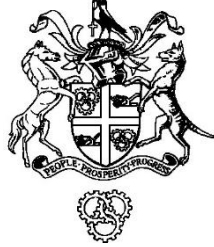


**GLENORCHY PLANNING AUTHORITY MEETING
AGENDA
TUESDAY, 11 JUNE 2024**



GLENORCHY CITY COUNCIL

- * **Aldermen with an interest or concern in relation to a particular item on this Agenda, are invited to attend the meeting.**
- * **All application information is available to Aldermen for inspection upon request to the relevant Planning Officer.**

Chairperson: Alderman Sue Hickey

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 13 May 2024 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - DEMOLITION AND MULTIPLE DWELLINGS (24) - 60 BAROSSA ROAD GLENORCHY

Author: Planning Officer (Sylvia Jeffreys)
 Qualified Person: Planning Officer (Sylvia Jeffreys)
 Property ID: 3344365

REPORT SUMMARY

Application No.:	PLN-24-031
Applicant:	Oramatis Studio
Owner:	D Krajinovic and N J V Wiertek
Zone:	General Residential
Use Class	Residential
Application Status:	Discretionary
Discretions:	<p>8.4.2 A3 Setbacks and building envelopes for all dwellings</p> <p>8.4.3 P1 Site coverage and private open space for all dwellings</p> <p>8.4.3 P2 Site coverage and private open space for all dwellings</p> <p>8.4.4 P1 Sunlight to private open space of multiple dwellings</p> <p>8.4.6 P3 Privacy for all dwellings</p> <p>5.1 P1 Non-dwelling development</p> <p>C2.6.5 P1 Pedestrian Access</p> <p>C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction</p> <p>C7.6.1 P1.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area</p> <p>C7.6.1 P4 Buildings and works within a waterway and coastal protection area or a future coastal refugia area</p> <p>C7.6.1 P5 Buildings and works within a waterway and coastal</p>

	protection area or a future coastal refugia area
	C12.6.1 Buildings and works within a flood-prone hazard area
	(The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	Extension of time until 12 June 2024
Existing Land Use:	Single Dwelling
Representations:	1
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL

PROPOSAL

The application proposes twenty-four double storey dwellings on a large lot and demolition of a single dwelling and a number of outbuildings. The application proposes a fenced concrete channel on the north-east boundary that will contain Barossa Creek.

The site layout includes a horseshoe shaped driveway that would allow access from Barossa Road and Bimburra Road. The dwellings would be arranged along either side of the driveway. There would be eight freestanding dwellings and the remaining dwellings would be conjoined in pairs. Each dwelling would have two bedrooms and a double garage on the ground floor and a further two bedrooms and kitchen/living areas on the first floor. The dwellings would be capped with gable roofs. The maximum height would be 9.477m. There would be an area of private outdoor space of at least 40m² for each dwelling, generally accessible from the rumpus room. The overall layout includes four visitor spaces. The application is discretionary for building height, private outdoor space at frontage, total private outdoor space, sunlight to half of private outdoor space, separation from shared driveway, pedestrian access requirements, traffic generation, buildings and works in waterway protection area, uses and buildings within flood prone-hazard area. The proposal is shown in Figure 1.



Figure 1: Proposal - Oramatis Studio

SITE and LOCALITY

The subject property is 60 Barossa Rd, Glenorchy with title reference CT26815/2. The property is located on the corner of Barossa Rd and Bimburra Road and has an irregular shape and an area of 8072m². There is an existing single dwelling and three sheds on the land. Barossa Creek passes through the lot as part of a 200m long un-piped section in the area. Adjoining development consists of multiple dwellings along the north-west boundary and two single dwellings, as well as a couple of units along the south-west boundary. The subject property is shown in Figure 2.



Figure 2: Subject Property - theList

ZONE

The subject property is within the General Residential Zone, which also applies to the surrounding area as shown in Figure 3.

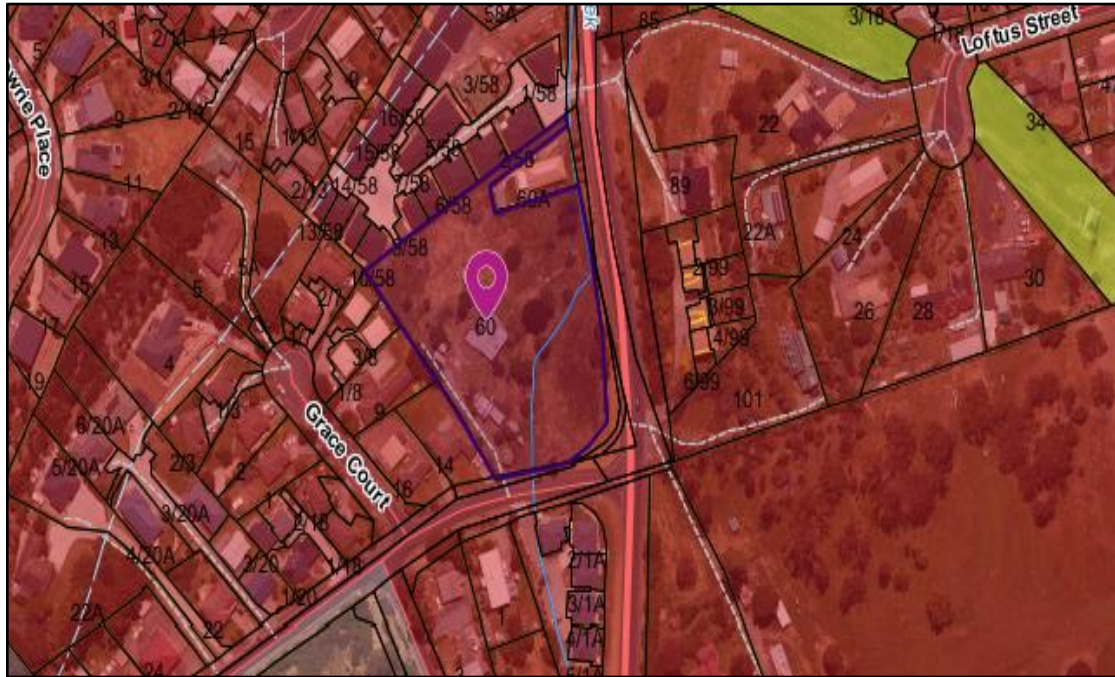


Figure 3: Zoning Map- theList

BACKGROUND

Extension of Time

The applicant granted an extension of time until 12 June 2024.

Application Documents

The application is supported by the following documents:

- Stormwater Management Plan by Flüssig Engineers dated 9 November 2023
- Civil Drawings by Flüssig Engineers dated 8 December 2023
- Flood Hazard Report by Flüssig Engineers dated 9 November 2023
- Natural Values Statement by ECOtas – dated 26 March 2023
- Staging Plan with the stages as shown in Figure 4

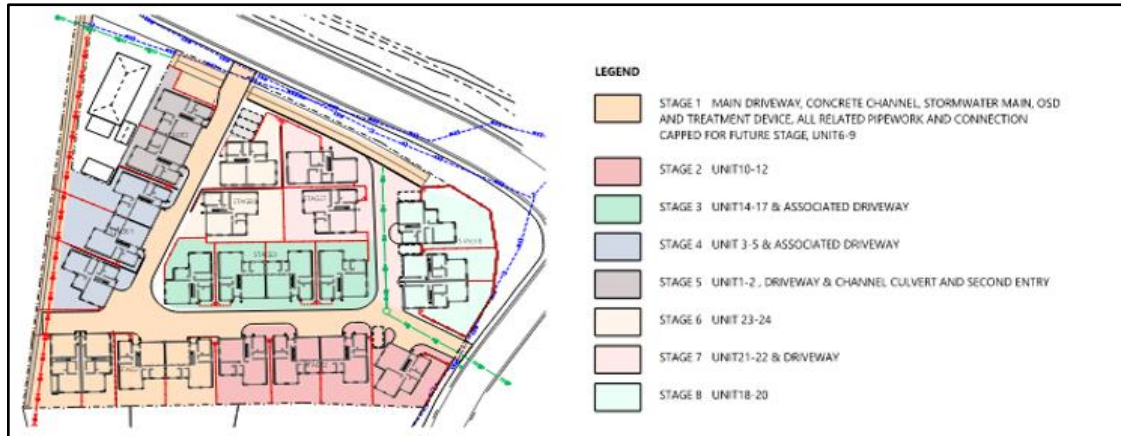


Figure 4: Staging Plan - Oramatis Studio

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any 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 a fence within 4.5m of a frontage. The proposed fence would comprise of a 1.2m high block wall with a composited horizontal top that are 70mm wide to a height of 1.8m. There would 30mm gaps in the slatted portion that achieves 30% transparency. This accords with the exemption in clause 4.6.3.

Use Class Description (Table 6.2):

The application is for multiple dwellings which fits under the use class Residential. The use is defined in Table 6.2 Use Classes as follows:

Residential

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

Other relevant definitions (Clause 3.0):

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

multiple dwellings:

means 2 or more dwellings on a site.

