

**GLENORCHY PLANNING AUTHORITY MEETING**  
**AGENDA**  
**MONDAY, 4 SEPTEMBER 2023**



**GLENORCHY CITY COUNCIL**

**Chairperson:** Alderman Bec Thomas

**Hour:** 3.30 p.m.

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## **1. PLANNING AUTHORITY DECLARATION**

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

## **2. APOLOGIES/LEAVE OF ABSENCE**

## **3. PECUNIARY INTERESTS**

## **4. CONFIRMATION OF MINUTES**

That the minutes of the Glenorchy Planning Authority Meeting held on 7 August 2023 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - PARTIAL DEMOLITION AND CONSTRUCTION OF NEW EDUCATION BUILDING, LANDSCAPING AND CAR PARKING WORKS - 286-294 MAIN ROAD GLENORCHY**

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 3283784

**REPORT SUMMARY**

<b>Application No.:</b>	<b>PLN-23-198</b>
<b>Applicant:</b>	<b>ERA Planning &amp; Environment</b>
<b>Owner:</b>	<b>Department for Education Children and Young People</b>
<b>Zone:</b>	<b>Community Purpose</b>
<b>Use Class</b>	<b>Educational and Occasional Care</b>
<b>Application Status:</b>	<b>Discretionary</b>
<b>Discretions:</b>	<b>27.4.1 P1 Building Height</b> <b>C2.6.5 P1 Pedestrian access</b> <b>C2.6.6 P1 Loading Bay</b> <b>C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction</b>  (The proposal meets all other applicable standards as demonstrated in the attached appendices)

<b>Level 2 Activity?</b>	<b>No</b>
<b>42 Days Expires:</b>	<b>08 Sep 2023</b>
<b>Existing Land Use:</b>	<b>Secondary School</b>
<b>Representations:</b>	<b>0</b>
<b>Recommendation:</b>	<b>Approval, subject to condition</b>

## **REPORT IN DETAIL**

### **PROPOSAL**

The application is for the Cosgrove High School revitalisation project. The proposal includes demolition of K Block, part of H Block and buildings associated with J Block to make way for a new building. The new building would be double storey and contain various learning spaces, as well as music rooms, a drama space, a cultural centre, offices, a staff hub, a kitchen and a café. There would be also an outdoor amphitheatre learning space adjacent. The new building would be flat roofed and fitted into the sloping ground so that one section would be higher than the other. The maximum height would be 11m. There would be a minimum setback of at least 95m from any neighbouring residential property. The proposal also includes a new bus shelter, three outbuildings, relocation of a section of fencing, removal of walkways, reduction of a number of carparking spaces and tree removal. The proposal is shown in Figure 1.

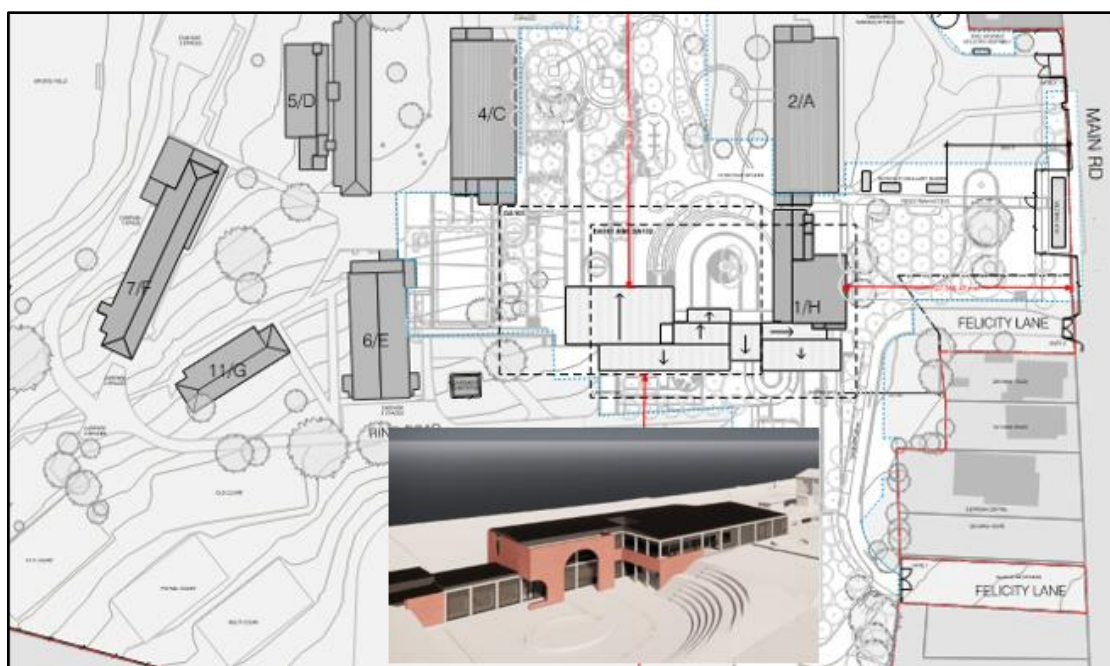


Figure 1: Proposal - Liminal Architecture

## SITE and LOCALITY

The subject site is known as Cosgrove High School at 286-294 Main Road Glenorchy. The property contains various school buildings and six parking areas on gently sloping land, connected by pathways and surrounded by grassed areas with sports fields. There are five main blocks for learning and two other blocks, varying in height from single storey to triple storey, as well as various smaller buildings. There is also a bus shelter that comprises of two roofed sections, closed to the frontage. The area of redevelopment is towards the centre front of the school grounds.

The property is roughly rectangular with an area of 7790m<sup>2</sup>. The school has two vehicular accesses with a loop road from Main Road and a pedestrian access to Hurlstone Crescent at the rear and one at Windsor Street to the north.

The land surrounding the school property on three sides consists of residential development, including an aged care home. There is commercial development on the fourth side, facing Main Road. There is also a bus stop outside the school on Main Road.

The property is made up of five parcels of land with the following title references: CT150185/1, CT50/9077, CT151679/1 and CT146159/1 and one untitled parcel.

The property is shown in Figure 2 below.



Figure 2: Subject property with construction area encircled and Streetview - theList



## ZONE

The subject property is within the Community Purpose Zone. The surrounding land is zoned for residential purposes on three sides (General Residential Zone and Inner Residential Zone) and for commercial purposes on the fourth side facing Main Road (Commercial Zone). The zoning map is shown in Figure 3.



Figure 3: Zoning Map – theList

## BACKGROUND

### General

The application states that the school will have an increase to approximately 500 students and 50 staff as part of the redevelopment. There are currently 87 carparking spaces, which will be reduced to 64 spaces, whilst maintaining a surplus of 14 spaces.

### Permits

The following permits have been approved in recent years:

- PLNPA-09/001 - Partial demolition of existing classrooms and creation of two larger purpose-built language rooms and four language conversion rooms, upgrade existing toilet facilities, relocate sewing benches and electrical upgrade to sewing room- 2009-11-18 Finalised.
- PLN-17-366 - School additions, including bus shelter, fence, signage and landscaping 2018-02-01 Approved.
- PLN-20-585 - Temporary Toilet Block (Educational and Occasional Care) 2021-02-16 Approved.

## ASSESSMENT

### STATE POLICIES, OBJECTIVES of LUPAA

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

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

### TASMANIAN PLANNING SCHEME - GLENORCHY 2021

#### State Planning Provisions (SPP)

##### Administration

##### Exemptions (Tables 4.1 – 4.6)

The application includes the relocation of a section of fencing from the front boundary to go around the proposed bus shelter. The section of fencing is a tubular powder coated steel fence, approximately 1.2m in height and 25m long that would be setback approximately 10m so that two sections would be within 4.5m of the front boundary. The fence accords with the exemption in clause 4.6.3 (c) that allows a fence within 4.5m of a frontage in the Community Purpose Zone to be 1.8m above existing ground level if adjoining public land.

No other exemptions apply.

##### Use Class Description (Table 6.2):

The application is for a new school building at an existing secondary school, which fits under the use class Educational and Occasional Care. The use is defined in Table 6.2 Use Classes as follows:

##### *Educational and Occasional Care*

*use of land for educational or short-term care purposes. Examples include a childcare centre, day respite centre, employment training centre, kindergarten, primary school, secondary school and tertiary institution. Emergency Services use of land for police, fire, ambulance and other emergency services.*

##### Other relevant definitions (Clause 3.0):

The following meanings in 3.0 Planning Terms and Definitions are of particular relevance:

##### *Applicable Standard*

*means as defined in subclause 5.6.2 of this planning scheme.*

*5.6.2 A standard is an applicable standard if: (a) the proposed use or*



*development will be on a site within: (i) a zone; (ii) an area to which a specific area plan relates; or (iii) an area to which a site-specific qualification applies; or (b) the proposed use or development is a use or development to which a relevant code applies; and (c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.*

#### *Standard*

*means, in any zone, code or specific area plan, the objective for a particular planning issue and the means for satisfying that objective through either an acceptable solution or performance criterion presented as the tests to meet the objective.*

#### *Demolition*

*demolition means the destruction or removal of any building or works in whole or in part other than by accident.*

### **Discretionary Use or Development**

The application is discretionary under Clause 6.8.1 as follows:

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

- (a) the use is within a use class specified in the applicable Use Table as being a use which is discretionary;*
- (b) the use or development complies with each applicable standard but relies upon a performance criterion to do so; or*
- (c) it is discretionary under any other provision of the planning scheme,*

The proposal is discretionary under (b) above as it relies on Performance Criteria as follows:

- 27.4.1 P1 Building Height
- C2.6.5 P1 Pedestrian access
- C2.6.6 P1 Loading Bay
- C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction

### **General Provisions**

#### **7.9 Demolition**

The application proposes the demolition of existing school buildings, which is permitted under clause 7.9.1.

## Zones

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

### Zone Purpose Statements

The purpose of the Community Purpose Zone is:

*27.1.1 To provide for key community facilities and services including health, educational, government, cultural and social facilities.*

*27.1.2 To encourage multi-purpose, flexible and adaptable social infrastructure.*

### Comment

The proposal accords with the zone purpose statement as it would be for an educational use.

### Use Table

The use class Educational and Occasional Care is 'permitted' within the Community Purpose Zone in 27.2 Use Table.

### Use Standards

The proposal accords with the relevant acceptable solutions as demonstrated in the attached Appendix.

### Development Standards for Buildings or Works

The proposal accords with the relevant acceptable solutions as demonstrated in the attached Appendix, except as follows:

#### 27.4.1 P1 Building Height

The proposal does not accord with the acceptable solution in clause 27.4.1 A1 with respect to the building height. Therefore, the proposal relies on the related performance criteria as follows:

##### *27.4.1 P1 Building Height*

*Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:*

- (a) the topography of the site;*
- (b) the height, bulk and form of existing buildings on the site and adjacent properties;*
- (c) the bulk and form of proposed buildings;*

- (d) the apparent height when viewed from the road and public places;
- (e) any overshadowing of adjoining properties or public places; and
- (f) the need to locate the building on the site

#### Comment

The acceptable solution states a height limit of 10m. The proposed building has a maximum height of 11m relating to a small section where the building steps up the slope. The relevant sections are shown in Figure 4.

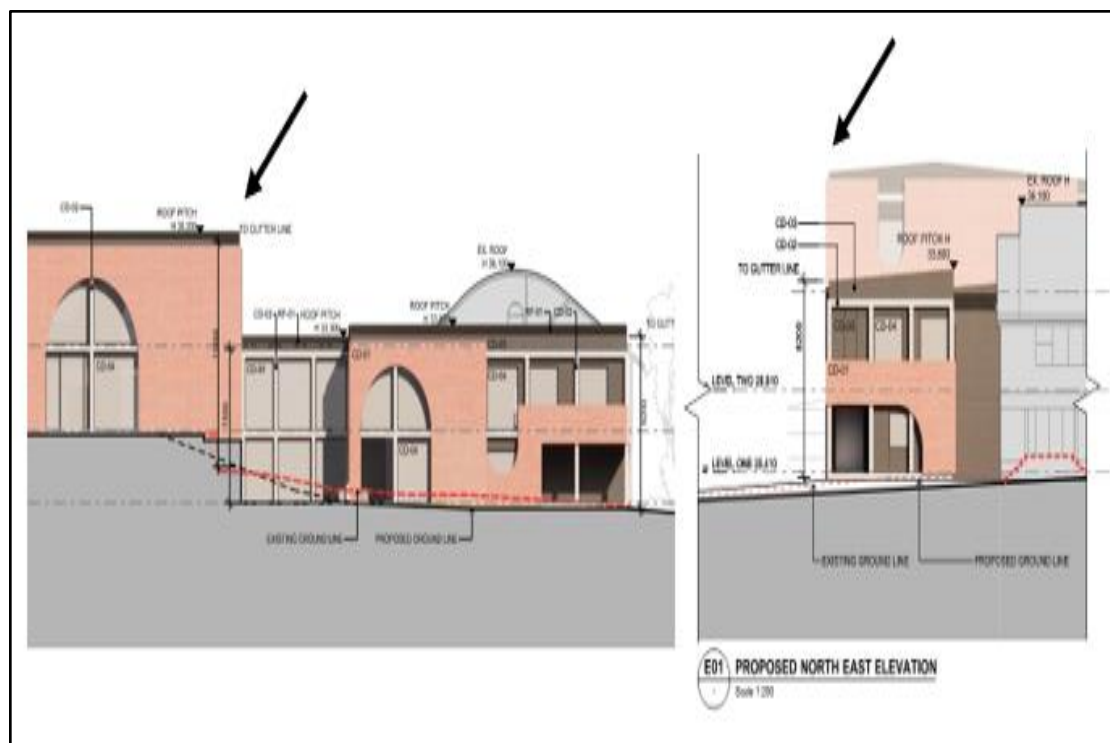


Figure 4: Area of height discretion - Liminal Architecture

It is considered that the proposal meets the performance criteria and that the discretion is relatively minor. The height discretion comes about because of the topography where there is a change in natural ground level due to an incline. The additional height would not visibly add to the bulk of the proposed building as the roof line is consistent for the upper section of the building. The proposed building would be only marginally higher than existing buildings in front, which face Main Road as shown in Figure 4. As such, the discretion is considered acceptable in regard to the view from Main Road. There would be no overshadowing issues as the building is to the north of the school sports oval. The proposed building is needed in this location and in the proposed form to modernise school facilities.

Therefore, the proposal complies with the standard through the performance criteria.

## Codes

The following codes of the Scheme apply to this proposal:

### **C2.0 Parking and Sustainable Transport Code**

The proposal accords with the relevant acceptable solutions as demonstrated in the attached Appendix, except as follows:

#### C2.6.5 P1 Pedestrian access

The proposal does not accord with the acceptable solution in clause C2.6.5 A1 with respect to pedestrian access. Therefore, the proposal relies on the related performance criteria as follows:

##### *C2.6.5 P1 Pedestrian access*

*Safe and convenient pedestrian access must be provided within parking areas, having regard to:*

- (a) the characteristics of the site;*
- (b) the nature of the use;*
- (c) the number of parking spaces;*
- (d) the frequency of vehicle movements;*
- (e) the needs of persons with a disability;*
- (f) the location and number of footpath crossings;*
- (g) vehicle and pedestrian traffic safety;*
- (h) the location of any access ways or parking aisles; and*
- (i) any protective devices proposed for pedestrian safety*

#### *Comment*

The engineering assessment under the Referrals section later in this report found that the proposal accords with the above performance criteria.

## C2.6.6 P1 Loading bays

The proposal does not accord with the acceptable solution in clause C2.6.6 A1 with respect to loading bays. Therefore, the proposal relies on the related performance criteria as follows:

*C2.6.6 P1 Loading bays*

*Loading bays must have an area and dimensions suitable for the use, having regard to:*

- (a) the types of vehicles likely to use the site;*
- (b) the nature of the use;*
- (c) the frequency of loading and unloading;*
- (d) the area and dimensions of the site;*
- (e) the topography of the site;*
- (f) the location of existing buildings on the site; and*
- (g) any constraints imposed by existing developmen*

*Comment*

A loading bay is provided however due to the site constraints it is not designed to comply with AS2890.2-2002 as required by the acceptable solution. The TIA addressed the performance criteria for types of vehicles, nature of use and frequency of loading to the satisfaction of Council's Development Engineer in the attached Appendix.

Therefore, the proposal complies with the standard through the performance criteria.

**C3.0 Road and Railway Assets Code**

The proposal accords with the relevant acceptable solutions as demonstrated in the attached Appendix, except as follows:

## C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction

The proposal does not accord with the acceptable solution in clause C3.5.1 P1 with respect to an increase in traffic. Therefore, the proposal relies on the related performance criteria as follows:

*C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction*

*Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

- (a) any increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*

- (c) *the nature of the road;*
- (d) *the speed limit and traffic flow of the road;*
- (e) *any alternative access to a road;*
- (f) *the need for the use;*
- (g) *any traffic impact assessment; and*
- (h) *any advice received from the rail or road authority.*

#### *Comment*

The engineering assessment under the Referrals section later in this report found that the proposal accords with the above performance criteria.

Therefore, the proposal complies with the standard through the performance criteria.

### **C6.3 Potentially contaminated land code**

The applicant provided a Soil Contamination Report as the site was previously identified as adjoining land that is used currently or was used historically for a potentially contaminating activity. Council's Environmental Health Officer reviewed the report and advised that Council does not reasonably believe that contamination migration has occurred based on the report's findings. Therefore, the Code does not apply pursuant to clause C14.2.1. For further comments, please refer to the Environmental Health Assessment under the Referrals section later in this report.

### **Glenorchy Local Provisions Schedule (GLPS)**

#### **Local Area objectives**

No local area objectives of the Scheme apply to this proposal.

#### **Particular Purpose Zones**

No particular purpose zones of the Scheme apply to this proposal.

#### **Specific Area Plans**

No specific area plans of the Scheme apply to this proposal.

#### **GLE-Site Specific Qualifications**

No site-specific qualifications of the Scheme apply to this proposal.

#### **GLE-Code lists**

No code lists of the Scheme apply to this proposal.

#### **GLE-Applied, Adopted and Incorporated Document**

Nil.

## **INTERNAL REFERRALS**

### **Development Engineer**

#### **Comments**

The development application seeks approval for partial demolition and construction of new education building, landscaping and car parking works at the Cosgrove High School. It has been advised that there will be an increase in the student cohort from 348 at 2023 to 500 students and a corresponding staff increase to 50 associated with the redevelopment of the site.

A Traffic Impact Assessment (TIA) by Howarth Fisher and Associates dated June 2023 and the Stormwater Report by Aldenmark consulting engineers, revision B, dated 26 June 2023 has been submitted as part of the application.

Runoff from new car parking area is proposed to be drained via a stormwater treatment devices system to the existing Stormwater connection. The General Manager's consent to interfere with stormwater infrastructure can be granted. The document is available in ECM.

#### **C3.0 Road and Railway Assets Code**

According to the TIA, given the increase in staff and student numbers, the proposed development will likely increase traffic flows along Main Road by more than 10%; and therefore, the assessment against the performance criteria has been undertaken. The site can be accessed off the existing vehicle crossing, and no new access is proposed. Providing the use, the traffic associated with the school will consist of staff and students in dropped off and picked up arrangements. These users are familiar with the site. The staff trips will be predominantly long stay therefore low turnover trips associated with employee parking, whereas the drop off and pick up trips, are largely short stay high turnover. The increase of trips generated is minimal considering the traffic flow along Main Road. Additionally, during the school hours the speed limit at access is 40km/h which is a low-speed environment and is considered safe for all road users. The TIA concludes that based on the above and that the Main Road functions as a major collector road, it is hence capable to absorb more traffic the development may generate. Therefore, the proposed development complies with the code requirements.

#### **C2.0 Parking and Sustainable Transport Code**

The development complies with the Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.



The site can be accessed off the existing vehicular accesses onto the drop-off zone, driveway and parking areas. The requirement under the C2.5.1 and table C2.1, A1 requires the total of 50 car parking spaces for the development. The applicant proposes to provide 64 car parking spaces which exceeds the requirement. An accessible car parking space is provided to comply with the scheme requirements. The applicant also provides four motorcycle bays which exceed the requirements of the acceptable solution. The TIA advises that the school proposes to accommodate the bicycle parking requirement by extending the secure bicycle parking provision under A block sufficient for more than 10 spaces as required by the scheme. And although the requirement is for the provision of staff bays only, given the proximity of the Intercity Cycleway, the school position is to support and encourage sustainable transport modes; therefore, it is proposed to provide additional bicycle parking facilities under A block in the secure garage space. This will exceed the requirements of the acceptable solution. The layout of parking area complies with the standard AS2890.1:2004. The turning swept path is provided demonstrate compliance to the standard. The surface treatment of the driveway is proposed to be paved. Surface runoff is proposed to be captured and directed to the Council's stormwater system.

The pedestrian path with separation is required to comply with the acceptable solution, given the constraints of the site and the requirements to minimise the impact on the area of the sports ground the full requirements of the acceptable solution have not been met and therefore it has been assessed against the performance criteria. The TIA states that site will be located in a low-speed environment, the speed restriction within the school access driveway is limited to 15km/hr which provides pedestrians with a low speed environment to cross the road between the main school entry. Additionally, the parking area will be solely used by staff and limited to use by staff and potentially some students, who are familiar with the layout of the site and will typically be long stay, low turnover parking bays; hence the frequency of trips will be limited. In addition to the aforementioned details, it's worth noting that the car park is designed to cater to user class 1 commuter (general for long stay) and the low volume and the low turnover. The retractable bollards will be located on the circulation road will be used to restrict vehicle access and ensure pedestrian safety in the main part of the school site is maintained. Based on the above it is considered the performance criteria is sufficiently addressed to satisfaction.

