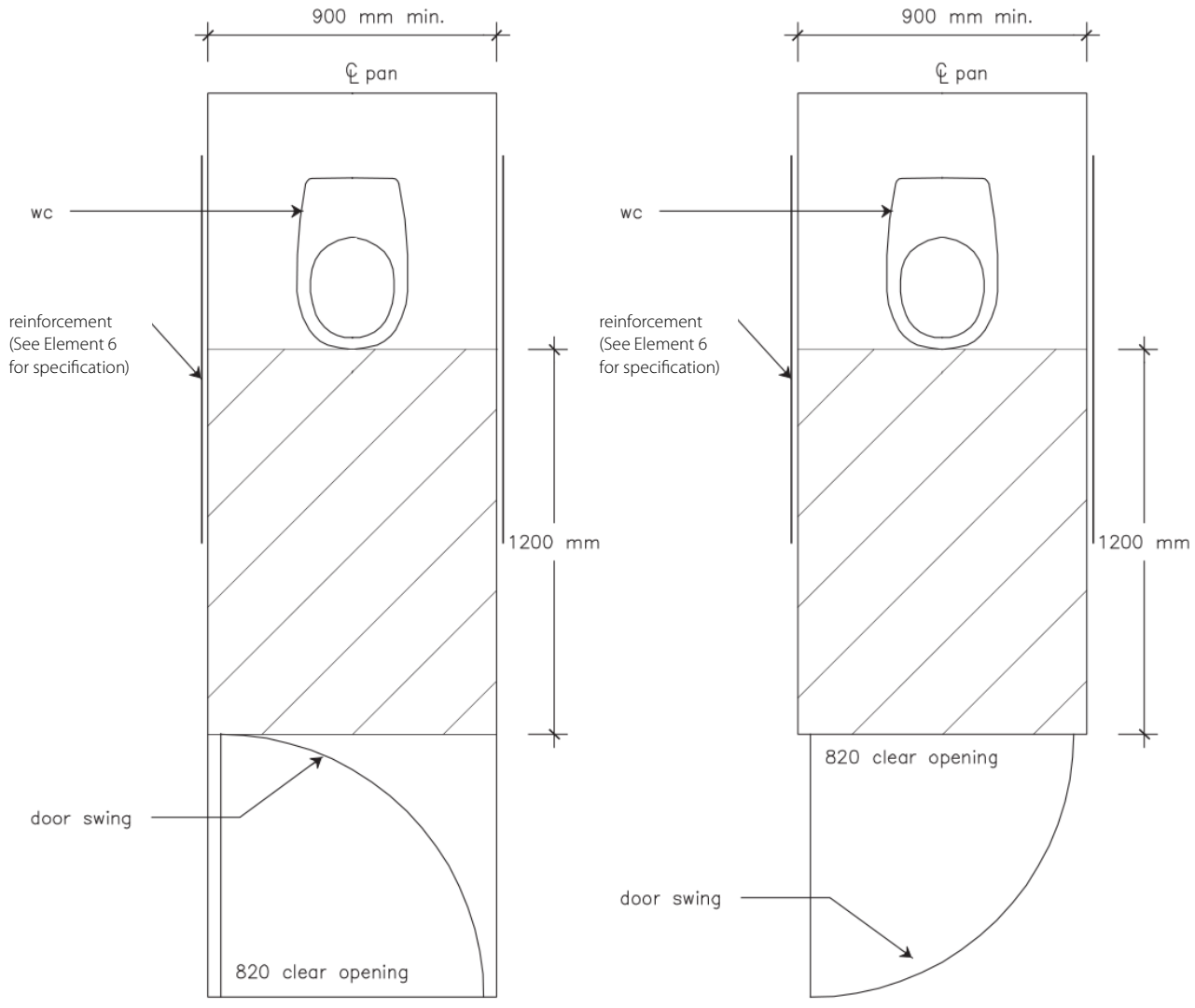


Figure 3(a) Silver level ground (or entry) level toilet layout and space requirements in a separate room.

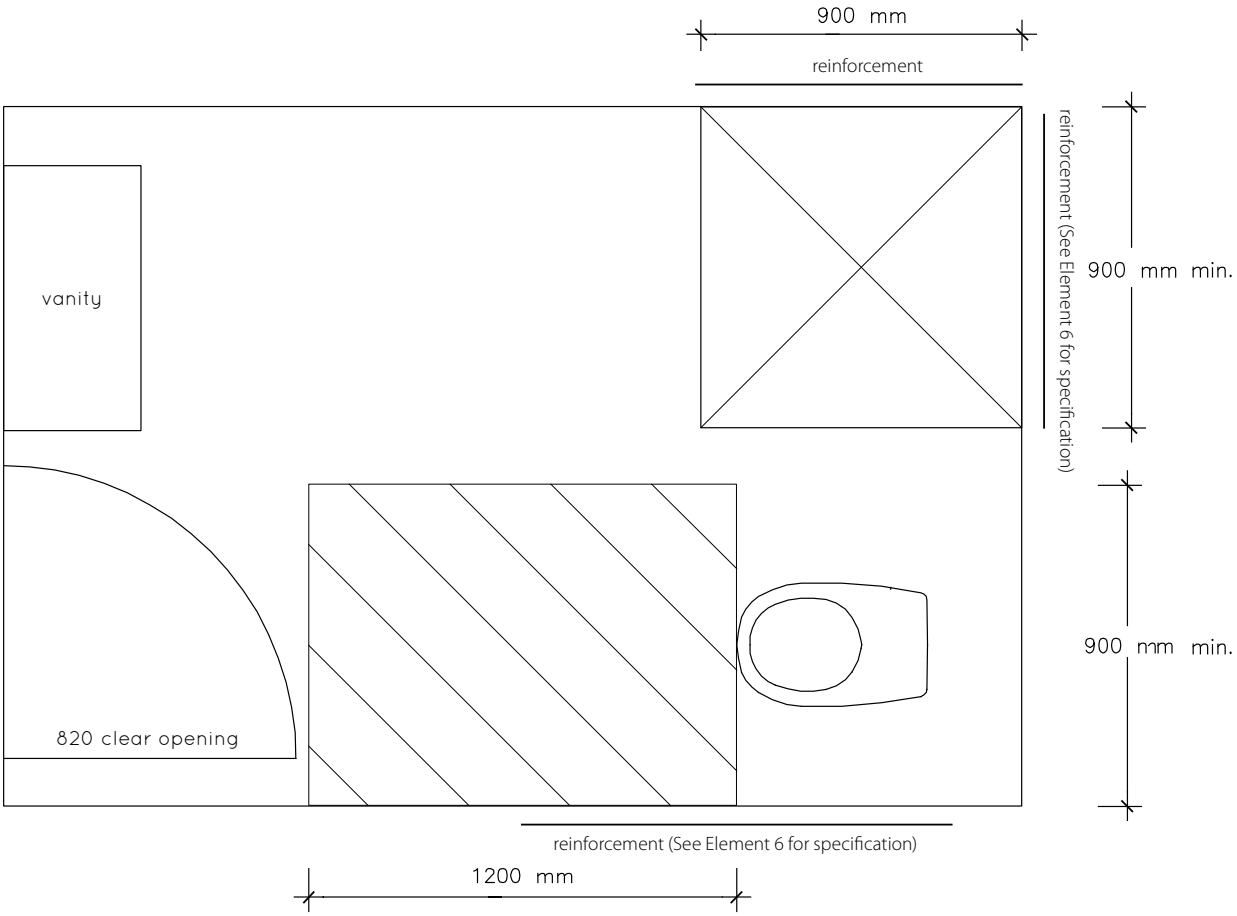


Figure 3(b) Silver level ground (or entry) level toilet layout and space requirements in a combined bathroom.

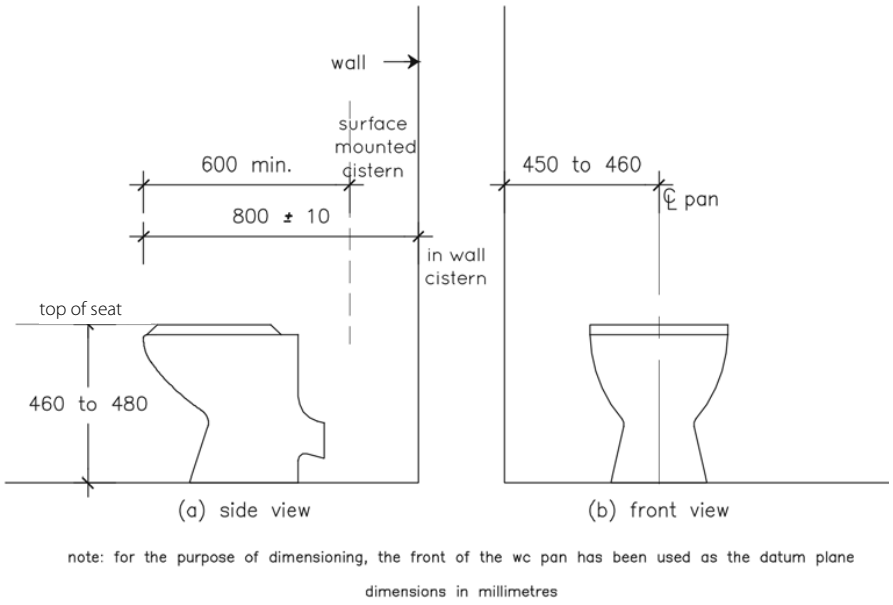


Figure 4 Platinum level toilet seat clearances

5 Shower

Performance Statement

The bathroom and shower is designed for easy and independent access for all home occupants.

Silver Level

a. One bathroom should feature a slip resistant, hobless shower recess. Shower screens are permitted provided they can be easily removed at a later date.

b. The shower recess should be located in the corner of the room to enable the installation of grabrails at a future date.

For hobless specification please see Australian Standard AS3740-3.6. Reinforcement guidelines for walls in bathrooms and toilets are found in element 6.

Gold Level

As for silver level except:

c. The hobless shower recess described in (a) should:

- **i.** be located in a bathroom on the ground (or entry) level;
- **ii.** provide minimum dimensions of 900mm (width) x 900mm (length); and
- **iii.** provide a clear space of at least 1200mm (width) x 1200mm (length) forward of the shower recess entry as detailed in Figure 5(a).

Platinum Level

As for gold level except:

- **i.** replace (c)/(ii) with dimensions of at least 1160mm (width) x 1100mm (length). A level transition and threshold (maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or bevelled); and
- **ii.** replace (c)/(iii) with dimensions of at least 1600mm(width) x 1400mm (length) forward of the shower recess as detailed in Figure 5(b).

Hobless, shower recesses reduce the risk of slips and falls and make access easier and safer for home occupants.

Photo courtesy of Supplier

Performance Statement
The bathroom and shower is designed for easy and independent access for all home occupants.

Floors in shower recesses need to be graded properly so that screens can be removed if required and water will still drain effectively.

5 Shower

Performance Statement

The bathroom and shower is designed for easy and independent access for all home occupants.

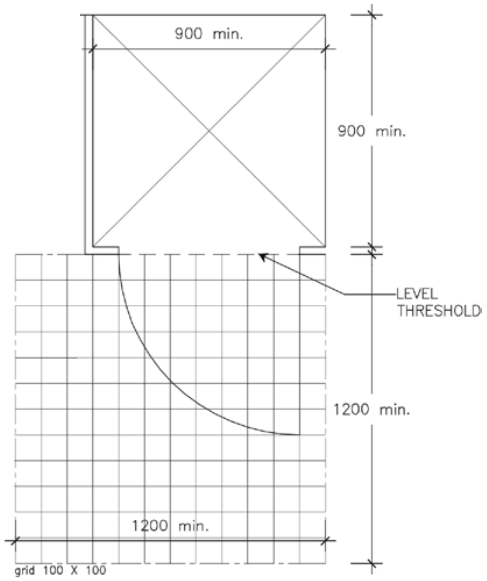


Figure 5(a) Gold level circulation space requirements for shower recess

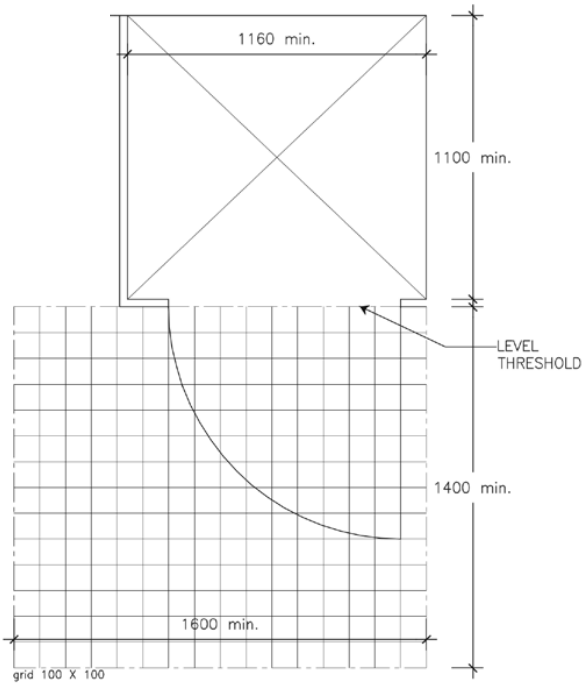


Figure 5(b) Platinum level circulation space requirements for shower recess

6 Reinforcement of bathroom & toilet walls

Performance Statement

The bathroom and toilet walls are built to enable grabrails to be safely and economically installed.

