

**GLENORCHY PLANNING AUTHORITY MEETING**  
**AGENDA**  
**MONDAY, 7 OCTOBER 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 8 July 2024 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - DEMOLITION, BUILDINGS AND WORKS FOR A COMMERCIAL PREMISES (BUSINESS AND PROFESSIONAL SERVICES) - 2 REGINA STREET & MILL LANE GLENORCHY**

Author: Planning Officer (Sylvia Jeffreys)  
 Qualified Person: Planning Officer (Sylvia Jeffreys)  
 Property ID: 3353332

## **REPORT SUMMARY**

<b>Application No.:</b>	<b>PLN-24-050</b>
<b>Applicant:</b>	<b>MC Planners</b>
<b>Owners:</b>	<b>Isaly Pty Ltd &amp; Glenorchy City Council</b>
<b>Zone:</b>	<b>Central Business Zone</b>
<b>Use Class</b>	<b>Business and Professional Services</b>
<b>Application Status:</b>	<b>Discretionary</b>
<b>Discretions:</b>	<p><b>GLE-S8.7.1 Building Height</b></p> <p><b>GLE-S8.7.3 Design of building at ground level</b></p> <p><b>GLE-S8.7.6 Awnings</b></p> <p><b>GLE-S8.7.7 Parking design and location</b></p> <p><b>GLE-S8.7.8 Crime prevention through environmental design</b></p> <p><b>GLE-S8.7.9 Pedestrian movement</b></p> <p><b>C2.5.1 Car parking numbers</b></p> <p><b>C2.5.3 Motorcycle parking</b></p> <p><b>C2.6.5 Pedestrian access</b></p> <p><b>C12.6.1 Buildings and works within a flood prone hazard area</b></p> <p>(The proposal meets all other applicable standards as demonstrated in the attached appendices)</p>

<b>Level 2 Activity?</b>	<b>No</b>
<b>42 Days Expires:</b>	<b>08 Oct 2024 (extension of time)</b>
<b>Existing Land Use:</b>	<b>Single dwelling and car park</b>
<b>Representations:</b>	<b>1</b>
<b>Recommendation:</b>	<b>Approval, subject to conditions</b>

## **REPORT IN DETAIL**

### **PROPOSAL**

The application proposes a three storey commercial building in the Glenorchy Central Business District and associated works.

The building would be behind the row of shops on Main Road, opposite the Northgate Shopping Centre and next to the heritage-listed Snow's Dry Cleaning in Regina Street. The building would face Barry Street where the entrance would be.

The building design would represent a rectangular block shape with extensive glazing, a variety of wall finishes and a near flat roof. The sections that would have the main glazing would face Barry Street and Regina Street. The glazing would be more subdued on the rear elevation behind the shops and the north-west side elevation. The various finishes comprise warm-grey exposed aggregate concrete, light-grey painted sections and mid-grey aluminium screening. The dimensions of the building would be 46.800m long, a maximum of 14.900m wide and a maximum of 12.876m high.

The Architect's impression of the building design is shown in Figure 1.



*Figure 1: Artist Impression- Viewed from Corner Regina Street and Barry Street - Jaws Architects*

The building is intended to be used for a mix of consulting rooms and offices. The area occupied for consulting rooms would be 700m<sup>2</sup> on the lower two floors for an anticipated five practitioners. The remainder of the floor area would be 947m<sup>2</sup> for office space. As part of the building there is also an outdoor area for the occupants on the northern side that is partially covered by the upper storeys. It is intended that businesses would operate within permitted (under the Acceptable Solution) operating hours.

As part of the associated works there would be demolition, re-location of a sewer main and carpark reconfiguration. There is an existing dwelling on site that would be demolished, along with a garden fountain and pavements. An existing sewer pipe on the northern side of the title is to be relocated to the carpark to the south.

In terms of parking, it is proposed to reconfigure part of the Barry Street Carpark (noting the address of this carpark is Mill Lane), which is on two titles. Seven parallel spaces would be reorientated to be perpendicular to the new building, making use of part of the land on which the building is to be sited. This would increase carparking capacity from 25 to 34 spaces for the portion of the Barry Street Carpark directly in front of the new building. The proposed carparking layout and a general site plan is shown in Figure 2.