## **Other**

### **C15.0 Landslide Code**

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

**C7.0 Natural Assets Code**

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

**C12.0 Flood-Prone Areas Hazard Code**

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

**Environmental Health Officer**

This site has previously been identified as a site adjoining land that is currently or was historically used for a potentially contaminating activity but was not used for a potentially contaminating activity itself. To investigate the potential that contamination may be present on the site, the applicant engaged Prensa to undertake a preliminary assessment to determine if a further investigation by a site contamination practitioner was warranted. Prensa concluded in their report that it is "unlikely that the potentially contaminating activities from the off-site properties have significantly impacted upon the Site". Based on this report, Council does not reasonably believe that contamination migration has occurred.

This development involves changes to the existing on-site kitchen. It is recommended that advice be placed on the permit regarding the process for modifying a kitchen.

**EXTERNAL REFERRALS****TasWater**

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

**TasNetworks**

The application was referred to TasNetworks, who commented that the proposed development was not likely to adversely affect TasNetwork's operations. TasNetworks recommended an advice clause as follows:

It is recommended that if the electricity supply connection needs to be upgraded, that an application be submitted via the TasNetworks website portal [Connections Hub – TasNetworks](#).

**REPRESENTATIONS**

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

## CONCLUSION

The application is for partial demolition, construction of a new education building, landscaping and carparking works. The proposal includes a new education building, an outdoor amphitheatre learning space, a new bus shelter, three outbuildings, relocation of a section of fencing, removal of walkways and reduction of a number of carparking spaces.

The application is discretionary for the building height, pedestrian access, loading bays and increase in traffic. The proposal accords with the relevant performance criteria and does not raise any other issues. There were no representations.

In conclusion, the proposal is assessed to substantially comply with the requirements of Schedule 1 of the *Land Use Planning and Approvals Act 1993* and the *Tasmanian Planning Scheme – Glenorchy 2021*, subject to the recommended conditions.

## Recommendation:

That a permit be granted for the Partial demolition and construction of new education building, landscaping and car parking works of 286-294 Main Road Glenorchy subject to the following conditions:

## Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-23-198 and Drawings submitted on 20/07/2023, 17 pages, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2023/01016-GCC, 14/08/2023, form part of this permit.

## Engineering

3. Prior to the issuing of a Building Approval or the commencement of works on site, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer.

The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways, or adjoining properties.

The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council.

The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

*Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at [www.derwentestuary.org.au](http://www.derwentestuary.org.au).*

4. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.
5. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.
6. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost. It must be the developer's responsibility to obtain and submit with the Building Application, a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction. The photographic record shall be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works shall be deemed to be the responsibility of the developer and shall be repaired at the developer's cost.

7. The design and construction of the parking, access and turning areas must comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway and parking must comply with the following-:
- (a) Be constructed to a sealed finish.
  - (b) 64 clearly marked car parking spaces must be provided in accordance with the approved plan received by Council and always kept available for these purposes.
  - (c) Of the required number of car parking spaces, one (1) car parking space must be provided for the exclusive use of people with disabilities, clearly always marked and kept available for these purposes.
  - (d) Bicycle and motorcycle parking area must be provided in accordance with the requirements.
  - (e) All runoff from paved and driveway areas must be discharged into Council's stormwater system.
  - (f) The gradient of any parking areas must not exceed 5%.

All works required by this condition must be installed prior to the completion.

### **Advice to Applicant**

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

#### *General Manager's Consent for Stormwater Management*

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-23-198, dated 23 August 2023, form part of this permit.

#### *Underground Services*

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

### *Other Permits*

Please be aware that this planning permit is a planning approval issued under the Tasmanian Planning Scheme - Glenorchy. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with.

In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

### *Food Premises*

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

- (a) a request in an approved form (Form 42) for an Environmental Health Officer report;
- (b) any relevant drawings, specifications or other documents submitted with the application; and
- (c) details provided by the owner of the nature of the foods to be prepared, handled, stored or sold and the types of manufacturing processes to be undertaken on the premise
- (d) Council's Environmental Health department may require the premises to meet equipment and fit out specifications which exceed those required by the National Construction Code before the premises can be registered and the food business licensed pursuant to the *Food Act 2003*.

### *TasNetworks*

It is recommended that if the electricity supply connection needs to be upgraded, that an application be submitted via the TasNetworks website portal [Connections Hub – TasNetworks](#).

### **Attachments/Annexures**

- 1 GPA Attachment - 286-294 Main Road, Glenorchy



## APPENDIX

### 27.0 Community Purpose Zone

Standard	Acceptable Solution	Proposed	Complies?
<b>27.3 Use Standards</b>			
<b>27.3.1</b>  <b>Non-residential use</b>	<b>A1</b> Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: (a) 8.00am to 8.00pm Monday to Friday; (b) 9.00am to 6.00pm Saturday; and (c) 10.00am to 5.00pm Sunday and public holidays.	There would be no change to existing operating hours, which are within the ranges of the acceptable solution according to the application.	Yes



Standard	Acceptable Solution	Proposed	Complies?
	<b>A2</b> External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must: <ul style="list-style-type: none"> <li>(a) not operate between 9:00pm and 6:00am, excluding any security lighting; and</li> <li>(b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property.</li> </ul>	The proposal includes new lighting for the carparking areas and access areas. The lighting is further than 50m from any residential zone.	Yes
	<b>A3</b> Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not operate between 9.00pm and 6.00am.	No flood lighting is proposed.	N/A
	<b>A4</b> Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: <ul style="list-style-type: none"> <li>(a) 7.00am to 6.00pm Monday to Friday; and</li> <li>(b) 9.00am to 5.00pm Saturday, Sunday and public holidays.</li> </ul>	All commercial vehicular movements and leading and unloading of goods is within the hours of the acceptable solution according to the application.	Yes

Standard	Acceptable Solution	Proposed	Complies?
<b>27.4 Development Standards for Buildings and Works</b>			
<b>27.4.1 Building Height</b>	<b>A1</b> Building height must be not more than 10m.	The maximum height is 11m. Please see report for assessment.	No – Discretion
<b>27.4.2 Setback</b>	<b>A1</b> Buildings must have a setback from a frontage of:  (a) not less than 5m; or  (b) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, whichever is the lesser.	The new school building would be approximately 70m from the front boundary and the ancillary spaces 36.61m.  However, the proposed bus shelter would be within 5m of the frontage but would accord with (b).  The bus shelter would have a frontage setback between 1m and 1.5m, which is between the range of 0m and 2.38m of the adjacent shop to the north and dwelling to the south.	Yes
	<b>A2</b> Buildings must have a setback from side and rear boundaries adjoining a General Residential Zone, Inner Residential Zone or Low Density Residential Zone not less than:	Side and rear setback: minimum 95m	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>(a) 3m; or</p> <p>(b) half the wall height of the building,</p> <p>whichever is the greater.</p>		
	<p><b>A3</b></p> <p>Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone.</p>	All extraction, pumping, refrigeration systems would be more than 10m from any residential zone.	Yes
	<p><b>A2</b></p> <p>Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.</p>	The new building would be at least 38m from any residential zone and would therefore not directly face a residential zone, so it is considered that this standard is not applicable.	N/A
<b>27.4.3 Fencing</b>	No Acceptable Solution	The proposal includes relocation of a 1.2m high front fence section to accommodate the bush shelter, which accords with the exemption.	Exempt

Standard	Acceptable Solution	Proposed	Complies?
<b>27.4.4 Outdoor storage area</b>	<b>A1</b> Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.	Not proposed	N/A

## C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.5 Use Standards</b>			
<b>C2.5.1</b> <b>Car parking numbers</b>	<b>A1</b> The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: <ul style="list-style-type: none"> <li>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> <li>(d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> <li>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed</li> </ul> </li> </ul>	50 spaces required – 64 provided	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>use or development, in which case no additional on-site car parking is required; or</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p><math>N = A + (C - B)</math></p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>		
<b>C2.5.2</b> <b>Bicycle parking numbers</b>	<b>A1</b> Bicycle parking spaces must: <p>(a) be provided on the site or within 50m of the site; and</p> <p>(b) be no less than the number specified in Table C2.1.</p>	10 spaces required – proposes to provide bike parking and storage area to cater for more than 10 spaces	Yes
<b>C2.5.3</b> <b>Motorcycle parking numbers</b> <i>This applies to:</i> <i>Business and Professional Services;</i>	<b>A1</b> The number of on-site motorcycle parking spaces for all uses must:	2 spaces required – provides 4 spaces	Yes

Standard	Acceptable Solution	Proposed	Complies?
<i>Community Meeting and Entertainment;</i> <i>Custodial Facility;</i> <i>Crematoria and Cemeteries;</i> <i>Educational and Occasional Care;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Hospital Services;</i> <i>Hotel Industry;</i> <i>Pleasure Boat Facility;</i> <b>Residential if for a communal residence, multiple dwellings or hostel use;</b> <i>Sports and Recreation; and</i> <i>Tourist Operation.</i>	(a) be no less than the number specified in Table C2.4; and  (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.		
<b>C2.5.4</b> <b>Loading bays</b> <i>This applies to:</i> <i>Bulky Goods Sales;</i> <i>General Retail and Hire;</i> <i>Manufacturing and Processing; and</i> <i>Storage.</i>	<b>A1</b>  A loading bay must be provided for uses with a floor area of more than 1000m <sup>2</sup> in a single occupancy.	Loading/service bay is provided.	Yes
<b>C2.5.5</b> <b>Number of car parking spaces within the General Residential Zone and Inner Residential Zone</b> <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Educational and Occasional Care;</i> <i>Emergency Services;</i>	<b>A1</b>  Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:  (a) Food Services uses up to 100m <sup>2</sup> floor area or 30 seats, whichever is the greater; and  (b) General Retail and Hire uses up to 100m <sup>2</sup> floor area,	Not required	N/A

Standard	Acceptable Solution	Proposed	Complies?
<i>Food Services; General Retail and Hire; Sports and Recreation; and Utilities, if not for minor utilities.</i>	provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.		
<b>C2.6 Development Standards for Building Works</b>			
<b>C2.6.1 Construction of parking areas</b>	<b>A1</b> All parking, access ways, manoeuvring and circulation spaces must: <ul style="list-style-type: none"> <li>(a) be constructed with a durable all weather pavement;</li> <li>(b) be drained to the public stormwater system, or contain stormwater on the site; and</li> <li>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</li> </ul>	Parking and driveway area proposed to be paved surface and surfaced water are to be drained to the stormwater connection.	Yes
<b>C2.6.2 Design and layout of parking areas</b>	<b>A1.1</b> Parking, access ways, manoeuvring and circulation spaces must either: <ul style="list-style-type: none"> <li>(a) comply with the following:               <ul style="list-style-type: none"> <li>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> </ul> </li> </ul>	Layout and gradients are provided in accordance with the AS2890.1	Yes



Standard	Acceptable Solution	Proposed	Complies?
	<p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i> [S35]</p>		

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.6.3</b> Number of accesses for vehicles	<b>A1</b> The number of accesses provided for each frontage must:  (a) be no more than 1; or  (b) no more than the existing number of accesses,  whichever is the greater.		Yes
	<b>A2</b>  Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		N/A
<b>C2.6.4</b> Lighting of parking areas within the General Business Zone and Central Business Zone	<b>A1</b>  In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i> .		N/A
<b>C2.6.5</b> Pedestrian access	<b>A1.1</b>  Uses that require 10 or more car parking spaces must:  (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:  (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or	Pedestrian path is provided but does not meet the separation. TIA addressed the performance criteria to satisfactory.	No

Standard	Acceptable Solution	Proposed	Complies?
	<p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p><b>A1.2</b> In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>		
<b>C2.6.6 Loading bays</b>	<p><b>A1</b></p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	Loading bay is provided however due to the site constraints it is not designed to comply with AS2890.2-2002. TIA addressed the performance criteria for types of vehicles, nature of use and frequency of loading to the satisfaction.	No
	<p><b>A2</b></p> <p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities</i>.</p>		
<b>C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</b>	<p><b>A1</b></p> <p>Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>		N/A

Standard	Acceptable Solution	Proposed	Complies?
	<p><b>A2</b></p> <p>Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <p>(i) 1.7m in length;</p> <p>(ii) 1.2m in height; and</p> <p>(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</p>		N/A
<b>C2.6.8</b> <b>Siting of parking and turning areas</b>	<p><b>A1</b></p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>		N/A
	<p><b>A2</b></p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p>		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(a) have no new vehicle accesses, unless an existing access is removed;  (b) retain an active street frontage; and  (c) not result in parked cars being visible from public places in the adjacent roads.		
<b>C2.7 Parking Precinct Plan</b>			
<b>C2.7.1 Parking Precinct Plan</b>	<b>A1</b>  Within a parking precinct plan, onsite parking must:  (a) not be provided; or  (b) not be increased above existing parking numbers.		N/A

**Footnotes**

[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

**APPENDIX****C3 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.5 Use Standards</b>			

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.5.1</b>  <b>Traffic generation at a vehicle crossing, level crossing or new junction</b>	<p><b>A1.1</b></p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> <li>(a) a new junction;</li> <li>(b) a new vehicle crossing; or</li> <li>(c) a new level crossing.</li> </ul> <p><b>A1.2</b></p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p><b>A1.3</b></p> <p>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p><b>A1.4</b></p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> <li>(a) the amounts in Table C3.1; or</li> </ul>	<p>Vehicular traffic is expected to increase over 10%; however TIA justifies the safe and sufficient access. I concur with the conclusion in the report</p>	No

Standard	Acceptable Solution	Proposed	Complies?
	<p>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p> <p><b>A1.5</b></p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>		
<b>C3.6 Development Standards for Buildings and Works</b>			
<p><b>C3.6.1</b></p> <p><b>Habitable buildings for sensitive uses within a road or railway attenuation area</b></p>	<p><b>A1</b></p> <p>Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:</p> <p>(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;</p> <p>(b) an extension which extends no closer to the existing or future major road or rail network than:</p> <p>(i) the existing habitable building; or</p> <p>(ii) an adjoining habitable building for a sensitive use; or</p>		N/A



Standard	Acceptable Solution	Proposed	Complies?
	(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i> .		
<b>C3.7 Development Standards for Subdivision</b>			
<b>C3.7.1</b>  <b>Subdivision for sensitive uses within a road or railway attenuation area</b>	<b>A1</b>  A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.		N/A

**6. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS  
(RESIDENTIAL) - 28 MONTROSE ROAD MONTROSE**

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 3271995

**REPORT SUMMARY**

**Application No.:** PLN-23-162

**Applicant:** James Ho Architecture

**Owner:** T P Vo

**Zone:** General Residential

**Use Class** Residential

**Application Status:** Discretionary

**Discretions:** 8.4.1 (P1) Residential density for multiple dwellings;  
8.4.2 (P3) Setbacks and building envelope for all dwellings;  
8.4.3 (P2) Site coverage and private open space for all dwellings;  
8.4.6 (P3) Privacy for all dwellings; and  
C2.5.1 (P1) Car parking numbers.

(The proposal meets all other applicable standards as demonstrated in the attached appendices)

<b>Level 2 Activity?</b>	<b>No</b>
<b>42 Days Expires:</b>	<b>05 September 2023</b>
<b>Existing Land Use:</b>	<b>Single Dwelling (Residential)</b>
<b>Representations:</b>	<b>4</b>
<b>Recommendation:</b>	<b>Approval subject to conditions</b>

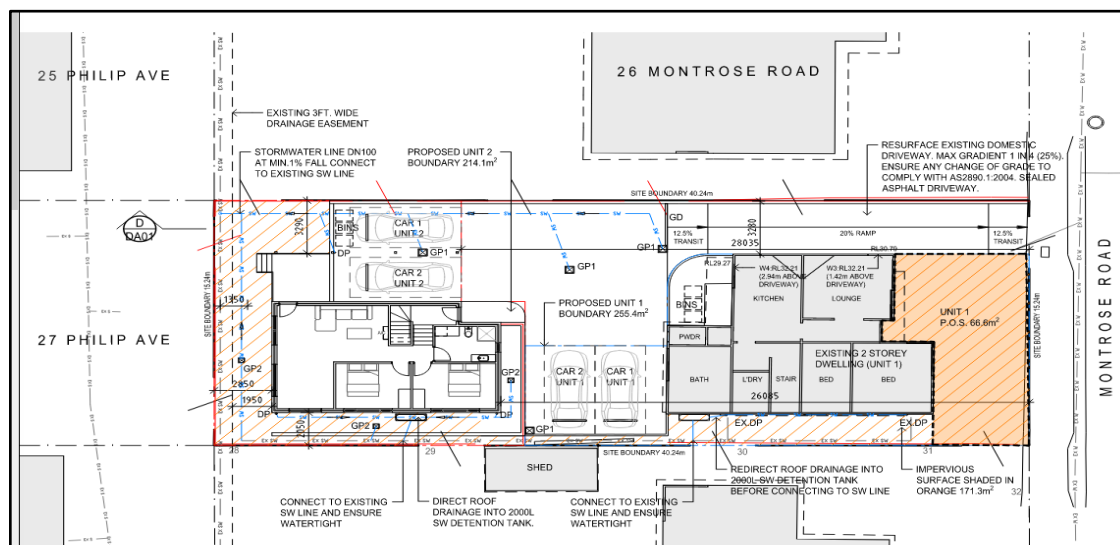
## REPORT IN DETAIL

### PROPOSAL

The proposal is for the construction of an additional dwelling at the rear of 28 Montrose Road, Montrose. The proposal includes the provision of retaining walls, driveway and parking areas to serve both the existing and proposed dwelling.

The existing dwelling is four bedrooms over two storeys; the proposed is similarly two storey with four bedrooms. The proposed dwelling is to be setback 2.8m from the rear boundary, 2.05m from the side boundary at the west, and 3.39m from the side boundary to the east.

As outlined in the appendices to this report, the proposal is considered to comply with each of the Acceptable Solutions of the applicable standards, except where reliant on the Performance Criteria for Cl 8.4.1 (P1) Residential density for multiple dwellings, Cl 8.4.2 (P3) Setbacks and building envelope for all dwellings, Cl 8.4.3 (P2) Site coverage and private open space for all dwellings, Cl 8.4.6 (P3) Privacy for all dwellings and cl C2.5.1 Car Parking Numbers.



**Figure 1.** Extract of the proposal plans

## SITE and LOCALITY

The subject site is located on the northern side of Montrose Road, Montrose. The site has an area of 613m<sup>2</sup>, with a moderate fall to the north. The site has an existing single dwelling, with appurtenant driveway leading to a suspended parking area at the rear.

The locality or *area*, (relevant in determining compliance with Applicable Standards) is considered to be that area west of Main Road, east of Vernon Avenue south of Philip Avenue, and to the north of Tilyard Street (see Figure 3).

The prevailing development is single storey dwellings with some multiple dwelling developments, a residential aged care site to the south of the site, and Council owned tennis court.



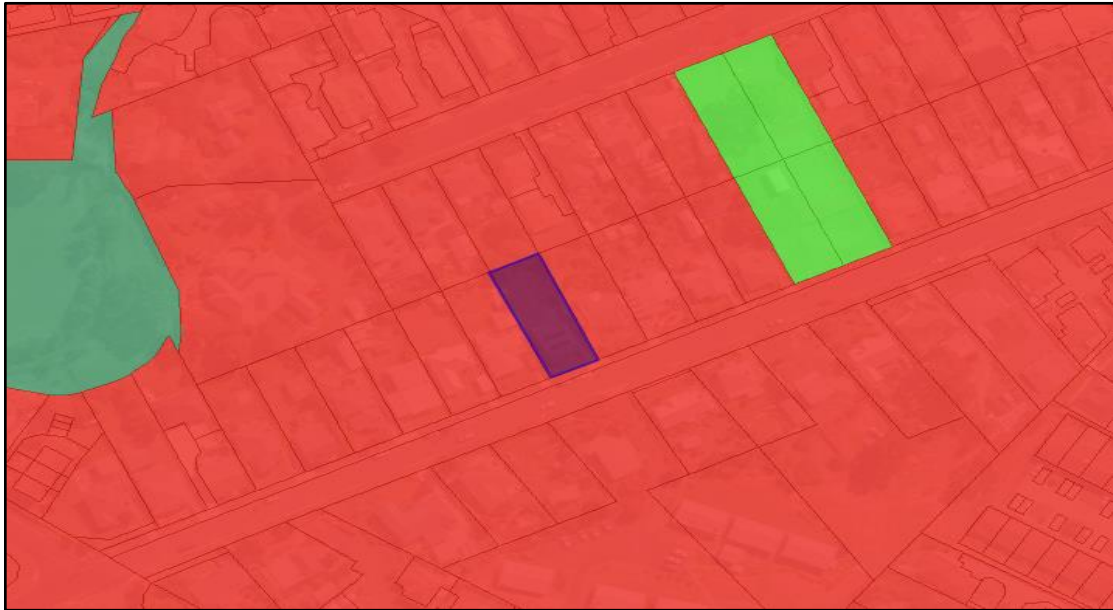
**Figure 2.** Aerial view of the site (blue) and surrounds.



**Figure 3.** Graphic demonstrating the subject site relative to the surrounding area.

## ZONE

The subject site is within the General Residential Zone.



**Figure 4.** Application of the General Residential Zone (Red), Recreation zone (Lime Green) as applied to the Council tennis court on Montrose Road, and the Katoomba Crescent Reserve which is within the Open Space Zone.

## BACKGROUND

PLN-22-452 – A proposal of largely similar scope to the present application was refused in November of 2022; though the design has been revised to address the reasons of refusal outlined in that decision, specifically those standards relating to the building envelope.

## ASSESSMENT

### STATE POLICIES, OBJECTIVES of LUPAA

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

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

### TASMANIAN PLANNING SCHEME - GLENORCHY 2021

#### State Planning Provisions (SPP)

##### Administration

##### Exemptions (Tables 4.1 – 4.6)

Fencing described and shown as F1, F2, and F3 on the proposal plans is exempt pursuant to clause 4.0.1 of the Scheme, as meeting the qualifications listed in the table 4.6 Miscellaneous Exemptions, specifically lines 4.6.3 and 4.6.4.