Silver Level

a. Except for walls constructed of solid masonry or concrete, the walls around the shower, bath (if provided) and toilet should be reinforced to provide a fixing surface for the safe installation of grabrails.

b. The walls around the toilet are to be reinforced by installing:

- **i.** noggings with a thickness of at least 25mm in accordance with Figure 6(a); or
- **ii.** sheeting with a thickness of at least 12mm in accordance with Figure 6(b).

c. The walls around the bath are to be reinforced by installing:

- **i.** noggings with a thickness of at least 25mm in accordance with Figure 7(a); or
- **ii.** sheeting with a thickness of at least 12mm in accordance with Figure 7(b).

d. The walls around the hobless shower recess are to be reinforced by installing:

- **i.** noggings with a thickness of at least 25mm in accordance with Figure 8(a); or
- **ii.** sheeting with a thickness of at least 12mm in accordance with Figure 8(b).

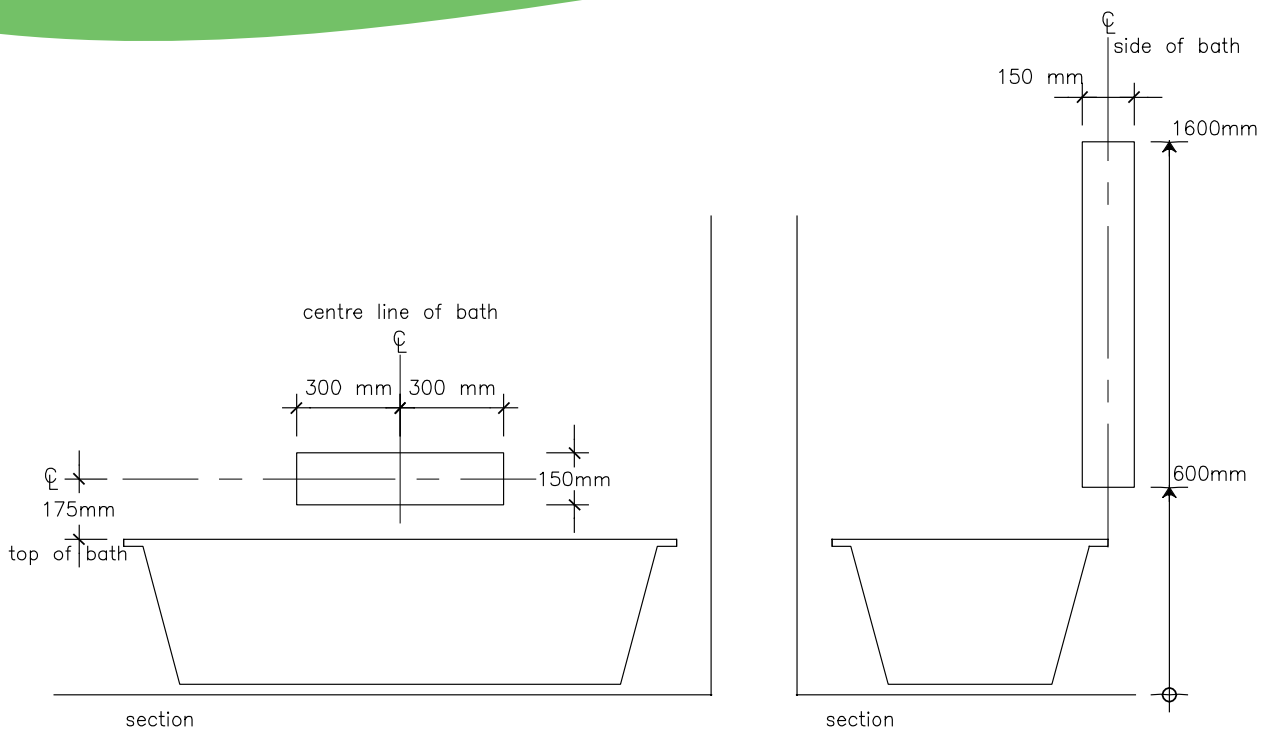


Figure 7(a) Bath – Location of reinforcement

Gold Level

Silver level requirements apply.

Platinum Level

Silver level requirements apply.

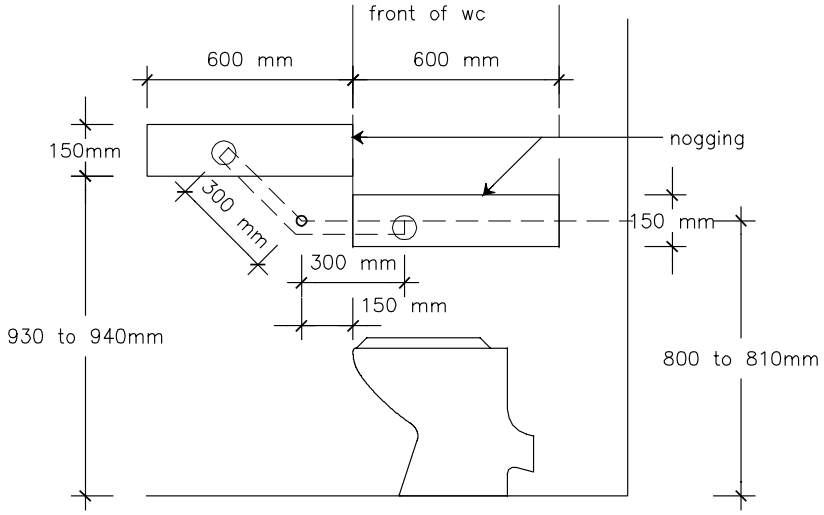


Figure 6(a) Toilet – Location of reinforcement

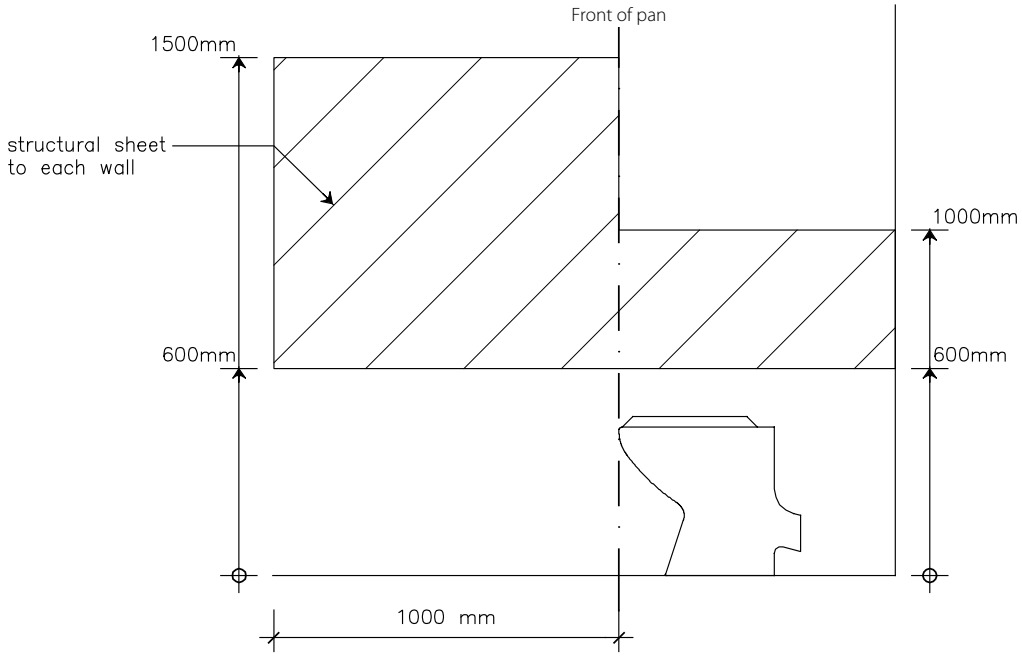
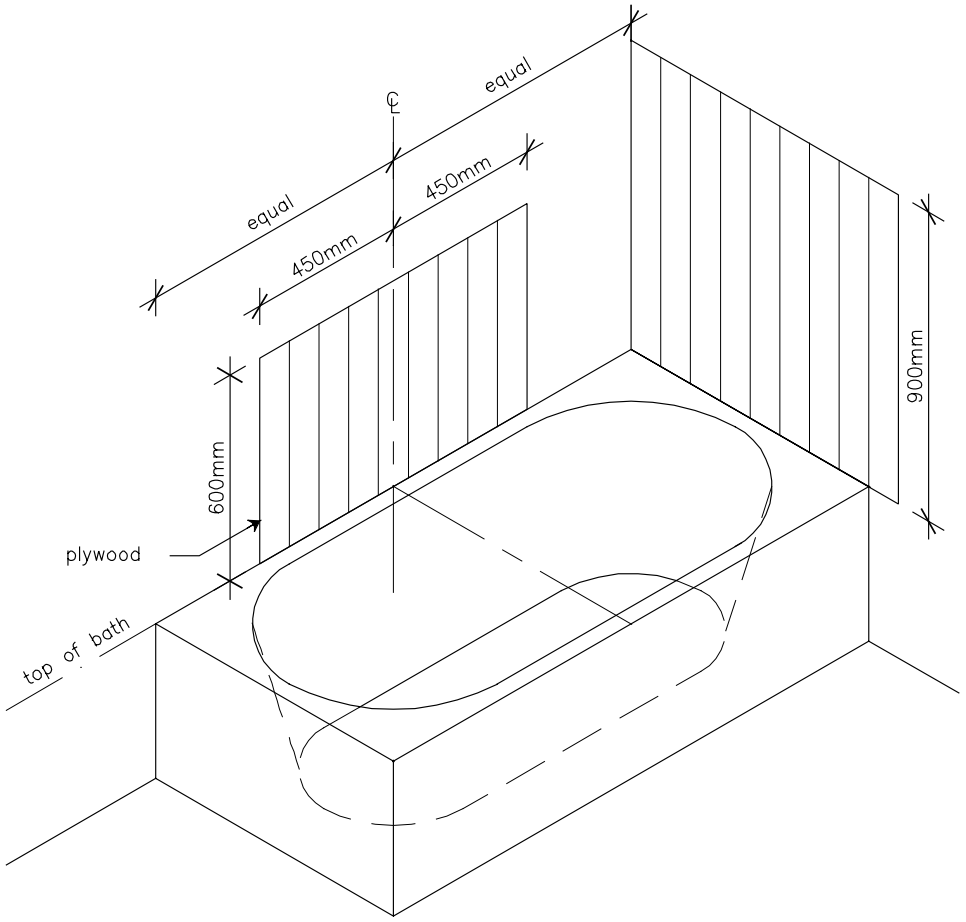


Figure 6(b) Toilet – Location of sheeting

Performance Statement
The bathroom and toilet walls are built to enable grabrails to be safely and economically installed.