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.

primary frontage means:

(a) if there is only a single frontage, the frontage; or

(b) if there are 2 or more frontages, the frontage with the shortest dimensions measured parallel to the road irrespective of minor deviations and corner truncations.

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:

- 8.4.2 A3 Setbacks and building envelopes for all dwellings
- 8.4.3 P1 Site coverage and private open space for all dwellings
- 8.4.3 P2 Site coverage and private open space for all dwellings
- 8.4.4 P1 Sunlight to private open space of multiple dwellings
- 8.4.6 P3 Privacy for all dwellings
- 8.5.1 P1 Non-dwelling development
- C2.6.5 P1 Pedestrian Access

- C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction
- C7.6.1 P1.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area
- C7.6.1 P4 Buildings and works within a waterway and coastal protection area or a future coastal refugia area
- C7.6.1 P5 Buildings and works within a waterway and coastal protection area or a future coastal refugia area
- C12.6.1 P1 Buildings and works within a flood-prone hazard area

General Provisions

Nil.

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 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 accords with the zone purpose statement. The proposal would provide for multiple dwellings where full infrastructure services are provided and would make efficient use of them.

Use Table

The use class Residential (Multiple Dwellings) is 'permitted' within the General Residential Zone in 8.2 Use Table.

Use Standards

The standards in clause 8.3 Use Standards specifically relate to discretionary uses and visitor accommodation and are therefore not applicable to this proposal.

Development Standards for dwellings

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

8.4.2 A3 Setbacks and building envelopes for all dwellings

The proposal does not accord with the Acceptable Solution in clause 8.4.2 A3 with respect to the building envelope. Therefore, the proposal relies on the related Performance Criteria as follows:

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; or*
 - (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

The Acceptable Solution requires that buildings be contained within a building envelope. The building envelope has a maximum height of 8.5m and allows for a 4.5m high wall with a 1.5 setback, although there are some exemptions. Higher walls need to be proportionally further away from the boundary. For example, a 6m high wall

would need to be 3m away.

The proposal complies with all setbacks in terms of the building envelope, but some dwellings are outside it in terms of maximum height.

In terms of frontage setbacks, the lot has two frontages with the primary frontage being Bimburra Road. The setback requirements from the primary frontage are 4.5m and for the secondary frontage 3m. The closest dwelling to the Bimburra Road frontage is Unit 13 with a setback of 4.5m, which would comply. On the Barossa Road frontage all dwellings would have a minimum setback of at least 6.6m

Setbacks along the southwest boundary would be generally between 4m and 5.8m except for Unit 13 that has a corner of the dwelling 2.288m from the boundary. Nevertheless, Unit 13 is within the building envelope.

Setbacks along the northwest boundary would be 4m and more for Units 4, 5 and 6. Units 1, 2 and 3 would be 1.622m from the boundary. The dwellings step up in height so that they are still within the building envelope as shown in Figure 5.



Figure 5: Side and Rear Elevation Units 1 and 2 - Oramatis Studio

In terms of height, five buildings would be higher than 8.5m. These are Unit 16, 17, 18 & 19, 21 and 22. The natural ground is sloping and uneven as it is over the creek bed so that there would be some fill. The maximum height is measured from the current ground level to the top of the roof. This results in the over-height dwellings having a maximum height between 8.883m and 9.477m. The relevant dwellings are shown in Figure 6.



Figure 6: Dwellings Exceeding 8.5m - Based on Oramatis Studio

The dwellings that are higher than 8.5m are not near any property boundary shared with privately-owned adjoining land. In terms of the adjoining road, it is considered that the additional height would not result in any adverse visual impact because only a small part of the roofs would be higher than the other dwellings. Therefore, the dwellings that are outside the building envelope in terms of height would not adversely impact on any adjoining property. In terms of setbacks, all dwellings are within the building envelope. As such, they would not cause any unreasonable loss of amenity to the adjoining properties.

Therefore, the proposal complies with the standard through the Performance Criteria.

8.4.3 P2 Site coverage and private open space for all dwellings

The proposal does not accord with the Acceptable Solution in clause 8.4.3 A2 with respect to total private outdoor space. Therefore, the proposal relies on the related Performance Criteria as follows:

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 Acceptable Solution requires private outdoor space in one place that is at least 24m², with a minimum horizontal dimension of 4m and that has a gradient of less than 1: 10. In addition, the private outdoor space must not be located between the dwelling and the frontage unless the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north.

All dwellings comply with the first part of the requirements. Each dwelling has a level area of private outdoor space of at least 24m² with minimum width of 4m and is directly accessible from the rumpus room. All areas would be fenced for privacy.

However, Units 13, 18, 19 and 20 have private outdoor space that is located between the frontage and the dwelling. Units 22 and 23 arguably also have the private outdoor space between the frontage and the dwelling but adjoin a creek channel that runs in-between. The frontages that relate to these private outdoor spaces are not orientated between 30 degrees west of true north and 30 degrees east of true north as shown in Figure 5.



Figure 7: Private outdoor space areas between dwellings and frontage - Based on Oramatis Studio

Nevertheless, the proposed private outdoor space areas within the frontages are oriented to receive sufficient sunlight, as demonstrated with shadow diagrams that form part of the proposal.

Although some of the private outdoor space areas are to the south of dwellings, all of private outdoor space areas within the nominated rectangle receive at least 3 hours of sunlight to at least 12m² on the 21st of June, except for Unit 18. Nevertheless, Unit 18 receives sunlight to at least 12m² when the whole private outdoor space area is considered. Overall, it is considered that all private outdoor space areas are orientated to receive sufficient sunlight.

Therefore, the proposal complies with the standard through the Performance Criteria.

8.4.4 P1 Sunlight to private open space of multiple dwellings

The proposal does not accord with the Acceptable Solution in clause 8.4.4 A1 with respect to separation from private outdoor space. Therefore, the proposal relies on the related Performance Criteria as follows:

A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling

on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.

Comment

The Acceptable Solution requires that dwellings have a separation of 3m from the northern edge of private outdoor space of another dwelling or alternatively are not causing the loss of sunlight to 50% of the neighbouring private outdoor space.

The proposal has number of dwellings to the north of the private outdoor space of another without a 3m separation margin. Units 8, 10, 17 and 18 have less than 3 hours of sunlight to 50% of their 24m² POS area, within the nominated rectangle. All dwellings have a greater area of private outdoor space than the nominated rectangle. This means that there would be at least 12m² of the total private outdoor space area that would receive at least 3 hours of sunlight. The application is supported by shadow diagrams and a table showing sunlight hours for all private outdoor space areas demonstrating this. As such, it is considered that there would not be an unreasonable loss of amenity by overshadowing the private open space, of another dwelling.

Therefore, the proposal complies with the standard through the Performance Criteria.

8.4.6 P3 Privacy for all dwellings

The proposal does not accord with the Acceptable Solution in clause 8.4.6 A3 with respect to separation of windows from shared driveways. Therefore, the proposal relies on the related Performance Criteria as follows:

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

The Acceptable Solution requires that a shared driveway or parking space from another dwelling must be separated from a window by 2.5m or 1m if there is a screen. Alternatively, the window must have a sill height or opaque glazing to a height of 1.7m.

There are a number of units with bedroom windows facing the shared driveway. There will be 1.7m high screens provided for Units 4, 8, 13, 14, 15, 16, 17, 21 and 24 and at least 1m separation. There is at least 2.5m separation for Units 10, 11, 12, 13 and 20.

Unit 1 and 9 are the only dwellings that do not accord. The dwellings have a bedroom window each that is less than 1m from the internal driveway, although there would be a screen. The separation would be approximately 0.6m for each window. Nevertheless, it is considered that the proposed 1.7m high timber screen would be sufficient to minimise vehicle noise and light intrusion. In particular, since the relevant

windows are near the driveway with through traffic and not next to a carpark where car engines would be started up.

Therefore, the proposal complies with the standard through the Performance Criteria.

8.5.1 P1 Non-dwelling development

The proposal does not accord with the Acceptable Solution in clause 8.5.1 P1 with respect to the frontage setback of the open drainage channel. Therefore, the proposal relies on the related Performance Criteria as follows:

A building that is not a dwelling, excluding for Food Services and local shop, must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

Comment

The Acceptable Solution requires a frontage setback of 3m from the non-primary frontage. The open drainage channel comprises of a 4m wide concrete base, two walls on either side below ground with maximum vertical dimension of 3.15m and a safety fence on top of each wall that has a height of 1.2m. The channel would run along the front boundary at Barossa Road for approximately 70m. The general streetscape along Barossa Road is dwellings with a frontage setback of 4.5m and varying fence heights. Given, given that most of the structure would be below ground and that there would be low fences, it is considered that the structure is compatible with the streetscape.

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:

2.6.5 P1 Pedestrian access

The proposal does not accord with the acceptable solution in clause C2.5.1 A1 with respect to location of footpath and protective devices.

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 acceptable solution requires the pedestrian footpath to be located 2.5m from the accessway and to have protective devices, which the proposal does not comply with. The proposal complies with the other criteria. The Development Engineer found that the low level of traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars.