##### Use Class Description (Table 6.2):

**Residential:** use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based child care, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.

##### Other relevant definitions (Clause 3.0):

**Adjacent:** means near to, and includes adjoining.

**Adjoining:** means next to, or having a common boundary with

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

**Building height:** means the vertical distance from existing ground level at any point to the uppermost part of a building directly above that point, excluding protrusions such as aerials, antennae, solar panels, chimneys and vents

**Habitable room:** means any room of a habitable building other than a room used, or intended to be used, for a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room, service or utility room, or other space of a specialised nature occupied neither frequently nor for extended periods.

**Lot:** means a piece or parcel of land where there is only one title other than a lot within the meaning of the Strata Titles Act 1998.



**Private open space:** means an outdoor area of the land or dwelling for the exclusive use of the occupants of the land or dwelling, excluding areas proposed or approved for vehicle access or vehicle parking.

**Site:** means the lot or lots on which a use or development is located or proposed to be located.

**Site area per dwelling:** means the area of a site, excluding any access strip, divided by the number of dwellings on that site.

**Strata lot:** means a lot as defined in the Strata Titles Act 1998.

## General Provisions

No General Provisions of the Scheme apply to this proposal.

## Zones

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

### Zone Purpose Statements

The proposal is in the General Residential Zone and the following zone purpose statements are relevant.

*The purpose of the General Residential Zone is:*

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

*8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.*

*8.1.3 To provide for non-residential use that: (a) primarily serves the local community; and (b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.*

*8.1.4 To provide for Visitor Accommodation that is compatible with residential character.*

### Comment

The proposal is for a residential use which is permitted in the zone. It is considered that residential uses inherently accord with the purpose of the General Residential Zone.

**Use Table**

The proposal is for multiple dwellings, which is a residential use. A Residential use which is not for a home-based business or single dwelling is a permitted use within the General Residential Zone.

**Use Standards**

There are no applicable use standards for a permitted residential use.

**Development Standards for dwellings**

The proposal complies with each of the Acceptable Solutions of the applicable standards of the General Residential Zone, as outlined in the appendices to this report, except where reliant on the performance criteria for Cl 8.4.1 (P1) Residential density for multiple dwellings, Cl 8.4.2 (P3) Setbacks and building envelope for all dwellings, Cl 8.4.3 (P2) Site coverage and private open space for all dwellings, and Cl 8.4.6 (P3) Privacy for all dwellings.

**8.4.1 (P1) Residential density for multiple dwellings**

The proposal is for multiple dwellings with a site area per dwelling of  $1/306\text{m}^2$ . This is a number which does not comply with the Acceptable Solution ( $1/325\text{m}^2$ ). The proposal is therefore reliant on the performance criteria which require:

*Multiple dwellings must only have a site area per dwelling that is less than  $325\text{m}^2$ , if the development will not exceed the capacity of infrastructure services and:*

- (a) is compatible with the density of existing development on established properties in the area; or*
- (b) provides for a significant social or community benefit and is:*
  - (i) wholly or partly within 400m walking distance of a public transport stop; or*
  - (ii) wholly or partly within 400m walking distance of an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone or Commercial Zone.*

**Comment**

The proposal is not considered as being one which will exceed the capacity of infrastructure services, though must also meet either (a) or (b) of the Performance Criteria.

For (a), in determining compatibility, it is considered the degree to which the proposal is in harmony with the density of established development within the area is of the utmost importance, and this is to be informed by both a statistical comparison of dwellings within the surrounding area relative to their lot size, and the degree to which the proposal fits within the surrounding area in a qualitative sense.



Doing so is not considered an exercise in the statistical comparison of existing and proposed site area per dwelling ratios for multiple dwellings. These may however be useful as an extrapolation of dwelling density in the area, as multiple dwelling developments tend to be the denser developments.

Within the surrounding area as shown in figure 3, there are 19 multiple dwelling developments. Of these, three developments have a site area per dwelling less than the  $1/325\text{m}^2$ . If one were to take the surrounding area as far north as Cheltenham Street (not recommended) still, the site area per dwelling of those sites at 19b Cheltenham, 528 Main and 530 Main Road each is in accordance with the Acceptable Solution.

Multiple dwelling development	Address	Approximate site area per dwelling, where site area does not include an access strip.
1	508 Main Road, Montrose	$3/1218 = 1/406$
2	2 Philip Avenue	$3/1093 = 1/364$
3	8 Philip avenue	$3/1408 = 1/469$
4	12 Philip Avenue	$5/2505 = 1/501$
5	20 Philip Avenue	$6/2313 = 1/385$
6	25 Philip Avenue	$2/619 = 1/308$
7	28 Philip Avenue	$4/1445 = 1/361$
8	30 Philip Avenue	$3/1054 = 1/351$
9	1-3 Katoomba Crescent	$4/1856 = 1/464$
10	42 Montrose Road	$2/811 = 1/405$
11	5 Montrose Road	$4/1420 = 1/355$
12 (retired living)	19 Montrose Road	$14/6534 = 1/466$
13	27 Montrose Road	$8/3296 = 1/412$
14	2 Huntley Street	$2/1038 = 1/519$
15	14 Tilyard Street	$2/984 = 1/492$
16	12 Tilyard Street	$12/3330 = 1/277$
17	10 Tilyard Street	$5/1595 = 1/319$
18	8 Tilyard Street	$2/905 = 1/457$
19	6 Tilyard Street	$2/881 = 1/440$

**Table 1.** identifying relative site area per dwelling for multiple dwellings development within the area.

Of the sites listed in the table which would not comply with the Acceptable Solution, the following is of relevance:

**25 Philip Avenue:** approval was issued in 1992 for two units. This development was assessed under the Municipality of Glenorchy Planning Scheme 1964 (1964 Scheme). The site area is approximately 1/308m<sup>2</sup>. The planner in their report made a comment that the proposal would not comply with the new scheme, (impending Glenorchy Planning Scheme 1992). The Glenorchy Planning Scheme 1992 (1992 Scheme) included a dwelling density standard of 1/325m<sup>2</sup>. The dwellings are single storey and are considered as being consistent with the built form of single dwellings on Phillip Avenue.

When looking at the development in a qualitative sense, there is barely a correspondence between what is proposed for 28 Montrose, and what exists at 25 Phillip Avenue. Despite there being a numerical correlation between the site area per dwelling of the two, there is no qualitative correspondence which would tend to the proposal being considered compatible with this development on its own.

**12 Tilyard Street:** the development was approved in 1974 under the 1964 Scheme. The development is of single storey structures which the archived plans demonstrate setbacks from adjoining properties in excess of 4m at the front and side boundaries. The proposal at the time was for 14 dwellings which was reduced by a condition of the permit to 12, increasing the rear boundary setback to the present 8m. The proposal for 28 Montrose Road by comparison does not comply with the equivalent building envelope standard. It is considered that to find the compatibility of these developments on a statistical comparison alone would not be appropriate when considering the qualities of the existing site and the development proposed.

**10 Tilyard Street:** a permit was issued in December of 2009 for five multiple dwellings, as assessed under the 1992 Scheme. The report to council at the time includes the following with respect the dwelling density being higher than 1/325m<sup>2</sup>

*In accordance with Clause 2.8.2 The maximum number of Dwelling Units approved by the Council in any Development shall not result in the Dwelling Unit Factor being less than 325m<sup>2</sup>. The land area is 1610m<sup>2</sup>, this results in a dwelling unit factor of 322m<sup>2</sup> and thus requires a relaxation of 3m<sup>2</sup> per unit. The requested variation is considered acceptable given that the proposal is for 2 bedroom dwellings only and given that the requested variation does not result in any variations to development standards such as height, setback or minimum Private Outdoor Space.*

For the proposal, a statistical comparison demonstrates that numerically the proposed and the existing are somewhat divergent, though by comparison to the Acceptable Solution, it is only as minor percentage (5%); Further, as compatibility is equally informed by the qualities of the development, noting that the proposal is considered to comply with the building envelope standard, it is reasonable to find that the qualitative elements of the proposal are compatible with the extent of residential development (existing and anticipated).

Importantly, this assessment entertains a degree of divergence from the Acceptable Solution provided there is no incompatibility by virtue of the qualities of the development. Such an assessment is considered consistent with the objective of the standard, which requires:

*That the density of multiple dwellings:*

*(a) makes efficient use of land for housing; and*

*(b) optimises the use of infrastructure and community services.*

It is therefore considered that, the density is compatible with the density of existing development, thus complying with (a).

For (b), it is relevant to note that the proposal is not for or on behalf of a regulated entity which provides for a significant social or community benefit.

Finally, the above comparison has been undertaken with respect to multiple dwellings, which are the denser type of residential development. When considering the density of existing development (as the performance criteria require), the prevailing single dwelling density is not necessarily excluded. Including the prevailing single dwelling density the inconsistency of the proposal from the density of development on established properties may increase, though such an assessment would mean that no development beyond existing conditions could satisfy the objective of this standard. This cannot be taken to be the purpose of the operation of the standard when assessing development, and so again, the proposal is considered to comply.

**CI 8.4.2 (P3) Setbacks and building envelope for all dwellings**

The proposal is reliant on the performance criteria by virtue of a number of parts of the development not complying with the Acceptable Solution.

These are:

- (a) the built form protruding from the envelope as defined by (a)(i) and (ii) of the acceptable solution; and
- (b) The formation of the blockwork for the driveway, thus constituting a structure which has a nil setback from the boundary and exceeds 9m in length.

The proposal is therefore reliant on the performance criteria which require:

*The siting and scale of a dwelling must:*

*(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:*

*(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;*

*(ii) overshadowing the private open space of a dwelling on an adjoining property;*

*(iii) overshadowing of an adjoining vacant property; and*

*(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;*

*(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and*

*(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:*

*(i) an adjoining property; or*

*(ii) another dwelling on the same site.*

*Comment*

For the built form of the dwelling, as viewable at the eastern elevation, the building protrudes to a moderate degree (see figure 5), relative to the setback from 27 Philip Avenue. The degree to which this protrusion causes a loss of amenity is not considered unreasonable, owed to the separation from living areas of 27 Philip Avenue, and vegetative screening.

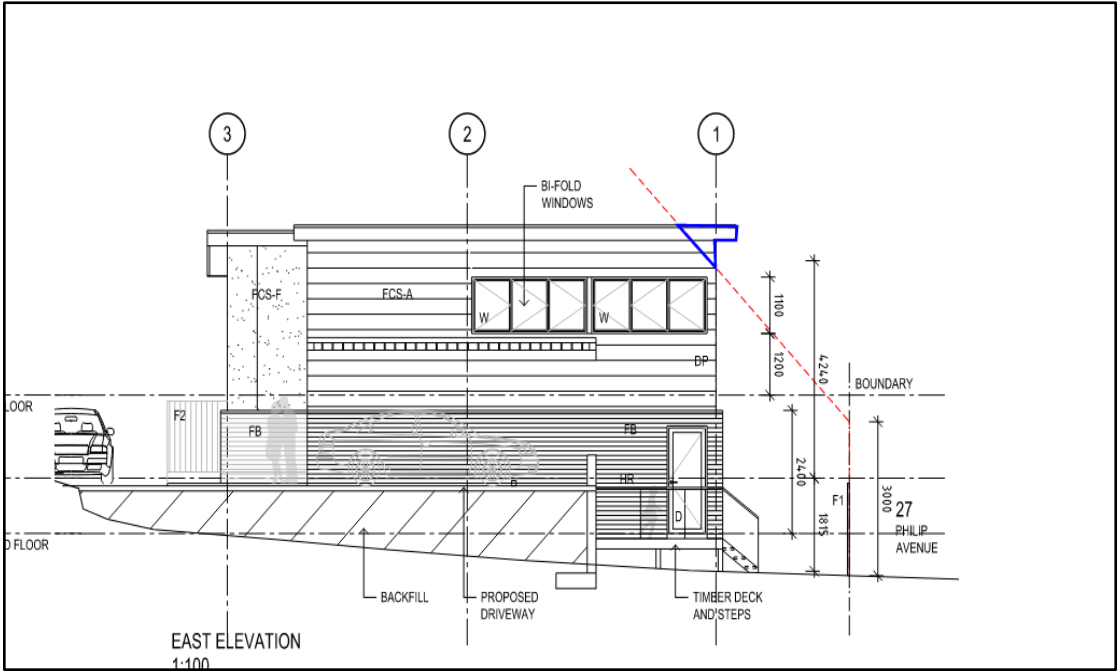


Figure 5. Eastern Elevation.

As viewable from the northern elevation, the protrusion from the envelope as defined by the setback from 30 Montrose Road is considered minor.

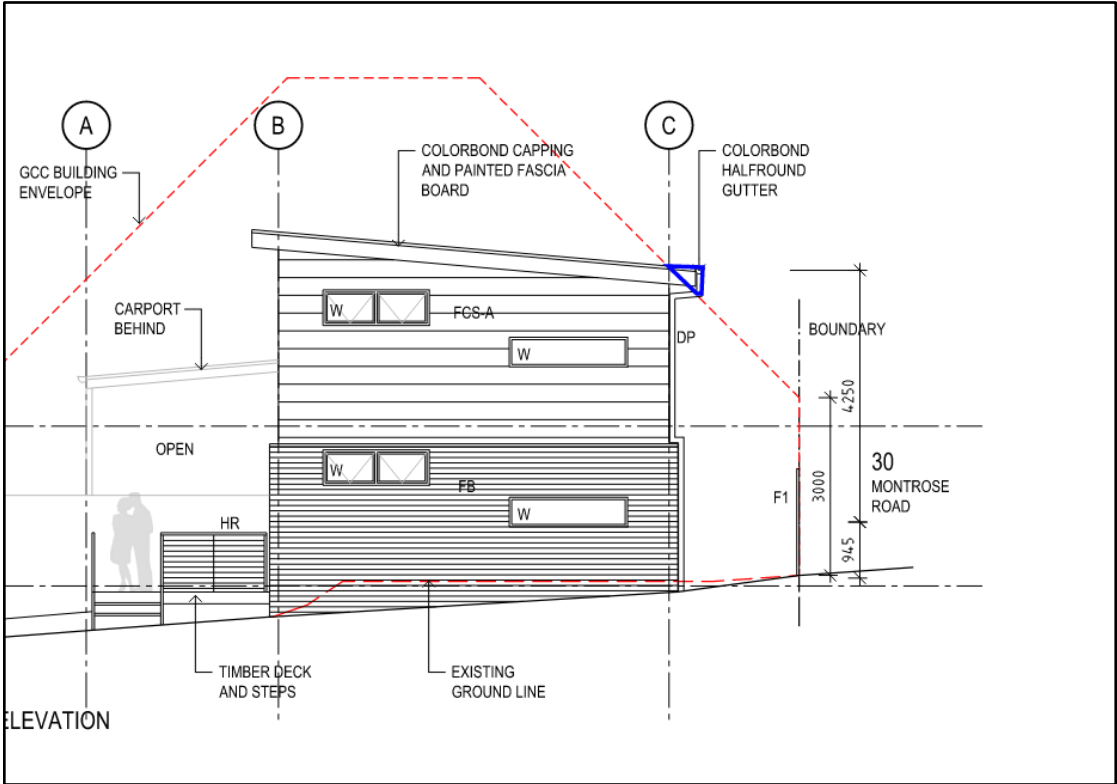
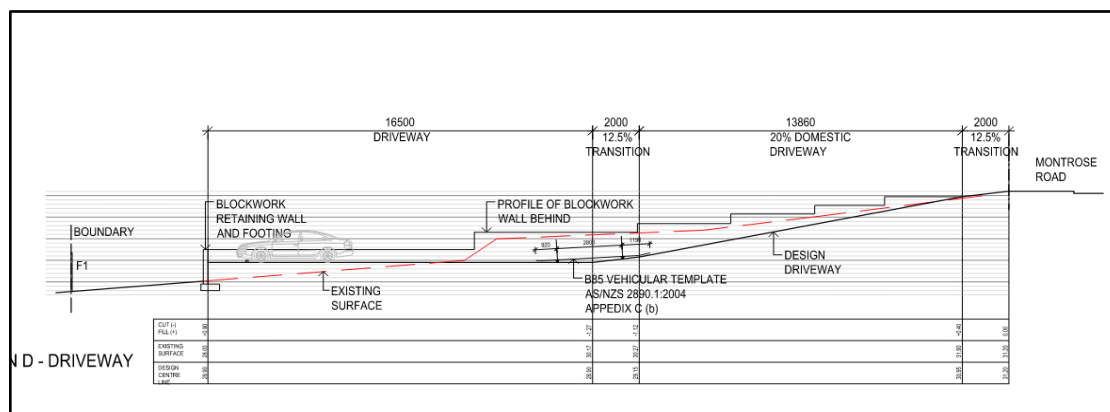


Figure 6. Northern elevation.

For the retaining wall at the northern boundary, though at its greatest the wall has a height of approximately 800mm from the existing ground level, this wall after 10m will then retain a cut into the earth, and so will present only 200mm above natural ground level. Appreciating the most ordinary of fences are 1.8m in height, a 200mm blockwork base to any fence is not an out of character development. For that section to the north, where approximately 800mm. it is a recommended advice of any permit issued that the height of the blockwork must be taken into account in the construction of any boundary fence, so as to not cause for a 1.8m fence on top of 800mm of blockwork. The fence height is to be measured as above existing ground level.



**Figure 7.** Driveway Section.

#### **CI 8.4.3 (P2) Site coverage and private open space for all dwellings,**

The existing dwelling will cause for an extensive parking and circulation area to the rear of the existing dwelling. This causes the occupants of the existing dwelling to then rely on the area within the frontage as their private open space. This area is not orientated within 30° east or west of north.

As well, the private open space for Unit 2 does not have an area with a minimum horizontal dimension of 4m.

For these reasons the proposal is reliant on the performance criteria which require:

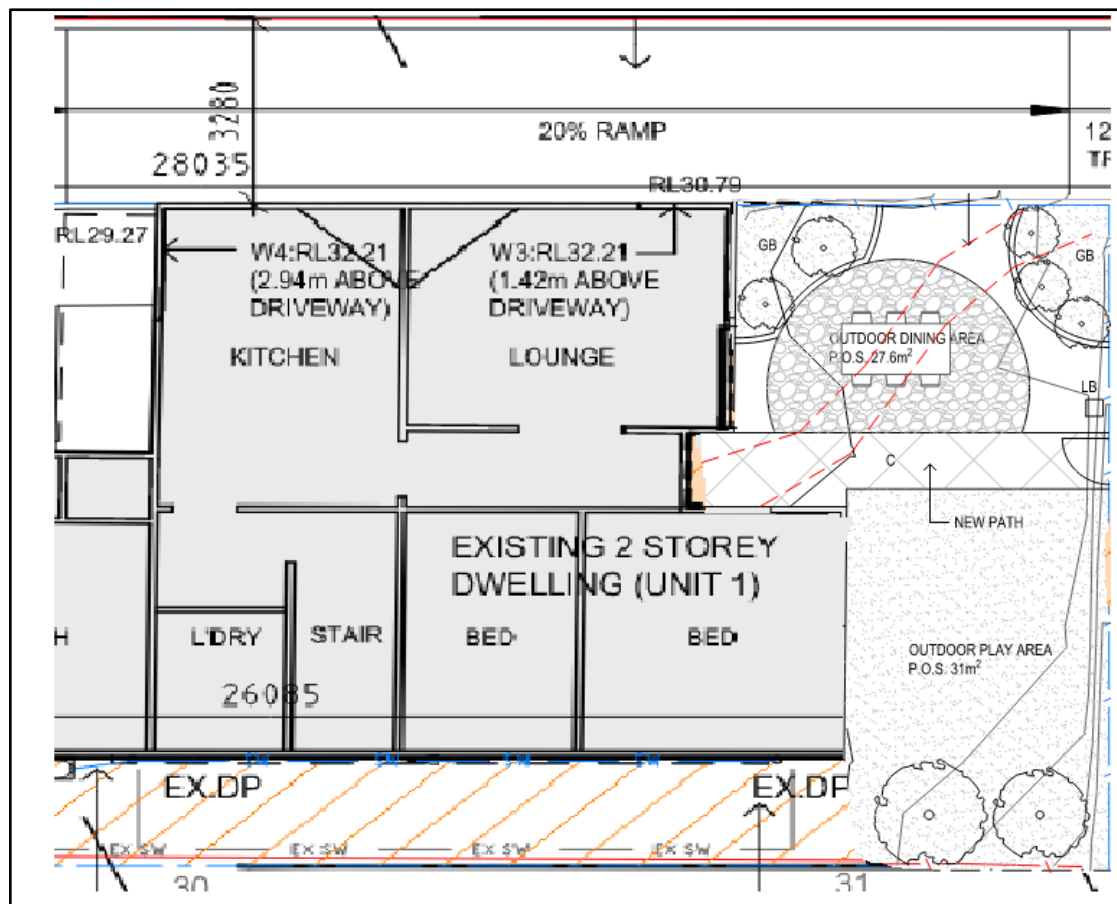
*A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:*

*(a) conveniently located in relation to a living area of the dwelling; and*

*(b) orientated to take advantage of sunlight.*

#### **Comment**

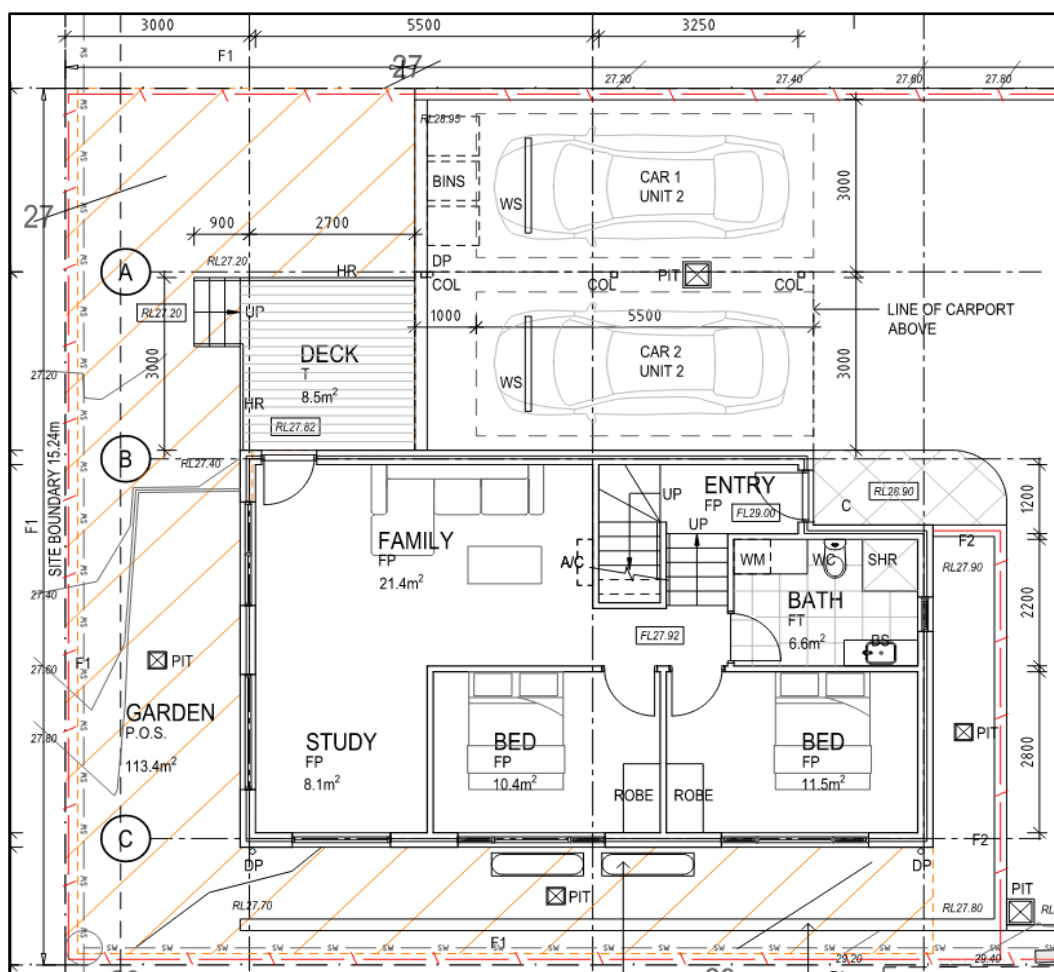
The private open space for Unit 1 is 66.6m in area and is orientated to the south east. The applicant has demonstrated that the area within the frontage is capable of offering an outdoor relaxation and dining area which is orientated to take advantage of light to the east. It is considered that this area is sufficient to meet the performance criteria.