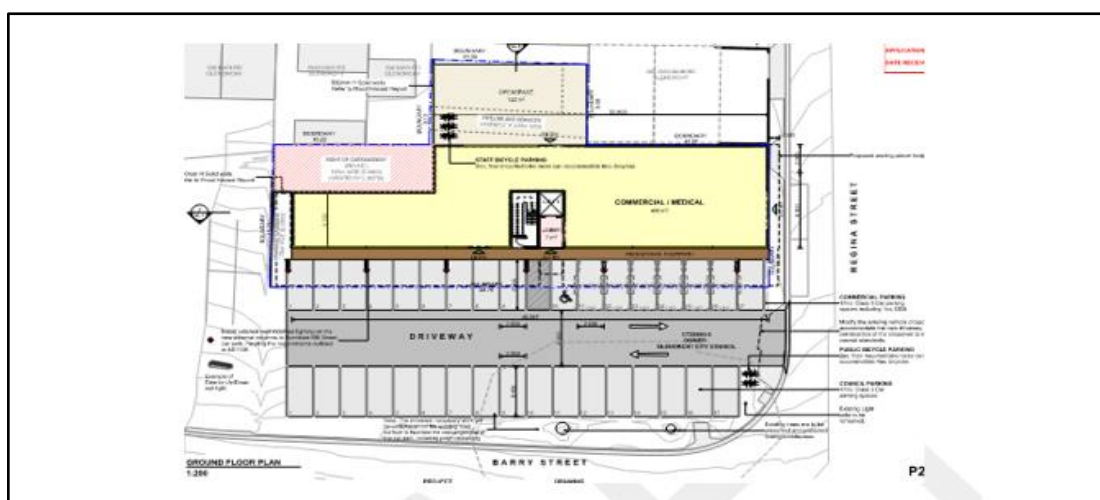


Figure 2: Site Plan - Jaws Architecture

## SITE and LOCALITY

The subject site comprises two properties. The building and a portion of the parking spaces would be contained within 2 Regina Street, whilst the balance of the carparking and associated works would be within Barry Street Carpark. The Barry Street Carpark comprises of two titles but the application only relates to one of these. The site is

shown in Figure 2.



Figure 3: Subject Site - the List

The main property for the proposal, situated at 2 Regina Street, is occupied by a single dwelling and has a concreted area over a “right of carriage way”. The other property affected by the proposal contains a portion of an existing public carpark owned by Council, known as the Barry Street Carpark. This portion of the carpark currently has 25 spaces.

The general area of the subject land is the main commercial area of Glenorchy and includes the Northgate Shopping Centre. The adjacent properties to the north contain a row of shops that are facing Main Road and are opposite and across the road from the Northgate Shopping Centre. One of the shops is an important heritage-listed building listed as Snows Drycleaning and is directly adjacent to the proposed building. There is, however, a small section of the heritage-listed building that extends to the boundary of the subject lot that comprises of a more recent plain addition of modest height. A Streetview of Regina Street is shown in Figure 4.



Figure 4: Streetview of Regina Street - Google Streetview



## ZONE

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



Figure 5: Zoning Map - Central Business Zone in blue – theList

## BACKGROUND

### Titles

The title of the land with reference CT178446/1 at 2 Regina Street is subject to a 5m wide 'Right of Carriage Way'. This 'Right of Way' would be unobstructed by the proposal. There is also a 2.5m Services Easement and a 1.52m Drainage Easement on this title.

The title of the land with reference CT29803/5 is related to the Barry Street Carpark and is owned by the Glenorchy City Council.

### General Managers Consent

The planning application requires the General Managers Consent, because it includes land owned by the Glenorchy City Council. The consent pursuant to s52 (1B) of the *Land Use Planning and Approvals Act 1993* was received on 12 March 2024.

### Extension of Time

An extension of time for assessing the application was granted until 08/10/2024 for the application to be tabled at the next meeting of the Glenorchy Planning Authority.

### Application of Scheme

The application was valid on 12/03/2024 so the Local Provisions in effect on that day apply to the assessment of the application, being GLE-S8.0 Glenorchy Activity Centre Urban Design Specific Area Plan rather than GLE-S8.0 Glenorchy Principal Activity Centre Specific Area Plan which came into effect on 13/03/2024.



## Application Documents

The following application documents were submitted:

- Application Form
- Plans – Jaws Architects
- Plans – Portenaar Consulting
- Titles CT178446/1 and CT29803/5
- Planning Report (February 2024 and amendments) – Matthew Clark Planners
- Report on Services with plans (27 February 2024) – Poortenaar Consulting
- Flood Hazard Report (21 December 2023) – Flüssig Engineers
- Traffic Impact Assessment (February 2024) – Midson Traffic Pty. Ltd.

## ASSESSMENT

### STATE POLICIES, OBJECTIVES of LUPAA

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

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

### TASMANIAN PLANNING SCHEME - GLENORCHY 2021

#### State Planning Provisions (SPP)

##### Administration

##### Exemptions (Tables 4.1 – 4.6)

Nil.

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

The application is for consulting rooms and offices which fits under the use class Business and Professional Services. The use is defined in Table 6.2 Use Classes as follows:

##### *Business and Professional Services*

*use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, residential support services, travel agency and veterinary centre.*

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

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

*Medical Centre*

*means use of land to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to out-patients only*

*Office*

*means use of land for administration, clerical, technical, professional, business or other similar activities.*

**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:

- GLE-S8.7.1 Building Height
- GLE-S8.7.3 Design of building at ground level
- GLE-S8.7.6 Awnings
- GLE-S8.7.7 Parking design and location
- GLE-S8.7.8 Crime prevention through environmental design
- GLE-S8.7.9 Pedestrian movement
- C2.5.1 Car parking numbers
- C2.5.3 Motorcycle parking
- C2.6.5 Pedestrian access
- C12.6.1 Buildings and works within a flood prone hazard area

## General Provisions

The following General Provisions of the Scheme apply to this proposal:

### 7.9 Demolition

The application proposes the demolition of a dwelling, which is permitted under clause 7.9.1.