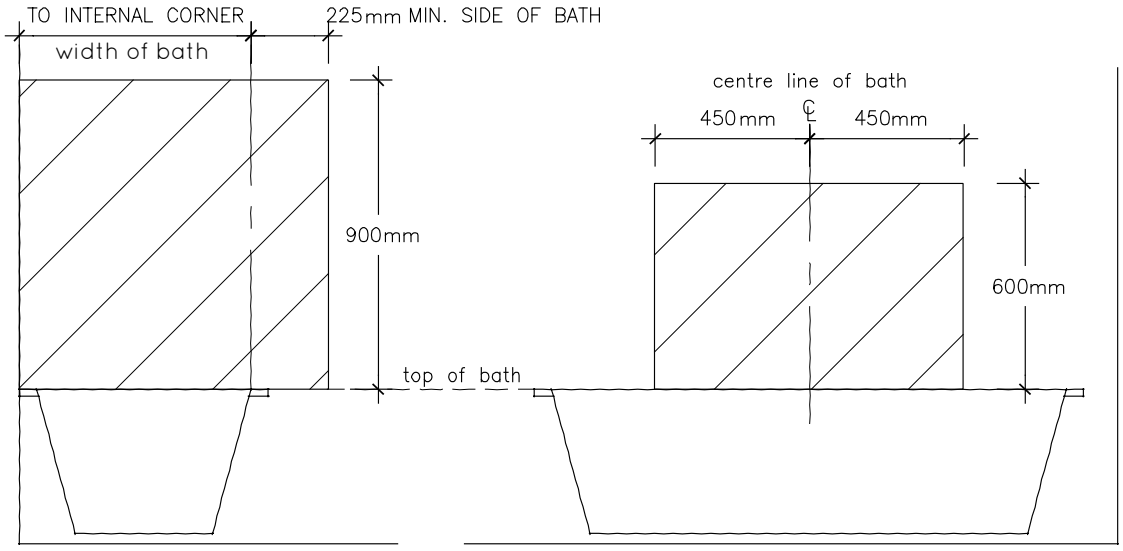


Figure 7(b) Bath – Location of sheeting

6 Reinforcement of bathroom & toilet walls

Performance Statement

The bathroom and toilet walls are built to enable grabrails to be safely and economically installed.

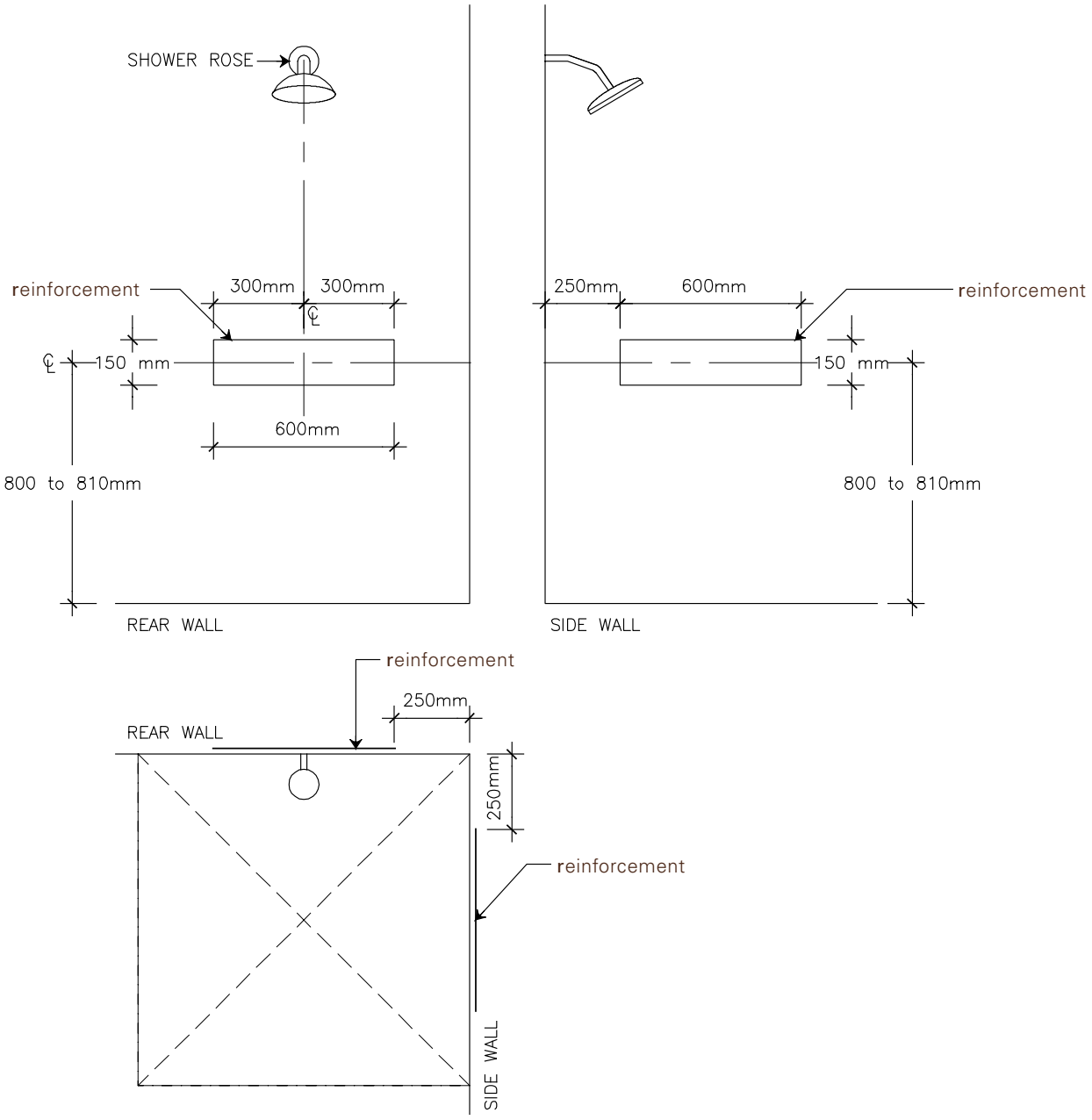


Figure 8(a) Shower recess – Location of reinforcement

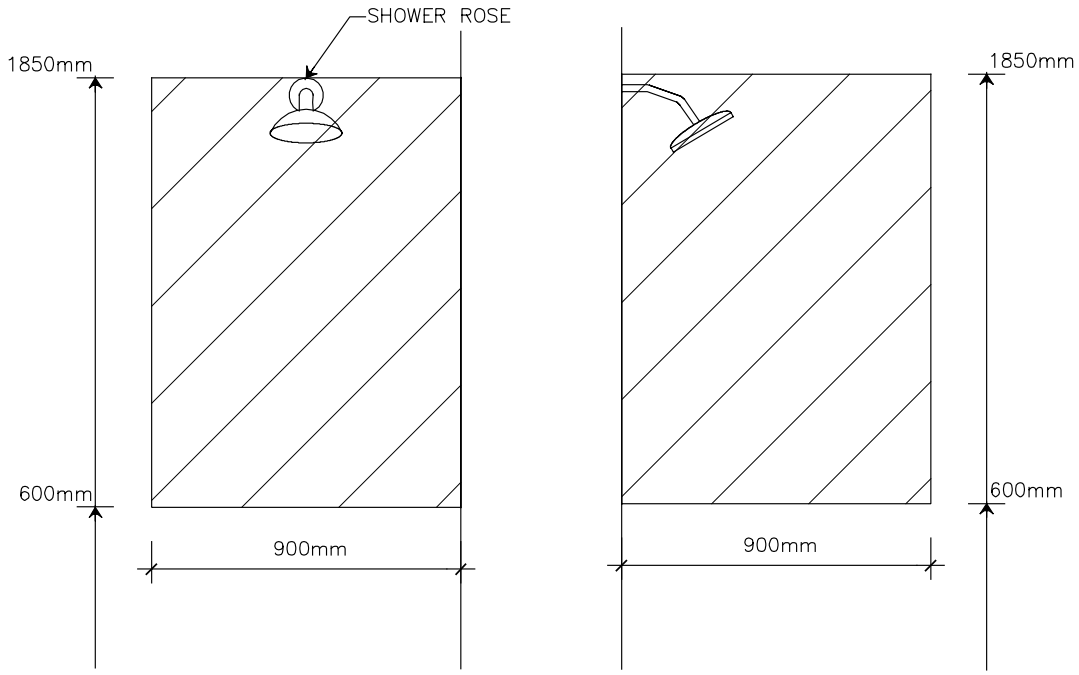


Figure 8(b) Shower recess – Location of sheeting

Photo courtesy of Landcom

Construction image illustrating
reinforcement of walls using sheeting

7 Internal stairways

Performance Statement

Where installed, stairways are designed to reduce the likelihood of injury and also enable safety pathway.

Silver Level

a. Stairways in dwellings must feature:

i. a continuous handrail on one side of the stairway where there is a rise of more than 1m.

Note This is a requirement for all new homes under the NCC. Homes built prior to 2014 may benefit from this element.

Gold Level

As for the silver level with the following additional features:

ii. a minimum clear width of 1000mm;

iii. be straight in design; and

iv. be positioned adjoining a load bearing wall.

Note The steps must provide a slip resistant finish and suitable non-slip tread as specified in the NCC. Handrails on both sides of the stairway are preferred.

Platinum Level

As for the gold level with the following additional features:

v. closed risers;

vi. continuous handrails on both sides of the stairway; and

vii. minimum landing areas of 1200mm x 1200mm at the top and base of the stairway.

Note The steps must provide a slip resistant finish and suitable non-slip tread as specified in the NCC.

Straight stairs against a load bearing wall are safer to use and easier to modify if needs change.

Performance Statement

Where installed, stairways are designed to reduce the likelihood of injury and also enable future adaptation

8 Kitchen space

Performance Statement

The kitchen space is designed to support ease of movement between fixed benches and to support easy adaptation.

Silver Level

No requirements.

Gold Level

a. The kitchen space should be designed to support ease of movement and adaptation with:

- **i.** at least 1200mm clearance in front of fixed benches and appliances (excluding handles); and
- **ii.** slip resistant flooring.[6]

b. *Floor finishes should extend under kitchen cabinetry to enable cupboards to be removed without affecting the flooring. Where fixtures cannot be easily removed (eg. ovens which are built in) the floor finishes should not be continued.* If relying on advice from a third party, Assessors are advised to provide a note in the notes column of the Assessment.

Platinum Level

As for the gold level except that the kitchen space described in (a) should be designed to support ease of movement and adaptation with:

- **i.** at least 1550mm clearance in front of fixed benches and appliances (excluding handles);
- **ii.** slip resistant flooring[6]; and
- **iii.** task lighting installed above workspaces.

[6] Slip Resistance is referenced in the National Construction Code and ultimately, Livable Housing Australia would like to defer to the NCC and the Australian Building Codes Board (ABCB) for rulings related to slip resistance. Standards Australia publish a number of standards as well as a handbook that address slip resistance of surfaces.

Clear space between benches makes it easier and safer to use the kitchen space and appliances.

Photo courtesy of Landcom

Performance Statement
The kitchen space is designed to support ease of movement between fixed benches and to support easy adaptation.

9 Laundry space

Performance Statement

The laundry space is designed to support ease of movement between fixed benches and to support easy adaptation.

Silver Level

No requirements.

Gold Level

a. The laundry space should be designed to support ease of movement and adaptation with:

- **i.** At least 1200mmm clear width provided in front of fixed benches and appliances (excluding handles). Where the appliances are not installed then the recessed area provision for an appliance shall be a minimum of 600mm in depth; and
- **ii.** Slip resistant flooring.[6]

b. Floor finishes should extend under Laundry cabinetry to enable cupboards to be removed without affecting the flooring. Where fixtures cannot be easily removed the floor finishes should not be continued. If relying on advice from a third party, Assessors are advised to provide a note in the notes column of the Assessment

Platinum Level

The laundry space should be designed to support ease of movement and adaptation with:

- **i.** At least 1550mmm clear width provided in front of fixed benches and appliances (excluding handles). Where the appliances are not installed then the recessed area provision for an appliance shall be a minimum of 600mm in depth.
- **ii.** Slip resistant flooring[6]; and

[6] As per the NCC

Free space in front of the laundry bench makes it easier to unload laundry appliances.

Performance Statement
The laundry space is designed to support ease of movement between fixed benches and to support easy adaptation.

10 Ground (or entry level) bedroom space

Performance Statement

There is a space on the ground (or entry) level that can be used as a bedroom.

Silver Level

No requirements.