For further comments, please refer to engineering assessment under the Referrals section later in this report.

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 A1 with respect to traffic generation. Therefore, the proposal relies on the related performance criteria as follows:

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*

The proposal exceeds the 40 vehicular movements per day, which would comply with the Acceptable Solution. The estimated number of vehicular movements is 120 vehicles per day. The application was referred to the Traffic Engineer, who concluded that the additional traffic should not have a significant impact on the safety or efficiency of the road network.

Therefore, the proposal complies with the standard through the Performance Criteria. For further comments, please refer to engineering assessment under the Referrals section later in this report.

C7.0 Natural Assets Code

The Natural Assets Code applies as there is a watercourse within the site. The overlay is shown in Figure 8.



Figure 8: Natural Assets Overlay-Waterway and Coastal Protection - theList

As part of the proposal, it is proposed to relocate a portion of the natural streambed of Barossa Creek to an open concrete channel at the front of the property. The creek is piped at either end near the boundaries of the site.

The watercourse provisions apply to any development on land within a waterway and there is no applicable exemption. The proposal relies on the following Performance Criteria:

- C7.6.1 P1.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area (minimise adverse impacts)
- C7.6.1 P3 Buildings and works within a waterway and coastal protection area or a future coastal refugia area (stormwater drainage)
- C7.6.1 P4 Buildings and works within a waterway and coastal protection area or a future coastal refugia area (dredging and filling)

- C7.6.1 P5 Buildings and works within a waterway and coastal protection area or a future coastal refugia area (inundation protection works)

The proposal was referred to Council's Environment Officer, who found that the proposal satisfies all of the above Performance Criteria, subject to a condition to ensure water quality is not adversely affected during construction. In addition, the assessment found that there would be no impacts on native flora and fauna and that there are no declared weeds recorded for the site.

Nevertheless, it may be necessary to consider the Performance Criteria in clause C7.6.1 P1.1 further, which is as follows:

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 Wetlands and Waterways Works Manual; and*
- (n) the guidelines in the Tasmanian Coastal Works Manual.*

The above criteria are designed to protect a watercourse rather than channelling, or otherwise. The applicant submitted a Natural Values Statement from a Consultant. The statement asserts that the watercourse had been long modified within the site and is piped upstream and downstream of it. Furthermore, that there is no natural riparian vegetation present or natural river condition which the Code seeks to protect. The creek has been passing through a paddock and had long-cleared embankments.

The statement goes on to explain 'avoiding or minimising' adverse impacts on natural assets as the proposal to piping/channelling is not 'avoiding'. The report is concentrating on 'minimising' and contemplates an acceptable impact.

The statement goes on to say that whilst any site, however modified, has biodiversity that this site has very low biodiversity. Notwithstanding the low biodiversity present, in this instance it would be acceptable to fill the area of the watercourse and pipe/channel. This is, as the land is designated for infill with multiple dwellings because it is zoned General Residential. Moreover, that infill and piping has already occurred to the north and the south of the title. Overall, the consultant finds the proposal acceptable, including the works for the provision of stormwater infrastructure at this section of Barossa Creek.

It is considered that the Consultant's assessment of the values of the creek at this location are acceptable. In particular when having regard to the riparian vegetation, natural habitat, fish passage and maintaining the natural stream bank that do not exist. Drainage and water quality will be addressed with conditions. Moreover, it is noted that this is only a section of Barossa Creek that would be channelled and that there are other parts of Barossa Creek in more natural surroundings at the head of the creek within the Environmental Management Zone that would not be affected.

For further comments, please refer to natural assets assessment under the Referrals section later in this report.

C12.0 Flood-Prone Areas Hazard Code

The Flood-Prone Areas Hazard Code applies to part of the site. The overlay is shown in Figure 9.



Figure 9: Flood Prone Hazard Area – theList

C12.6.1 P1 Buildings and works within a flood-prone hazard area

There is no Acceptable Solution in clause C12.6.1 A1. Therefore, the proposal relies on the related performance criteria as follows:

P1.1

Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

- (a) the type, form, scale and intended duration of the development.*
- (b) whether any increase in the level of risk from flood requires any specific hazard reduction protection measures;*
- (c) any advice from a State authority, regulated entity or a council; and*
- (d) the advice contained in a flood hazard report.*

P1.2

A flood hazard report also demonstrates that the building and works:

- (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and*
- (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.*

Comment

The application was referred to Council’s Hydraulics Engineer, who found that the above Performance Criteria is satisfied. For further comments, please refer to engineering 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

This application seeks an approval for a proposed 24-unit residential development at 60 Barossa Road, Glenorchy. The site is an approximately 8,100 m² lot with approximately 1,500 m² of paved area.

Response for Hydraulic and flood related matters is satisfactory for planning permit stage with couple of details to be conditioned for engineering plans regarding the safety of concrete channel and headwall detail. This will be conditioned by Council's Senior Civil Engineer.

Stormwater from the unit development including driveway surface is serviced by 300mm drainage pipes and several stormwater drainages pits. All stormwater drainage runs to a proposed detention tank within the development. It is proposed that two underground tanks and individual 2.5kL rainwater tanks at each unit are to be utilised as a detention system for the entire development. A new public reinforced concrete open drain is to be constructed as per flood report.

The General Manager's consent to interfere with stormwater infrastructure can be granted.

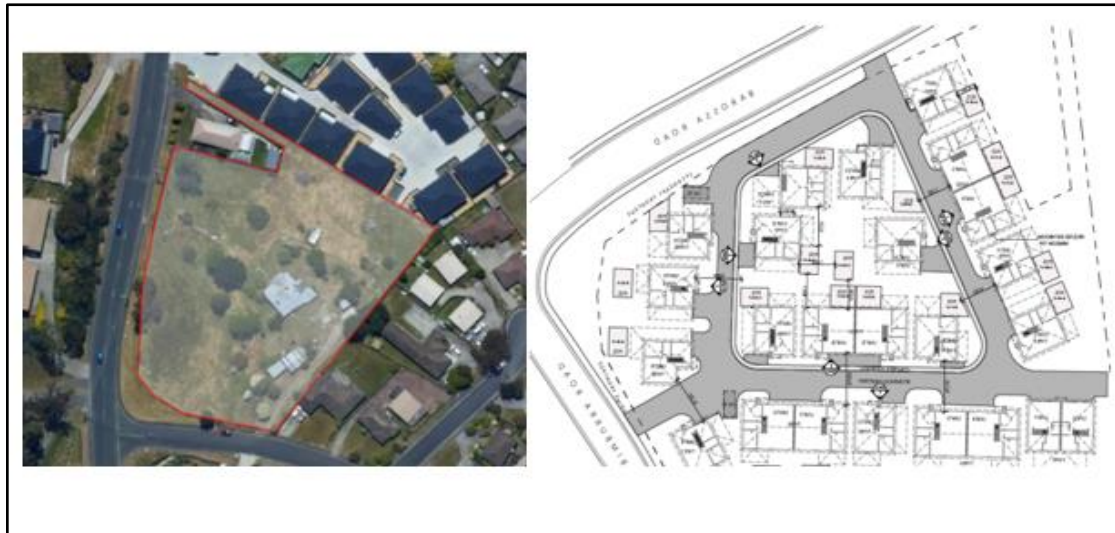


Figure 10: Location and Proposal

C2.0 Parking and Sustainable Transport Code

A total of 54 on-site car parking spaces are proposed. This is in the form of 2 garage spaces per unit and 6 visitor parking spaces. Access to the development is proposed from Barossa Road and Bimburra Road. The available sight distance exceeds the required sight distance values in both directions, thus satisfying AS2890.1 requirements.

The development provides a 1.0-metre pedestrian footpath along the inside of the internal road of the development. The footpath provides connectivity between all residential units with Barossa Road. The TIA has responded to the PC C2.6.5 and Council’s Transport Engineer was satisfied with it.

The parking requirements of Table C2.1 are 2 spaces per unit plus 1 space per 4 units visitor parking. This is a requirement for 54 parking spaces. The provision of 54 on-site parking spaces therefore complies with the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

Driveway and parking design grades are effectively level, thus complying with the AS2890.1 grade requirements.

The parking space dimensions, and manoeuvring areas comply with the requirements of AS2890.1. The development therefore complies with the requirements of Acceptable Solution of Clause C2.6.2 of the Planning Scheme.

Driveways and parking is constructed with a durable all-weather pavement and drained to the public stormwater system therefore complies with C2.6.1.

One (1) motorcycle parking is required to comply with the acceptable solution. Although the applicant does not propose any specific motorcycle parking provision; however, it is not uncommon for the residential sites to lack designated motorcycle parking spaces. In such cases, motorcycles can be parked within each residential unit if necessary. Additionally, if there is a shortage of parking spaces, the extra visitor parking area should be able to accommodate any additional motorcycle parking needs.

Due to the development being a residential development, there are no requirements for accessible car parking, bicycle parking spaces and commercial vehicle applicable to the development application.

C3.0 Road and Railway Assets Code

The proposed development will provide a new access on Barossa Road and upgrade an existing access on Bimburra Road.