## Zones

The land is within the Central Business 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 Central Business Zone is:

- 16.1.1 To provide for the concentration of the higher order business, retail, administrative, professional, community, and entertainment functions within Tasmania's primary centres.*
- 16.1.2 To provide for a type and scale of use and development supports and does not compromise or distort the activity centre hierarchy.*
- 16.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.*
- 16.1.4 To encourage Residential and Visitor Accommodation use above ground floor level if it supports the viability of the activity centre and an active street frontage is maintained.*

### Comment

The proposal is for a substantial commercial building to accommodate medical and administrative services. This type of development is preferred in the Central Business Zone and satisfies clauses 16.1.1 and 16.1.2 above. The proposal would also encourage pedestrian activity by providing an attractive appearance to the street with glazed frontages, which satisfies clause 16.1.3 above.

### Use Table

The use class Business and Professional Services is 'no permit required' within the Central Business Zone in 8.2 Use Table.

### Use Standards

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

**Development Standards for Buildings or Works**

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

**Codes**

The following codes of the Scheme apply to this proposal:

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

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

*C2.5.1 A1 Car parking numbers*

The proposal does not accord with the acceptable solution in clause C2.5.1 A1 with respect to car parking numbers. Therefore, the proposal relies on the related performance criteria as follows:

*C2.5.1 P.1.1 Car parking numbers*

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

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

### Comment

The acceptable solution requires 4 spaces per practitioner and 1 space per 40m<sup>2</sup> of floor space for an office.

The applicant submitted a Traffic Impact Assessment (TIA) to justify the shortfall. The TIA was based on the provision of no carparking spaces, although nine (9) new carparking spaces will be created and dedicated to the use.

The shortfall was assessed by Council's Traffic Engineer and was found to satisfy the performance criteria above. 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. For further comments, please refer to engineering assessment under the Referrals section later in this report.

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

The Flood-Prone Areas Hazard overlay applies to the subject properties as shown in Figure 4.

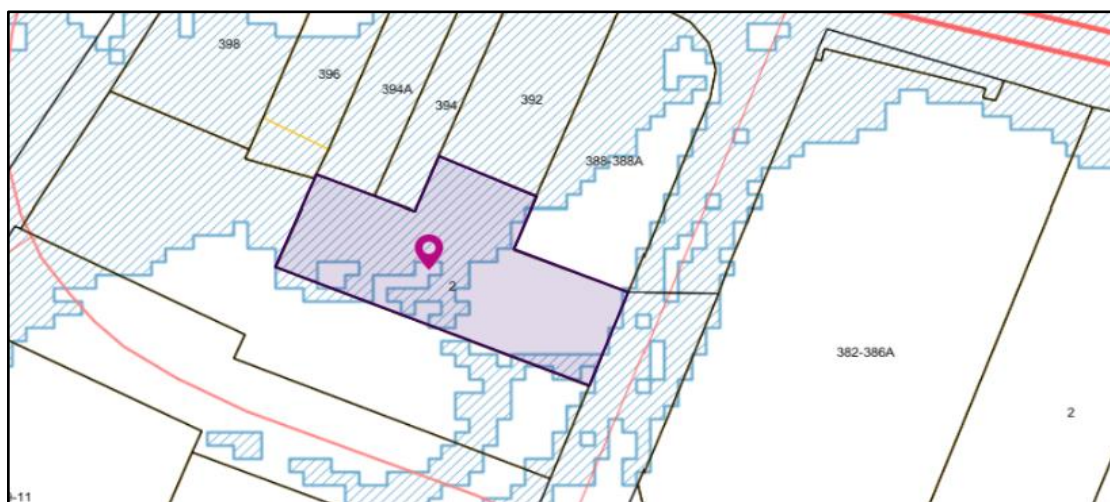


Figure 6: Flood Prone-Areas Overlay- theList

### C12.6 Development Standards for Buildings and Works

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

There are no acceptable solutions 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 or protection measures;*
- (c) any advice from a State authority, regulated entity or a council; and*
- (d) the advice contained in a flood hazard report.*

*P1.2*

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

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

Comment

The engineering assessment under the Referrals section later in this report found that the proposal accords with the above performance criteria. In summary, it was assessed that the flood hazard ratings for the site are of a low or minor nature.

## **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**

The following specific area plans of the Scheme apply to this proposal:

- GLE-S8.0 Glenorchy Activity Centre Urban Design Specific Area Plan

### **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.

## **GLE-S8.0 Glenorchy Activity Centre Urban Design Specific Area Plan**

### **GLE-S8.7 Development Standards for Buildings and Works**

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

#### *GLE-S8.7.1 P1 Building Height*

The proposal does not accord with the acceptable solution in clause GLE-S8.7.1 A1 with respect to building height. Therefore, the proposal relies on the related performance criteria as follows:

*Building height must satisfy the following:*

- (a) be consistent with the urban design principles in Table GLE-S8.9.1.*
- (b) not unreasonably overshadow adjacent public space, including a road;*
- (c) provide for a human scale of development at street level; and*
- (d) allow for transitions in scale to adjoining buildings of lesser height or articulation of interface where the difference in height is more than 4m.*

#### *Table GLE-S8.9.1 Urban Design Principles*

- (a) The public domain is comfortable, welcoming, vibrant, feels safe, well connected, allows access for all, and is walkable and bicycle friendly.*
- (b) Active street frontages provide a safe and welcoming street environment at human scale with display windows, a concentration of active uses at ground level and an avoidance of blank walls.*
- (c) Building facades are articulated to provide visual interest and to relieve visual bulk through techniques such as variations in plan shape such as curves, steps, recesses, projections or splays; the pattern of horizontal and vertical composition, positioning and design of window openings, expression of entrances with awnings, porticos, recesses, blade walls and projecting bays and avoidance of large expanses of blank wall.*
- (d) Corner buildings express their relationship to the corner by siting that defines the corner and by ensuring a high standard of façade along both frontages, which may give rise to higher building elements at the corner.*
- (e) Roof service structures are concealed in the roof design or screened from public view.*
- (f) Awnings provide pedestrian shelter along public footpaths and assist in outward expression of interior activity.*
- (g) Buildings address and define the public spaces that adjoin them with, as far as possible, a continuous building alignment.*