Gold Level

a. The dwelling should feature a space (or room) on the ground (or entry) level that:

- **i.** is of at least 10m2 clearance exclusive of wardrobes; skirtings and wall lining;
- **ii.** provides for a minimum path of travel of at least 1000mm on at least one side of the bed.

Platinum Level

As for the gold level, but it also:

- **i.** provides a space of at least 1540mm (width) x 2070mm (in the direction of travel) on the side on the bed that is closest to the door approach; and
- **ii.** provides for a minimum path of travel of 1000mm on the remaining side of the bed.
- **iii.** Where no bed the design should assume a queen size.

Bedroom space should encourage ease of movement and be free of obstructions.

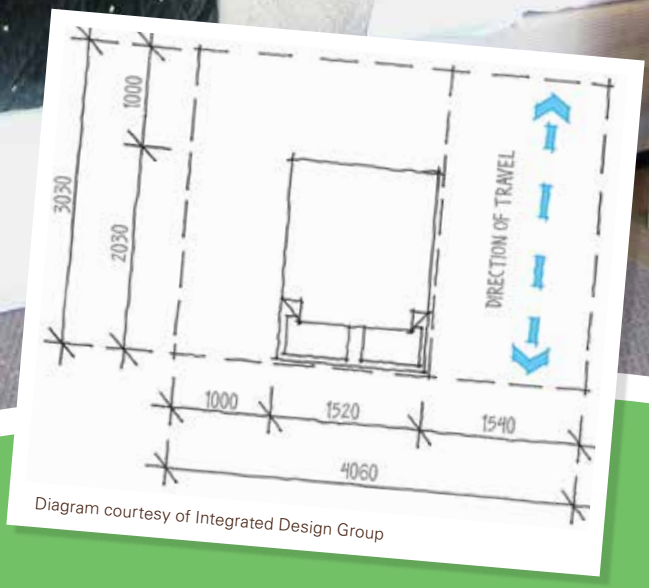


Diagram courtesy of Integrated Design Group

Performance Statement
There is a space on the ground (or entry) level that can be used as a bedroom.

Platinum Level bedroom circulation space requirements.

11 Switches and powerpoints

Performance Statement

Light switches and powerpoints are located at heights that are easy to reach for all home occupants.

Silver Level

No requirements.

Gold Level

a. Light switches should be positioned in a consistent location:

- **i.** between 900mm – 1100mm above the finished floor level; and
- **ii.** horizontally aligned with the door handle at the entrance to a room.

b. Powerpoints should be installed not lower than 300mm above the finished floor level.

Platinum Level

As for gold level with the following feature:

c. Light and powerpoint switches should be rocker action, toggle or push pad in design with a recommended width of 35mm.

Light switches should be positioned in a consistent configuration.

Photos courtesy of Landcom

Performance Statement
Light switches and powerpoints are located at heights that are easy to reach for all home occupants.

12 Door and tap hardware

Performance Statement

Home occupants are able to easily and independently open and close doors and safely use tap hardware.

Silver Level

No requirements.

Gold Level

a. Doorways should feature door hardware installed at between 900mm – 1100mm above the finished floor.

Platinum Level

As for gold level with the following features:

b. Doorways should feature lever or D-pull style door hardware; and

c. Basins, sinks and tubs should feature lever or capstan style tap hardware with a central spout.

For Gold and Platinum level, the handle clearances for D-pull style door hardware should be the same as AS1428.1 2009. AS 1428.1 2009 is the most relevant set of specifications aimed at providing the greatest access to the greatest number of people and as such is an appropriate standard to reference for this Element.

Level and D-Pull handle door hardware and taps are easier to independently operate for all home occupants especially children.

Performance Statement
Home occupants are able to easily and independently open and close doors and safely use tap hardware.

13 Family/living room space

Performance Statement

The family/living room features clear space to enable the home occupant to move in and around the room with ease.

Silver Level

No requirements.

Gold Level

No requirements.

Platinum Level

a. The family/living room should accommodate a free space, minimum 2250mm in diameter, to enable ease of movement clear of furniture.

Ensuring there is free space in a living room area encourages ease of access within the home.

Photo courtesy of Landcom

Diagram courtesy of Integrated Design Group

Performance Statement
The family/living room features clear space to enable the home occupant to move in and around the room with ease.

14 Window sills

Performance Statement

Windows sills are installed at a height that enables home occupants to view the outdoor space from either a seated or standing position.

Silver Level

No requirements.

Gold Level

No requirements.

Platinum Level

a. Window sills on the ground (or entry) level in living areas and bedroom spaces should be positioned no higher than 1000mm above the finished floor level to enable enjoyment of the outlook.

b. Window controls should be able to be easy to operate with one hand and located within easy reach from either a seated or standing position.

Note A concession from (a) is reasonable in kitchen, bathroom and utility spaces.

Lower level windows encourage good sight lines to the outdoor space making it easier to monitor children and inviting better interaction with neighbours.

Performance Statement
Windows sills are installed at a height that enables home occupants to view the outdoor space from either a seated or standing position.

15 Flooring

Performance Statement

Floor coverings are slip resistant to reduce the likelihood of slips, trips and falls in the home.

Silver Level

No requirements.

Gold Level

No requirements.

Platinum Level

a. All floor coverings should:

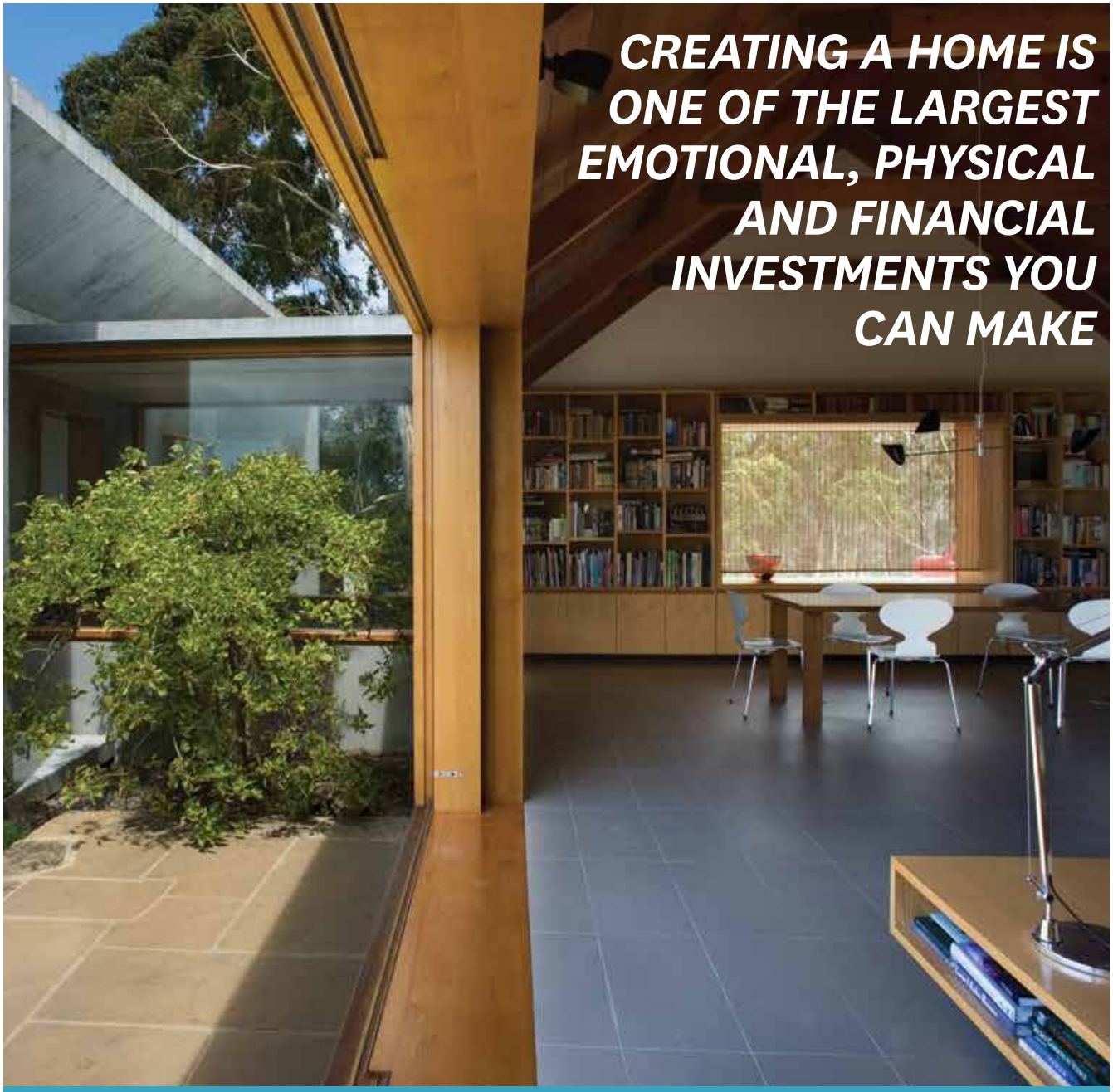
- **i.** be firm, even and slip resistant; and
- **ii.** feature a level transition between abutting surfaces (a maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or beveled).

Note: Slip Resistance is referenced in the National Construction Code and ultimately, Livable Housing Australia would like to defer to the NCC and the Australian Building Codes Board (ABCB) for rulings related to slip resistance. Standards Australia publish a number of standards as well as a handbook that address slip resistance of surfaces.

Slip resistant floor surfaces significantly reduce the risk of slip, trips and falls in the home.

Photos courtesy of Landcom

Performance Statement
Floor coverings are slip resistant to reduce the likelihood of slips, trips and falls in the home.



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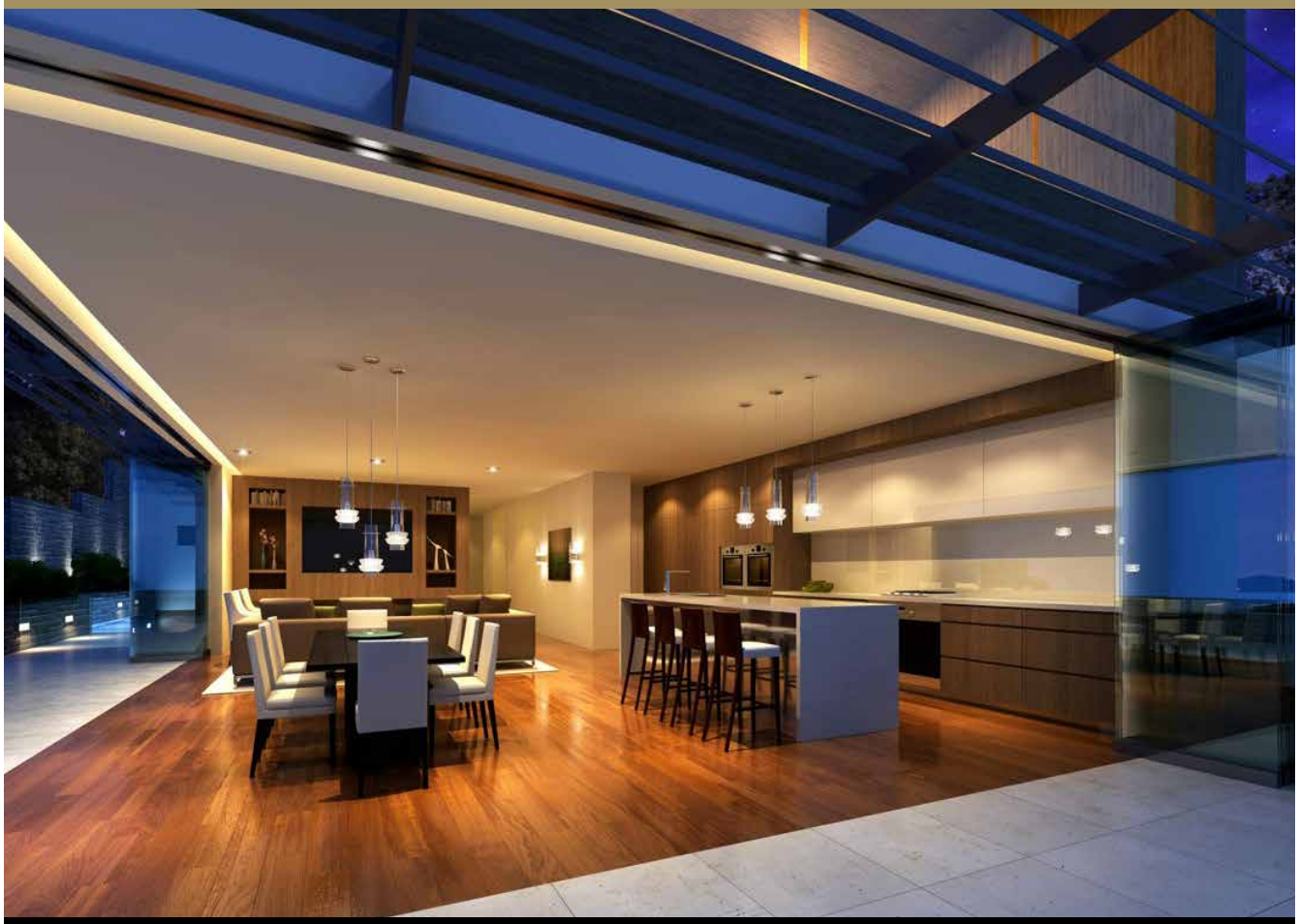