The TIA has responded The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme. The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme is applicable to both accesses, which states that the relatively low traffic generation at each access will result in a high level of efficiency and safety. (Midson Traffic March 2024).

Council's Transport Engineer concurs with the TIA conclusion and therefore, the proposed development is considered comply with the code requirements.

Other

C7.0 Natural Assets Code

The site is subject to the Natural Asset Code, which is the Waterway and Coastal Protection Code.

C7.6.1 A3 – The development does not involve a new stormwater point discharge into a watercourse. There is a part of an open channel that will be converted into a concrete channel, which discharges to the existing RCP DN1500 inlet.

C12.0 Flood-Prone Areas Hazard Code

Flüssig Engineers has been engaged to undertake a site-specific Flood Hazard Report for the development.

The purpose of this report is to determine the flood characteristics on the existing and post-development hazard scenarios for the 1% AEP plus climate change flooding event for the purpose of development.

Response for hydraulic and flood related matters is satisfactory for planning permit stage.

The proposed mitigation measures involve the installation of a new concrete channel, open drain, and flood wall to minimize the impact of flooding on the development.

The concrete channel will run parallel to Barossa Road along the eastern lot boundary, extending northward; it is a recommended condition of approval however, that the design be revised such that the channel be enclosed.

Please refer to the Hydraulics Engineer's section for more details.

C15.0 Landslide Code

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

Traffic Engineer

The proposed development at 60 Barossa Road of 24 units, was assessed through a Traffic Impact Assessment (TIA) undertaken by Midson Traffic. The TIA addressed the traffic impacts on the network, along with pedestrian access and driveway access.

The TIA assessed that the traffic generation of the proposed development is likely to be 120 vehicles per day with a peak of 12 vehicles per hour. The TIA assessed that there are no significant detrimental road safety impacts foreseen for the proposed development and meets the requirements under C3.5.1 P1, with driveway accesses onto Barossa Road and Bimburra Road. The development will also be providing an internal footpath, linking to Councils footpath network.

The TIA is accepted, and it can be concluded that the additional traffic should not have a significant impact on the safety or efficiency of the road network.

Hydraulics Engineer

Comments

The proposed development includes 24 multiple dwellings and associated infrastructure on a General Residential zoned lot at 60 Barossa Road, Glenorchy. The Barossa Creek watercourse traverses through the lot which is impacted by floods for the 1% AEP event.

1. Referenced Documents

- (a) Flood hazard report by Flüssig Engineers, document titled FE_23093_60 Barossa Road, Glenorchy Flood Hazard Report_ REV03 dated 03/04/2024.
- (b) Stormwater management report by Flüssig Engineers, titled FE_23093_60 Barossa Road, Stormwater Management Report_REV02 dated 08/03/2024.
- (c) Concept Civil Engineering drawings by Flüssig Engineers, document set titled 240411_23093_60 Barossa Road_Civil_REV P2

- (d) Architectural drawings by Oramatis Sudio, document set titled DA 02 RFI 60 BAROSSA ROAD, GLENORCHY REV B

2. C12.0 Flood Prone Areas Hazard Code

Flood Hazard Report Revision 3 prepared by Flussig Engineers dated 3 April 2024 addresses the performance criteria under C12.5.1 Uses within a flood prone area and C12.6.1. Building and works within a flood prone area. The flood report has conducted a detailed analysis to assess the impacts on the new development from a 1% Annual Exceedance Probability (AEP also known as '1 in 100-year flood' in old terminology) flood event plus a provision for the climate change scenario.

The existing lot is subjected to overland flooding during 1% AEP rain event with consideration of climate change increase. The main areas impacted are watercourse inundation towards the southeast portion of the land and minor overlap of the overland flow path from northwest corner.

The model done by Flüßig Engineers compares the flood characteristic of pre and post development scenarios to assess the impacts to surrounding properties. This premises is already subjected to high-risk flood hazard impacts, up to 'H5 category – Unsafe for people and vehicles' as defined in Australian Disaster and Resilience Handbook, however it is noted that this H5 zone is limited to the water course only and the rest of the land has between minor to moderate flood impact levels.

The post development model, that includes several flood protection measures and a partially piped water course within the development demonstrates that post developed areas including buildings and works can achieve and maintain a tolerable risk of low hazard for a 1% AEP flood event. Comparison of pre and post flood hazard maps extracted from the report are included below for reference.



Figure 11 Pre-development extent of flood hazard in and around the development site

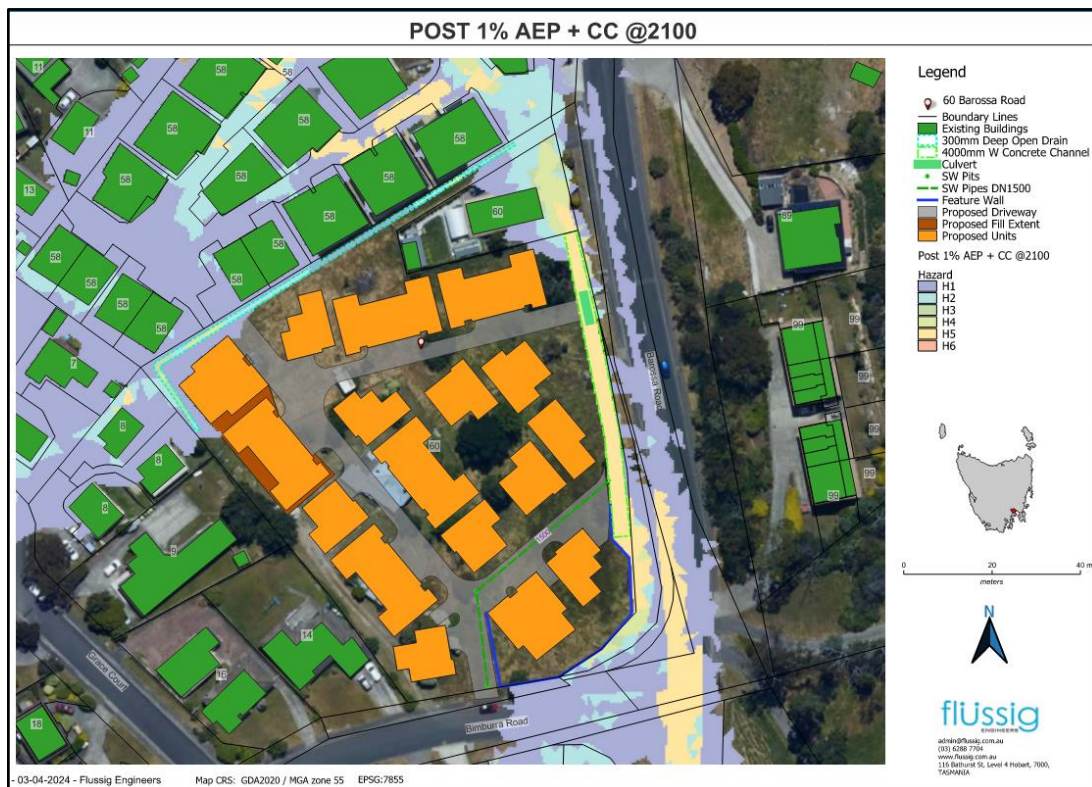


Figure 12 Post development extent of flood hazard in and around the development site