- (h) *Building design promotes the safe and convenient circulation of pedestrians within the activity centre.*
- (i) *Parking areas and structures are located so as not to dominate the public domain.*
- (j) *Buildings are sited and designed to minimise opportunities for crime and antisocial behaviour by maintaining natural surveillance, controlling access, delineating public, semi public and private spaces, and target hardening.*

#### Comment

The acceptable solution has a height limit of 10m within 6m of a road, otherwise 20m or that of the tallest building of an adjoining heritage place. The proposal is adjacent to a heritage listed place, so that the height is discretionary.

The proposed building would have a maximum height of 12.876m, including screening for roof top appurtenances. There is a small step up though at the elevation facing Regina Street where the height is 5.5m, for a depth of 1.5m

The maximum height of the proposed building would be only just over the height limit of the acceptable solution within the first 10m and otherwise within it. However, the building is adjacent to a heritage listed building and must therefore satisfy the performance criteria.

The building would not cause any unreasonable overshadowing as the only adjacent public space is a carpark and there are no dwellings in close proximity. The proposed building was also assessed in terms of compatibility with the adjacent heritage listed building by Council's Heritage Officer as follows:

#### *Heritage Comments:*

P1: The space between the proposed commercial building at 2 Regina Street and the heritage-listed, Esmond Dorney-designed, (former) Snow's Dry Cleaning building is occupied by a modern, low, rendered, concrete block building. Being of no heritage significance in itself, this latter building is of value because its presence at scale provides a respectful degree of separation. This assists the transition by ensuring that part of the new building built close to the property boundary is substantially set back, effectively creating a clear curtilage to the rear of Snow's and enabling retention of important views of the heritage building when viewed from the eastern side of the Barry/Regina Street junction. The transition is otherwise punctuated by an exposed, recessive grey aggregate column that removes any tendency toward confusion in the streetscape arising from coincidence/collision of disparate multipaned fenestration styles, the neutrality of the new building wall enabling the Snows building to retain its primacy when viewed from the Main Road/Regina Street junction.

*GLE-S8.7.2 A1.1 Building setback from a frontage or other public space boundary*

The proposal does not accord with the acceptable solution in clause GLE-S8.7.2 A1.1 with respect to the front setback. Therefore, the proposal relies on the related performance criteria as follows:

*Buildings must be setback from a frontage or other public domain boundary in accordance with the following:*

- (a) generally maintain a continuous building line in respect of main streets and pedestrian areas and routes;*
- (b) maintains the prevailing set back established by adjoining buildings, provided the result is consistent with the urban design principles in Table GLE-S9.9.1; and*
- (c) may provide for variations in building alignment to provide small spaces for active uses.*

#### Comment

The acceptable solution requires that setbacks from a frontage or other public domain boundary are consistent with the existing established building alignments, where adjacent buildings are not built to the frontage or other public space boundary. Where that is not the case, a nil setback is required.

The proposed building would have nil setback to Regina Street and nil setback to the pedestrian walkway bordering the carpark, which is a public space. The second and third stories would be further back from Regina Street, by 1.5m. On the carpark frontage, the building would overhang the carpark so that the upper stories would have nil setback. There will be a small awning overhanging the footpath at Regina Street.

The main building on the adjacent site at Regina Street is Snows Dry Cleaning that has a flowerbed along the frontage so that the building is setback about 0.4m. There is also a utility building between the main building at Snow's Dry Cleaning and the proposed building that is approximately 4.5m back from the frontage but has a block wall on the boundary for fencing.

It is considered that the proposed setbacks are acceptable. Whilst the main building at Snow's Dry Cleaning is set slightly back, the adjacent block wall of the fence is on the boundary and stands out less this way. In terms of the setback at the carpark, there are no buildings that would define the existing alignment, so that normally nil setback is required. Given that the upper stories are on the boundary it is considered that the intent is achieved, despite the ground floor not extending to the boundary.

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

*GLE-S8.7.3 Design of building at ground level*

The proposal does not accord with the acceptable solution in clause GLE-S8.7.3 A1 (d) with respect to blank walls. Therefore, the proposal relies on the related performance criteria as follows:

*The ground floor level of a building must be designed to be consistent with all applicable urban design principles in Table GLE-S8.9.1.*