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Master Builders Australia
Email: enquiries@masterbuilders.com.au

Image courtesy of sydesign.com.au

Acknowledgements

The Livable Housing Design Guidelines have been developed through extensive consultation with members of the National Dialogue on Universal Housing Design. We acknowledge the generous contribution of:

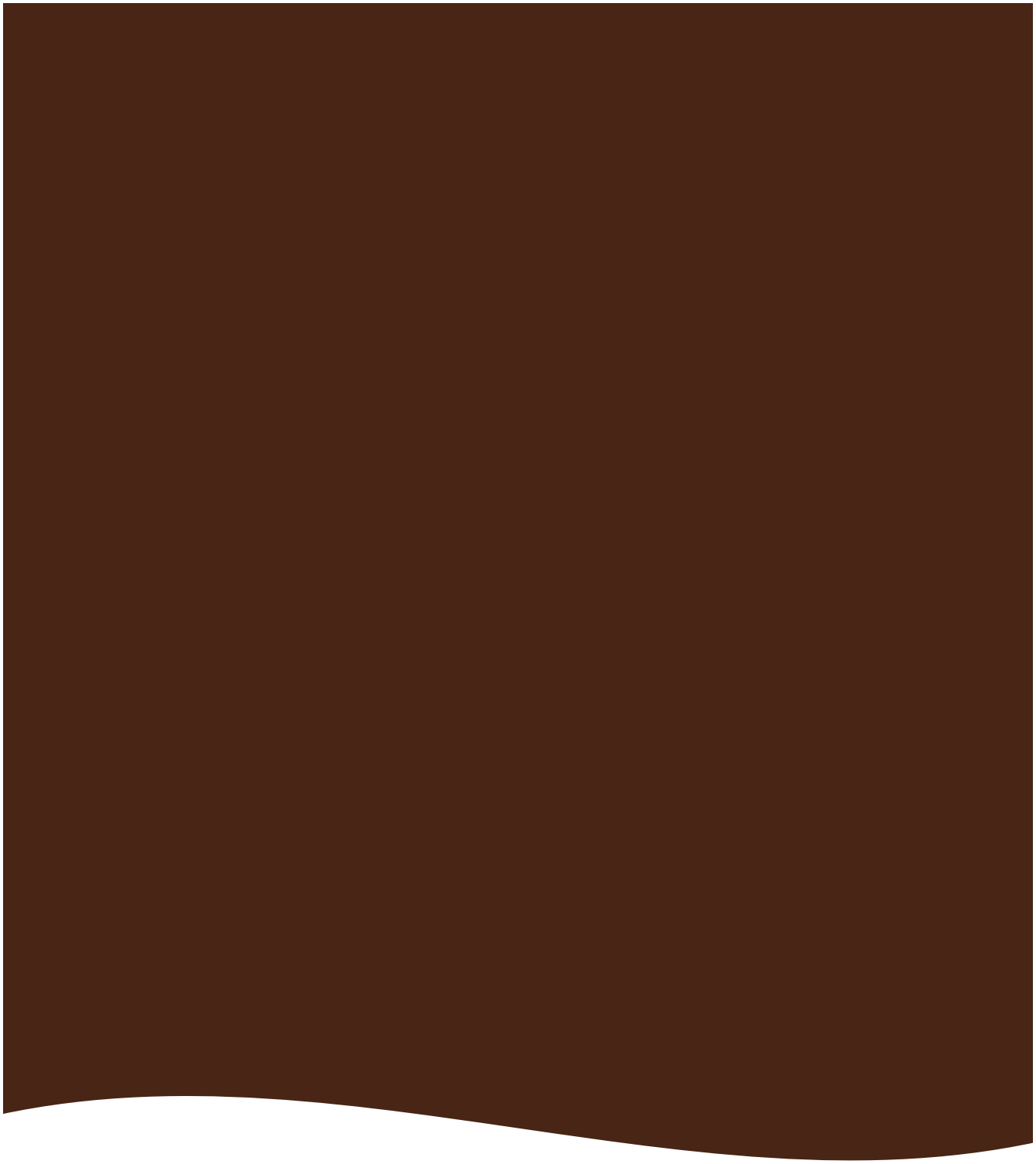
- Australian Human Rights Commission
- Australian Institute of Architects
- Australian Network for Universal Housing Design
- Building Commission (Victoria)
- Council on the Ageing Australia (COTA)
- Grocon
- Housing Industry Association
- Lendlease
- Master Builders Australia
- National People with Disabilities and Carers Council
- Office of the Disability Council of NSW
- Property Council of Australia
- Real Estate Institute of Australia
- Stockland

And the contribution of the following departments:

- Department of Families, Housing, Community Services and Indigenous Affairs
- Department of Industry, Innovation, Science, Research and Tertiary Education
- Australian Building Codes Board
- Victorian Department of Planning and Community Development

We also thank Landcom for providing full access to the content and imagery contained in their publication Universal Housing Design (2009).

Branding, design and graphics developed by PaKay. www.pakay.com.au and Streamline Creative. www.streamlinecreative.com.au



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Attachment 2 - Summary of Representations

PLAM-22/10 – Draft Northern Apartments Corridor Specific Area Plan (NAC SAP)

Public Exhibition 30 March 2023 – 1 May 2023

No.	Location	Zoning	Issue raised	Council Officers' Response
1.	Fleet Street, Moonah	Light Industrial (outside of NAC SAP area)	The representor indicated interest for their site to be included within the NAC SAP area and sought advise on how to be included. They indicated that there is a residential dwelling adjacent to their property on Fleet Street and many residences directly opposite. The representor pointed out that allowing residential use would not be out of keeping with their immediate surroundings.	The representor's site at Fleet Street is outside the Commercial Zone and within the Light Industrial Zone, with another property (also zoned Light Industrial) separating the representor's site and the Commercial Zone along Main Road. As the representor noted, the lots along Fleet Street are characterised by a mix of uses, including a number of dwellings in the Light Industrial Zone, where residential use is currently a non-conforming use. While the site and the immediate area along Fleet Street is not typically utilised for Light Industrial purposes, it does pose potential for mixed-use opportunities being near the rail corridor, and Main Road. However, this area was not included in the background studies undertaken for the Commercial Zone along Main Road. The area requires further investigation to determine the current land zoning, uses, opportunities and broader implications for review of the applicable planning controls. **It is considered that the representation does not have adequate merit to warrant modification to the draft amendment.**
2.	Garfield Road, Glenorchy	General Residential (outside of NAC SAP area)	The representor strongly supported the proposal and noted the benefits of walkable mixed-use communities, as follows: • Increasing population density in and around commercial zones increases the viability of local businesses and the vibrancy of the core areas of our city; • Significantly lower environmental impact than single dwellings; • Dense housing near employment opportunities, retail outlets, and existing public and active transport corridors allows residents to live car-free or car-light	Noted. **Supporting representation – no modification to the draft amendment is required.**

			lifestyles and reduce congestion, while providing health and social benefits to these residents; • Provide a range of hosing choice; • Stronger and more sustainable net revenue source for council than single family housing to provide services.	
3.	TasWater	N/A	"TasWater does not object to the proposed amendment to the Glenorchy Local Provisions Schedule as mentioned above and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings as stated in the attached SPAN." The Submission to Planning Authority Notice (SPAN) further formally confirms this, and provides advise on sub-metering, TasWater development standards to be considered at the development application stage.	Noted. Any future development applications will be referred to TasWater as and when required. TasWater would have the opportunity to undertake assessment of any future proposed development and impose conditions as part of any planning approval process. **Notice of no objection – no modification to the draft amendment is required.**
4.	Main Road, Glenorchy	Commercial (within the NAC SAP area)	The representor advised that they are very keen to explore this development and are very supportive of the initiative. The representor added that the proposed planning controls will not only add urgently needed housing but also add to the vibrancy and lifestyle appeal of the area.	Noted. **Supporting representation – no modification to the draft amendment is required.**
5.	Main Road, Glenorchy	Commercial (within the NAC SAP area)	The representors advised they have an application for the concurrent rezoning and development of a property within the NAC SAP area. That application has been put on hold while Council considers the subject scheme amendment providing for developments of the type that has been proposed (i.e., shop-top housing). The representor indicated support of the proposed amendment. The representor considers the proposed amendment provides for dwellings in close proximity to the commercial centre and well located in relation major transport routes and employment opportunities without the loss of valuable commercial space. This is a sound planning direction.	Noted. The planning scheme amendment application request that relates to subject land is on hold. The applicant (representor) was advised of Council's plan to develop planning controls to allow residential use along Main Road in the Commercial Zone, that includes their land. **Supporting representation – no modification to the draft amendment is required.**

6.	Grove Road, Glenorchy	Light industrial (outside of NAC SAP area)	The representor asked where will the stormwater from these buildings end up? The representor indicated they own a property at Grove Road, and that they have been asking council for 13 years to fix the undersized stormwater pipework system known as Little John Creek that runs at the back of their property. The representor noted that Council is aware that this storm water system is at maximum capacity and until the council fixes the problem, they are against this proposal.	Council's Manager Infrastructure, Engineering and Design reviewed the representation and advised the following: *"Although there is no stormwater code in the state-wide planning scheme, we have developed our Stormwater Management Policy in lieu of this, to reflect what was shown in the interim scheme.* *Essentially, any increase to impervious area, would require the development to demonstrate that any increase in runoff can be accommodated in the stormwater system. If that can't be shown then the development either needs to provide stormwater detention to prevent any additional runoff or upgrade the stormwater system.* *This is the case for any development within GCC, not just along Main Road."* Planner's response: While a comment cannot be made on the representor's stormwater issue at his property in respect to the subject amendment, as noted above, any new development seeking an increase to impervious area on a site would need to demonstrate stormwater can be managed in accordance with Council's Stormwater Management Policy. This may involve construction of onsite stormwater detention systems, or upgrades to stormwater systems to Council's Standards. These matters will be considered further at the development application stage. While the Tasmanian Planning Scheme – Glenorchy does not have controls relating to stormwater management, there are adequate provisions within *the Urban Drainage Act 2013* and Council's Stormwater Management Policy adopted in July 2021, to regulate and manage stormwater for new developments. **It is considered that the representation does not have adequate merit to warrant modification to the draft amendment.**
7.	Mary's Hope Road, Rosetta	General Residential	The representor noted that they broadly support the objectives of the proposed amendment. It was raised	The points raised in the representation are supported. However, removing any mandatory requirement for off-street car parking