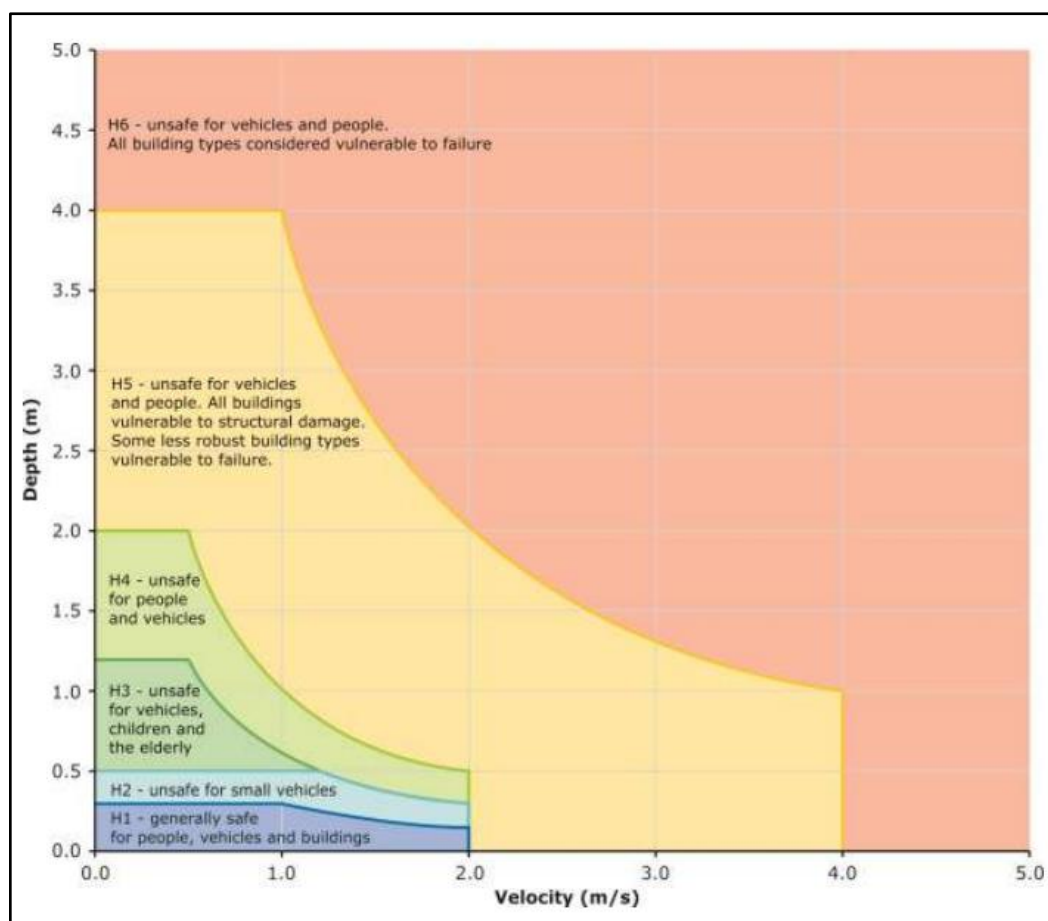


Figure 13 General flood hazard vulnerability curves

The report also analyses the impacts to the neighbourhood properties and public infrastructure post development and demonstrates that there is no adverse impact provided recommended flood protection measures are adopted.

The flood hazard report therefore satisfies the performance criteria for C12.5.1 Uses within a flood prone area and C12.6.1 Building and works within a flood prone area.

3. Stormwater Management Policy

a. Stormwater Disposal Method Requirements:

Stormwater generated from new development areas will drain to existing stormwater systems by gravity.

Therefore, 4(a) is met.

b. Stormwater Quality Management Requirements:

The stormwater system will incorporate water sensitive urban design principles for the treatment and disposal of stormwater given the new impervious area is greater than 500m². Stormwater management report and Concept Civil Engineering drawings by Flussig Engineers indicate incorporated treatment device within the on-site detention device.

Therefore, 5(b) is met.

c. Stormwater Quantity Management Requirements:

On site detention in form of underground proprietary tank system has been provided for a 5% AEP or 1 in 20-year storm event and thus maintaining the post development flows to pre developed levels as required by Council's Stormwater Management Policy.

Therefore, 6(b) and 6(g) is met.

d. Stormwater System Design Requirements:

Stormwater management report and Concept Civil Engineering drawings by Flussig Engineers show the internal minor drainage system has been sized to cater for a 5% AEP event as required by the Stormwater Management Policy. Report also includes a comprehensive assessment of impacts from storm of up to 1% AEP event and includes several measures to safely convey the stormwater runoff to the public stormwater system. These measures include extension of piped Barossa Creek watercourse, formalise open channel within road reserve and an internal swale drain to intercept overland flows from North western side of the property.

Therefore 3 (a) and (b) are fully met.

Conclusion

In summary I have no objections with the proposal from a hydraulics perspective, provided the recommended conditions are met.

Waste Management

Comments

Waste services would be Council's individual standard three 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 dwellings, collected fortnightly from within the internal driveway.
- Please note that the property would have a total of seventy two (72) bins, twenty four (24) Waste bins and twenty four (24) Recycling Bins, and twenty four (24) FOGO bins.
- The property would have an internal road and kerb built to enable collection vehicles to travel in a "forward continuous movement" within the site.
- A level internal kerb would be built for the placement of individual wheelie bins in a single line therefore, the dwellings would have their own individual bins.

- All bins are to be placed on the left hand side of the internal kerbside (from Barossa Rd entrance) for collection:
 - Please note on the completion of the eight (8) staged development there will be twenty four (24) waste and twenty four (24) recycling bins out for collection one week, and twenty four (24) FOGO bins out for collection the following week.

Advice:

- Road pavements in the development are to be designed and constructed to accommodate the waste collection vehicles of gross vehicle mass 22.5 tonne capacity. Road pavement details are available by contacting Councils Development Engineer.
- A level footpath must be designed and constructed to accommodate the placement of Council wheelie bins in a single line, allowing for a 2 metre length on the bin collection points per waste and recycling bins. Recommend footpath width to meet the minimum accessible footpath width of 1.5 metres.
- Council's Waste Services Contractor collection vehicles would enter the property on the internal road from Barossa Rd Glenorchy to enable "forward continuous movement" to collect and empty the wheelie bins and exit onto Bimburra Rd Glenorchy. All wheelie bins need to be placed on the left hand side of the internal road.
- The internal road corner at proposed dwelling Number 14 needs to allow for flow of forward continuous movement for a medium to heavy rigid service vehicle.
- The driveway would be constructed in Stage 1 to allow for collection vehicles to enter and exit from the commencement of the development until the development is completed.
- This will enable fortnightly collection during the building of eight (8) stage development.
- In an area that may have an overhead obstruction such as a tree canopy or light fixture a minimum height of 5.0 metres needs to be allowed for contractor's collection vehicle including access to the lifting arm.
- Any obstructions (letter boxes, poles, trees) are to be a minimum of 1.0 metre from the bin collections areas.

Liability

- Prior to waste collection services being provided with the site or prior to occupancy of any of the dwellings, whichever comes first, the Developer and Council shall enter a Deed of Release to indemnify Council and Councils Waste Services Contractor from any claim for damages and or wear and tear arising from waste collection service vehicles entering the property.

Natural Assets

Supporting Documentation

Natural Values Statement: 60 Barossa Road, Glenorchy (EcoTas, 26 March 2023)

Stormwater Management Plan: 60 Barossa Road, Glenorchy (Flüssig, 9 November 2023)

Summary of Natural Values

Vegetation

The development area consists almost entirely of exotic/naturalised vegetation with minimal amounts of native plants. No impacts expected on protected vegetation from the proposal.

Flora

No listed species of flora observed during surveys or recorded in the NVA. No impacts expected on protected flora from the proposal.

Fauna

No sightings of listed fauna or their sensitive / significant sites were observed during surveys or recorded in the NVA. No impacts expected on protected fauna from the proposal.

Weeds

No declared weeds were observed during surveys or recorded in the NVA. Negligible impacts are expected from the exotic/naturalised species onsite.

C7.0 NATURAL ASSETS CODE

The proposed development traverses through land that triggers the application of C7.0 Natural Assets Code as follows:

C7.2.1 (a) Waterway and Coastal Protection

The following standard is relevant:

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

Acceptable Solutions	Performance Criteria	Assessment outcome
A1 Building and works within a waterway, minimise adverse impacts	P1.1	A1 cannot be met but satisfied proposal meets performance criteria under P1.1.
	P1.2	A1 cannot be met but satisfied proposal meets performance criteria under P1.2.
A2 Coastal refugia area	P2.1	Not applicable to this application.
	P2.2	Not applicable to this application.
A3 Stormwater point discharge	P3	A3 cannot be met but satisfied proposal meets performance criteria under P3.
A4 Dredging	P4.1	A4 cannot be met but satisfied proposal meets performance criteria under P4.1.
	P4.2	A4 cannot be met but satisfied proposal meets performance criteria under P4.2.
A5 Inundation protection works	P5	A5 cannot be met but satisfied proposal meets performance criteria under P5.

Recommended conditions

In order to minimise impacts on waterways as per the Objective of C7.6.1, the applicant should implement the controls to manage impacts on water quality during construction as per those outlined in Flussig (9 November 2023; 6.1 Stormwater Quality Treatment [construction phase]).

- (a) Diversion of upslope water (where applicable)
- (b) Stabilised exit/ entry points
- (c) Minimise site disturbance where possible
- (d) Implement sediment control along downslope boundaries
- (e) Appropriate location and protection for stockpiles
- (f) Capture on-site runoff that may contain pollutants
- (g) Maintain control measures
- (h) Stabilise site after disturbance (revegetate etc)

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

It is recommended that TasNetworks is contacted on 1300 137008 if there are any questions regarding upgrades that may be required to the electricity supply due to this development.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with 1 representation being received. The issues raised are as follows:

Overshadowing, privacy and loss of amenity

The representor states that Units 6-13 should be restricted to single stories to avoid overshadowing and loss of amenity, especially since the area is already quite dark as it is at the bottom of a valley. The shadow diagrams only show the shadows to the boundary.

Planner's Comment:

This issue has been previously addressed under the heading Setbacks and Building Envelopes and within the attached Appendix under Privacy.

In summary, Units 6-13 comply with the setback and window separation from the boundary. Units 6 and 7 opposite would have a setback of 4m. Furthermore, it is noted that the closest part of the dwellings to the boundary is single storey. Shadow diagrams show that there would be no shadows after 12 noon over the southwest property, which is considered satisfactory.

Traffic Impact

The representor states that no Traffic Impact Assessment or swept paths had been provided and that there will be significant increase of traffic to Barossa Road and Bimburra Road.