*Table GLE-S8.9.1 Urban Design Principles*

- (a) The public domain is comfortable, welcoming, vibrant, feels safe, well connected, allows access for all, and is walkable and bicycle friendly.*
- (b) Active street frontages provide a safe and welcoming street environment at human scale with display windows, a concentration of active uses at ground level and an avoidance of blank walls.*
- (c) Building facades are articulated to provide visual interest and to relieve visual bulk through techniques such as variations in plan shape such as curves, steps, recesses, projections or splays; the pattern of horizontal and vertical composition, positioning and design of window openings, expression of entrances with awnings, porticos, recesses, blade walls and projecting bays and avoidance of large expanses of blank wall.*
- (d) Corner buildings express their relationship to the corner by siting that defines the corner and by ensuring a high standard of façade along both frontages, which may give rise to higher building elements at the corner.*
- (e) Roof service structures are concealed in the roof design or screened from public view.*
- (f) Awnings provide pedestrian shelter along public footpaths and assist in outward expression of interior activity.*
- (g) Buildings address and define the public spaces that adjoin them with, as far as possible, a continuous building alignment.*
- (h) Building design promotes the safe and convenient circulation of pedestrians within the activity centre.*
- (i) Parking areas and structures are located so as not to dominate the public domain.*
- (j) Buildings are sited and designed to minimise opportunities for crime and antisocial behaviour by maintaining natural surveillance, controlling access, delineating public, semi public and private spaces, and target hardening.*

## Comment

The acceptable solution requires various design elements to create active frontages. The design elements require a siting parallel to the frontage, entrance to the street or public area, ground level window, façade height, modest recesses, and expanse of blank walls less than 20%.

The proposal complies with all except for a blank wall section. The main façade of the building is facing the carpark and the secondary façade is facing Regina Street, where the relevant section of wall is located. A large part of the wall comprises full sized windows, however there is a 3m wide section of blank wall. Despite the portion of blank wall, it is considered that an active street frontage would be still retained, that the façade would provide visual interest and that natural surveillance would be maintained in accordance with the Urban Design Principles.

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

### *GLE-S8.7.6 P1 Awnings*

The proposal does not accord with the acceptable solution in clause GLE-S8.7.6 A1 with respect to awnings. Therefore, the proposal relies on the related performance criteria as follows:

*An awning may be dispensed with or a variation in awning design allowed, having regard to:*

- (a) the general desirability of providing pedestrian shelter;*
- (b) the existing extent of pedestrian shelter in the locality;*
- (c) the design and siting of the building relative to the footpath;*
- (d) the design and siting of adjacent buildings relative to the footpath, including awning characteristics; and*
- (e) all applicable urban design principles in Table GLE-S8.9.1*

### *Table GLE-S8.9.1 Urban Design Principles*

- (a) The public domain is comfortable, welcoming, vibrant, feels safe, well connected, allows access for all, and is walkable and bicycle friendly.*
- (b) Active street frontages provide a safe and welcoming street environment at human scale with display windows, a concentration of active uses at ground level and an avoidance of blank walls.*
- (c) Building facades are articulated to provide visual interest and to relieve visual bulk through techniques such as variations in plan shape such as curves, steps, recesses, projections or splays; the pattern of horizontal and vertical composition, positioning and design of window openings,*

*expression of entrances with awnings, porticos, recesses, blade walls and projecting bays and avoidance of large expanses of blank wall.*

- (d) Corner buildings express their relationship to the corner by siting that defines the corner and by ensuring a high standard of façade along both frontages, which may give rise to higher building elements at the corner.*
- (e) Roof service structures are concealed in the roof design or screened from public view.*
- (f) Awnings provide pedestrian shelter along public footpaths and assist in outward expression of interior activity.*
- (g) Buildings address and define the public spaces that adjoin them with, as far as possible, a continuous building alignment.*
- (h) Building design promotes the safe and convenient circulation of pedestrians within the activity centre.*
- (i) Parking areas and structures are located so as not to dominate the public domain.*
- (j) Buildings are sited and designed to minimise opportunities for crime and antisocial behaviour by maintaining natural surveillance, controlling access, delineating public, semi public and private spaces, and target hardening.*

#### Comment

The acceptable solution requires that a box awning be provided cantilevered from the face of the building with a face depth of 450mm and setback 1m from the face of the kerb, amongst other criteria.

The proposal provides a slim line awning that is 1m deep over the footpath at Regina Street and does not have a front face. The awning does therefore not have a face depth of 450mm or extends far over the footpath.

It is considered that the small awning would be acceptable in this instance, given the modern design of the building and that the adjacent building of Snow's Dry Cleaning does not have an awning. The awning would provide some pedestrian shelter and would be consistent with the urban design principles as listed earlier.

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

#### *GLE-S8.7.7 P1 Parking design and location*

The proposal does not accord with the acceptable solution in clause GLE-S8.7.7 A1 with respect to parking design and location. Therefore, the proposal relies on the related performance criteria as follows:

*Parking structures and access must be designed and located:*

- (a) so they do not undermine the character and visual attraction of the activity centre; and*
- (b) to ensure no parking area is a dominant visual element of the activity centre, the site on which it is developed, or the streetscape.*

#### Comment

The acceptable solution requires that parking is located behind or underneath buildings.

The proposal would have parking in front of the building, because it is fitting in with an existing carpark that would be enlarged and reconfigured. It is proposed to gain nine carparking spaces by reorienting the parking in the council carpark and enlarging the carpark slightly over the applicant's land.

It is considered that the additional parking is acceptable. The existing carpark would not become more visually dominant than before through the minor adjustment. It is also noted that the carpark is situated behind the shops facing Main Road where the main part of the activity centre is and would not intrude.