**Figure 8.** Composite image demonstrating the applicants' proposed arrangement of private open space for Unit 1 (not to scale).

The private open space for Unit 2 has an area exceeding 34m<sup>2</sup> available in a convenient location, accessible from the rear and split across a low deck with a max. height of 600mm (see figure 9).

With regard for the above, the proposal is able to be considered to comply.



**Figure 9.** Area of private open space for Unit 2 which satisfies the performance criteria.

#### CI 8.4.6 (P3) Privacy for all dwellings.

The proposed driveway is located within 1m of a lounge room window, which has a sill height of approximately 1.7m. the proposal is therefore reliant on the performance criteria which require:

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

#### Comment

The proposal is for an extension of an existing driveway to serve an additional dwelling. The reliance on this driveway adjacent to a loungeroom is considered appropriate, noting the dwelling is of a masonry construction, and the sill height is at or above 1.7m. The proposal is therefore considered to be sufficiently located to minimise the unreasonable impact of light and noise.

The proposal is considered to comply.



## Codes

The following codes of the Scheme apply to this proposal:

### C2.0 Parking and Sustainable Transport Code

The proposal does not make provision for a visitor car parking space. As such the proposal is reliant on the performance criteria which require:

*The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:*

*(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;*

*(b) the ability of multiple users to share spaces because of:*

*(i) variations in car parking demand over time; or*

*(ii) efficiencies gained by consolidation of car parking spaces;*

*(c) the availability and frequency of public transport within reasonable walking distance of the site;*

*(d) the availability and frequency of other transport alternatives;*

*(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*

*(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*

*(g) the effect on streetscape; and*

*(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.*

And

*P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:*

*(a) the nature and intensity of the use and car parking required;*

*(b) the size of the dwelling and the number of bedrooms; and*

*(c) the pattern of parking in the surrounding area.*

*Comment*

Noting this consideration relates to a deficiency of visitor spaces only, the nature of the dwellings is not considered relevant in determining compliance with the standard. This is because a visitor space is required based on the number of dwellings, not the type of dwelling. It can be taken that for all multiple dwelling developments in the General Residential Zone, there is a likely demand of one visitor space per four dwellings (and where a fraction thereof, it is rounded up).

Councils development engineer has made comment in the referrals section of this report relating to these criteria, and in doing so has determined the proposal complies with both P1.1 and P1.2, specifically noting the availability of on-street parking.

With respect to the streetscape, a shortfall of one car parking space causing for intermittent visitors to park on the street will be entirely consistent with the nature of on-street parking in residential areas.

With regard for the relevant criteria, the proposal is considered to comply.

**C3.0 Road and Railway Assets Code**

The proposal is not anticipated to generate more than 40 vehicle movements per day and so meets the acceptable solution of the applicable standards.

**Glenorchy Local Provisions Schedule (GLPS)****Local Area objectives**

No local area objectives of the Scheme apply to this proposal.

**Particular Purpose Zones**

No particular purpose zones of the Scheme apply to this proposal

**GLE-Site Specific Qualifications**

The following site-specific qualifications of the Scheme apply to this proposal (refer to the Site Specific Qualifications table):

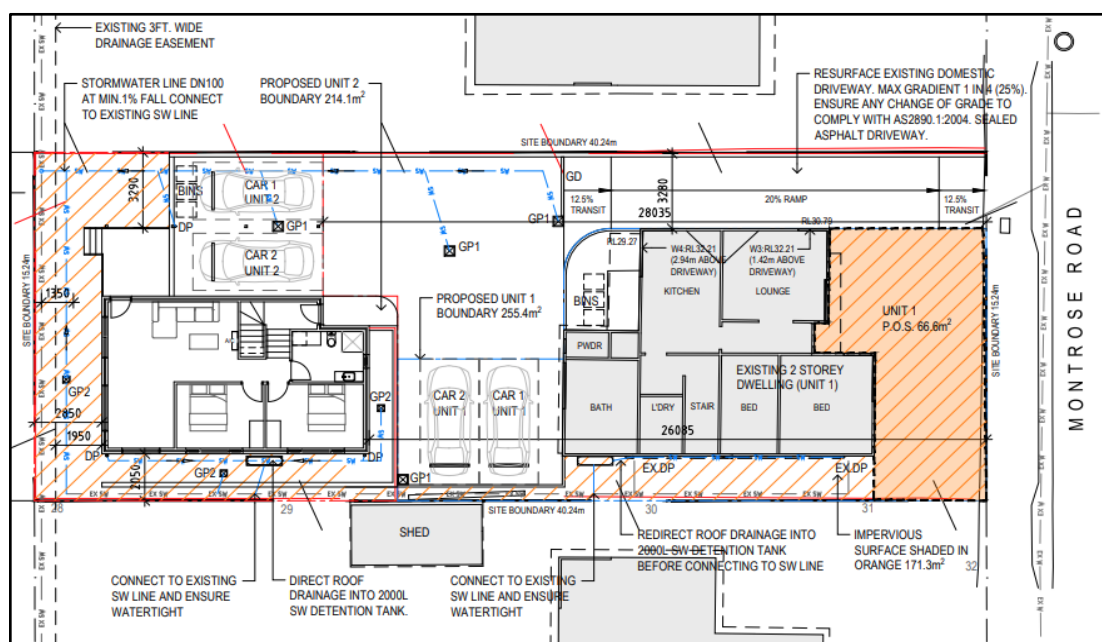
**GLE-Code lists**

No code lists of the Scheme apply to this proposal.

**INTERNAL REFERRALS****Development Engineer**

The proposal has been referred to Councils Development Engineer who has made the following comments:

The development application seeks an approval for two multiple dwellings (one existing and one additional). The works include demolition to the existing driveway, sheds and pavements and works to the driveway access to provide for a passing bay. The scope of work can be seen in the figure below.



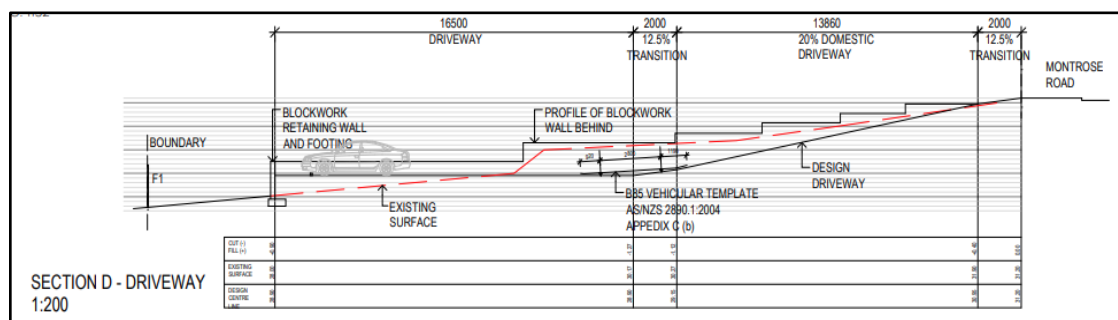
**Figure 10.** Proposal plan.

The drainage of the site is proposed to be drained to the existing connection which will be conditioned for upgrading to a 150mm connection. The drainage system includes 2 x 2,000 litre detention tanks with total capacity of 4,000 litres for the entire site and new stormwater connection. All works must be done in accordance with Council's requirements and relevant standard. The General Manager's consent to interfere with stormwater infrastructure can be granted.

## C2.0 Parking and Sustainable Transport Code

The site can be accessed off the existing vehicular access, onto the driveway and parking areas. The requirement under the C2.5.1 and table C2.1, A1 requires the total of two (2) car parking spaces for each residential dwelling and 1 visitor parking space. The applicant proposes to provide car parking area for two car spaces each dwelling (or the total of 4 spaces for the entire site) and not providing any visitor space. Therefore, a shortfall of 1 parking space.

It is however considered acceptable under the Performance Criteria due to the small shortfall and availability of the on-street parking. There are no requirements for accessible car parking, motorcycle parking spaces, bicycle parking spaces and commercial vehicle applicable to the development application. The layout of parking area complies with the standard AS2890.1:2004. The surface treatment of the driveway is proposed to be asphalt. Surface runoff is proposed to be captured and directed to the Council's stormwater system. The long section of the driveway is provided to demonstrate compliance to the standard, see below.



**Figure 11.** Driveway section.

Therefore, the development complies with the Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

### C3.0 Road and Railway Assets Code

The proposed development is not expected to increase vehicle movements over 20% or 40 vehicle trips per day. The site can be accessed off the existing vehicle crossing, and no new access is proposed. Therefore, the proposed development complies with the code requirements.

#### Engineers comment on representations

During the advertisement period, Council received representations raising various concerns including works to car parking and drainage, and footprint of the dwelling. I have reviewed the representations and provided responses to the concerns as follows.

- Car parking spaces and turning area are designed to comply with the standards, including gradient.
- The runoff must be managed within the site and be drained to the approved system and to the new stormwater outlet. Kerbing be may an appropriate edge treatment for surface runoff. This is a condition in the permit.
- Though the building is close to the rear boundary, the footprint of the building is outside of the drainage easement and more than 1.5m away measured horizontally. Therefore, there is no concern from engineering perspective.

## **Other**

### **C15.0 Landslide Code**

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

### **C7.0 Natural Assets Code**

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

### **C12.0 Flood-Prone Areas Hazard Code**

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

## **Waste Management Officer**

The proposal has been referred to councils waste management officer who has made the following comments:

### **Comments:**

Waste Services to the proposed multiple dwelling development at 28 Montrose Road Montrose would be Council's standard bin service collected fortnightly.

The Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste, one (1) x 240L wheelie bin for recycling and (1) x 240L FOGO bin to each of the dwelling, collected fortnightly.

Please note that this property would have a total of six (6) bins, two (2) Waste bins and two (2) Recycling Bins, and two (2) FOGO bins.

This property has an existing kerbside/nature strip area for placement of the bins therefore the dwellings would have their own individual bins.

All bins are to be placed on the kerbside for collection. Please note there will be two (2) waste and two (2) recycling bins out for collection one week and two (2) FOGO bins out for collection the following week.

Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.

## **EXTERNAL REFERRALS**

### **TasWater**

The proposal has been referred to TasWater, which has provided a submission to be appended to any permit granted.

**REPRESENTATIONS**

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

- **Proposed Dwelling's height and size/ The proposal is outside of the building envelope.**

*Comment*

The height and size of the proposed dwelling has been determined to comply by virtue of the only moderate protrusion from the building envelope, as discussed in the body of this report.

- **Footprint of dwellings and concrete, relative to the size of the block, offering little scope for vegetation.**

*Comment*

The area of private open space coupled with an assessment of site coverage is determined to comply.

- **The proposal is not compatible with the density of the surrounding area.**

*Comment*

A detailed assessment of the proposal with respect to compatibility, and specific regard for the objective of the standard has been provided in the body of this report. the proposal is considered to comply.

- **Carparking setback**

*Comment*

This is not an applicable standard as no carport is proposed. With respect to parking areas near to boundaries, there are no standards which regulate the location of parking areas

- **Private open space does not comply.**

*Comment*

The areas of private open space, though below the acceptable solution are assessed as compliant by virtue of their siting, and design.

- **Loss of privacy**

*Comment*

The proposal does not cause for instances of overlooking into the habitable rooms of adjoining properties, thus complying with the Acceptable Solution.

- **Devaluation of property and disturbance to occupants**

*Comment*

These are not matters to be considered in determining an application.

- **The gradient of the land is unsuitable.**

*Comment*

Driveways have been assessed by councils development engineer as compliant.

- **Parking and circulation areas are of concern.**

*Comment*

Depending on the nature of the concern, the expanse of driveway and parking areas is not able to be considered as site coverage, though does impede on the areas of open space available for the planting of gardens. Notwithstanding this there is somewhat sufficient area available as has been assessed in the body of this report.

- **Compatibility of the building.**

*Comment*

Where a building protrudes from the building envelope at the side or rear boundaries, the test for compliance is less compatibility, but more impact. It has been determined that the protrusions do not cause for an unreasonable impact by virtue of bulk as viewable from pertinent elevations, irrespective of whether multiple storey dwellings exist in the area.

## **CONCLUSION**

The proposal is for an additional dwelling to be constructed at the rear of the existing dwelling at 28 Montrose Road, Montrose. The proposal complies with each of the applicable standards as outlined in the appendices to this report, except where reliant on the performance criteria for Cl 8.4.1 (P1) Residential density for multiple dwellings, Cl 8.4.2 (P3) Setbacks and building envelope for all dwellings, Cl 8.4.3 (P2) Site coverage and private open space for all dwellings, Cl 8.4.6 (P3) Privacy for all dwellings, and Cl C2.5.1 Car parking numbers.

As outlined in the body of the report, the proposal demonstrates compliance with the relevant performance criteria of the above listed standards, and this has importantly been done with specific regard for the objective of clause 8.4.1 (P1) Residential density for multiple dwellings.

**Recommendation:**

That a permit be granted for the Multiple Dwellings (Residential) of 28 Montrose Road Montrose subject to the following conditions:

**Planning**

1. Use and development must be substantially in accordance with planning permit application No. PLN-23-162 and Drawings submitted on 19 June 2023, 7 Pages, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2023/0089-GCC dated 30 June 2023, form part of this permit.
3. Prior to the commencement of works for the preparation and construction of the proposed dwelling, the landscaping, fencing and other formation of areas of private open space for the occupants of the existing dwelling (Unit 1) within the frontage, must be completed. These areas must be maintained for the life of the development.
4. At the commencement of works for the preparation and construction of the proposed dwelling, an area for the temporary parking of vehicles used by the occupants of the existing dwelling must be provided, and must be maintained during construction until
5. Prior to the occupancy of the proposed dwelling (Unit 2), all disturbed areas within the property must where not landscaped, set aside as the location for services installations, or formed for the purpose of parking and access ways, be turfed.
6. The site must not at any time afford more than one self-contained residence per Unit.

**Engineering**

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

*Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks Waters and Environment. These are available from Council or online.*



8. Prior to the issuing of a Building Approval or the commencement of works on site, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at <https://www.derwentestuary.org.au/stormwater/>

9. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
10. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.
11. The design and construction of the parking, access and turning areas must comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway and parking must comply with the following:-
  - Be constructed to a sealed finish and the finished gradients is no more than 1 in 4 or 25%.

- The crossfall over the access apron shall be no more than 2% or exceed grades of the adjacent footpath.
- Minimum of four (4) clearly marked car parking spaces for a new unit must be provided in accordance with the approved plan received by Council and always kept available for these purposes.
- All runoff from paved and driveway areas must be discharged into Council's stormwater system, the driveway edge treatment shall be provided.
- The gradient of any parking areas must not exceed 5% and
- Minimum carriageway width is to be no less than 3.0 metres.

All works required by this condition must be installed prior to the occupancy of the dwellings.

12. Barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of the dwelling(s).
13. Prior to the commencement of the works, a new 150mm stormwater connection to Council's public stormwater system onto the property boundary must be installed in accordance with the approved plans. The stormwater connection(s) must be constructed by a suitably qualified person to the satisfaction of Council. To ensure the connections constructed to Council's satisfaction, the applicant must submit for approval the Stormwater Connection Request Form prior to the issuing of the plumbing permit, and to arrange the visual inspection by Council prior to the backfilling or the completion. A copy of the Stormwater Connection Request Form can be obtained via Council's Customer Service or via Council's website <https://www.gcc.tas.gov.au/council/documents-and-publications/forms/>, which outlines the process and conditions for stormwater connections.

**Advice to Applicant**

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

***General Manager's Consent for Stormwater Management***

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-23-162 dated 24 August 2023, is associated with this permit.

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

***General Managers Consent for Stormwater Management***

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-23-162, dated 24 August 2023, form part of this permit.

***Other Permits***

Please be aware that this planning permit is a planning approval issued under the Tasmanian Planning Scheme - Glenorchy. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with.

In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

**Attachments/Annexures**

- 1 GPA Attachment - 28 Montrose Road, Montrose



## APPENDIX 1

### 8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
<b>8.4 Development Standards for Dwellings</b>			
<b>8.4.1</b> <b>Residential density for multiple dwellings</b>	<b>A1</b> Multiple dwellings must have a site area per dwelling of not less than 325m <sup>2</sup> .	The proposal has a dwelling density of 1/306m <sup>2</sup> .	See report
<b>8.4.2</b> <b>Setbacks and building envelopes for all dwellings</b>	<b>A1</b> Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:  (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;  (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;  (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the	The proposal is set behind the existing dwelling.	Complies

Standard	Acceptable Solution	Proposed	Complies?
	<p>equivalent frontage of the dwellings on the adjoining sites on the same street; or</p> <p>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</p>		
	<p><b>A2</b></p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <p>(a) 5.5m, or alternatively 1m behind the building line;</p> <p>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</p> <p>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	No garage or carport is proposed	N/A
	<p><b>A3</b></p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level</p>	The proposal protrudes from the envelope to a moderate degree	See report

Standard	Acceptable Solution	Proposed	Complies?
	<p>at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and</p> <p>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>		
<b>8.4.3</b>  <b>Site coverage and private open space for all dwellings</b>	<b>A1</b>  Dwellings must have: <p>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 60m<sup>2</sup> associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</p>	The proposal does not have a site coverage exceeding 50%	Complies
	<b>A2</b>  A dwelling must have private open space that: <p>(a) is in one location and is not less than:</p> <p>(i) 24m<sup>2</sup>; or</p> <p>(ii) 12m<sup>2</sup>, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m</p>	The proposal has areas of private open space which do not accord with the acceptable solution.	See report

Standard	Acceptable Solution	Proposed	Complies?
	<p>above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(b) has a minimum horizontal dimension of not less than:</p> <p>(i) 4m; or</p> <p>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>		

Standard	Acceptable Solution	Proposed	Complies?
<b>8.4.4</b>  <b>Sunlight to private open space of multiple dwellings</b>	<b>A1</b>  A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):  (a) the multiple dwelling is contained within a line projecting (see Figure 8.4): (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;  (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and  (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.	The proposed dwelling is not to the north of the private open space of the proposed, noting that dwelling has its private open space between the dwelling and the frontage.	Yes
<b>8.4.5</b>  <b>Width of openings for garages and carports for all dwellings</b>	<b>A1</b>  A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).	Not applicable	N/A



Standard	Acceptable Solution	Proposed	Complies?
<b>8.4.6</b>  <b>Privacy for all dwellings</b>	<b>A1</b>  A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a: <ul style="list-style-type: none"> <li>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</li> <li>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</li> <li>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: <ul style="list-style-type: none"> <li>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</li> <li>(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.</li> </ul> </li> </ul>	No such development is proposed	See report
	<b>A2</b>  A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b): <ul style="list-style-type: none"> <li>(a) the window or glazed door:</li> </ul>	The upper floor kitchen window is within 2.05m of the side boundary, though is offset significantly from the windows of the dwelling at 30 Montrose Road.	