Planner's Comment

This issue has been previously addressed under the headings Development Engineer and Traffic Engineer.

In summary, the applicant did provide a Traffic Impact Assessment, which was reviewed by Council's Engineers. It was found that the anticipated traffic volume can be accommodated. The carparking layout, which includes parking, access ways, manoeuvring and circulation spaces, was found to comply with the relevant Australian Standards.

Multiple Occupancies

The representor states that the proposed dwellings are designed for multiple occupancies as there would be two kitchens and bathrooms on each floor.

Planner's Comment:

The applicant was requested to provide confirmation that each dwelling was only for sole occupancy and a condition is recommended to this effect.

Stormwater Detention

The representor states that the application does not demonstrate how stormwater will be managed.

Planner's Comment:

The application was supported by a Stormwater Management Plan and Civil Drawings. This issue has been previously addressed under the headings Development Engineer and Hydraulics Engineer.

Bin/Waste Storage

The representor states that the application does not demonstrate how waste will be managed on site and states that it would be unreasonable to have a large number of bins on the road.

Planner's Comment

This issue has been previously addressed under the heading Waste Management. In summary, bins would be collected within the site.

CONCLUSION

The application is for twenty-four double storey dwellings and associated works, including channelising a portion of Barossa Creek. The application invokes a number of discretions, but none affecting adjoining properties. There are some height discretions for six of the units in the south-east part of the site where the development is over the existing creek that do not cause any amenity impacts. Other discretions relate to small number of units with respect to total private outdoor space, sunlight to private outdoor space and separation of two windows from the shared driveway. Traffic generation also triggers a discretion but it has been demonstrated that it would not have a significant impact on the safety or efficiency of the road network.

The major discretions are in regard to channelising a portion of the Barossa Creek under the provisions of the Natural Assets Code and Flood-Prone Areas Hazard Code. The channelisation of the creek was found acceptable in terms of impacts on natural values. The channelisation would also have the effect of improving flood protection.

The application received one representation raising a number of items that are dealt with as routinely as part of the normal assessment anyway and are satisfactory, such as parking layout, traffic, stormwater, waste and dual occupancy. However, one item was raised that could adversely affect a neighbouring property and was summarised under the header Overshadowing, Privacy and Loss of Amenity. The representation was concerned that dwellings should be only single storey to prevent loss of amenity and overshadowing. However, the relevant units opposite the representor's property, comply in terms of height, setback and window separation and have a separation of 4m from the boundary. Also, the nearest part of these dwellings is only single storey. Therefore, this issue has been addressed adequately by the applicant.

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*, subject to the recommended conditions.

Recommendation:

That a permit be granted for the Demolition and Multiple Dwellings (24) at 60 Barossa Road Glenorchy subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-24-031 and Drawings submitted on 19/04/2024, 60 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 2024/00334-GCC, dated 30/04/2024, form part of this permit.
3. Each unit must be used for sole occupancy only and must operate as one individual self-contained residence only.
4. Any fence within 4.5m of a frontage must have a height of not more than 1.8m above existing ground level and must have openings above the height of 1.2m which provide a uniform transparency of at least 30% (excluding any posts or uprights).
5. All waste bins must be stored within an area for the exclusive use of each dwelling, excluding the area in front of the dwelling.

Engineering

6. All civil works including the new stormwater infrastructure must be constructed in accordance with the engineering design drawings approved by Council's Development Engineer and completed prior to the commencement of the use.
 - (a) Barossa roadside embankment protection works, especially the southeast corner of the land where new concrete channel is constructed must be in accordance with LGAT standard for nature strip details TSD-RF04-v3 with consideration made to erosion prone materials.
7. Engineering design drawings of civil works required for or associated with the use and/or development approved by this permit (including all pathways, driveways, parking spaces, vehicle manoeuvring areas, vehicle crossings, stormwater detention, stormwater drainage and stormwater connections or discharges) must be submitted to Council for the approval of Council's Development Engineer prior to the commencement of any works and before lodging a building application.

Engineering design to be supported by a Safety in design report, which must be provided for the whole of development considering the design, construction, and maintenance of the proposed new infrastructure. The report must at a minimum consider and endorse the:

- (i) Safety of the proposed public infrastructure to the east of the lot
- (ii) Implications of restricted access for the maintenance personnel and plant to undertake future maintenance of the channel (access points and platforms for machinery to undertake clean up works,
- (iii) avoidance of vandalism and crime through design
- (iv) The need for any protection of the piped inlet at the downstream end of channel (debris screen/trash racks)

Advice: The application fee for engineering design drawing assessment provided in Council's Schedule of Fees and Charges must be paid at the time of submitting the engineering design drawings for assessment.

Advice: Building and plumbing approvals for the use and/or development approved by this permit will not be issued until engineering design drawings have been approved by Council's Development Engineer.

8. Civil works required for or associated with the use and/or development approved by this permit must be carried out in accordance with the engineering design drawings approved by Council's Development Engineer and be completed to the satisfaction of Council's Development Engineer prior to the commencement of the use and/or completion of the development.

Advice: Any changes to the design or location of civil works shown on approved engineering design drawings will most likely require the submission of amended engineering design drawings for approval by Council's Development Engineer. Always check with Council before departing from approved engineering design drawings.

9. For the staged permit, the works associated car parking areas, driveway, turning area and walkway must be completed in accordance with the approved plan received by Council and always kept available for these purposes and to the satisfactory of Council's Development engineer. The implementation must occur in the following stages as per DA07 drawing dated 4/04/2024.
 - (a) Stage 1: Main driveway, concrete channel, stormwater main, OSD and treatment device, all related pipework and connection capped for future stage, Units 6-9
 - (b) Stage 2: Units 10-12 and associated visitor parking
 - (c) Stage 3: Units 13-17
 - (d) Stage 4: Units 3-5
 - (e) Stage 5: Units 1-2 and associated visitor parking
 - (f) Stage 6: Units 23-24
 - (g) Stage 7: Units 21-22, driveway and associated visitor parking
 - (h) Stage 8: Units 18-20

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

10. Prior to the issuing of a Building Approval or the commencement of works on site, including demolition (whichever occurs first), submit an Erosion and Sediment Control (ESC) 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 Erosion and Sediment Control plan (ESC) forms part of this permit and must be complied with.

Advice: For further information please refer to Erosion and Sediment Control (ESC) 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/

11. All approved erosion and sediment control measures in the approved Erosion and Sediment Control Plan must be installed prior to any disturbance of soil, works or construction activity including concrete cutting and demolition, and must be regularly inspected and maintained until completion of the development.
12. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.
13. All vehicle parking, driveways and vehicle manoeuvring areas must be designed to comply with AS 2890.1:2004 and be completed to the satisfaction of Council's Development Engineer prior to the commencement of the use. The design of all driveways, parking spaces, and vehicle manoeuvring areas must comply with the following:
 - (a) Be constructed to a sealed finish and the finished gradient must not exceed the maximum gradient of 20%.
 - (b) All runoff from paved and driveway areas must be discharged into Council's stormwater system.
 - (c) Clearly marked car parking spaces must be provided in accordance with the plan approved as part of this planning permit and these spaces must be always kept available for these purposes.
 - (d) One motorcycle parking space must be provided.
 - (e) The gradient of any parking areas must not exceed 5%.
 - (f) Minimum carriageway width is to be no less than 3.0 metres.
 - (g) Ensure all runoff from paved and driveway areas is discharged in accordance with the approved plans.
 - (h) The crossfall along the footpath to be 2%
 - (i) The kerb ramps to be in accordance with TSD-R18-v3

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of Council's approved engineering drawings and/or the commencement of works (whichever occurs first). All works required by this condition must be installed prior to the sealing of Final Plan.

14. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost. It shall be the developer's responsibility to obtain and submit with the Engineering Drawing, 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.
15. Two new min. 5.5m wide vehicle crossings must be constructed in accordance with the Tasmanian standard drawing TSD-R09-v3, TSD-R11-v3 and TSD-R14-v3 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the occupancy. The detail design must be submitted and approved prior to the issuing of Council's approved drawings.
16. Prior to the commencement of any works within the road reservation, including the construction or widening of a vehicle crossing or the installation or alteration of a connection to an underground stormwater, water or sewer main, a Road Reserve Permit must be obtained.

Advice: Information on how to apply for Road Reserve Permit and application forms are available on Council's website.

17. Stormwater connections provided as part of the staged development 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 contact Council, by completing the Stormwater Connection Request Form, to arrange the visual inspection by Council for any alterations or works to Council's public stormwater network.

Advice: Stormwater Connection Request Form and the process and conditions are available on Council's website.

18. Prior to the issue of building approval and/or commencement of works (whichever occurs first), including demolition and excavation, a Construction Management Plan, must be submitted to the satisfaction of the Council's Senior Statutory Planner. The plan must provide details of the following:
 - (a) Hours for construction activity in accordance with any other condition of this permit;

- (b) Measures to control noise, dust, water and sediment laden runoff;
- (c) Measures relating to removal of hazardous or dangerous material from the site, where applicable;
- (d) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any car parking on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay;
- (e) A Traffic Management Plan showing truck routes to and from the site;
- (f) Swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;
- (g) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
- (h) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the construction management plan;
- (i) Contact details of key construction site staff;
- (j) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support site sheds on Council road reserves; and
- (k) Any other relevant matters

Advice: The application fee for assessment of documents, plans or reports provided in Council's Schedule of Fees and Charges must be paid at the time of submitting the Construction Management Plan for assessment.