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

#### *GLE-S8.7.8 P1 Crime prevention through environmental design*

There is no acceptable solution in clause GLE-S8.7.8 A1. Therefore, the proposal relies on the related performance criteria as follows:

*Development must minimise opportunities for crime or antisocial behaviour through all of the following measures, where applicable:*

- (a) the main entrance or entrances to a building must face and be clearly visible from the street; or an adjacent public space;*
- (b) the windows in the upper floors of a facade adjacent to a street or public open space must overlook that street, or public space;*
- (c) design and siting of public facilities such as toilets and parents rooms to maximise passive surveillance and minimise concealment and entrapment opportunities;*
- (d) location of Automatic Teller Machines (ATMs) and public telephones in highly visible and well- lit locations;*
- (e) avoidance of solid roller shutters on shopfronts;*
- (f) use of open grille security devices on shopfronts only if such devices are necessary, unobtrusive and sympathetic to the character of the building and the streetscape;*

- (g) natural and artificial lighting must be used to ensure that all publicly accessible areas are well lit at all times; reduce poorly lit or dark areas; minimise potential entrapment points and deter crime and vandalism;*
- (h) public, communal and private areas must be clearly delineated within the site;*
- (i) predictable routes and entrapment locations (e.g. concealed spaces near public pathways) must be minimised;*
- (j) a structure (such as a carport, outbuilding, fence, or downpipe) that may act as a 'ladder' and provide an intruder with easy access to an upper floor of a building must not be located adjacent to the window or balcony of that upper floor;*
- (k) the street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building; and*
- (l) clear use of signage or access control measures to direct appropriate pedestrian movement.*

#### Comment

The proposal is designed to minimise opportunities for crime, as it would have a clearly visible front door, upper floor windows overlooking the street and carpark, no easy access to upper floors and clearly visible street number.

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

#### *GLE-S8.7.9 P1 Pedestrian movement*

The proposal does not accord with the acceptable solution in clause GLE-S8.7.9 A1 with respect of providing a new pedestrian walkway. Therefore, the proposal relies on the related performance criteria as follows:

*Development must comply with the following:*

- (a) provide facilities for convenient, safe, and comfortable movement of pedestrians within the locality and connecting to it;*
- (b) the finished levels must allow easy pedestrian, bicycle, vehicular and carparking interconnection between properties and buildings within the locality;*
- (c) vehicle access ramps in footpaths and streets must be designed and located to minimise disruption to pedestrians;*
- (d) vehicle and service entry points must be kept to a minimum to avoid adverse impact on pedestrian amenity; and*



- (e) the pedestrian movement system must be at street level, avoiding pedestrian overhead bridges.*

#### Comment

The acceptable solution requires that there be no changes to existing pedestrian or vehicular access.

The proposal includes a pedestrian walkway along its Barry Street elevation. Vehicular access to the carpark would remain the same as existing so that some criteria is not relevant.

The proposed walkway is considered convenient, safe and comfortable for pedestrians. The fished levels will allow easy connection with existing footpaths and parking areas. Lighting will be provided for the walkway to increase safety.

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

### **INTERNAL REFERRALS**

#### **Development Engineer**

##### **Comments**

The development application seeks approval for a three-storey commercial building at the subject site. The building is proposed to be used for consulting rooms and offices. The works include demolition to the existing dwelling, works associated to the parking over the Council owned Barry Street car park and works associated with stormwater management and drainage. Runoff is proposed to be drained via an on-site stormwater detention (OSD) system to the existing Stormwater connection. The General Manager's consent to interfere with stormwater infrastructure can be granted.

The Traffic Impact Assessment (TIA) by Midson Traffic dated February 2024, Planning Report by MC Planners dated February 2024, plans by Jaws Architects and Poortenaar consulting stamped date received 29 August 2024 and the Flood hazard report by Flussig Engineers dated 5 April 2024 were submitted as part of the application. The application including the flood hazard report, and the TIA were referred to Council's Transport Engineer and Council's Senior Civil Engineer to review, provide comments and recommend the conditions as required.

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

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

Based on the TIA, the existing car park is serviced by 3 vehicular accesses (two accesses on Barry Street and one on Regina Street). Where the location of the additional car parking spaces is, will result in additional traffic via Regina Street and eastern Barry Street accesses, approximately 36 vehicles per day at each access. The TIA concluded the acceptable solution C3.5.1 A1 is met.

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

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

The requirement under the C2.5.1 and table C2.1, A1 requires the total of 44 car parking spaces for the proposed development. Although there are no parking spaces proposed within the site, the applicant proposes to increase the number of parking spaces within the neighbouring site, which is the existing Council car parking area, by nine (9) spaces. The applicant originally proposed 1 accessible car space; however, it is suggested by Council's Transport Engineer that two (2) accessible spaces are required, and that the spaces shall be located at the front entrance of the building.

Bicycle spaces are proposed – 2 racks with 6 spaces for staff will be provided within the site and 4 spaces will be provided for public within the Barry Street car parking. Motorcycle spaces are not provided. According to the scheme 1 space is required. The TIA has addressed the performance criteria to the satisfaction having consideration of the nature of the development and constraints of the site.

The layout of car parking area complies with the standard AS2890.1:2004. The surface treatment of the driveway is proposed to be concrete. Surface runoff is proposed to be captured and directed to the Council's stormwater system. The turning swept path is provided demonstrate compliance to the standard.

According to the Scheme, to comply with the acceptable solution of C2.6.5 A1, a 1-metre-wide pedestrian footpath is required where the use requires more than 10 car parking spaces. The proposed development does include a minimum one-metre-wide pedestrian pathways connecting all the additional parking spaces to the footpath. Therefore, the acceptable solution is met.