Standard	Acceptable Solution	Proposed	Complies?
	<ul style="list-style-type: none"> <li>(i) is to have a setback of not less than 3m from a side boundary;</li> <li>(ii) is to have a setback of not less than 4m from a rear boundary;</li> <li>(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</li> <li>(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.</li> <li>(b) the window or glazed door: <ul style="list-style-type: none"> <li>(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;</li> <li>(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or</li> <li>(iii) is to have a permanently fixed external screen for the full length of the window or glazed</li> </ul> </li> </ul>	<p>The upper floor window for the kitchen also is setback 2.8m from the rear boundary, though again is offset and of significant distance from the property at 27 Philip Avenue.</p>	

Standard	Acceptable Solution	Proposed	Complies?
	door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.		
	<p><b>A3</b></p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p>(i) it is separated by a screen of not less than 1.7m in height; or</p> <p>(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</p>	The proposed shared driveway does not have any separation from the existing loungeroom window of the dwelling	See report
<p><b>8.4.7</b></p> <p><b>Frontage Fences for all dwellings</b></p>	<p><b>A1</b></p> <p>No Acceptable Solution<sup>1</sup>.</p> <p><i>(<sup>1</sup> An exemption applies for fences in this zone – see Table 5.6 in Exemptions)</i></p>	Proposed front fencing meets the applicable exemption	N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>8.4.8</b> <b>Waste Storage for multiple dwellings</b>	<b>A1</b> A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m <sup>2</sup> per dwelling and is within one of the following locations: <ul style="list-style-type: none"> <li>(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</li> <li>(b) a common storage area with an impervious surface that: <ul style="list-style-type: none"> <li>(i) has a setback of not less than 4.5m from a frontage;</li> <li>(ii) is not less than 5.5m from any dwelling; and</li> <li>(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.</li> </ul> </li> </ul>	The proposal shows an area for bins	Complies

## C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.5 Use Standards</b>			
<b>C2.5.1</b>	<b>A1</b>	Two spaces proposed per dwelling. 1 shortfall is a visitor parking space.	No

Standard	Acceptable Solution	Proposed	Complies?
<b>Car parking numbers</b>	<p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> <li>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> <li>(d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> <li>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</li> </ul> </li> </ul>		

Standard	Acceptable Solution	Proposed	Complies?
	<p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>		
<b>C2.5.2</b> <b>Bicycle parking numbers</b>	<b>A1</b> Bicycle parking spaces must: <ul style="list-style-type: none"> <li>(a) be provided on the site or within 50m of the site; and</li> <li>(b) be no less than the number specified in Table C2.1.</li> </ul>	Not required	N/A
<b>C2.5.3</b> <b>Motorcycle parking numbers</b> <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i>	<b>A1</b> The number of on-site motorcycle parking spaces for all uses must: <ul style="list-style-type: none"> <li>(a) be no less than the number specified in Table C2.4; and</li> </ul>	Not required	N/A

Standard	Acceptable Solution	Proposed	Complies?
<i>Custodial Facility;</i> <i>Crematoria and Cemeteries;</i> <i>Educational and Occasional Care;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Hospital Services;</i> <i>Hotel Industry;</i> <i>Pleasure Boat Facility;</i> <b>Residential if for a communal residence, multiple dwellings or hostel use;</b> <i>Sports and Recreation; and</i> <i>Tourist Operation.</i>	(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.		
<b>C2.5.4</b> <b>Loading bays</b> <i>This applies to:</i> <i>Bulky Goods Sales;</i> <i>General Retail and Hire;</i> <i>Manufacturing and Processing; and</i> <i>Storage.</i>	<b>A1</b>  A loading bay must be provided for uses with a floor area of more than 1000m <sup>2</sup> in a single occupancy.	Not required	N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.5.5</b> <b>Number of car parking spaces within the General Residential Zone and Inner Residential Zone</b> <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Educational and Occasional Care;</i> <i>Emergency Services;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Sports and Recreation; and</i> <i>Utilities, if not for minor utilities.</i>	<b>A1</b> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:</p> <p>(a) Food Services uses up to 100m<sup>2</sup> floor area or 30 seats, whichever is the greater; and</p> <p>(b) General Retail and Hire uses up to 100m<sup>2</sup> floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>	Not required	N/A
<b>C2.6 Development Standards for Building Works</b>			
<b>C2.6.1</b> <b>Construction of parking areas</b>	<b>A1</b> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <p>(a) be constructed with a durable all weather pavement;</p>	<p>Parking and driveway area proposed to be paved surface and surfaced water are to be drained to the stormwater connection.</p>	Yes



Standard	Acceptable Solution	Proposed	Complies?
	<p>(b) be drained to the public stormwater system, or contain stormwater on the site; and</p> <p>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</p>		
<p><b>C2.6.2</b></p> <p><b>Design and layout of parking areas</b></p>	<p><b>A1.1</b></p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <ul style="list-style-type: none"> <li>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> <li>(iii) have an access width not less than the requirements in Table C2.2;</li> <li>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</li> <li>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</li> <li>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</li> </ul>	<p>Layout and gradients are provided in accordance with the AS2890.1</p>	<p>Yes</p>

Standard	Acceptable Solution	Proposed	Complies?
	<p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>.</p> <p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i>. [S35]</p>		
<b>C2.6.3</b> <b>Number of accesses for vehicles</b>	<p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses, whichever is the greater.</p>	1 existing	Yes
	<p><b>A2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>		N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.6.4</b> <b>Lighting of parking areas within the General Business Zone and Central Business Zone</b>	<b>A1</b> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i>.</p>		N/A
<b>C2.6.5</b> <b>Pedestrian access</b>	<b>A1.1</b> <p>Uses that require 10 or more car parking spaces must:</p> <ul style="list-style-type: none"> <li>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: <ul style="list-style-type: none"> <li>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</li> <li>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</li> </ul> </li> <li>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</li> </ul> <b>A1.2</b>		N/A

Standard	Acceptable Solution	Proposed	Complies?
	In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.		
<b>C2.6.6</b> <b>Loading bays</b>	<b>A1</b> The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i> , for the type of vehicles likely to use the site.		N/A
	<b>A2</b> The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities</i> .		
<b>C2.6.7</b> <b>Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</b>	<b>A1</b> Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		N/A

Standard	Acceptable Solution	Proposed	Complies?
	<p><b>A2</b></p> <p>Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <p>(i) 1.7m in length;</p> <p>(ii) 1.2m in height; and</p> <p>(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</p>		N/A
<p><b>C2.6.8</b></p> <p><b>Siting of parking and turning areas</b></p>	<p><b>A1</b></p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>		N/A
	<p><b>A2</b></p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <p>(a) have no new vehicle accesses, unless an existing access is removed;</p> <p>(b) retain an active street frontage; and</p>		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(c) not result in parked cars being visible from public places in the adjacent roads.		
<b>C2.7 Parking Precinct Plan</b>			
<b>C2.7.1 Parking Precinct Plan</b>	<b>A1</b>  Within a parking precinct plan, onsite parking must:  (a) not be provided; or  (b) not be increased above existing parking numbers.		N/A

### Footnotes

[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

### C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.5 Use Standards</b>			
<b>C3.5.1</b>  <b>Traffic generation at a vehicle crossing, level crossing or new junction</b>	<b>A1.1</b> For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.  <b>A1.2</b> For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.  <b>A1.3</b> For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.  <b>A1.4</b> Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:	Vehicular traffic is not increased by 40 vpd.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>(a) the amounts in Table C3.1; or</p> <p>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p> <p><b>A1.5</b></p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>		



**7. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS (76) AND VISITOR ACCOMMODATION UNIT INCLUDING WORKS. - 43 RUSSELL ROAD CLAREMONT**

Author: Planning Officer (Grace Paisley)

Qualified Person: Planning Officer (Grace Paisley)

Property ID: 3242163

### **REPORT SUMMARY**

<b>Application No.:</b>	<b>PLN-23-067</b>
<b>Applicant:</b>	<b>ERA Planning &amp; Environment</b>
<b>Owner:</b>	<b>Ellington Developments Pty Ltd</b>
<b>Zone:</b>	<b>General Residential (25%), Landscape Conservation (75%) and Environmental Management</b>
<b>Use Class</b>	<b>Residential</b>
<b>Application Status:</b>	<b>Discretionary</b>
<b>Discretions:</b>	<p><b>8.4.3 Site coverage and private open space for all dwellings (P1); 8.4.6 Privacy for all dwellings (P1); 22.3.3 Discretionary use (P1); 23.3.1 Discretionary Uses (P1); 23.4.4 Vegetation Management (P1); C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (P1); C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area (P1); C7.6.1 Buildings and works within a waterway; and coastal protection area or a future coastal refugia area (P3)</b></p> <p>(The proposal meets all other applicable standards as demonstrated in the attached appendices)</p>

<b>Level 2 Activity?</b>	<b>No</b>
<b>42 Days Expires:</b>	<b>5 September 2023</b>
<b>Existing Land Use:</b>	<b>Single dwelling</b>
<b>Representations:</b>	<b>2</b>
<b>Recommendation:</b>	<b>Approval, subject to conditions</b>

## **REPORT IN DETAIL**

### **PROPOSAL**

The proposal seeks approval for staged development of 76 multiple dwellings and change of use of the existing single dwelling to visitor accommodation as follows:

- 76 multiple dwellings in the portion of the site zoned General Residential (figures 1 and 2). The dwellings would be developed in eight stages. To improve efficiencies and reduce construction impacts, driveways and services may involve works across multiple stages at once. Out of the 76 dwellings, there would be 52 three-bed and 24 two-bed detached dwellings, each with two private parking spaces, private open space, and rainwater tank.
- Internally there would be a communal road and footpath network with 26 visitor car parking spaces, nine visitor motorcycle parking spaces, and onsite turning areas for large vehicles.
- Landscaping of communal open space areas.
- Stormwater outfall into the adjoining Council owned rivulet (Abbotsfield Rivulet).
- Onsite stormwater management systems to limit the quantity and quality of flows to predevelopment levels.
- Change of use to visitor accommodation for the existing dwelling in the Landscape Conservation Zone. Importantly, this would occur first due to multiple dwellings being prohibited in the Landscape Conservation Zone.



**Figure 1:** Superimposed photo of the proposed development



**Figure 2:** Plan showing layout of proposed multiple dwellings on the northern portion of the site



## SITE and LOCALITY

The site is located on the south eastern side of Russell Road and is irregular in shape with an overall area of 17ha. The site is split zoned with approximately 4ha of the site zoned General Residential and 13ha zoned Landscape Conservation (figure 8).

The site contains a single dwelling in the Landscape Conservation Zone, and large expanses of vegetated and non-vegetated land on a north facing slope (figures 3, 4 and 5). The land zoned General Residential does not contain any buildings. Access to the site is via a single crossover to Russell Road on the north western side of the lot (figure 6).

The site is bordered by residential land containing single and multiple dwellings to east and west, a rivulet to the north (figure 7), and Landscape Conservation zoned land to the south. The rivulet, known as Abbotsfield Rivulet, is in the Environmental Management Zone. Although on the fringe of the urban growth boundary, the site is less than 2 km from the Claremont business district. Access to and from the site to the surrounding area occurs via Russell Road.



**Figure 3:** Aerial image of the subject site and surrounds



**Figure 4:** Drone image of the subject site (source: realestate.com)



**Figure 5:** View from the site looking northeast (provided by applicant)





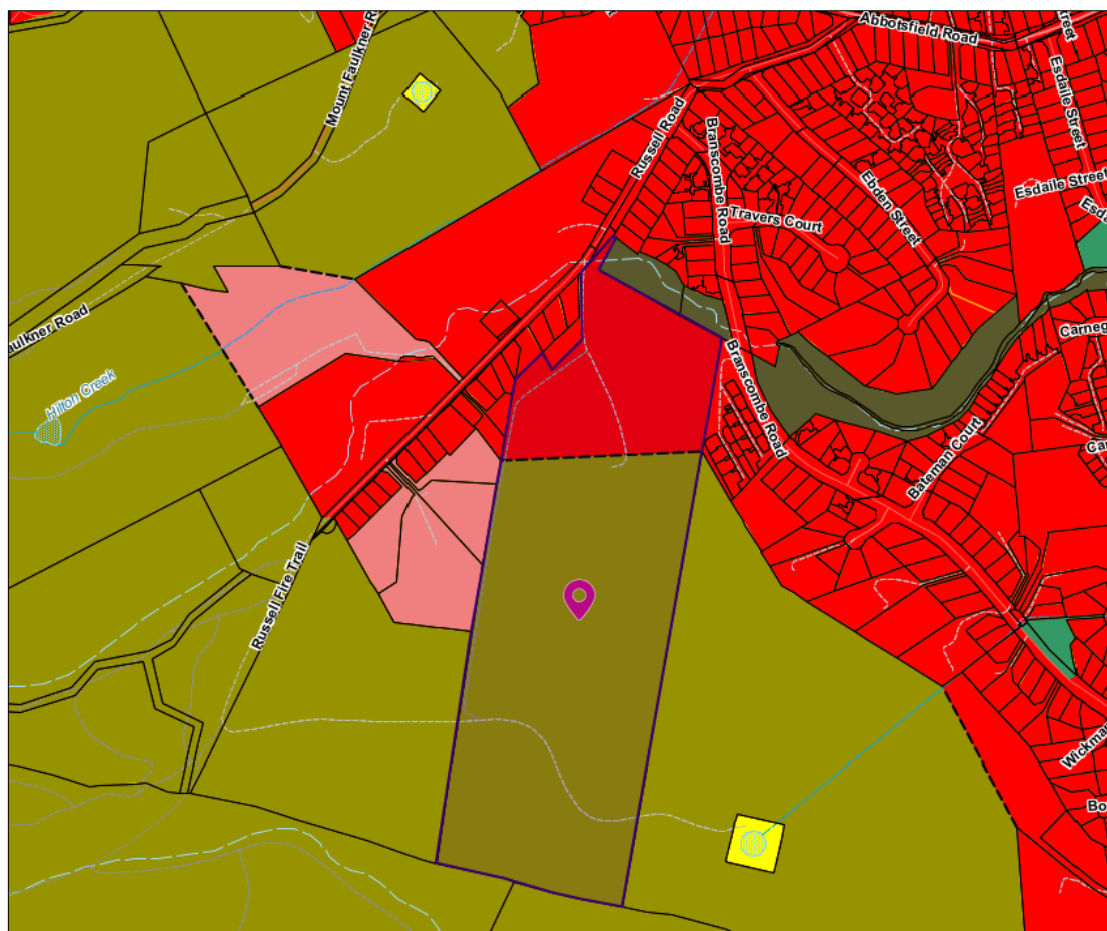
**Figure 6:** View from the site and access from Russell Road (provided by applicant)



**Figure 7:** View of the rivulet looking southeast from Russell Road (provided by applicant)

## ZONE

The site is located in the General Residential Zone (25%) and the Landscape Conservation Zone (75%). The adjoining rivulet where sewer and stormwater infrastructure is proposed to service the development is within the Environmental Management Zone.



**Figure 8:** Zoning map of the subject site and surrounds

## BACKGROUND

The application is required to be determined at a Glenorchy Planning Authority (GPA) meeting due to the number of dwellings proposed and the value of the development. The applicant agreed to an extension of time until 5 September 2023 to enable the application to be determined at the September GPA meeting.

The site is split zoned General Residential and Landscape Conservation. The application is assessed by considering the use and development against the zoning and codes that the development is located within.

## ASSESSMENT

### STATE POLICIES, OBJECTIVES of LUPAA

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

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

**TASMANIAN PLANNING SCHEME - GLENORCHY 2021****State Planning Provisions (SPP)****Administration****Exemptions (Tables 4.1 – 4.6)**

None are applicable.

**Planning Scheme Operation (Does a General Provision, SAP or Code override Zone provisions?)**

General provision 7.6 overrides the zone provisions in this assessment.

**Use Class Description (Table 6.2):**

**Residential** means use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based child care, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.

**Visitor Accommodation** means use of land for providing short or medium-term accommodation for persons away from their normal place of residence on a commercial basis or otherwise available to the general public at no cost. Examples include a backpackers hostel, camping and caravan park, holiday cabin, motel, overnight camping area, residential hotel and serviced apartment complex.

**Other relevant definitions (Clause 3.0):**

**Applicable standard** means as defined in subclause 5.6.2 of this planning scheme.

5.6.2 A standard is an applicable standard if:

- (a) the proposed use or development will be on a site within:
  - (i) a zone;
  - (ii) an area to which a specific area plan relates; or
  - (iii) an area to which a site-specific qualification applies; or
- (b) the proposed use or development is a use or development to which a relevant code applies; and
- (c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.

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



**Standard** means, in any zone, code or specific area plan, the objective for a particular planning issue and the means for satisfying that objective through either an acceptable solution or performance criterion presented as the tests to meet the objective.

**Multiple dwellings** means 2 or more dwellings on a site.

## **General Provisions**

### **7.6 Access and Provision of Infrastructure Across Land in Another Zone**

This general provision applies if access or infrastructure is proposed across land in another zone and the access or infrastructure is prohibited by the provisions of the different zone. The access to the visitor accommodation is across the General Residential Zone and is not prohibited in this zone therefore General Provision 7.6 is not applicable in that instance, however, the proposal also includes the provision of infrastructure across the adjoining Council land which is located in the Environmental Management Zone. This would ordinarily be prohibited however General Provision 7.6 states:

*If an application for use or development includes access or provision of infrastructure across land that is in a different zone to that in which the main part of the use or development is located, and the access or infrastructure is prohibited by the provisions of the different zone, the planning authority may at its discretion approve an application for access or provision of infrastructure over the land in the other zone, having regard to:*

- (a) whether there is no practical and reasonable alternative for providing the access or infrastructure to the site;*
- (b) the purpose and provisions of the zone and any applicable code for the land over which the access or provision of infrastructure is to occur; and*
- (c) the potential for land use conflict with the use or development permissible under the planning scheme for any adjoining properties and for the land over which the access or provision of infrastructure is to occur.*

Comment:

The proposed sewer and stormwater infrastructure is located in the adjoining Abbotsfield Rivulet as there is no practical and reasonable alternative. The rivulet is located at the bottom of the site and therefore enables the servicing of the land by gravity.

The applicant submitted a Natural Values Assessment to ensure that the infrastructure does not unreasonably impact on the natural values of the rivulet. Based on the findings on this assessment, the infrastructure is considered to be in keeping with the purposes and provisions of the Environmental Management Zone and the Natural Assets Code.

There is no potential for land use conflict with adjoining properties.

The infrastructure within the adjoining Abbotsfield Rivulet complies with the requirements of General Provision 7.6.

## **Zones**

The land subject of the application is within the General Residential Zone, Landscape Conservation Zone and Environmental Management Zone and the following zone purpose statements, use table, use standards and/or development standards apply to this proposal:

### **Zone Purpose Statements**

#### **8.0 General Residential Zone**

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

*8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.*

*8.1.3 To provide for non-residential use that:*

*(a) primarily serves the local community; and*

*(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.*

*8.1.4 To provide for Visitor Accommodation that is compatible with residential character.*

Comment:

Multiple dwellings are permitted within the General Residential Zone. The proposal would provide for residential use and development that accommodates a range of dwelling types, noting 6 different dwelling types are proposed. The dwellings would be located on a site where full infrastructure services can be provided.

**22.0 Landscape Conservation Zone**

*22.1.1 To provide for the protection, conservation and management of landscape values.*

*22.1.2 To provide for compatible use or development that does not adversely impact on the protection, conservation and management of the landscape values.*

Comment:

Visitor accommodation is discretionary within the Landscape Conservation Zone. The visitor accommodation would be located within the existing dwelling and no development is proposed to accommodate the use. Visitor accommodation would be compatible with the proposed multiple dwellings being for an accommodation use.

**23.0 Environmental Management Zone**

*23.1.1 To provide for the protection, conservation and management of land with significant ecological, scientific, cultural or scenic value.*

*23.1.2 To allow for compatible use or development where it is consistent with:*

- (a) the protection, conservation and management of the values of the land; and*
- (b) applicable reserved land management objectives and objectives of reserve management plans.*

Comment:

The proposed infrastructure in the Environmental Management Zone is for sewer and stormwater infrastructure to service the site. The services would traverse a small transect of land and would not require the removal of any significant native vegetation, as determined by a Natural Values Assessment. There is no applicable reserve land management objectives or plan.

**Use Table**

The multiple dwellings are located within the land zoned General Residential. Residential for multiple dwellings is a 'permitted' use in the General Residential Zone.

The visitor accommodation is located within the land zoned Landscape Conservation. Visitor accommodation is a 'discretionary' use within the Landscape Conservation Zone.

**Use Standards**

There are no applicable use standards for the multiple dwelling portion of the application as the use standards of the General Residential Zone relate to discretionary uses and visitor accommodation.

The Landscape Conservation Zone does include use standards applicable to the visitor accommodation portion of the application.

### 22.3.3 Discretionary use

There is no acceptable solution for this standard therefore the visitor accommodation must be assessed against the performance criteria which states:

*Use listed as Discretionary must be compatible with landscape values, having regard to:*

- (a) the nature, scale and extent of the use;*
- (b) the characteristics and type of the use;*
- (c) the landscape values of the site;*
- (d) the landscape value of the surrounding area; and*
- (e) measures to minimise or mitigate impacts.*

Comment:

The proposed visitor accommodation use is similar to the existing residential use of the site, and is compatible with landscape values. That is, the use will allow for peaceful enjoyment in a natural setting with minimal obtrusive emissions such as noise, light or odour. The visitor accommodation use will be separated from adjoining sensitive use and will be buffered by vegetation curtailing the use.

The proposal is assessed as complying with the performance criteria and standard.