Hydraulics

19. Engineering design drawings must be submitted and approved, prior to the issue of Building Permit. The engineering drawings must:
- (a) be certified by a qualified and experienced Engineer.
 - (b) 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.
 - (c) Clearly distinguish between public and private infrastructure

- (d) Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013
 - (e) Include a detailed design of on-site detention and On-site treatment measures as presented in Stormwater management report and Concept Civil Engineering drawings by Flussig Engineers including but not limited to inlet, outlets, orifice size, overflow mechanism, access points for maintenance and inspections, must be certified by a suitably qualified structural engineer.
 - (f) Incorporate recommendations made by Flood hazard report REV03 dated 03/04/2024 by Flussig Engineers including:
 - (i) proposed FFLs for units 6 and 7 as per Table 6
 - (ii) Structural engineering design of proposed flood protection wall, dwellings protected by flood walls, concrete channel must consider the flood forces and debris load impacts along with the use of erosion prone building and landscaping materials.
 - (g) Must incorporate a modification of the design of the channel such that it is entirely enclosed.
20. Prior to the issuing of the plumbing permit and/or the commencement of any works (whichever occurs first), Submit a Flood management plan developed by a qualified person as recommended by Flood hazard report by Flussig Engineers REV03 dated 03/04/2024 by Flussig Engineers for Council's Senior Civil Engineers approval.
21. Prior to the completion of Stage 1, a minimum of 4m wide drainage easement must be created in favour of Council and registered on the title for all public stormwater infrastructure located within the site including the piped and non-piped sections of Barossa Creek.
- The applicant is to submit to Council a copy of the surveyor's field notes prepared to accompany the final plan and schedule of easements is to include, to the satisfaction of the Council's Senior Civil Engineer, any existing or proposed drainage and/or service easements that are or may be required to adequately provide access and services to, from or through the lots shown on the plan.
22. 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.

23. Any creation, diversion and augmentation of Council owned stormwater assets must be designed and constructed to the satisfaction of Council's Development Engineer. A twelve (12) month maintenance period will be applied to proposed Council owned assets after the practical completion, during which time the works must be maintained by the developer, prior to being handed over at the completion of the defects liability period. During the period all defects must be rectified at the developers cost. A further twelve (12) month maintenance period may be applied to defects after rectification. The Council may, at its discretion, undertake rectification of any defects at the developers cost. Before the end of the maintenance period, the developer must arrange CCTV inspections of any public stormwater assets subject to this permit, taken no more than one month before the end of the maintenance period, and submit the inspection reports to the requirements of the Councils' Senior Civil Engineer at full cost to the applicant. Any defect identified in the CCTV inspection must be undertaken and all faults rectified to the satisfaction of Council's Stormwater Engineer, before the Council takes over the stormwater assets.

Advice: CCTV reports and footage must be performed by a qualified technician and must include upstream and downstream node points and relevant Asset IDs (Council's infrastructure maps available on the GCC website), Length and dimensions of pipe, material, direction of footage, date captured and operator ID, inspection notes relevant to defects/important node points.

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-24-031, dated 27/05/2024, 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.

TasNetworks

It is recommended that TasNetworks is contacted on 1300 137008 if there are any questions regarding upgrades that may be required to the electricity supply due to this development.

Other Services

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

Waste Management

Waste Services would be Council's individual standard three 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 dwellings, collected fortnightly from within the internal driveway.
- Please note that the property would have a total of seventy two (72) bins, twenty four (24) Waste bins and twenty four (24) Recycling Bins, and twenty four (24) FOGO bins.
- The property would have an internal road and kerb built to enable collection vehicles to travel in a "forward continuous movement" within the site.
- A level internal kerb would be built for the placement of individual wheelie bins in a single line therefore, the dwellings would have their own individual bins.
- All bins are to be placed on the left hand side of the internal kerbside (from Barossa Rd entrance) for collection:
 - Please note on the completion of the eight (8) staged development there will be twenty four (24) waste and twenty four (24) recycling bins out for collection one week, and twenty four (24) FOGO bins out for collection the following week.
- Road pavements in the development are to be designed and constructed to accommodate the waste collection vehicles of gross vehicle mass 22.5 tonne capacity. Road pavement details are available by contacting Councils Development Engineer.

- A level footpath must be designed and constructed to accommodate the placement of Council wheelie bins in a single line, allowing for a 2 metre length on the bin collection points per waste and recycling bins. Recommend footpath width to meet the minimum accessible footpath width of 1.5 metres.
- Council's Waste Services Contractor collection vehicles would enter the property on the internal road from Barossa Rd Glenorchy to enable "forward continuous movement" to collect and empty the wheelie bins and exit onto Bimburra Rd Glenorchy. All wheelie bins need to be placed on the left hand side of the internal road.
- The internal road corner at proposed dwelling Number 14 needs to allow for flow of forward continuous movement for a medium to heavy rigid service vehicle.
- The driveway would be constructed in Stage 1 to allow for collection vehicles to enter and exit from the commencement of the development until the development is completed.
- This will enable fortnightly collection during the building of eight (8) stage development.
- In an area that may have an overhead obstruction such as a tree canopy or light fixture a minimum height of 5.0 metres needs to be allowed for contractor's collection vehicle including access to the lifting arm.
- Any obstructions (letter boxes, poles, trees) are to be a minimum of 1.0 metre from the bin collections areas.
- Prior to waste collection services being provided with the site or prior to occupancy of any of the dwellings, whichever comes first, the Developer and Council shall enter a Deed of Release to indemnify Council and Councils Waste Services Contractor from any claim for damages and or wear and tear arising from waste collection service vehicles entering the property.

Attachments/Annexures

- 1** GPA Attachment - 60 Barossa Road, Glenorchy



APPENDIX

8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
8.3 Use Standards			
8.3.1 Discretionary uses	A1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm		NA
	A2 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.		NA
	A3 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.		NA
	A4 No acceptable solution.		NA

8.3.2 Visitor Accommodation	A1 Visitor Accommodation must: (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m ² per lot.		NA
	A2 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.		NA
8.4 Development Standards for Dwellings			
8.4.1 Residential density for multiple dwellings	A1 Multiple dwellings must have a site area per dwelling of not less than 325m ² .	The land area is 8072m ² /24=336m ²	Yes
8.4.2 Setbacks and building envelopes for all dwellings	A1 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: 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 lot has two frontages. The frontage on Bimburra Rd is the primary frontage. <u>Bimburra Rd</u> The minimum front setback is 4.5m <u>Barossa Rd</u> The minimum setback is 6.56m	Yes

	<p>the primary frontage, of any existing dwelling on the site;</p> <p>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;</p> <p>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;</p> <p>or</p> <p>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>A2 A garage or carport for a dwelling must have a setback from a primary frontage of not less than: 5.5m, or alternatively 1m behind the building line; 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>None of the garages are facing the primary frontage.</p>	<p>Yes</p>

	<p>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>		
	<p>A3 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: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: 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 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 (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>	<p>All buildings are within the building envelope in terms setback but five buildings exceed the height limit of 8.5m. Unit 16, 17, 18 & 19, 21 and 22 have heights between 8.883m and 9.477m.</p>	<p>No-Discretion</p>

<p>8.4.3 Site coverage and private open space for all dwellings</p>	<p>A1 Dwellings must have: a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and for multiple dwellings, a total area of private open space of not less than 60m² 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>	<p>Site coverage 37% - OK All comply except Unit 2 and Unit 7</p> <ul style="list-style-type: none"> • Unit 2 has 56.58m² • Unit 7 has 56.96m² 	<p>No – Discretionary</p>
	<p>A2 A dwelling must have private open space that: (a) is in one location and is not less than: 24m²; or 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of not less than: 4m; or 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>All dwellings have a level area of private outdoor space of at least 24m² with minimum width of 4m and directly accessible from the rumpus room.</p> <p>However, Units 13, 18, 19 and 20 have private outdoor space that is located between the frontage and the dwelling.</p> <p>Units 22 and 22 arguably also have the private outdoor space between the frontage and the dwelling but adjoin a creek channel that runs in-between.</p> <p>For further details, please see report.</p>	<p>No – Discretionary</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>		
<p>8.4.4 Sunlight to private open space of multiple dwellings</p>	<p>A1 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): at a distance of 3m from the northern edge of the private open space; and 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: an outbuilding with a building height not more than 2.4m; or protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</p>	<p>Please refer to report</p>	<p>No – Discretionary</p>

<p>8.4.5 Width of openings for garages and carports for all dwellings</p>	<p>A1 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).</p>	<p>There are no garage doors facing the primary frontage.</p>	<p>Yes</p>
<p>8.4.6 Privacy for all dwellings</p>	<p>A1 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: side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary; 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 dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:</p>	<p>Not proposed</p>	<p>N/A</p>