## **Other**

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

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

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

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

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

Situated in close proximity to Humphreys Rivulet, the site is subject to the flood hazard overlay. The flood hazard report submitted as part of the development application was referred to Council's Senior Civil Engineer (SCE) to review and provide comments and/or conditions. Council's Senior Civil Engineer is satisfied with the findings in the report and that it adequately 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. The plans submitted demonstrates safely conveyed to the public stormwater network and therefore have been accepted by Council's Engineers. The development can comply with the performance criteria, P1.1 and P1.2 of C12.6.1.

**Traffic Engineer****Introduction**

The developer proposes to construct a 3-story commercial building for medical use (floor area 700m<sup>2</sup>) and business and professional service use (floor area 947 m<sup>2</sup>) at 2 Regina Street and use a portion of the Council-owned car park adjacent to the site for parking. The sharing of land at 2 Regina Street and the Council car park and the reconfiguring of the car park will increase the car park capacity by 9 spaces.

The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by Midson Traffic in February 2024 and the swept paths assessment showing the parking layout by Poortenaar Consulting in January 2024. The TIA addresses the traffic and parking impacts, assessing the performance criteria of C2.5.1 P1.1 (businesses) car parking numbers.

**Parking within Council's Car Park alongside Proposed Development**

The proposed development does not provide on-site car parking. The sharing of the land at 2 Regina Street and the Council car park will increase car park capacity by 9 spaces by providing 90-degree parking spaces alongside the building instead of parallel parking. There are proposed to be 17 parking spaces alongside the building, of which 9 spaces are to be dedicated to building tenants.

With the 17 parking spaces alongside the building, it is proposed that one of these spaces is dedicated as an accessible parking space. However, due to the high use of accessible parking for medical centres, it is proposed that a condition be placed on the permit for two accessible parking spaces to be provided near the front entrance of the facility.

The parking plan assessed in the TIA, was not the last submitted, which was the swept paths assessment plan by Poortenaar Consulting. The last submitted plan showed the accessible parking space with the shared area next to Regina Street was not viable, as a vehicle could not turn into it. It is proposed that this shared area is replaced with cycle racks and the accessible parking moved to the centre of the site near the front

doors. This new location would have one shared area with two accessible parking spaces either side. This means that there would be 16 parking spaces alongside the building instead of 17 spaces, and that all spaces would comply with AS2890.1.

Within Council's car park alongside Barry Street, the developer proposed in the TIA to make these spaces compliant to AS890.1 with 17 spaces available by moving kerbs. However, the final approved parking plan showed the current 17 car parking spaces with possible one space for a small car or motorbike, that do not comply with the standards. A condition will be placed on the permit for detailed plans to be provided for the car parking spaces alongside the building and alongside the Barry Street frontage.

The images below show the last submitted plan by Poortenaar Consulting with proposed changes and the proposed plan in the TIA.

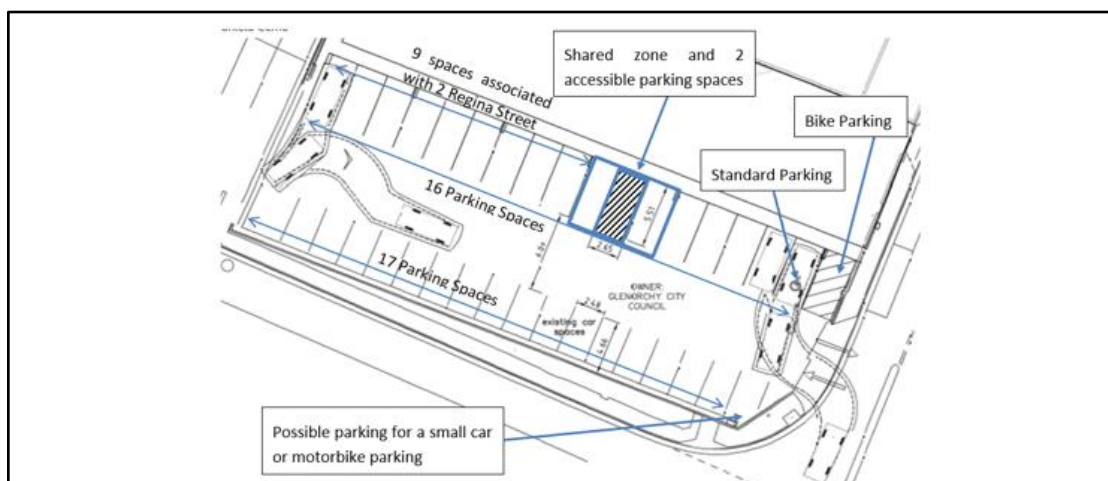


Figure 7: Plan submitted for Additional Information Response and possible changes – Portenaar Consulting