		(outside of NAC SAP area)	that in drafting the SAP, Council overlooked an opportunity to further simplify planning controls: removing any mandatory requirement for off-street car parking for the residents of an apartment development. Eliminating the minimum requirement also removes the cash-in-lieu contribution that developers can currently be called on to contribute if they do not reach the minimum required. The reasons are as following: 1. Building unnecessary car parking is an inefficient use of space; 2. Building residential car parking actively induces demand. 3. Developers will not have the option of proposing a development to cater solely or largely to the approximately 30% of the Glenorchy community who (a) cannot drive, or (b) do not wish to drive, or (c) cannot afford to own and operate a car. Less car parking allows more apartments or cheaper apartments. Such rules have been implemented in many cities across the world. The representor noted that "I do not suggest that developers must provide no residential car parking. I do say: they should be able to provide as much or as little as they wish."	for apartment development through the SAP would minimise the opportunity for Council to carefully consider the proposed car parking arrangements within high density apartment developments. While the acceptable solution for car parking for residential use is at least one space per dwelling for a single bedroom and at least 2 spaces for dwellings with 2 or more bedrooms, a parking shortfall can be considered under the performance criteria with a supporting Traffic Impact Assessment (TIA) prepared by a suitably qualified professional. The TIA will address adequacy of existing public transportation, frequency of buses, other alternatives available, public parking places and on-street parking options available in the vicinity of the site, etc. Furthermore, one of the Local Area Objectives (LAO) under the NAC SAP, to "take advantage of the highly accessible location and promote sustainable and active transport opportunities" will support proposed parking shortfall, where appropriate. It is also worth noting that the State Planning Office is currently undertaking a review of the SPPs and has flagged that one of the items of priority is to review the applicable car parking provisions. Council officers are investigating a future project to review car parking within the municipality however this project has not formally commenced. It is considered that a car parking controls review should be undertaken at a broader state and local level, and not specific to the NAC SAP area. In the meantime, the Parking and Sustainable Transport Code currently does provide for flexibility under the performance criteria in the absence of these anticipated changes. **It is considered that this representation does not have adequate merit to warrant modification to the draft amendment.**

8.	Main Road, Montrose	Community Purpose, Inner Residential (outside of NAC SAP area)	The representor indicated that they have considered the plan and wish to convey their support for the proposed amendment to the planning scheme.	Noted. **Supporting representation – no modification to the draft amendment is required.**
9.	Tasmanian Heritage Council	N/A	The representor indicated that there are a number of properties listed on the Tasmanian Heritage Register located on Main Road between Moonah and Montrose that will be affected by the proposed changes to the Glenorchy Local Provisions Schedule (LPS). The representor raised following matters are raised for consideration: • Some standards use the term 'heritage place'. This term is not referenced in the LPS nor in the SPPs. This term should be clarified as to whether it refers to a heritage place on the Tasmanian Heritage Register (THR); a local heritage place; or both. It should cover both local heritage places and THR places. • Some of the proposed NAC SAP development standards under Clause GLE-S15.7 may result in development outcomes that are not consistent with the appropriate outcomes under the corresponding sections of the THC's *Works Guidelines.* While the Tasmanian Heritage Council, in-principle, supports changes that facilitate more diverse housing supply within Greater Hobart, it is imperative that future new developments respect the historic significance of heritage places in and nearby the proposed NAC SAP area. • Should the draft NAC SAP be approved, the THC would like Heritage Tasmania to play a proactive part in providing pre-application advice on future developments at the THR places within NAC SAP area. As such, THC would encourage Glenorchy City Council Planning Department to include Heritage Tasmania in preliminary advisory consultation for future developments that will be proposed at these	The draft NAC SAP is proposed to be updated to include a definition for "heritage place", which covers both state and local listings. **It is considered that this aspect of the representation has merit and it is recommended that the draft controls are changed to reflect this. The modifications are shown as track changes in the draft SAP in Attachment 3.** No changes are proposed to the heritage controls that currently apply to heritage listed properties. Council's Heritage Officer has provided the following comments: *"The NAC SAP provisions will not supplant or over-ride any heritage standard set out in the State Planning Provisions, nor any legislative requirement set out under LUPAA applicable to places that are included in the Tasmanian Heritage Register and subject to assessment under the terms and provisions of the Historic Cultural Heritage Act 1995.* *Therefore, any future development proposed for any place included in the Tasmanian Heritage Register within NAC SAP boundaries will be referred to the Tasmanian Heritage Council through Heritage Tasmania as required by the legislation (and as is the case for all applications for development of State listed places).* *As per current practice, and whenever the opportunity arises, Council Planning Officers will continue to recommend that proponents considering development of places that are included in the Tasmanian Heritage Register discuss their proposals with*

			THR places, from the earliest stage of such proposals being developed by applicants.	*Heritage Tasmania as early as possible in the design development process."* **It is considered that this element of the representation does not have adequate merit to warrant modification to the draft amendment.**
10.	Amundsen Crescent, Warrane	N/A (not within the Glenorchy municipality)	The representor indicated support for allowing apartments and more diverse living arrangements in Glenorchy, because it is desperately needed for everyone's choice and the City's sustainability. The representor felt the changes would be a good opportunity for Glenorchy so that Hobart City does not become the only centre with more diversity, where more people can live cheaply within the existing urban footprint so that more quality infrastructure, services and small businesses, public transport and investment becomes easier. The representor also provided the following comments on the specific area plan: • *GLE-S15.3.1 Objectives:* GLE-S15.3.1 (b): Adequate building standards like soundproofing, as well as providing housing diversity in many locations can allow people to know what they're buying for their needs. GLE-S15.3.1 (d): Big Opportunity for the objective- "take advantage of the highly accessible location and promote sustainable and active transport opportunities". • *GLE-S15.7.5 – Active, Parking and Sustainable Transport for Apartments* - Objective (c) *"provides for active transport options" :* it would be good if this is 'a preferred mode', because car-dependent design is a bit too expensive (and adds significant costs to maintenance, construction and daily trips) and can remove the actual choice of viable alternatives; cars do not need so much special treatment to have good	Noted. • *GLE-S15.3.1 Objectives:* GLE-S15.3.1 (b): Noted – planning controls to mitigate internal noise levels in apartment buildings are included under proposed GLE-S15.7.2 (A5) & (P5) of the proposed NAC SAP. GLE-S15.3.1 (d): Noted. • *GLE-S15.7.5 – Active, Parking and Sustainable Transport for Apartments* Objective (c): The proposal includes controls relating to the objective "provides for active transport options", by including minimum bike parking requirements and associated infrastructure. Further, one of the Local Area Objectives of the NAC SAP under GLE-S15.3.1 (d) provides "take advantage of the highly accessible location and promote sustainable and active transport opportunities."

			access, so recognising this proactively will benefit all users. GLE-S15.7.5 (P3.1) (a): likely demand is often based on how many people currently cycle or need mobility aids, which is a self-fulfilling prophecy; hopefully, due to the good location and lifestyle opportunities, these modes can be better catered to with safe infrastructure standards (which are justified by the increased supporting density): things like AAA design and not just designing around car movements which make it difficult for everyone else (including drivers, who are people too) to be in an environment. GLE-S15.7.5 (P3.1) (b) – The representor Would like to see fewer mandatory parking spaces so that car-ownership is not built-in, but that's a broader-reform thing too.	These objectives will promote and encourage active transport. (Refer to response made to representation no. 7 above, for justification on why reduction of car parking standards has not been considered at this stage.) GLE-S15.7.5 (P3.1) (a): Further clarification was sought from the representor to understand the issue raised. A number of points were clarified by the representor. Some of the points raised referred to broader level infrastructure upgrades, associated studies and designs generally considered/ provided by state or local government agencies. This included recommendations such as wide footpaths, continuous crossings, slower speeds, and upgrades to develop holistic network of sustainable transport that people can use as more of a default option. While these matters are important considerations to develop sustainable communities, and would be complementary to the outcomes of the subject draft amendment (i.e. increased housing via NAC SAP), they cannot be addressed within the SAP itself . This is because they are either beyond planning controls or dealt with under other codes in design of access, and junctions roads. Increased densities will provide the push for these to upgrades to occur subsequently. GLE-S15.7.5 (P3.1) (b): Refer to response made to representation no. 7 above, for justification on why reduction of car parking standards has not been considered at this stage. **It is considered that the elements of the representation does not have adequate merit to warrant modification to the draft amendment.**
11.	Northgate Shopping Centre, Main Road, Glenorchy	Central Business (outside of NAC SAP area)	The representor noted, whilst they fully support the nature and type of the proposed amendment to facilitate increased housing in the area, they have some potential reservations on:	As emphasized in the LAO of the NAC SAP under GLE-S15.3.1, apartments are required to be compatible with the existing / currently permissible uses in the area, and not undermine the primary commercial and economic focus of the locality. Apartments are required to be well-designed so that there is an

			• noise restriction implications for delivery to the shopping centre with closer residential dwellings, and • the implications this may have on the functionality of the Northgate Shopping Centre.	appropriate level of residential amenity to the occupants without impacting the function of the non-residential uses and to avoid conflict of uses. The NAC SAP has specific controls requiring all new apartment buildings to be designed to achieve internal noise levels in accordance with Australian Standard *AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and Australian Standard *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors),* unless a heritage listed building. Further, it is worth noting the Northgate Shopping Centre is not contained within the NAC SAP area, and is within the Central Business Zone, which currently allows residential use within the zone. There are also other existing dwellings within the surrounding Inner Residential Zone that are in close proximity to the shopping centre. The proposed controls will ensure new apartments to be designed to minimise noise impacts. (Note that the representation has been assessed under PLAM-22/04 The Principal Activity Centre Specific Area Plan. **It is considered that the representation does not have adequate merit to warrant modification to the draft amendment.**
12.	Department of State Growth	N/A	The Department of State Growth strongly supports both amendments. The amendments will allow for higher residential densities close to the Northern Suburbs Transit Corridor, including shop-top housing, and support broader urban renewal. The amendments also further the objectives of the Hobart City Deal in relation to improved housing supply, affordability, and diversity. While not specifically addressed by the draft amendments, State Growth notes that existing bus stops should be considered in any future development in terms of opportunities for passive surveillance and upgrade for Disability Discrimination Act 1992 (DDA) compliance.	Noted. Clarification was sought from the Department of State Growth regarding the statement on passive surveillance and Disability Discrimination Act 1992 (DDA) compliance. The Department advised this was included for information only and no modifications would be required to address this matter. Further, the proposed controls under the draft amendment include consideration of passive surveillance of the publicly accessible areas of the site and public places (refer to proposed NAC SAP – GLE-S15.7.3 Passive Surveillance for Residential Use).

				It is also worth noting compliance with the requirements under the Disability Discrimination Act 1992 (DDA) is not considered under the planning processes as stipulated by LUPAA, and currently considered under the *Building Act 2016.* **Supporting representation – no modification to the draft amendment is required.**
13.	TasRail	N/A	TasRail sought an extension of time to submit a representation prior to the end of the advertising period. As such, the representation itself was received outside of the advertising period. The following matters were raised. TasRail advised that it continues to be responsible for managing the non-operational corridor within the legal and regulatory framework that applies to railways, until such time as it is removed from the Rail Network as defined under the *Rail Infrastructure Act 2007.* TasRail encourages the Council to take into account the rail corridor and rail safety requirements, as well as the 50-metre attenuation zone that applies under the Road and Rail Assets Code when considering future development of land within the amendment area, in order to avoid the potential for conflict. TasRail noted a number of properties are in close vicinity to the rail corridor, with some boundaries immediately abutting the corridor and others being between 30 – 100+m. Due diligence is required to be undertaken prior to the development of any property adjoining/ in proximity to the rail corridor, particularly to inform the orientation of habitable rooms and the selection of building materials. This is to mitigate impacts from exposure to likely noise and vibration within the rail corridor.	Noted. The draft amendment to include the NAC SAP into the LPS only provides opportunities for residential use within the area. As per current practice, any future development applications proposed on lots within the railway attenuation area defined under the Road and Railways Assets Code will be referred to TasRail for comment on layout, design and any development conflicts with the rail corridor. Clause C3.6.1 of the Code stipulates development standards for Habitable buildings for sensitive (residential) within a road/ railway attenuation area. This includes controls to consider the location and design of buildings to mitigate impacts from the rail corridor, which will have to be met.

		The rail corridor running through the NAC SAP area also interfaces with a number of crossings including Elwick Road, Howard Road, Lampton Avenue and Derwent Park Road. Consideration of how the future development above/to the rear of properties may impact sighting distances to/from the rail corridor and these crossings is recommended to avoid the requirement for investment in additional traffic and safety controls. The liability for any such expenditure also needs to be considered within this context. The documents reviewed by TasRail state that the urban land is fully serviced with existing connections to stormwater, water and sewer. According to TasRail's records, this infrastructure interfaces with the rail corridor and crosses the railway in various locations, as per licence agreements in place between TasRail and the Council. TasRail recommends that the capacity of the existing infrastructure within State Rail Network land boundaries be confirmed.	The concerns relating to sightlines and crossings will also be considered as part of the development approval process. Clause 3.5.1 of the Roads and Railway Assets Code stipulates controls to minimise adverse effects on the safety and efficiency of the road and rail network. Infrastructure upgrades will be undertaken by the relevant authorities as per the current practices, when and if required. These processes will undergo the applicable development assessment processes, including consulting and seeking advice from TasRail, and consider relevant mitigation measures to minimise any potential negative impacts to the rail network.