	<ul style="list-style-type: none"> (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site. 		
	<p>A2 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): the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site. 	<p>The windows on the second floor facing the south-west side boundary are approximately 7.3m from the boundary.</p> <p>The windows facing the north-west rear boundary are approximately 4.3m from the boundary.</p> <p>All side windows on the second floor are bathroom windows.</p> <p>All front and rear windows have separation of more than 6m from a window of another dwelling.</p> <p>None of the windows are adjacent to private outdoor space of another dwelling.</p>	<p>Yes</p>

	<p>the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%. 		
	<p>A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than: (a) 2.5m; or (b) 1m if:</p>	<p>There are a number of units with a bedroom window facing the shared driveway.</p> <p>There are 1.7m screens for Units 8, 13, 14, 15, 16, 17, 21, 23 and 24 and at least 1m separation.</p>	<p>No – Discretion</p>

	<p>it is separated by a screen of not less than 1.7m in height; or 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>There is at least 2.5m separation for Units 9, 10, 11, 12, 20.</p> <p>Unit 23 has a bathroom window adjacent to the visitor parking.</p> <p>The units that don't comply are Units 1 and 9 as they have separation of less than 1m, although there would be a screen.</p> <p>For further details please refer to report.</p>	
<p>8.4.7 Frontage Fences for all dwellings</p>	<p>A1 No Acceptable Solution¹. <i>(¹ An exemption applies for fences in this zone – see Table 5.6 in Exemptions)</i></p>	<p>There would be a front fence comprising of a 1.2m high block wall with composited slats atop to a height of 1.8m, with 30% transparency. This meets the requirements of the exemption.</p>	<p>NA</p>
<p>8.4.8 Waste Storage for multiple dwellings</p>	<p>A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations: an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or a common storage area with an impervious surface that:</p>	<p>The dwellings would have individual bins and comply with option (a).</p>	<p>Yes</p>

	<ul style="list-style-type: none"> (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (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. 		
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APPENDIX

C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
C2.5.1 Car parking numbers	<p>A1 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"> (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; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; 	<p>This is a requirement for 54 parking spaces. The provision of 54 on-site parking spaces therefore complies with the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.</p>	yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(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</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>$N = A + (C - B)$</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</p>		

Standard	Acceptable Solution	Proposed	Complies?
	required for the proposed use or development specified in Table C2.1.		
<p>C2.5.2 Bicycle parking numbers</p>	<p>A1</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>	<p>No requirements</p>	<p>yes</p>
<p>C2.5.3 Motorcycle parking numbers <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> <i>Hotel Industry;</i> <i>Pleasure Boat Facility;</i> Residential if for a communal residence, multiple dwellings or hostel use; <i>Sports and Recreation; and</i> <i>Tourist Operation.</i></p>	<p>A1</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>	<p>1 required, nil provided. It is considered the 1 space shortfall can be accommodated elsewhere.</p>	<p>no</p>

Standard	Acceptable Solution	Proposed	Complies?
<p>C2.5.4 Loading bays <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></p>	<p>A1</p> <p>A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p>		n/a
<p>C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone <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></p>	<p>A1</p> <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 100m² floor area or 30 seats, whichever is the greater; and</p> <p>(b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>		n/a
C2.6 Development Standards for Building Works			
<p>C2.6.1 Construction of parking areas</p>	<p>A1</p>		yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (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>C2.6.2 Design and layout of parking areas</p>	<p>A1.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> (a) comply with the following: <ul style="list-style-type: none"> (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; 		<p>yes</p>

Standard	Acceptable Solution	Proposed	Complies?
	<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>A1.2</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?
<p>C2.6.3 Number of accesses for vehicles</p>	<p>A1</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> <p>A2</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>	<p>Two accesses each frontage, also safety criteria has been responded</p>	<p>yes</p>
<p>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</p>	<p>A1</p> <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>		<p>n/a</p>
<p>C2.6.5 Pedestrian access</p>	<p>A1.1</p> <p>Uses that require 10 or more car parking spaces must:</p>	<p>Yes, 1m wide, pc criteria has been responded regarding 1.1 a (i) in TIA.</p> <p>In this case pedestrian footpath within the development are provided but it is not located 2.5 metres from</p>	<p>no</p>

Standard	Acceptable Solution	Proposed	Complies?
	<p>(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:</p> <ul style="list-style-type: none"> (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 <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2</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>	<p>the access way and is not protected by bollards or other protective devices. On this basis the Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme is not met.</p> <p>The Performance Criteria P1 has been responded in TIA</p> <p>The low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars.</p>	
<p>C2.6.6 Loading bays</p>	<p>A1</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>		<p>n/a</p>
	<p>A2</p>		

Standard	Acceptable Solution	Proposed	Complies?
	<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>		
<p>C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</p>	<p>A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>		<p>n/a</p>
	<p>A2 Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <ul style="list-style-type: none"> (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a</p>		

Standard	Acceptable Solution	Proposed	Complies?
	<p>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>		
<p>C2.6.8 Siting of parking and turning areas</p>	<p>A1</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>A2</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>		
<p>C2.7 Parking Precinct Plan</p>			

Standard	Acceptable Solution	Proposed	Complies?
C2.7.1 Parking Precinct Plan	<p>A1</p> <p>Within a parking precinct plan, onsite parking must:</p> <p>(a) not be provided; or</p> <p>(b) not be increased above existing parking numbers.</p>		n/a

C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	<p>A1.1</p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <p>(a) a new junction;</p> <p>(b) a new vehicle crossing; or</p> <p>(c) a new level crossing.</p> <p>A1.2</p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing,</p>	<p>The increase in traffic at both accesses will be in the order of 60 vehicles per day, with a peak increase of 6 vehicles per hour.</p> <p>However, the TIA studied and assessed the road network, capacity, sight distance and crash history; and concluded that the proposal is not expected to have any significant adverse impacts to road and traffic safety.</p>	no

Standard	Acceptable Solution	Proposed	Complies?
	<p>or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3</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>A1.4</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"> (a) the amounts in Table C3.1; or (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>A1.5</p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>		

Standard	Acceptable Solution	Proposed	Complies?
C3.6 Development Standards for Buildings and Works			
<p>C3.6.1</p> <p>Habitable buildings for sensitive uses within a road or railway attenuation area</p>	<p>A1</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> <ul style="list-style-type: none"> (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; (b) an extension which extends no closer to the existing or future major road or rail network than: <ul style="list-style-type: none"> (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; (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>. 		<p>n/a</p>

Standard	Acceptable Solution	Proposed	Complies?
C3.7 Development Standards for Subdivision			
C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area	A1 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

C12.0 Flood-Prone Areas Hazard Code

Standard	Acceptable Solution	Proposed	Complies?
C12.5 Use Standards			
C12.5.1 Uses within a flood-prone hazard area	A1 No Acceptable Solution.	See Hydraulics Report	No-Discretion
C12.5.2 Critical use, hazardous use or vulnerable use	A1 No Acceptable Solution.		N/A
	A2 No Acceptable Solution.		N/A

Standard	Acceptable Solution	Proposed	Complies?
	<p>A3 No Acceptable Solution.</p>		N/A
	<p>A4 No Acceptable Solution.</p>		N/A
C12.6 Development Standards for Buildings and Works			
<p>C12.6.1 Buildings and works within a flood-prone hazard area</p>	<p>A1 No Acceptable Solution.</p>	See Hydraulics report	No-Discretion
C12.7 Development Standards for Subdivision			
<p>C12.7.1 Subdivision within a flood-prone hazard area</p>	<p>A1 Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must:</p> <ul style="list-style-type: none"> (a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area; (b) be for the creation of separate lots for existing buildings; (c) be required for public use by the Crown, a council or a State authority; or (d) be required for the provision of Utilities. 		N/A

**APPENDIX
C7.0 Natural Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
C7.6 Development Standards for Buildings and Works			
C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area	A1 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.	See Natural Areas Report	No-Discretion
	A2 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
	A3 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.	No new stormwater discharge point is proposed. See Development Engineer Report	Yes
	A4	See Natural Areas Report	No-Discretion

Standard	Acceptable Solution	Proposed	Complies?
	Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.		
	<p>A5</p> <p>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.</p>	See Natural Areas Report	No-Discretion
C7.6.2 Clearance within a priority vegetation area	<p>A1</p> <p>Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.</p>	No clearance of native vegetation is proposed	N/A
C7.7 Development Standards for Subdivision			
C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area	<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must:</p> <p>(a) be for the creation of separate lots for existing buildings;</p> <p>(b) be required for public use by the Crown, a council, or a State authority;</p> <p>(c) be required for the provision of Utilities;</p> <p>(d) be for the consolidation of a lot; or</p> <p>(e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area.</p>		N/A

Standard	Acceptable Solution	Proposed	Complies?
<p>C7.7.2 Subdivision within a priority vegetation area</p>	<p>A1 Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must:</p> <ul style="list-style-type: none"> (a) be for the purposes of creating separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area. 		<p>N/A</p>