### 23.3.1 Discretionary Uses (P1)

This standard relates to the infrastructure proposed within the Environmental Management Zone. There is no acceptable solution for this standard therefore the proposal must be considered against the performance criteria which states:

*A use listed as Discretionary must be consistent with the values of the land, having regard to:*

- (a) the significance of the ecological, scientific, cultural or scenic values;*
- (b) the protection, conservation, and management of the values;*
- (c) the specific requirements of the use to operate;*
- (d) the location, intensity and scale of the use;*
- (e) the characteristics and type of the use;*
- (f) traffic and parking generation;*
- (g) any emissions and waste produced by the use;*
- (h) the measures to minimise or mitigate impacts;*
- (i) the storage and handling of goods, materials and waste; and*
- (j) the proximity of any sensitive uses.*

Comment:

The proposed stormwater outlet and sewerage connection is consistent with the values of the land, which already provides a stormwater management function for surrounding uses. In addition, a Natural Values Assessment has been undertaken, which concludes that the proposed utilities will not have a significant impact on the natural values of the Rivulet.

The proposal is assessed as complying with the performance criteria and standard.

### **Development Standards for dwellings**

#### *8.4.3 Site coverage and private open space for all dwellings (P2)*

The private open space for several dwellings is located across multiple locations therefore the proposal does not comply with the acceptable solution and must be assessed against the performance criteria. The performance criteria states:

*A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:*

*(a) conveniently located in relation to a living area of the dwelling; and*

*(b) orientated to take advantage of sunlight.*

Comment:

Type E dwellings are provided with a 12m<sup>2</sup> balcony accessed from the dining room door, and a 25m<sup>2</sup> courtyard area accessed from the living room door. Together, these spaces provide a level outdoor space of 37m<sup>2</sup> that is conveniently located in relation to the living areas of the dwelling. These areas are sufficient size to be used for outdoor relaxation, dining, entertaining and children's play. It is also noted that additional outdoor space on sloping land is also available to Type E dwellings.

The proposal is assessed as complying with the performance criteria and standard.

#### *8.4.6 Privacy for all dwellings (P1)*

The proposal includes decks/balconies and parking spaces with a finished floor level that is more than 1m above existing ground level and less than 6m from another dwelling and/or its private open space. The proposal therefore does not comply with acceptable solution A1 and must be assessed against performance criteria P1 which states:

*A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:*

*(a) a dwelling on an adjoining property or its private open space; or*

*(b) another dwelling on the same site or its private open space.*

Comment:

Several design elements have been employed to minimise overlooking of other dwellings and their private space. This includes separation distances, screening, floor plan design, sill heights, and topography.

Regarding separation distance, the proposed dwellings are substantially separated from dwellings on adjoining properties, and all decks/balconies are more than 6m from decks/balconies of another dwelling on the site.

Regarding screening, development will ensure that privacy screens are provided on all edges of decks/balconies and parking spaces located less than 2m from a shared internal boundary. The screens for decks/balconies will be between 1.2 - 1.5m above finished floor level, and the screens around parking spaces will be 1.7m. The lower screening on decks/balconies is due to these being north facing, and to maximise access to sunlight. All screening will be not less than 25% transparent. Screens to decks/balconies are proposed on dwellings 10-12, 14-15, 22-24, 31-33, 39-41, 48-50, 60, 62-63, and 72-76; screens to parking spaces are proposed on dwellings 1-5, 10-15, 21-24, 30-32, 38-41, 47-50, 56-62, 71-76 and visitor bays 19 and 20.

Regarding floor plans and sill heights, the dwelling typologies have decks/balconies located to face blank walls, non-habitable room windows, or habitable room windows with sill heights of 1.7m on adjoining dwellings.

Regarding topography, the steeply sloping site results in views from dwellings and decks/balconies that are naturally directed outwards towards the broader landscape, rather than down toward adjoining dwellings.

Based on the range of design elements included to minimise overlooking, the proposal is assessed as complying with the performance criteria and standard.

### **Development Standards for Buildings and Works**

#### ***23.4.4 Vegetation Management (P1)***

The proposal does not comply with the acceptable solution as the land where the infrastructure is proposed is not fully cleared and the works are not in accordance with an authority under National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002. The proposal must therefore be assessed against the performance criteria which states:

*Building and works must be located to minimise native vegetation removal and the impact on values of the site and surrounding area, having regard to:*

*(a) the extent of native vegetation to be removed;*

*(b) any proposed remedial, mitigation or revegetation measures;*

- (c) provision for native habitat for native fauna;*
- (d) the management and treatment of the balance of the site or native vegetation areas; and*
- (d) the type, size and design of development.*

Comment:

The proposed utilities in the Environmental Management Zone are likely to have a minor impact on vegetation, potentially non-native grasses, and a small number of immature trees (less than 25cm diameter at breast height; to be confirmed through detailed design phase). No riparian native vegetation will be cleared.

A Natural Values Assessment has been submitted as supporting documentation which concludes that the vegetation in the Rivulet near to the proposed works does not meet the definition for priority vegetation under the Natural Assets Code and the proposed utilities will not have a significant impact on that vegetation, or the natural values of the Rivulet.

Based on the findings of the Natural Values Assessment, the proposal is assessed as complying with the performance criteria and standard.

## **Codes**

The following codes of the Scheme apply to this proposal:

### **C2.0 Parking and Sustainable Transport Code**

The application was referred to Council's Development Engineer and Transport Engineer. The applicant submitted a Traffic Impact Assessment as supporting documentation. The application has been assessed against the relevant standards of the Code and is determined to comply with applicable standards. More detailed comments are included in the Internal referrals section of this report.

### **C3.0 Road and Railway Assets Code**

The application was referred to Council's Development Engineer and Transport Engineer. The applicant submitted a Traffic Impact Assessment as supporting documentation. The application has been assessed against the relevant standards of the Code and is determined to comply with applicable standards. More detailed comments are included in the Internal referrals section of this report.

### **C7.0 Natural Assets Code**

The proposal includes development in a priority vegetation area and waterway protection area. The code does not apply to development in a priority vegetation area in the General Residential Zone, pursuant to clause C7.2.1(c)(xii).

However, the code does apply to development in the waterway protection area and priority vegetation area in the Environmental Management Zone. Therefore, the proposed works in the adjoining Abbotsfield Rivulet are the only elements of the proposal requiring assessment against the code.

*C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area (P1)*

The works proposed within the waterway and coastal protection area do not comply with the acceptable solution therefore the proposal must be assessed against the performance criteria which states:

*Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:*

- (a) impacts caused by erosion, siltation, sedimentation and runoff;*
- (b) impacts on riparian or littoral vegetation;*
- (c) maintaining natural streambank and streambed condition, where it exists;*
- (d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;*
- (e) the need to avoid significantly impeding natural flow and drainage;*
- (f) the need to maintain fish passage, where known to exist;*
- (g) the need to avoid land filling of wetlands;*
- (h) the need to group new facilities with existing facilities, where reasonably practical;*
- (i) minimising cut and fill;*
- (j) building design that responds to the particular size, shape, contours or slope of the land;*
- (k) minimising impacts on coastal processes, including sand movement and wave action;*
- (l) minimising the need for future works for the protection of natural assets, infrastructure and property;*
- (m) the environmental best practice guidelines in the Tasmanian Planning Scheme – Wetlands and Waterways Works Manual; and*
- (n) the guidelines in the Tasmanian Coastal Works Manual.*

Comment:

The applicant submitted a Natural Values Assessment as supporting documentation. The assessment states the proposed development will only impact on vegetation types with a low priority for conservation management.



No threatened flora has been identified and for threatened fauna, apart from the generic recommendation to minimise the extent of clearance and conversion, not specific management in relation to threatened fauna is recommended.

The assessment states the following in regard to the provision of the Tasmanian Planning Scheme - Glenorchy:

*“Examination of the provisions of the Natural Assets Code indicates compliance without the need for special conditions, although development of a soil and water management plan by a suitably qualified person is suggested. As an aside, I recommend that the findings of this report be used by the planning authority to re-define the extent of the Priority Vegetation Area overlay, as follows:*

- remove the overlay from the part of the title zoned as General Residential to avoid any future requirements for consideration of “priority vegetation”, which is not present; and*
- adjust the overlay from the part of the title zoned as Landscape Conservation to be restricted to the area mapped as threatened native vegetation types under Schedule 3A of the Tasmanian Nature Conservation Act 2002 (i.e. the areas that best meet the intent of “priority vegetation”).”*

Based on the findings of the Natural Values Assessment, the proposal is assessed as complying with the performance criteria and standard.

*C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area (P3)*

The proposal includes a new stormwater connection into Abbotsfield Rivulet therefore the proposal does not comply with the acceptable solution and must be assessed against the performance criteria which states:

*Development within a waterway and coastal protection area or a future coastal refugia area involving a new stormwater point discharge into a watercourse, wetland or lake must avoid or minimise adverse impacts on natural assets, having regard to:*

- (a) the need to minimise impacts on water quality; and*
- (b) the need to mitigate and manage any impacts likely to arise from erosion, sedimentation or runoff.*

Comment:

Based on the findings of the Natural Values Assessment and comments from Council’s Development Engineer relating to soil and water management, the proposal is assessed as complying with the performance criteria and standard. More detailed comments relating to this discretion are included in the Internal referrals section of this report.

**C8.0 Scenic Protection Code**

The site includes a scenic protection area over part of the land zoned Landscape Conservation. No use or development is proposed in this part of the site therefore this code is not applicable.

**C12.0 Flood-Prone Areas Hazard Code**

The proposal includes infrastructure in the adjoining Abbotsfield Rivulet, which is a flood prone area. Use and development for minor utilities are exempt from assessment against the Flood Prone Areas Hazard Code pursuant to clause C12.4.1(b)(v).

**C13.0 Bushfire-Prone Areas Code**

The proposal does not involve subdivision, hazardous use, or vulnerable use. Therefore, the Bushfire Prone Areas Code is not applicable pursuant to Clause C13.2.1.

**C15.0 Landslip Hazard Code**

A small area in the southwest corner of the site is impacted by the landslip hazard overlay. The proposed use and development are not in proximity to the landslip hazard. Irrespective of this, the applicant did provide a preliminary geotechnical investigation. Council's Development Engineer has provided comments in relation to this in the Internal referrals section of this report.

**State Planning Provisions - Applied, Adopted or Incorporated Documents**

None are applicable.

**Glenorchy Local Provisions Schedule (GLPS)****Local Area objectives**

None are applicable.

**Particular Purpose Zones**

The site is not located in a particular purpose zone.

**Specific Area Plans**

The site is not located in an area affected by a specific area plan.

**GLE-Site Specific Qualifications**

The site does not have any site specific qualifications.

**GLE-Code lists**

None applicable.

## **GLE-Applied, Adopted and Incorporated Document**

None are applicable.

### **INTERNAL REFERRALS**

#### **Development Engineer**

The development application seeks an approval to construct 76 residential dwellings into 8 stages. The works include widening to Russell Road and works associated driveway and parking areas for 178 car spaces. Out of the 76 total dwellings, there will be 52 three-bed and 24 two-bed detached dwellings, each with two private parking spaces, private open space, and rainwater tank.

The Traffic Impact Assessment (TIA) by Hubble Traffic June 2023, ERA letter 30 June 2023, engineering plans by PDA 26 July 2023 and the Stormwater Report by PDA, Revision 2, dated 25 July 2023 are submitted as part of the application. The application and the TIA have been referred to Council's Transport Engineer to review, provide comments and recommend the conditions as required. The application and the Stormwater report have been referred to Council's Senior Civil Engineer to review, provide comments and recommend the conditions as required.

The stormwater management plan provided does not show a design that meets the approval of the Council's Senior Civil Engineer. This is due to results of the model revealing surcharging in a few manholes during minor storms, and the identification of areas prone to flooding for a number of the proposed units during major storm events. Therefore, the further information requests for stormwater management under are still outstanding as the further information to address the requirements has not been received to date and the application must be determined in accordance with statutory timeframes. Hence, the General Manager's consent to interfere with stormwater infrastructure cannot be granted with this approval.

The applicant has chosen not to supply all the necessary information on stormwater management to enable a consent to be issued under section 14 of the Urban Drainage Act 2013 (UDA), which is usually issued with a planning permit. As a result, it will be necessary that all relevant stormwater information is provided to Council and a consent is issued by Council's Development Engineer under section 14 of the UDA before any building and plumbing permits can be issued and the proposed development can proceed. As stormwater management within the site has not been able to be properly considered with the planning assessment, there is a risk that the layout and design approved by the planning permit may need to be modified to accommodate stormwater infrastructure and/or to ensure that all proposed units will not be adversely impacted by overland stormwater flows within the site. Depending on the extent of the modifications required, an amendment of the planning permit or

a new planning permit may be necessary. An advice note setting this out has been included in the recommendation.

### *C2.0 Parking and Sustainable Transport Code*

The development complies with the Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

The requirement under the C2.5.1 and table C2.1, A1 requires the 2 car parking spaces for each dwelling, plus 26 visitor parking spaces. The applicant proposes to comply with the requirements providing the total of 178 car parking spaces for the entire site.

There are no requirements for accessible car parking spaces, bicycle parking spaces and commercial vehicle applicable to the development application. 8 motorcycle parking spaces are required to comply with the scheme; and it is proposed to provide the area for these spaces. The layout of parking area complies with the standard AS2890.1:2004. The surface treatment of the driveway is proposed to be asphalt. Surface runoff is proposed to be captured and directed to the Council's stormwater system.

According to the Planning Scheme, to comply with the acceptable solution of C2.6.5 A1, a 1-metre-wide pedestrian footpath is required where the use requires more than 10 car parking spaces. The proposed development does include a minimum one-metre-wide pedestrian pathway connecting all units with the existing Russell Road footpath. Along the main driveway the footpath will be separated from the roadway by a barrier kerb. Along the spur driveways, footpaths will be provided on the opposite side of the kerb and channel, the difference in surface materials (concrete footpath and asphalt road pavement) will delineate the footpath from the road surface. Therefore, the acceptable solution is met.

### *C3.0 Road and Railway Assets Code*

The development is considered to comply with the code requirements and local traffic conditions are not expected to be significantly affected. However, for a more comprehensive assessment relates to traffic generation, access onto Russell Road and traffic safety, please refer to the Traffic Engineer Referral.

The site can be accessed off the existing vehicle crossing via Russell Road, with a widening to the road pavement at the access to improve the manoeuvring ability at access. The widening to the road pavement is supported by the Road Authority. The works will be conditioned in the Permit. Based on the TIA, the traffic generation of the development is likely to be 458 vehicles per day with the two peak period generations of 46 vehicles per hour. The increase vehicle movements are over 40 vehicle trips per day; therefore, the assessment against the performance criteria is triggered.

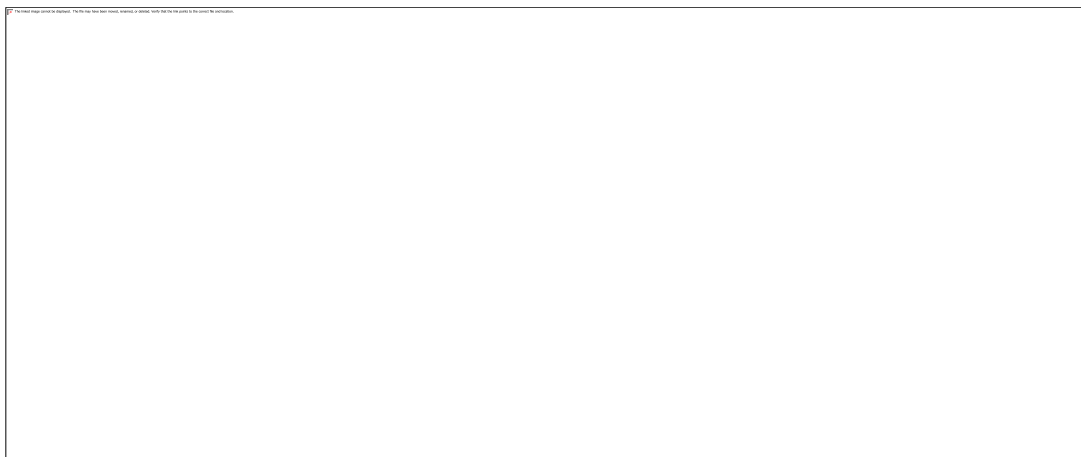
The TIA has undertaken the traffic and parking assessment, site survey, traffic modelling and investigated crashes history to assess the development against the performance criteria. The TIA states that based on the RTA Guide, with Russell Road operating as a local street, the maximum environment goal is 300 two-way vehicles in the peak hour period. While Abbotsfield Road West is a collector road, with the maximum environment goal of 500 two-way vehicles in the peak hour. The predicted two-way traffic flow with development trips expected the AM peak hour of 165 vpd and PM peak hour 189 vpd; which demonstrates that the development is not expected to cause an adverse impact to residential amenity to Russell Road and Abbotsfield Road West residential properties, refer to table 7.4 in the TIA. Additionally, the TIA investigated that in both directions available sight distance is more than 120 metres, which exceeds the SISD for a 50 km/h speed environment. The TIA then concluded that the amount of traffic expected to be generated during the peak hour periods is reasonably low, and there is sufficient capacity within the surrounding street network to absorb the extra vehicle movements, without adversely impacting other users or residential amenity. Therefore, it is considered that, the performance criteria for C3.5.1 P1 is satisfied.

#### *Other*

*C7.0 Natural Assets Code* Abbotsfield Rivulet is situated at the northern end of the subject site therefore the site is subject to the Natural Assets Code. The runoff from the development is proposed to be drained via new proposed stormwater points of discharge into the watercourse. Therefore, the development is unable to comply with the acceptable solution A3, C7.6.1 and the assessment against the performance criteria is required. It is considered the development will not increase the risk or impact to the water quality providing that during construction including demolition and earthworks the sediment and erosion control measures to be installed to prevent soil and other materials entering the local stormwater system and the water sensitive urban design is part of the proposed development. These will be conditioned as part of the permit. Therefore, the development complies with the Code and is considered that the site is capable of being developed and the natural assets are not expected to be significantly affected.

#### *C12.0 Flood-Prone Areas Hazard Code*

Situated in close proximity to the Rivulet the site is subject to the flood hazard overlay. However, the proposed development and associated infrastructure are not impacted by the 1% AEP flood extent. 1% AEP flood extent only impacts a smaller undeveloped portion of the land to the northwest, as seen in the overlay figure below and there are no direct impacts for the development or the access during a 1% AEP event.



Council's Senior Civil Engineer advises that any excess runoff generated from post development during a major rain event is to be managed with dedicated overland flow paths within the development and safely conveyed to the public stormwater network. The plans submitted demonstrates safely conveyed to the public stormwater network and therefore have been accepted by Council's Engineers. The development can comply with the performance criteria, P1.1 and P1.2 of C12.6.1.

#### *C15.0 Landslide Code*

A small area in the southwest corner of the site falls within the landslip hazard overlay, therefore the code is applicable to the development. The planning report states that the proposed use and development are not in proximity to the landslip hazard. Therefore, the requirements of the Landslip Hazard Code are not applicable to the proposal pursuant to clause C15.2.1. No further assessment is required.

However, for information purposes, a Geotechnical Site Investigation was submitted. The Geotechnical Site Investigation prepared by GES Geo-Environmental Solutions, Version 3, dated 22 August 2022 is a preliminary report submitted as a supporting document. Although the proposed use and development are not in the proximity of the hazard area as per the map, most areas within the proposed development footprint are with over 15% grade.

Therefore, it is likely that earthwork design in this development will have impact on Road grades, services pipe grades and velocity, HGL, etc.

#### *Representations*

During the advertisement period, Council received two representations raising concerns including traffic increase at and along Russell Road and Abbotsfield Road, that the road network does not have alternative route in case of emergency, excess runoff issue, the necessity of creek cleaning and maintenance. Council's officers have reviewed the representations and addressed the concerns as follows.

Council's Transport Engineer commented on the traffic increased and traffic safety as follows:

Two representations were received in which they both raised concerns about the increase in traffic on Russell Road and at the junction with Abbotsfield Road. They also both asked if Branscombe Road is to be connected alongside the unit development at 163-171 Branscombe Road, to reduce the traffic on Russell Road along with providing an alternative assess if Russell Road is blocked due to an accident or fire. The TIA undertook an assessment of the impact of the increase in traffic on Russell Road and at the junction with Abbotsfield Road. The assessment showed that there is space capacity at the junction with no safety issues identified for all vehicles including large vehicles. The proposed development is expected to generate 46 trips in peak hour, with the current traffic volume on Russell Road being 199 vehicles in the morning peak hour and 143 vehicles in the afternoon peak hour. Local residential streets can carry up to 3,000 vehicles per day with a maximum environmental goal of 300 vehicles per hour which is met. Delays on a road are uncommon and are managed by the appropriate authority. Regarding a bush fire, residents are advised to leave early or stay to defend thus vehicles should not be on the road when a fire is approaching. The Branscombe Road connection is outside of the planning application for 43 Russell Road. There are no current plans by Council to connect the roads and as part of the unit development a gravel path was constructed between the roads for pedestrians to use.

With regards to the excess runoff from the site, although the stormwater component under section 14 of the Urban Drainage Act 2013 (UDA) cannot be approved in conjunction with the development application on the basis that the information received is not yet satisfactory for minor and major events. Drainage plans demonstrating the runoff can be managed within the site, intercepted by drainage systems in the proposed internal road and to the proposed new connections need to be provided to the satisfaction of Council. The details and model of the proposed stormwater network are still outstanding and must be provided for approval prior to the issuing of the consent under the UDA.

The creeks cleaning and maintenance are outside of the planning scope. However, the matter will be conveyed to the maintenance crew to follow up and schedule the usual maintenance works as appropriate.

### **Transport Engineer**

#### *Introduction*

The developer proposes to construct 76 residential units with two dedicated parking spaces per unit and 26 visitor parking spaces. The development is proposed in eight stages, with a total of 52 three-bedroom units and 24 two bed-room units along with

the existing residential house. Access to the units and existing house, will be off the existing driveway crossover on Russell Road that will be widened.