Annexure 3 – Proposed Planning Scheme Amendment PLAM-22/10

GLE-S15.0 Northern Apartments Corridor Specific Area Plan

GLE-S15.1 Plan Purpose

The purpose of the Northern Apartments Corridor Specific Area Plan is:

GLE-S15.1.1 To provide for residential use primarily above ground floor level or behind commercial use, typically as medium to high density apartments.

GLE-S15.1.2 To ensure residential use does not dominate the primary commercial use at street level.

GLE-S15.2 Application of this Plan

GLE-S15.2.1 This specific area plan applies to the area of land designated as the Northern Apartments Corridor Specific Area Plan on the overlay maps.

GLE-S15.2.2 In the area of land this plan applies to, the provisions of the Specific Area Plan are in addition to the provisions of the Commercial Zone, the Parking and Sustainable Transport Code and the Road and Railway Assets Code, as specified in the relevant provision.

GLE-S15.2.3 In addition to any other application requirements, the planning authority may require any of the following information to determine compliance with performance criteria:

(a) elevation drawings or photomontage showing the proposed development in the context of adjacent buildings and the streetscape;

(b) a site analysis and design response report;

(c) an accessibility report;

(d) a crime prevention through environmental design report; or

(e) a landscaping plan.

GLE-S15.3 Local Area Objectives

GLE-S15.3.1 The local area objectives for the Northern Apartments Corridor are to:

(a) provide for medium to high density apartments primarily above ground level or behind commercial activity, that are compatible to the area without undermining the primary commercial and economic focus of the locality;

(b) ensure the residential use does not result in potential conflict with other non-residential uses;

(c) assist in delivering well-designed apartments with an appropriate level of residential amenity to the occupants without impacting on the non-residential uses of the site; and

(d) take advantage of the highly accessible location and promote sustainable and active transport opportunities.

GLE-S15.4 Definition of Terms

GLE-S15.4.1 In this specific area plan, unless the contrary intention appears:

Terms	**Definition**
accessibility report	means a report (as defined in this specific area plan) that addresses: (a) likely demand for accessible apartments in the SAP area, having regard to: (i) the demographic characteristics of the Glenorchy municipality; and (ii) the accessibility needs of the population of likely occupants of accessible apartments in the SAP area; (b) the extent to which the proposed development contributes to meeting the likely demand for accessible apartments in the SAP area, having regard to: (i) the size and scale of the development; (ii) the application of universal design principles; and (iii) any other proposed accessibility or universal design features, excluding those required under the *Building Act 2016*; (c) any accessibility advice relating to the ongoing management of any other use or development on the site; and (d) any matter specifically required by standards in this specific area plan.
apartment	means part of a building, used as a residence and which includes food preparation facilities, a bath or shower, a toilet and sink, any associated private open space and access to laundry facilities.
apartment building	means a Class 2 residential building as defined in the *National Construction Code.*
commercial vehicle	means a medium rigid vehicle or greater as described in section 2 *"Design Vehicles" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities".*
crime prevention through environmental design report	means a report (as defined in this specific area plan) that addresses: (a) whether the use or development can achieve and maintain an acceptable level of crime prevention through environmental design, having regard to:

	(i) the characteristics of the use or development; (ii) existing crime prevention or deterrence measures on the site and adjacent properties; (iii) any proposed crime prevention or deterrence measures; and (iv) the ongoing management of the use or development; and (b) any matter specifically required by Performance Criteria in this specific area plan.
FOGO	means Food Organics and Garden Organics.
heritage place	means a place or category of place that is listed, and the specific extent identified, in: (a) the Tasmanian Heritage Register (THR); or (b) the Glenorchy Local Provisions Schedule – GLE-C6.0 Local Historic Heritage Code.
living room	means a habitable room of a dwelling, other than a bedroom or separate kitchen.
passive surveillance	means the location and design of use or development to maximise visibility by passers-by or casual onlookers from adjacent spaces, in order to reduce opportunities for crime by making potential offenders feel exposed and making legitimate users feel safer.
report	means a report, prepared for a site by a suitably qualified person, that must include: (a) details of, and be signed by, the person who prepared or verified the report; (b) confirmation that the person has the appropriate qualifications and expertise; (c) confirmation that the report has been prepared in accordance with any applicable methodology specified by a government authority or professional body; and (d) conclusions and recommendations based on consideration of the proposed use or development and its context.
shared open space	an outdoor area of the land or building, which may include the rooftop, for the shared use of the occupants of an apartment building, excluding areas proposed or approved for storage, vehicle (including bicycles and personal mobility devices) access or parking, service structures, lift motor rooms, plant and equipment, shared laundry facilities or shared waste storage.

single aspect apartment	means an apartment that has external windows on no more than one building elevation (not including skylights and windows to a light well or ventilation shaft).
site analysis and design response report	means a report (as defined in this specific area plan) that: (a) identifies site constraints and opportunities in relation to: (i) solar access; (ii) prevailing wind conditions; (iii) privacy and security; (iv) access to views and open space; and (v) light, noise and other emissions from traffic and nearby land use; (b) explains how the proposed development: (i) responds to the site's constraints and opportunities; (ii) enhances and responds positively to the streetscape character of the area; (iii) meets the purpose of this specific area plan; and (iv) addresses the local area objectives; and (c) any matter specifically required by Performance Criteria in this specific area plan.
universal design	means design that is useable by people of all abilities.

GLE-S15.5 Use Table

This clause is in substitution to the Commercial Zone – Clause 17.2 Use Table.

Use Class	**Qualification**
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for home-based business.
Utilities	If for minor utilities.
Permitted	
Bulky Goods Sales	

Emergency Services	
Equipment and Machinery Sales and Hire	
Residential	If for an apartment building and located above ground floor level (excluding pedestrian or vehicular access and parking).
Service Industry	
Storage	
Discretionary	
Business and Professional Services	
Community Meeting and Entertainment	
Educational and Occasional Care	
Food Services	
General Retail and Hire	
Hotel Industry	If for alterations or extensions to an existing Hotel Industry.
Manufacturing and Processing	
Research and Development	
Residential	If for an apartment building: (a) not listed as Permitted; and (b) located to the rear of the commercial use and development on the frontage (excluding pedestrian or vehicular access and parking).
Resource Processing	If for food or beverage production.
Sports and Recreation	
Transport Depot and Distribution	
Tourist Operation	
Utilities	

Vehicle Fuel Sales and Service	
Vehicle Parking	
Visitor Accommodation	If for alterations or extensions to existing Visitor Accommodation.
Prohibited	
All other uses	

GLE-S15.6 Use Standards

GLE-S15.6.1 All uses

This sub-clause is in substitution to Commercial Zone – Clause 17.3.1 All Uses

Objective:	
That uses do not cause an unreasonable loss of residential amenity to residential zones.	
A1 Hours of operation of a use, excluding Residential, Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**P1** Hours of operation of a use, excluding Residential, Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
A2 External lighting for a use, excluding Residential, Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must: (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.	**P2** External lighting for a use, excluding Residential, Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the level of illumination and duration of lighting; and (b) the distance to habitable rooms of an adjacent dwelling.

A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Residential, Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**P3** Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Residential, Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and the adjoining residential area; and (f) potential conflicts with other traffic.

GLE-S15.6.2 Discretionary uses

This sub-clause is in substitution to Commercial Zone – Clause 17.3.2 Discretionary Uses

Objective:	
That uses: (a) listed as discretionary do not compromise or distort the activity centre hierarchy; and (b) residential use listed as discretionary does not compromise or distort the commercial activity on the ground floor level of the site.	
A1 If use is for a discretionary use, other than for discretionary residential use, no acceptable solution.	**P1** A use listed as discretionary, other than discretionary residential use, must not compromise or distort the activity centre hierarchy, having regard to: (a) the characteristics of the site; (b) the size and scale of the proposed use; (c) the functions of the activity centre and the surrounding activity centres; and (d) the extent that the proposed use impacts on other activity centres.
A2	**P2**

If residential use listed as discretionary, no acceptable solution.	Residential use listed as discretionary must not compromise or distort the commercial activity on the ground floor level, having regard to: (a) the characteristics of the site and the existing or proposed ground floor level commercial use and development; (b) maintaining active commercial frontages at street level, and residential development (other than pedestrian or vehicular access) located to the rear of the commercial activity; (c) residential parking not located on the frontage; (d) the size and scale of the residential development that is proposed to be located at the ground floor level; (e) the extent of impact of the residential development on the commercial and economic function of the site, and any proposed mitigation measures to ensure the primary commercial focus of the site is not compromised; and (f) furthering the local area objectives at Clause GLE-S15.3.1.

GLE-S15.7 Development Standards for Buildings and Works

GLE-S15.7.1 Building height

This subclause is in substitution for Commercial Zone – Clause 17.4.1 Building height A1 and P1, and A2 and P2.

Objective:	
That building height: (a) enhances the streetscape through the scale, proportion and massing of buildings; (b) mediates transitions in height between buildings to provide a cohesive streetscape; (c) facilitates shop-top apartment buildings of medium to high density; and (d) does not cause unreasonable loss of amenity to adjoining residential zones.	
Acceptable Solution	**Performance Criteria**
A1 Building height, excluding lift shafts, mechanical plant and miscellaneous equipment, must be no more than:	**P1.1** Building height must: (a) not unreasonably overshadow public places or existing residential use;

(a) 12m for non-residential uses; (b) 12m within 5.5m of a frontage, and otherwise 15m, for development that includes an apartment building.	(b) not unreasonably reduce public amenity through visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the street; and (c) provide a transition in scale to adjacent buildings of lesser height where the difference in height is more than 4m. **P1.2** A building greater than 6 storeys must demonstrate significant architectural merit, having regard to making a significant positive contribution to the streetscape.
A2 Building height, excluding lift shafts, mechanical plant and miscellaneous equipment: (a) within 10m of a residential zone must be no more than 9.5m.	**P2** Building height within 10m of a residential zone must not cause an unreasonable loss of residential amenity, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy; and (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.

GLE-S15.7.2 Design of apartment buildings

This sub-clause is in addition to the provisions of the Commercial Zone - Clause 17.4 Development Standards for Buildings and Works, and in addition to the provisions of the Road and Railway Assets Code – Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area.