The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by Hubble Traffic June 2023, ERA letter 30 June 2023 and engineering plans by PDA 26 July 2023. The TIA addresses the acceptable solutions under code C.2 parking and sustainable transport code and the performance criteria C3.5.1 P1 traffic generation at a vehicle crossing, level crossing or new junction.

#### *Parking Supply*

The development of the 76 units is proposing two dedicated parking spaces per unit and 26 visitor parking spaces. Under the planning scheme the required parking is 2 parking spaces per unit with 2 or more bedrooms and 1 visitor parking space per 3 units, as considered an internal lot. This equates to a total of 178 parking spaces of which 26 are visitor parks. The developed is meeting this requirement, thus the acceptable solution to C2.5.1 is met.

#### *Internal Road and Footpath Layout*

The development will be staged, with a main access road off Russell Road that head south as the stages continue. Off the main access road are five minor road that head east, in which the units are constructed along these. Four of the minor roads are to be undertaken in two stages.

At the end of each stage, either temporary or permanent turning areas will be constructed depending on if the road is continuing or not. The temporary turning areas will be a condition on the permit and to be made permanent should the subsequent stage not commence within a year of the previous stage finishing.

The temporary or permanent turning areas allow for a car and up to a Medium Rigid Vehicles (i.e. waste vehicles) to be able to turn. To ensure that vehicles do not park in these turning areas, No Parking signs will be required as a condition on the permit.

The main driveway will be 6m wide with kerb and channel on both sides and a 1.5m wide footpath on one side. The minor roads will be 5.5m wide with kerb and channel on the northern (low) side and a 1.7m footpath on the southern side in a different surface material to distinguish the road from the footpath.

Each internal junction has been assessed in the TIA, with sufficient width to enable vehicles up to a Medium Rigid Vehicles to be able to turn. Sight distance at each junction has been assessed as being adequate, with at least 40m in each direction. This is sufficient with an expected operating speed of 30km/h. The development proposes to install a 30 km/h speed limit sign at the commencement of the main driveway to re-enforce the speed environment.

At the driveway crossover at 43 Russell Road, drivers sight lines are more than 120m in both directions. This is above that required under AS2890.1 of 45m and above that



for Safe Intersection Sight Distance of 90m. The development proposed to widen the existing driveway access onto Russell Road to 6m allowing two-way traffic and for Medium Rigid Vehicles (i.e., waste vehicles) to be able to access the site. The road width opposite the driveway crossover is to be widened, as discussed below under code C3.5.1.

The acceptable solutions under code C.2 parking and sustainable transport code, are met.

#### *Access onto Russell Road*

Russell Road is a local residential street with footpaths on both side and a road width of appropriately 8.3m. Prior to the development site the road standard changes, as see in image below, with the road width adjacent to the development access reducing to 5.9 metres and a footpath with kerb & channel on the eastern side only. This reduced standard continues to the end of the Russell Road where there is a turning area, and then becomes a fire trail to the Mount Faulkner Conservation Area.

To improve the road width at the driveway access to 43 Russell Road, it is proposed to place a condition on the permit for Russell Road to be widened on the western side within the road reservation either side of the adjacent driveway to 43 Russell Road. The footpath on the western side will not be extended as there is not enough width and no other residential properties on the western side. This condition is placed under code C3.5.1 P1, advise from Road Authority.



Photo – TIA Hubble Traffic June 2023

#### *Traffic Generation*

The traffic generated by the development is expected to be 458 daily trips with 46 trips in the am and pm peak hour based on medium density residential units as per the Roads and Maritime Services, Road Traffic Authority (RTA) NSW Guide to Traffic

Generation Development. Based on this the Acceptable Solution is not met for C3.5.1 and the performance criteria P1 is addressed in the TIA.

Traffic from the proposed unit development will travel along Russell Road onto Abbotsfield Road, then use the surrounding network to access the Brooker Highway. To evaluate the traffic impact the TIA undertook manual surveys at affected junctions on Thursday the 5 May 2022 in the am and pm peak, including that of Russell Road and Abbotsfield Road.

The survey found that on Russell Road the traffic was 199 vehicles in the morning peak hour and 143 vehicles in the afternoon peak hour. This equates to about 1,700 vehicles per day. On Abbotsfield Road at the junction with Russell Road, the morning peak hour traffic was 385 vehicles, and the afternoon peak hour traffic was 467 vehicles. This equates to about 4,000 vehicles per day. As Abbotsfield Road is a collector road these traffic volumes are appropriate, as collector roads can carry up to 10,000 vehicles per day.

The proposed increase of 458 vehicles per day, with the am and pm peak being 46 trips, from the development is considered acceptable as local residential streets can carry up to 3,000 vehicles per day with a maximum environmental goal of 300 vehicles per hour.

To determine the traffic performance of the affected junction, the TIA undertook SIDRA traffic modelling analysis. The modelling showed that all affected junctions are operating at the highest level of service which takes into consideration traffic volumes, queues, and gaps in traffic.

With the proposed development the junctions are still operating at the highest level of service. Thus, there is spare capacity in the network to accommodate the development.

Crash data for that last 5 years was reviewed in the TIA for Russell Road, Abbotsfield Road and connecting roads onto the Brooker Highway. There were 18 crashes reported to police on all these roads, of which two were along Russell Road and no serious injuries recorded. The TIA concluded that the crashes do not represent a crash problem, as the type of crashes occurring are consistent with urban traffic conditions.

The TIA is accepted, and it can be concluded that the additional traffic should not have a significant or unreasonable impact on the safety or efficiency of the road network. The performance criteria for C3.5.1 P1 is met.

### *Representations*

Two representations were received in which they both raised concerns about the increase in traffic on Russell Road and at the junction with Abbotsfield Road. They also both asked if Branscombe Road is to be connected alongside the unit development at 163-171 Branscombe Road, to reduce the traffic on Russell Road along

with providing an alternative assess if Russell Road is blocked due to an accident or fire.

The TIA undertook an assessment of the impact of the increase in traffic on Russell Road and at the junction with Abbotsfield Road. The assessment showed that there is space capacity at the junction with no safety issues identified for all vehicles including large vehicles. The proposed development is expected to generate 46 trips in peak hour, with the current traffic volume on Russell Road being 199 vehicles in the morning peak hour and 143 vehicles in the afternoon peak hour. Local residential streets can carry up to 3,000 vehicles per day with a maximum environmental goal of 300 vehicles per hour which is met.

Delays on a road are uncommon and are managed by the appropriate authority. Regarding a bush fire, residents are advised to leave early or stay to defend thus vehicles should not be on the road when a fire is approaching. The Branscombe Road connection is outside of the planning application for 43 Russell Road. There are no current plans by Council to connect the roads and as part of the unit development a gravel path was constructed between the roads for pedestrians to use.

#### *Conclusion*

Based on the TIA, the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of parking, traffic efficiency or road safety. I have no objection to the development on traffic engineering or road safety grounds subject to conditions.

#### **Environmental Health Officer**

Environmental Health have limited assessment capabilities in relation to this application giving the zoning. However, advice is recommended for the permit in relation to any potential smoke nuisance arising from burning vegetation.

#### **Waste Management Officer**

Waste Services to the proposed multiple dwelling development at 43 Russell Road Claremont would be Council's standard bin service collected fortnightly, from within the complex.

The Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste, one (1) x 240L wheelie bin for recycling and (1) x 240L FOGO bin to each of the dwelling, collected fortnightly.

Please note that this property would have a total of two hundred and twenty eight (228) bins, seventy six (76) Waste bins and seventy six (76) Recycling Bins, and seventy six (76) FOGO bins.

This property would have internal driveways for the maximum of Heavy Rigid service vehicles to manoeuvre and turning heads at each end of the internal roads to allow for the service vehicles to turn in a safe and effective manner.

All internal roads must have internal kerbsides for the placement of individual wheelie bins therefore the dwellings would have their own individual bins.

All bins are to be placed on the internal kerbsides for collection. Please note there will be seventy six (76) waste and seventy six (76) recycling bins out for collection one week and seventy six (76) FOGO bins out for collection the following week.

A Deed of Release must be signed by the Developer and Council prior to the maximum of Heavy Ridge service vehicles entering the site and prior to the commencement of any collection of wheelie bins.

Dwellings must have an Occupancy/Final Certificate issued prior to any bins being delivered to a dwelling.

A condition of entry would be Turning Areas at the end of each of the internal cul-de-sac must be signed No Stopping at all Times, or No Parking at all times.

## **EXTERNAL REFERRALS**

### **TasWater**

TasWater have no objection to the proposal subject to conditions being included on the permit.

### **TasNetworks**

TasNetworks advised the proposal is unlikely to adversely affect TasNetworks operations.

## **REPRESENTATIONS**

The application was advertised for the statutory 14-day period with 2 representations being received. The issues raised are as follows:

### **Traffic**

The representor states that an additional 76 dwellings on Russell Road would contribute significantly more traffic to the street. The representor raised concerns around peak times such as school runs and leaving for work. Particular concerns were raised around the intersection with Abbotsfield Road. The representor offered a suggestion of completing Branscombe Road to all access via Branscombe Road as well to give residents the option of leaving through Russell Road or Branscombe Road.

**Planner's Comment:**

Council's Transport Engineer has previously addressed traffic issues in the Internal referrals section of this report. The proposal is assessed as complying with the relevant standards of the Scheme in relation to traffic generation.

In regard to alternative access routes, the planning authority must consider an application in the form it is submitted and cannot make the applicant change the design of a proposal when it complies with the Scheme.

**Footpath**

The representor states that the current footpath provided through this area is not fit for purpose. The footpath is slippery gravel which poses a safety risk when the steep part of the path joins the proper footpath on the longer end of Branscombe Road. The representor states attention to the road and footpath when joining Branscombe Road would alleviate these safety concerns.

**Planner's Comment:**

This issue is not a planning issue that can be considered as part of this application. The concerns raised have been forwarded onto the appropriate Council department.

**Lack of play equipment**

The representor states that Council should consider the amount of children residing in this area of Claremont and provide some play equipment close by.

**Planner's Comment:**

This issue is not a planning issue that can be considered as part of this application. The feedback has been forwarded onto the appropriate Council department.

**Cleaning out of the creek and fire exit**

The representor requests the creek be cleaned out and greening of the length of the creek area. This will create a buffer zone and green space for the current houses in the area, plus provide firebreak, and a safe zone for assembly area in the case of a bushfire. The representor states only having one road out is very unsafe, so to have a safe space and a common area to assemble, in the event of a fire, should be a significant part of the planning.

**Planner's Comment:**

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

**Density**

The representor states the number of dwellings proposed and so tightly packed into one area is rather daunting.

**Planner's Comment:**

The proposal complies with the density provision of the General Residential Zone as shown in the attached Appendix.

**CONCLUSION**

The proposal is relying on the performance criteria to comply with applicable standards. The proposal is assessed as satisfying the performance criteria and complies with those standards. The proposal is assessed as complying with all other use and development standards in the General Residential Zone, Landscape Conservation Zone, Environmental Management Zone, as well as the applicable standards of the Parking and Sustainable Transport Code, Road and Railway Assets Code and Natural Assets Code. The application was publicly advertised for the statutory 14-day period and two representations were received. These matters have been addressed in the report. It is concluded that the proposal is consistent with the Scheme's zone purpose statements and is satisfactory.

**Recommendation:**

That a permit be granted for the Multiple dwellings (76) and Visitor Accommodation Unit including works of 43 Russell Road Claremont subject to the following conditions:

**Planning**

1. Use and development must be substantially in accordance with planning permit application No. PLN-23-067 and Drawings submitted on 30 June 2023, 40 pages, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2023/00514-GCC dated 10/07/2023, form part of this permit.
3. The conversion of the existing dwelling to visitor accommodation must occur before the use and development of the land for multiple dwellings commences.
4. Staging must occur in the following stages:
  - Stage 1A: Conversion of existing dwelling to visitor accommodation
  - Stage 1B: Dwellings 1-9
  - Stage 2: Dwellings 10-20
  - Stage 3: Dwellings 21-29

- Stage 4: Dwellings 30-37
- Stage 5: Dwellings 38-46
- Stage 6: Dwellings 47-55
- Stage 7: Dwellings 56- 70
- Stage 8: Dwellings 71-76

Each stage must be completed prior to the next stage commencing. Earthworks and service infrastructure may be constructed simultaneously across stages.

5. The screening of the decks, balconies and parking spaces as shown on the approved plans must be maintained for the life of the use.

## Engineering

6. Prior to the issuing of a Building Approval or the commencement of works on site for each stage, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer. These plans must be prepared in accordance with the Derwent Estuary Program guidelines (Erosion and Sediment Control).

The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways, or adjoining properties.

The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. Any temporary or permanent batter stabilisation works must be designed according to the recommendations from a qualified Geotechnical Engineer. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at [www.derwentestuary.org.au/stormwater/](http://www.derwentestuary.org.au/stormwater/).

7. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.

8. No civil works related to or associated with the use or development approved by this permit are to occur on or external to the site unless these works are in accordance with engineering drawings that have been approved by Council's Development Engineer. Changes to the design and/or location of civil works will require the submission of amended engineering drawings prepared by a licensed civil engineer for approval by Council's Engineer.
9. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.
10. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost. It must be the developer's responsibility to obtain and submit with the Building Application, a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction. The photographic record will be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works will be deemed to be the responsibility of the developer and must be repaired at the developer's cost.
11. A detailed estimate for the works must be provided and payment of the engineering drawing approval fee must be made prior to the issue of approved engineering drawings or the issuing of the building approval. Under Council Schedule of fees and charges 2023/2024, the engineering drawings approval fee is 2.1% of the value of the civil works. This amount is subject to annual adjustment in accordance with the Council Fees and Charges Register. Construction must not commence until the engineering plans have been approved.
12. The applicant must pay Council to complete the measure up and record 'as constructed' data for all assets to be taken over by council prior to the completion. This amount is outlined in Councils Fees and Charges Register is subject to annual adjustment with the Council Fees and Charges Register.



## Traffic and parking

13. The developer must construct temporary turning areas as part of stage 1B, 3, 5 and 7 of an all-weather gravel pavement, designed for a medium rigid vehicle swept path. These temporary turning areas must be upgraded to permanent turning areas should subsequent stages not commence within a year of the previous stage finishing, to the satisfaction of the Development Engineer.
14. The developer must undertake No Parking signs in the temporary or permanent turning areas as part of each stage, in accordance with AS1742.1.
15. As part of stage 1B, the developer must undertake road pavement widening within the Russel Road reservation on the western side, approximately 30m to the north and 20m to the south of the centre of the new driveway access to the development. The new road pavement must be constructed in general accordance with TSD-R02-V3, with a minimum 35mm asphalt wearing course, base and sub-base, tie into existing pavement with saw cut and the surface levels must match into the existing road pavement. The works are to be undertaken to the satisfaction of Council's Senior Civil Engineer.
16. The design and construction of the parking, access and turning areas must comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Engineering Drawings showing the driveway details must be in accordance with the Australian Standard and submitted for approval by Council's Development Engineer prior to the issue of building approval and/or the commencement of works on site. The proposed driveway and parking must comply with the following:
  - (a) Be constructed to a sealed finish and the finished gradient must not exceed the maximum gradient of 25% or 1 in4;
  - (b) Vertical alignment must include transition curves (or straight sections) at all grade changes greater than 12.5%;
  - (c) Total of 178 clearly marked car parking spaces (2 spaces per each dwelling and 26 spaces for visitor parking spaces) must be provided in accordance with the approved plan received by Council and always kept available for these purposes;
  - (d) 8 motorcycle parking spaces to Australian Standard must be provided;
  - (e) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
  - (f) Footpath with minimum width of 1m with appropriate separation must be provided;

- (g) The crossfall along the footpath must not exceed 4%;
- (h) The gradient of any parking areas must not exceed 5%; and
- (i) Minimum carriageway width is to be no less than 6.0 metres.

All works required by this condition must be installed prior to the occupancy of the dwellings in each stage.

17. Parking and driveway must be installed and completed in the following order:

- (a) Stage 1A: provide two (2) car parking spaces for the visitor accommodation use and associated driveway to the lot proper.
- (b) Stage 1B: provide two (2) car parking spaces each for dwellings 1 to 9, six (6) visitor car parking spaces and the temporary turning area at the end of the driveway.
- (c) Stage 2: provide two (2) car parking spaces each for dwelling 10 to 20.
- (d) Stage 3: provide two (2) car parking spaces each for dwelling 21 to 29 and the temporary turning area at the end of the driveway.
- (e) Stage 4: provide two (2) car parking spaces each for dwelling 30 to 37.
- (f) Stage 5: provide two (2) car parking spaces each for dwelling 38 to 46 and the temporary turning area at the end of the driveway.
- (g) Stage 6: provide two (2) car parking spaces each for dwelling 47 to 55 and associated visitor parking spaces.
- (h) Stage 7: provide two (2) car parking spaces each for dwelling 56 to 70 and associated visitor parking spaces.
- (i) Stage 8: provide two (2) car parking spaces each for dwelling 71 to 76 and associated visitor parking spaces.

Prior to the occupancy of the dwellings in each stage, parking spaces must be provided and approved by Council's Development engineer.

18. Barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of the dwelling.

## Hydraulics and engineering

19. Prior to the issuing of the Building approval for stage 1B or the commencement of any works (whichever occurs first) submit a detailed engineering design drawings to the satisfaction of Council's Manager's Infrastructure, Engineer and Design for approval of works in all stages. The engineering drawings must:
- (a) be consistent with the consent issued under section 14 of the Urban Drainage Act 2013;
  - (b) be certified by a qualified and experienced Engineer;
  - (c) show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows rates, velocities, hydraulic grade lines, clearances, location related to other services, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, and inspection openings;
  - (d) clearly distinguish between public and private infrastructure;
  - (e) be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013;
  - (f) have regard to the recommendations of the Geotechnical Site Investigation Version 3, prepared by Geo-Environmental Solutions and dated 22 August 2022;
  - (g) include a minor stormwater drainage system including On Site Detention designed to accommodate a 5% AEP storm event, details of which including model data must be submitted in with the engineering drawing; and
  - (h) include a major stormwater drainage system including an adequate overland flow path(s) must be designed considering full development and individual stages, such that flows are excluded from the dwellings and not redirected onto third-party land, for the 1% AEP as at 2100 (including climate change loading) storm event. The detailed design drawings and associated documentation of the overland flow path must include the followings:
    - (i) Detail overland flow paths including supporting cross sections and flow calculations for each individual stage. Also provide associated stormwater model and output data.
    - (ii) Be designed to accommodate a storm with a 1% AEP plus climate change loading and
    - (iii) Demonstrate no diversion of the overland flows onto third-party property.

20. Prior to the commencement of the use or development, new stormwater connections to Council's public stormwater system onto the property boundary must be installed in accordance with the approved plans. Any existing abandoned connections must be made redundant and sealed by owner's expense. The stormwater connection(s) must be constructed by a suitably qualified person to the satisfaction of Council and be inspection by Council's Senior Civil Engineer. The applicant must contact Council and submit for approval the Stormwater Connection Request Form. A copy of the Stormwater Connection Request Form can be obtained via Council's Customer Service or via Council's website <https://www.gcc.tas.gov.au/council/documents-and-publications/forms/>, which outlines the process and conditions for stormwater connections.

Advice: Digital copies of a post construction work CCTV video and associated report(s) of any proposed Council stormwater main must be submitted to Council after completion of all work but prior to the issue of any Certificate of Completion for stage 1B.

21. In association with a Building Permit Application, a WSUD and OSD Maintenance Scheme must be submitted for approval, to the satisfaction of Council's Senior Civil Engineer, defining the maintenance method and frequency for each WSUD or OSD element incorporated in the development. The Owner and all successors in title must ensure ongoing compliance with the approved WSUD and OSD Maintenance Scheme for the duration of the approved use. Council must first approve any changes to the approved WSUD and OSD Maintenance Scheme.
22. Upon approval of the WSUD and OSD Maintenance Scheme, and in association with a Building Permit Application, the applicant shall enter into a registered agreement with Council, at the sole expense of the applicant, pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993*, for the area which is subject to this permit. The Owner and all successors in title must advise any subsequent successor in title of the existence of the Agreement and its terms and conditions. The Part 5 agreement must require the Owner and all successors in title to covenant and agree with Council the following:
- (a) All works outlined in the WSUD and OSD Maintenance Scheme submitted by the applicant and approved by Council, including the maintenance method and frequency for individual WSUD and OSD elements, must be implemented and managed by the Owner and all successors in title at their sole expense;

- (b) The Owner must keep the maintenance records in an accessible form (either printed or electronic) for five years from the date of the work was carried out to prove that the maintenance of each WSUD and OSD element has been conducted in accordance with the WSUD and OSD Maintenance Scheme;
- (c) Repair and replace all the WSUD and OSD elements at the sole expense of the Owner and all successors in title so that the WSUD and OSD functions (stormwater quality and quantity control) in a safe and efficient manner;
- (d) Permit the Council from time to time and upon giving reasonable notice (but in the case of an emergency, at any time and without notice) to enter and inspect the WSUD and OSD elements for compliance with the requirements of this agreement; and
- (e) Comply with the terms of any written notice issued by the Council in respect of the requirements of this agreement within the time stated in the notice.

### **Advice to Applicant**

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

#### *General Managers Consent for Stormwater Management*

**This permit has been granted without sufficient information being provided to allow an integrated assessment of stormwater management that is adequate to issue a consent under Section 14(1) of the Urban Drainage Act 2013. Before any other approvals can be issued for the use and development approved by this permit, including any building or plumbing approval, a consent for the development issued under Section 14(1) of the Urban Drainage Act 2013 must be obtained for the entire development. Changes to the design of the development approved by this permit may be necessary to accommodate stormwater infrastructure required by a consent granted under Section 14(1) of the Urban Drainage Act 2013. Depending on the extent of these changes, an amendment of this permit or the need to apply for and obtain a new planning permit may be required.**

#### *Other Permits*

Please be aware that this planning permit is a planning approval issued under the Tasmanian Planning Scheme - Glenorchy. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with.