Objective:
That apartment buildings provide a reasonable level of amenity for residents of all abilities, through design that: (a) responds to the site; (b) promotes resource efficiency and minimises energy consumption; (c) maximises solar access and natural ventilation; (d) provides occupants with adequate privacy, open space and storage; and (e) mitigates amenity impacts from other uses and development on-site and on

neighbouring sites.	
Acceptable Solutions	**Performance Criteria**
A1 Private open space and glazing to a habitable room of an apartment, that has a floor level more than 1 m above existing ground level, must have a setback of not less than 6 m from the private open space and glazing to a habitable room of any other apartment, unless the proposed glazing: (a) is offset, in the horizontal plane, not less than 1.5 m from the edge of: (i) the private open space; and (ii) glazing to a habitable room; of any other apartment; (a) has a sill height of not less than 1.7m above the floor level or has fixed obscure glazing extending to a height of at least 1.7m above the floor level; or (b) has a permanently fixed external screen for the full length of the glazing, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.	**P1** Private open space and glazing to a habitable room of an apartment, that has a floor level more than 1 m above existing ground level must be designed to minimise overlooking and privacy impacts to any adjacent apartment, having regard to: (a) proximity to side and rear boundaries; (b) location of private open space and glazing to habitable rooms in adjacent apartments; and (c) proposed screening or other design measures to minimise direct views to the private open space and glazing to habitable rooms of adjacent apartments.
A2 An apartment building must be designed to achieve the following: (a) at least 70% of apartments (rounded up to the nearest whole number) receive a minimum of 3 hours direct sunlight on the 21st of June, to living rooms or private open spaces; and (b) not more than 15% of apartments (rounded up to the nearest whole number) receive no direct sunlight to living rooms and private open spaces on the 21st of June.	**P2** An apartment building must be designed to maximise the number of apartments that receive direct sunlight to a living room or private open space on the 21st of June, having regard to: (a) the size, dimensions and orientation of the site; (b) whether south facing, single aspect apartments have been minimised and multiple aspect apartments have been maximised; (c) optimising the area of direct sunlight to living rooms through the depth and layout of

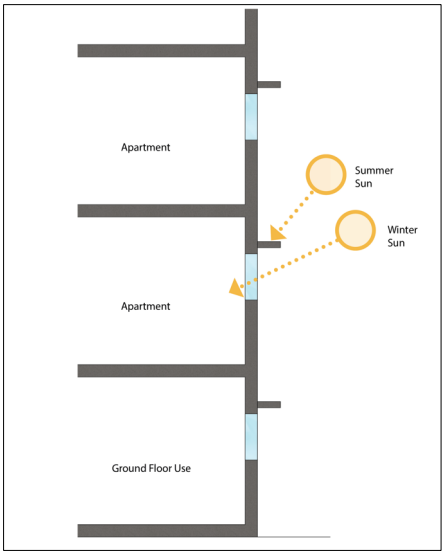
	apartments and window sizes; and (d) the findings of a site analysis and design response report.
A3 Apartment windows to habitable rooms oriented between 30 degrees west of north and 30 degrees east of north must be provided with a window shading device with a width (perpendicular to the building facade) not less than 42% of the height from window sill to lintel, as illustrated in Figure GLE-S15.1.	**P3** Apartment windows oriented between 30 degrees west of north and 30 degrees east of north must have adequate shading from direct sunlight during summer, that enables a reasonable level of light to penetrate into the room.
A4 At least 60% of apartments must have external openings in different elevations providing natural cross-ventilation.	**P4** Apartments are designed to optimise natural cross ventilation opportunities, having regard to: (a) building orientation relative to prevailing breezes; (b) the number, area and location of external openings; (c) internal layout to minimise obstructions to the breeze path between external openings; and (d) use of other passive ventilation solutions such as solar chimneys.
A5 An apartment building must be designed to achieve internal noise levels in accordance with Australian Standard *AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and Australian Standard *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors).*	**P5** An apartment building must be designed to achieve internal noise levels in accordance with Australian Standard *AS 3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction)* and Australian Standard *AS 2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)*, unless: (a) the building is a heritage place; and (b) alterations required to meet these standards would negatively impact on the heritage significance of a heritage place.

A6 Each apartment must have private open space that: (a) has a minimum area of 6 m^2 plus 2 m^2 for each bedroom in the apartment, and a minimum width of 2 m; (b) is directly accessible from a living room of the apartment; (c) has visual and acoustic screening from: (i) mechanical plant and equipment, service structures and lift motor rooms; (ii) outdoor storage areas and shared laundry facilities; (iii) adjacent shared open space areas; (iv) adjacent outdoor entertainment areas; and (v) the private open spaces and glazing to habitable rooms of adjacent apartments; and (d) includes a private clothes drying area that is screened from public view, unless shared clothes drying facilities are provided.	**P6.1** Unless complying with Clause P6.2 of this standard, each apartment must have private open space that provides reasonable amenity and opportunity for outdoor recreation, having regard to: (a) the area and dimensions of the space, excluding space occupied by mechanical plant and equipment; (b) the location of the space, relative to a living room of the apartment; (c) the privacy, visual and acoustic qualities of the space; (d) provision for clothes drying; and (e) screening or design to minimise overlooking of the private open space, and windows to habitable rooms, of existing adjacent apartments. **P6.2** For an apartment in an existing building that is a heritage place, private open space is not required if the site cannot reasonably accommodate private open space without detracting from the heritage significance of the place.
A7.1 An apartment building containing five or more apartments must have shared open space on the site, with: (a) a total area not less than the area specified in Table GLE- S15.1; (b) a minimum horizontal dimension of 4m for five to nine apartments, and 5m for ten or more apartments; (c) a minimum area of 24 m^2 in one location for five to nine apartments, and 45 m^2 in one location for ten or more apartments; (d) not less than 20% of the total shared open space area allocated for plantings; (e) direct access from the apartment	**P7.1** Unless complying with Clause P7.2 of this standard, an apartment building containing five or more apartments must have shared open space on the site that provides reasonable amenity and outdoor recreation opportunities for residents, having regard to: (a) the area and dimensions of the space; (b) the number of apartments in the building; (c) provision of landscaping on the site; (d) the location of the space relative to ground floor commercial use; (e) the location of the space, relative to the apartment building's shared circulation areas; (f) measures to mitigate the potential for

building's shared circulation areas; (f) visual and acoustic screening from: (i) mechanical plant and equipment, service structures and lift motor rooms; and (ii) non-residential uses on-site and on adjacent land; (g) visual screening of any shared clothes drying areas from public view; (h) not less than 2 hours of direct sunlight between 9 am and 3 pm on 21 June to at least 50% of the shared open space.	amenity impacts from: (i) mechanical plant and equipment, service structures and lift motor rooms; and (ii) non-residential uses on-site and on adjacent land; (g) measures to minimise the public visibility of any shared clothes drying areas; (h) access to direct sunlight; and (i) the findings of a site analysis and design response report.
A7.2 Shared open space for an apartment building must be located so as not to interfere with ground floor commercial use.	**P7.2** Shared open space for an apartment building is not required if: (a) for an existing building that is a heritage place, and the site cannot reasonably accommodate shared open space without detracting from the heritage significance of the place; or (b) the site is adjacent to public open space that provides reasonable amenity and outdoor recreation opportunities for residents, having regard to: (i) the location, area and aspect of the public open space; (ii) the extent and quality of landscaping of the public open space; and (iii) the provision and proximity of public amenities.
A8 Each apartment must have a secure, individual storage area that: (a) has a minimum volume of 4 m^3 plus 2 m^3 for each bedroom in the apartment; (b) is located externally to the apartment; ~~and~~	**P8** An apartment building must have a secure common storage area that is suitable for storing residents' bulky household items, having regard to: (a) the area of the space; (b) the number of apartments in the building; (c) any provision of secure, individual external storage areas;

~~(b)~~(c) is not co-located with waste and recycling bin storage; and ~~(c)~~(d) is screened or located away from public view and other non-residential use on the site.	(d) residents' convenience and security; (e) location and screening to minimise visual impacts to any apartment, other non-residential use on the site or publicly accessible areas of the site; and (f) separation from any on-site storage area for shared waste and recycling bins.
A9 A new apartment building containing 6 or more apartments must provide a number of accessible apartments that is: (a) not less than 30% of apartments (rounded up to the nearest whole number) certified by a suitably qualified person as meeting Gold Level requirements as defined in the *Livable Housing Design Guidelines*; or (b) not less than 5% of apartments (rounded up to the nearest whole number) certified by a suitably qualified person as meeting Platinum Level requirements as defined in the *Livable Housing Design Guidelines*.	**P9** A new apartment building containing 6 or more apartments must provide a reasonable number of accessible apartments having regard to: (a) the number of apartments certified by a suitably qualified person as meeting Gold Level or Platinum Level requirements as defined in the *Livable Housing Design Guidelines*; (b) any relevant council policy; and (c) the recommendations of an accessibility report.

Figure GLE-S15.1 Window shading



GLE-S15.7.3 Passive Surveillance for Residential Use

This sub-clause is in addition to the provisions of the Commercial Zone - Clause 17.4 Development Standards for Buildings and Works

Objective:	
That the design of medium-high density apartment buildings: (a) minimises opportunities for crime and anti-social behaviour; and (b) provides for passive surveillance allowing actual and perceived safety in the publicly accessible areas of the site and public places.	
Acceptable Solution	**Performance Criteria**
A1 Apartment buildings must be provided with glazing or balconies on the first floor facing the publicly accessible areas of the site and public places to enable passive surveillance.	**P1** Apartment buildings must have building design, site layout, and hard and soft landscaping that deter crime and enhance safety in the publicly accessible areas of the site and public places, having regard to the recommendations of a crime prevention through environmental design report.

GLE-S15.7.4 Waste storage and collection for apartments

This sub-clause is in addition to the provisions of the Commercial Zone - Clause 17.4 Development Standards for Buildings and Works

Objective:	
That waste storage and collection for apartments is adequate and convenient and does not adversely impact amenity, the streetscape, other non-residential uses or traffic.	
Acceptable Solution	**Performance Criteria**
A1 No Acceptable Solution for bin storage and collection for an apartment building.	**P1** Storage and collection of waste, recycling and FOGO bins for an apartment building must be provided in accordance with any relevant Council policy, must be convenient for residents and must not unreasonably impact amenity or traffic flow on the site, adjoining properties or the road, having regard to: (a) design and location to minimise noise, odour and visual impacts to any apartment, shared open space, other non-residential uses, or publicly accessible areas of the site;

	(b) separation from storage of any non-residential bins on the site; (c) the location, timing, duration and frequency of bin collection vehicle movements; (d) manoeuvring required by bin collection vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between sensitive use on the site or an adjacent property, and waste collection activities; (f) potential conflicts with pedestrian, bicycle or vehicular traffic; and (g) furthering the local area objectives at Clause GLE-S15.3.1.

GLE-S15.7.5 Access, parking and sustainable transport for apartments

This sub-clause is in substitution to the provisions of the Parking and Sustainable Transport Code – Clause C2.5.2 Bicycle parking numbers, and in addition to Clause C2.6 Development Standards for Buildings and Works.

Objective:	
That access and parking where residential use is proposed: (a) is designed to ensure safe movement of vehicles and pedestrians for residential and non-residential uses on-site; (b) residential car parking does not undermine the street level commercial activity on frontages; and (c) provides for active transport options.	
Acceptable Solution	**Performance Criteria**
A1 For a site containing an apartment building, there must be no commercial vehicles entering the site.	**P1** For a site containing an apartment building, where commercial vehicles will also access the site, the crossover, driveway and parking areas must be designed to ensure: (a) safe movement of vehicles, bicycles, personal mobility devices and pedestrians; (b) separate parking, loading and unloading areas for the commercial vehicles; and

	(c) furthering the local area objectives at Clause GLE-S15.3.1.
A2 Residential parking, if located on the ground level, must: (a) not be located on the frontage; and (b) be located to minimise disruptions to the commercial use on the ground floor.	**P2** No Performance Criteria.
A3.1 At least one secure on-site bicycle parking space, or equivalent space for other personal mobility devices, must be provided for each apartment.	**P3.1** On-site bicycle parking spaces, or equivalent spaces for other personal mobility devices, must be provided to meet the reasonable needs of residents, having regard to: (a) the number of apartments and likely demand for parking for bicycles or other personal mobility devices; and (b) the number of on-site car parking spaces provided for each apartment.
A3.2 Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located in a common area of the apartment building or its car parking area; and (c) if located within a car parking area, must be clearly marked.	**P3.2** Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must be provided in a safe, secure and convenient location, having regard to: (a) ~~Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must be provided in a safe, secure and convenient location, having regard to:~~access to the site; (b) the characteristics of the site, including other uses on the site; (c) the location and visibility of proposed parking for bicycles or other personal mobility devices; and (d) the location of other parking areas on the site.
A3.3 Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must:	

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(a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2 m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle, or equivalent spaces for other personal mobility devices, that satisfies *Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.*	~~access to the site;~~ ~~the characteristics of the site, including other uses on the site;~~ ~~the location and visibility of proposed parking for bicycles or other personal mobility devices; and~~ ~~the location of other parking areas on the site.~~ **P3.3** Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments and the associated access must be convenient, safe, secure and efficient to use, having regard to: (a) ~~(a)~~ the characteristics of the site; (b) ~~(b)~~ the space available; (c) ~~(c)~~ the safety of cyclists; and (d) ~~(d)~~ the provisions of *Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.*

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GLE- S15.8 Development Standards for Subdivision

This clause is not used in this specific area plan.

GLE-S15.9 Tables

Table GLES15.9.1 Shared open space for apartments

Number of apartments	Minimum area of shared open space
1-5	Nil
5-9	24 m^2
10-19	120 m^2 plus 4 m^2 per apartment, after the first 10 apartments
20 or more	160 m^2 plus 6 m^2 per apartment, after the first 20 apartments
Note: Shared open space may include areas in the rooftop, podium, courtyard or any other open communal areas on the site that do not disrupt ground floor commercial use.	