In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

### *Vegetation clearance*

Where the clearing of vegetation is approved as part of this development, re-purposing the vegetation through chipping, or mulching or removal offsite is recommended. Although the burning of vegetation is not encouraged, should it be used as mechanism to remove cleared vegetation, the vegetation must be dry, and wood seasoned to minimise impacts of the burn. Where burning is required, you are encouraged to contact Environmental Health on 03 6216 6800 to discuss your burn.

An Environmental Protection Notice may be issued on the site under the *Environmental Management and Pollution Control Act 1994* to secure compliance with the general environmental duty to prevent or minimise environmental harm or environmental nuisance caused, or likely to be caused, by the activity of burning vegetation.

### *Engineering*

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

Prior to the commencement of any work within the road reservation by a private contractor, the contractor must obtain a Road Opening Permit from the Council's Compliance Officer. This permit shall include items such as hours of work, road safety, reinstatement, soil and water management, etc. The Road Opening Permit Application Form is available via Council's website <https://www.gcc.tas.gov.au/wp-content/uploads/2022/08/Road-Opening-Permit-Application-Form-1.pdf>

**Attachments/Annexures**

- 1** GPA Attachment - 43 Russell Road, Claremont



## APPENDIX

### 8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
<b>8.3 Use Standards</b>			
<b>8.3.1 Discretionary uses</b>	<b>A1</b> Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm		n/a
	<b>A2</b> External lighting for a use listed as Discretionary: (a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.		n/a
	<b>A3</b> Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of: (a) 7:00am to 7:00pm Monday to Friday; (b) 9:00am to 12 noon Saturday; and (c) nil on Sunday and public holidays.		n/a
	<b>A4</b> No acceptable solution.		n/a



<b>8.3.2 Visitor Accommodation</b>	<b>A1</b> Visitor Accommodation must:  (a) accommodate guests in existing habitable buildings; and  (b) have a gross floor area of not more than 200m <sup>2</sup> per lot.		n/a
	<b>A2</b> Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.		n/a
<b>8.4 Development Standards for Dwellings</b>			
<b>8.4.1 Residential density for multiple dwellings</b>	<b>A1</b> Multiple dwellings must have a site area per dwelling of not less than 325m <sup>2</sup> .	Site area per dwelling means the area of a site, excluding any access strip, divided by the number of dwellings on that site. The site has an area of 17ha. 76 dwelling are proposed. This equates to a site area per dwelling well in excess of 325sqm.	Yes
<b>8.4.2 Setbacks and building envelopes for all dwellings</b>	<b>A1</b> Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:  (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;  (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m,	Dwellings are all setback in excess of 4.5m from the frontage.	Yes

	<p>not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</p> <p>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or</p> <p>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</p>		
	<p><b>A2</b></p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <p>(a) 5.5m, or alternatively 1m behind the building line;</p> <p>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</p> <p>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>		Yes

	<p><b>A3</b></p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</p> <ul style="list-style-type: none"> <li>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</li> <li>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and</li> </ul> <p>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <ul style="list-style-type: none"> <li>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</li> <li>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</li> </ul>	<p>The dwellings are fully contained within the building envelope outlined in the acceptable solution.</p> <p>The dwellings have varying heights proposed, however, none exceed 8.5m above existing grounding level. Some dwellings are cut into the site to ensure they do not exceed 8.5m above existing ground level.</p> <p>The dwelling are all well setback from the side and rear boundaries.</p>	Yes
<p><b>8.4.3</b></p> <p><b>Site coverage and private open space for all dwellings</b></p>	<p><b>A1</b></p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> <li>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and</li> <li>(b) for multiple dwellings, a total area of private open space of not less than 60m<sup>2</sup> associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished</li> </ul>	<p>The proposal results in a site coverage of approximately 25% when only considering the 'site' as the 4ha General Residential Zone land. Considering the site, a whole, the proposal would be well under the allowable 50% site coverage.</p> <p>As shown on sheet SK05, all of the dwelling would be provided with at least 60sqm of private open space. The areas range between 93sqm and 374sqm</p>	Yes

	ground level (excluding a garage, carport or entry foyer).		
	<p><b>A2</b></p> <p>A dwelling must have private open space that:</p> <p>(a) is in one location and is not less than:</p> <ul style="list-style-type: none"> <li>(i) 24m<sup>2</sup>; or</li> <li>(ii) 12m<sup>2</sup>, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</li> </ul> <p>(b) has a minimum horizontal dimension of not less than:</p> <ul style="list-style-type: none"> <li>(i) 4m; or</li> <li>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</li> </ul> <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	Several dwellings provide the private open space across multiple areas meaning that proposal does not comply with (a)(i) which requires the 24sqm to be in one location.	No – see report

<b>8.4.4</b>  <b>Sunlight to private open space of multiple dwellings</b>	<b>A1</b>  A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):  (a) the multiple dwelling is contained within a line projecting (see Figure 8.4): (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;  (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and  (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.	Dwellings are sited on a north-east facing slope, with north facing private open space in the form of first floor decks/balconies. Shadow diagrams demonstrate that during the winter solstice, the decks/balconies receive no less than 3 hours of sunlight. This meets the requirements at clause A1(b).  Solar access diagrams were provided to confirm this.	Yes
<b>8.4.5</b>  <b>Width of openings for garages and carports for all dwellings</b>	<b>A1</b>  A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).	All garages and carport are more than 12m from a frontage.	Yes
<b>8.4.6</b>	<b>A1</b>		No – see report

<b>Privacy for all dwellings</b>	<p>A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</p> <ul style="list-style-type: none"> <li>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</li> <li>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</li> <li>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: <ul style="list-style-type: none"> <li>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</li> <li>(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.</li> </ul> </li> </ul>		
	<p><b>A2</b></p> <p>A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</p> <ul style="list-style-type: none"> <li>(a) the window or glazed door: <ul style="list-style-type: none"> <li>(i) is to have a setback of not less than 3m from a side boundary;</li> </ul> </li> </ul>	<p>Most dwellings are at least in part less than 6 m from another dwelling on the site, and are typically separated by around 4.5 m at the closest point. Despite this, dwellings have been designed to (a) provide windows and glazed doors to habitable rooms on northerly facing facades, which are directly opposite non-habitable rooms of other dwellings, and/or (b) provide habitable room windows and glazed doors less than 6 m from another dwelling with a sill height not less than 1.7m above finished floor level. For details, refer to the proposal plans at Appendix B.</p>	<p>Yes</p>

	<ul style="list-style-type: none"> <li>(ii) is to have a setback of not less than 4m from a rear boundary;</li> <li>(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</li> <li>(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.</li> </ul> <p>(b) the window or glazed door:</p> <ul style="list-style-type: none"> <li>(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;</li> <li>(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or</li> <li>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.</li> </ul>		
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	<p><b>A3</b></p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p>(i) it is separated by a screen of not less than 1.7m in height; or</p> <p>(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</p>	<p>Dwellings in typology A contain a habitable room window that is less than 2.5 m from a shared driveway but are provided with a 1.7 m high sill height.</p> <p>Dwellings in typology B and C contain a habitable room window that is 2.5 m from the shared driveway and are provided with a 1.7 m high sill height.</p> <p>Dwellings in typology D and E contain habitable room windows that are more than 2.5 m from the shared driveway or parking space.</p> <p>Dwellings in typology F contain a habitable room window that is less than 2.5m from a shared driveway but are provided with a 1.7m privacy screen.</p> <p>Shared visitor parking spaces are screened to a height of not less than 1.7 m above finished floor level.</p>	Yes
<p><b>8.4.7</b></p> <p><b>Frontage Fences for all dwellings</b></p>	<p><b>A1</b></p> <p>No Acceptable Solution<sup>1</sup>.</p> <p><i>(<sup>1</sup> An exemption applies for fences in this zone)</i></p>	Fencing proposed is exempt.	N/A
<p><b>8.4.8</b></p> <p><b>Waste Storage for multiple dwellings</b></p>	<p><b>A1</b></p> <p>A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m<sup>2</sup> per dwelling and is within one of the following locations:</p> <p>(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</p> <p>(b) a common storage area with an impervious surface that:</p>	Dwellings are each provided with a dedicated bin storage area that is not less than 1.5 m <sup>2</sup> and is setback behind the dwelling facade as viewed from the shared streetscape.	Yes



	<ul style="list-style-type: none"> <li>(i) has a setback of not less than 4.5m from a frontage;</li> <li>(ii) is not less than 5.5m from any dwelling; and</li> <li>(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.</li> </ul>		
<p style="text-align: center;"><b>8.5 Development Standards for Non-dwellings</b></p> <p style="text-align: center;">Not applicable.</p>			
<p style="text-align: center;"><b>8.6 Development Standards for Subdivision</b></p> <p style="text-align: center;">Not applicable.</p>			

**APPENDIX****22.0 Landscape Conservation**

Standard	Acceptable Solution	Proposed	Complies?
<b>22.3 Use Standards</b>			
<b>22.3.1</b> <b>Community Meeting and Entertainment, Food Services, and General Retail and Hire uses</b>	<b>A1</b> Hours of operation for Community Meeting and Entertainment, Food Services, and General Retail and Hire must be within the hours of 8.00am to 6.00pm.		N/A
<b>22.3.2</b> <b>Visitor accommodation</b>	<b>A1</b> Visitor Accommodation:  (a) guests are accommodated in existing buildings; and  (b) has a gross floor area of no more than 300m <sup>2</sup> .	Guests would be accommodated in the existing dwelling which has a floor area of 162sqm.	Yes
<b>22.3.3</b> <b>Discretionary use</b>	<b>A1</b> No Acceptable Solution.	Visitor accommodation is a discretionary use.	No -see report
<b>22.4 Development Standards for Buildings and Works</b>			
Not applicable.			

Standard	Acceptable Solution	Proposed	Complies?
<b>22.5 Development Standards for Subdivision</b>  Not applicable.			

**APPENDIX****23.0 Environmental Management**

Standard	Acceptable Solution	Proposed	Complies?
<b>23.3 Use Standards</b>			
<b>23.3.1</b> <b>Discretionary Uses</b>	<b>A1</b> No acceptable solution.		No – see report
<b>23.4 Development Standards for Buildings and Works</b>			
<b>23.4.1</b> <b>Development area</b>	<b>A1</b> The development area must: (a) be not more than 500m <sup>2</sup> ; (b) be in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002; or (c) be in accordance with an approval of the Director-General of Lands under the Crown (a) Lands Act 1976.	Less than 500sqm of ground disturbance in the Environmental Management Zone.	Yes
<b>23.4.2</b>	<b>A1</b>	No buildings proposed.	N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>Building height, setback and siting</b>	Building height must: (a) be not more than 6m; (b) be in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or Nature Conservation Act 2002; or (c) be in accordance with an approval of the Director-General of Lands under the Crown (a) Lands Act 1976.		
	<b>A2</b> Buildings must have a setback from all boundaries: (a) not less than 10m; (b) not less than the existing building for an extension; (c) in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority and/or Nature Conservation Act 2002; or (d) be in accordance with an approval of the Director-General of Lands under the Crown (a) Lands Act 1976.	No buildings proposed.	N/A
	<b>A3</b> Buildings for a sensitive use must be separated from	No buildings proposed.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	an adjoining Rural Zone or Agriculture Zone: (a) not less than 200m; or (b) where an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building.		
<b>23.4.3</b> <b>Exterior Finish</b>	<b>A1</b> Exterior building finishes must: (a) be coloured using colours with a light reflectance value not more than 40% in dark natural tones of grey, green or brown; (b) be in accordance with an authority under National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002; or (c) be in accordance with an approval of the Director-General of Lands under the Crown (a) Lands Act 1976.	No buildings proposed.	N/A
<b>23.4.4</b> <b>Vegetation Management</b>	<b>A1</b> Building and works must: (a) be located on land where the native vegetation cover has been lawfully removed; or (b) be in accordance with an authority under	The proposal does not meet the acceptable solution because works in the Rivulet are partly located on land that has not been fully cleared of native vegetation and are not in accordance with an authority prescribed in A1(b).	No – see report

Standard	Acceptable Solution	Proposed	Complies?
	National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002.		
<b>23.5 Development Standards for Subdivision</b>  Not applicable.			

## APPENDIX

## C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.5 Use Standards</b>			
<b>C2.5.1 Car parking numbers</b>	<p><b>A1</b> The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> <li>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> <li>(d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> <li>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</li> <li>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car</li> </ul> </li> </ul>	178 car parking spaces are required and proposed.	Yes



Standard	Acceptable Solution	Proposed	Complies?
	<p>parking must be calculated as follows:</p> $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>		
<b>C2.5.2</b> <b>Bicycle parking numbers</b>	<p><b>A1</b></p> <p>Bicycle parking spaces must:</p> <p>(a) be provided on the site or within 50m of the site; and</p> <p>(b) be no less than the number specified in Table C2.1.</p>	Not required	N/A
<b>C2.5.3</b> <b>Motorcycle parking numbers</b> <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Custodial Facility;</i> <i>Crematoria and Cemeteries;</i> <i>Educational and Occasional Care;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Hospital Services;</i>	<p><b>A1</b></p> <p>The number of on-site motorcycle parking spaces for all uses must:</p> <p>(a) be no less than the number specified in Table C2.4; and</p> <p>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</p>	8 spaces required and proposed	N/A

Standard	Acceptable Solution	Proposed	Complies?
Hotel Industry; Pleasure Boat Facility; <b>Residential if for a communal residence, multiple dwellings or hostel use;</b> Sports and Recreation; and Tourist Operation.			
<b>C2.5.4 Loading bays</b> <i>This applies to: Bulky Goods Sales; General Retail and Hire; Manufacturing and Processing; and Storage.</i>	<b>A1</b>  A loading bay must be provided for uses with a floor area of more than 1000m <sup>2</sup> in a single occupancy.	Not required	N/A
<b>C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone</b> <i>This applies to: Business and Professional Services; Community Meeting and Entertainment; Educational and Occasional Care; Emergency Services; Food Services; General Retail and Hire; Sports and Recreation; and Utilities, if not for minor utilities.</i>	<b>A1</b>  Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:  (a) Food Services uses up to 100m <sup>2</sup> floor area or 30 seats, whichever is the greater; and  (b) General Retail and Hire uses up to 100m <sup>2</sup> floor area,  provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.	Not required	N/A
<b>C2.6 Development Standards for Building Works</b>			
<b>C2.6.1 Construction of parking areas</b>	<b>A1</b>	Parking and driveway area proposed to be paved surface and surfaced water are to be drained to the stormwater connection.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> <li>(a) be constructed with a durable all weather pavement;</li> <li>(b) be drained to the public stormwater system, or contain stormwater on the site; and</li> <li>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</li> </ul>		
<b>C2.6.2</b> <b>Design and layout of parking areas</b>	<p><b>A1.1</b></p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> <li>(a) comply with the following: <ul style="list-style-type: none"> <li>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> <li>(iii) have an access width not less than the requirements in Table C2.2;</li> <li>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</li> </ul> </li> </ul>	<p>Layout and gradients are provided in accordance with the AS2890.1</p>	<p>Yes</p>

Standard	Acceptable Solution	Proposed	Complies?
	<p>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>.</p> <p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i>. [S35]</p>		
<p><b>C2.6.3</b> <b>Number of accesses for vehicles</b></p>	<p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p>	<p>1 access</p>	<p>Yes</p>

Standard	Acceptable Solution	Proposed	Complies?
	(b) no more than the existing number of accesses, whichever is the greater.		
	<b>A2</b>  Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		N/A
<b>C2.6.4</b> <b>Lighting of parking areas within the General Business Zone and Central Business Zone</b>	<b>A1</b>  In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i> .		N/A
<b>C2.6.5</b> <b>Pedestrian access</b>	<b>A1.1</b>  Uses that require 10 or more car parking spaces must:  (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:  (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or  (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and	1m wide pedestrian path is provided with appropriate separation to driveway.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p><b>A1.2</b></p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>		
<b>C2.6.6</b> <b>Loading bays</b>	<p><b>A1</b></p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>		N/A
	<p><b>A2</b></p> <p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities</i>.</p>		N/A
<b>C2.6.7</b> <b>Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</b>	<p><b>A1</b></p> <p>Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>		N/A
	<p><b>A2</b></p> <p>Bicycle parking spaces must:</p>		N/A

Standard	Acceptable Solution	Proposed	Complies?
	<p>(a) have dimensions not less than:</p> <p>(i) 1.7m in length;</p> <p>(ii) 1.2m in height; and</p> <p>(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</p>		
<b>C2.6.8 Siting of parking and turning areas</b>	<p><b>A1</b></p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>		N/A
	<p><b>A2</b></p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <p>(a) have no new vehicle accesses, unless an existing access is removed;</p> <p>(b) retain an active street frontage; and</p> <p>(c) not result in parked cars being visible from public places in the adjacent roads.</p>		N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.7 Parking Precinct Plan</b>			
<b>C2.7.1 Parking Precinct Plan</b>	<b>A1</b>  Within a parking precinct plan, onsite parking must: <ul style="list-style-type: none"> <li>(a) not be provided; or</li> <li>(b) not be increased above existing parking numbers.</li> </ul>		N/A

**Footnotes**

[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.



**APPENDIX****C3.0 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.5 Use Standards</b>			
<b>C3.5.1</b>  <b>Traffic generation at a vehicle crossing, level crossing or new junction</b>	<b>A1.1</b>  For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:  (a) a new junction;  (b) a new vehicle crossing; or  (c) a new level crossing.  <b>A1.2</b>  For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.  <b>A1.3</b>  For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.	Vehicular traffic generated from the development exceeds 40 vpd. The comprehensive TIA addressed the traffic network and impact to the network to the satisfactory of Council's officers.	No

Standard	Acceptable Solution	Proposed	Complies?
	<p><b>A1.4</b></p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <p>(a) the amounts in Table C3.1; or</p> <p>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p> <p><b>A1.5</b></p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>		
<b>C3.6 Development Standards for Buildings and Works</b>			
<p><b>C3.6.1</b></p> <p><b>Habitable buildings for sensitive uses within a road or railway attenuation area</b></p>	<p><b>A1</b></p> <p>Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:</p> <p>(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;</p> <p>(b) an extension which extends no closer to the existing or future major road or rail network than:</p>		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; or (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i> .		
<b>C3.7 Development Standards for Subdivision</b>			
<b>C3.7.1</b>  <b>Subdivision for sensitive uses within a road or railway attenuation area</b>	<b>A1</b>  A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.		N/A

## APPENDIX

## C7.0 Natural Assets Code

Standard	Acceptable Solution	Proposed	Complies?
<b>C7.6 Development Standards for Buildings and Works</b>			
<b>C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area</b>	<b>A1</b> Buildings and works within a waterway and coastal protection area must: (a) be within a building area on a sealed plan approved under this planning scheme; (b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or (c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date.		No – see report
	<b>A2</b> Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.		N/A
	<b>A3</b> Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.	A new stormwater connection is proposed into Abbotsfield Rivulet.	No – see report
	<b>A4</b>	None proposed.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.		
	<b>A5</b> Coastal protection works or watercourse erosion or inundation protection works must not occur within a waterway and coastal protection area or a future coastal refugia area.	None proposed.	N/A
<b>C7.6.2 Clearance within a priority vegetation area</b>	<b>A1</b> Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.	The code does not apply to priority vegetation areas within the General Residential Zone. No vegetation clearance is proposed in the portion of the site zoned Landscape Conservation.	N/A
<b>C7.7 Development Standards for Subdivision</b> Not applicable.			

## **8. UPDATE OF GLENORCHY PLANNING AUTHORITY TERMS OF REFERENCE**

Author: Manager, Development (Paul Garnsey)

Qualified Person: Manager Development (Paul Garnsey)

Property ID: GPA

### **Community Plan Reference:**

Under the *City of Glenorchy Community Plan 2015 - 2040*, the Community has prioritised 'transparent and accountable government'.

### **Strategic or Annual Plan Reference:**

#### Leading our Community

Objective: We are a leader and partner that acts with integrity and upholds our community's best interests.

Strategy: Make informed decisions that are open and transparent and in the best interests of our community.

Strategy: Manage compliance and risk in Council and our community through effective systems and processes.

## **REPORT SUMMARY**

To seek the Glenorchy Planning Authority's approval of an updated Terms of Reference to guide the operation of the Committee.

## **REPORT IN DETAIL**

The Glenorchy Planning Authority (GPA) is a Council Committee established under section 23 of the *Local Government Act 1993*.

Under Council's Committees Policy adopted by Council on 31 May 2021, every Committee must adopt a terms of reference (TOR) that is reviewed periodically. The review period for the GPA is with the formation of each new GPA.

The last review was scheduled for Nov/Dec 2022, however with the election of a new Council and subsequently a new Planning Authority this was placed on hold and is now currently under review.

Some minor updates have been suggested in this review, which includes updated language and Terms of Reference template; changing the frequency of GPA meetings from fortnightly to monthly to reflect a previous decision by the Committee; changing

the word 'Aldermen' to 'Elected Members'; and a wider circulation of the agenda to all elected members.

For transparency, a 'tracked changes' version of the current TOR in the original template (Attachment 1) and an 'accepted changes' version in the new template (Attachment 2) are included as attachments to this report.

**Consultations:**

Glenorchy Planning Authority Chair (Mayor)  
Director Infrastructure & Works  
Manager Development  
Coordinator Planning Services

**Recommendation:**

That Council:

1. ADOPT the updated Terms of Reference (Attachment 2) attached to this report.

**Attachments/Annexures**

**1** Attachment 1



**2** Attachment 2