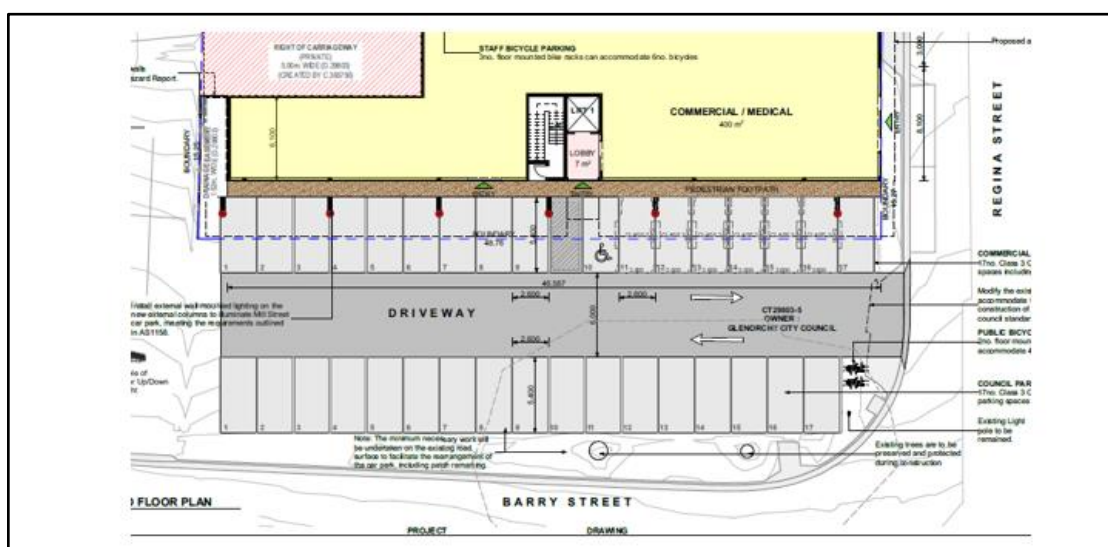


Figure 8: Parking layout in TIA - Midson Traffic

## Parking Supply

The proposed development does not provide on-site car parking and addresses the performance criteria C2.5.1 car parking numbers. Modifications are proposed to the adjoining Council car park that involves an increase of 9 parking spaces that are proposed to be dedicated to the development.

Under the planning scheme the development is required to have 44 car parking spaces. The TIA assessed parking numbers using the Roads and Maritime Services, Road Traffic Authority (RTA) NSW Guide to Traffic Generation Development, in which 52 car parking spaces are required. Assuming 9 spaces are provided within Council car park to the development, then there would be a shortfall of between 35 to 43 spaces.

The TIA reduces the amount of parking by 40%, when considering the principles of shared parking, the actual increased parking demands within the Glenorchy CBD, telehealth appointments and working from home. This means the actual shortfall in parking is between 17 and 22 car parking spaces (60% of 44 spaces = 26 spaces, less 9 spaces provided = 17; and 60% of 52 spaces = 31 spaces, less 9 spaces provided = 22 spaces).

The TIA reviewed the Glenorchy Parking Surveys, in which there are 72 on-street spaces and 266 Council owned car parking spaces near the development site. The parking survey undertaken in 2021 showed that there was space capacity of between 48 and 112 spaces within Council's car parks and on-street.

The proposed parking is considered acceptable, as outlined in the TIA based on the following:

- The site is in a CBD environment. The site is well serviced by public transport with the Glenorchy bus interchange located a short walking distance away. Bus services operate on a frequent basis to Hobart and northern suburbs from the Bus interchange.
- It is common for commercial development to provide little or no parking in a CBD environment when alternative transport modes are readily available. Parking policies in similar CBD environments (including Hobart CBD) actively restrict car parking provision for commercial developments. These policies reduce unnecessary traffic congestion.
- There is a large pool of on-street and off-street public car parking provision in the surrounding CBD environment to cater for parking demands.

The location of the site within a CBD environment will result in shared parking principles being applicable. The actual parking shortfall is likely to be between 17 and 22 parking spaces.

Based on the TIA, there is adequate parking for the development and the performance criteria for C2.5.1 P1.1 is met. It is noted that Council car parking is not exclusively for the developer and not guaranteed in perpetuity, apart from the nine parking spaces alongside the proposed building. **Bicycle and Motorcycle Parking**

The development under the planning scheme is required to provide 3 bicycle spaces and 1 motorcycle space. The developer is proposing to provide 10 bicycle parking spaces, with 6 spaces for staff within the site and 4 spaces within the Council car park.

The developer is not proposing any motorcycle parking. TIA addressees the performance, noting there is parking within Council car park that can be used by motorcyclist or vehicles.

### **Traffic Generation**

The traffic generated by the development is expected to be 823 daily trips with 92 trips per hour, as per the Roads and Maritime Services, Road Traffic Authority (RTA) NSW Guide to Traffic Generation Development for consulting room and clinics (medial) and commercial (officers).

The TIA details that “As no on-site car parking is provided, the traffic generation will be disbursed throughout the network (ie.at other public car parking locations, on-street, shared parking, and active and public transport etc). The development includes proposed modifications to the neighbouring public car park, which will increase the parking along the boundary with the subject site by 9 spaces. As such it would be expected that a small increase in traffic generation will result from this increase. The existing neighbouring car park currently has 3-hour time restrictions. Based on a turnover of 3 times per space for the 9 new spaces, the likely increase in traffic generation at the neighbouring car park will be 108 vehicles per day, with a peak increase of 11 vehicles per hour. Most of this traffic generation will be experienced at two of the three accesses to the car park: Regina Street access and the eastern Barry Street access. This would equate to a split of 36 vehicles per day across each of these accesses.”

Based on the above the Acceptable Solution is met for C3.5.1 traffic generation, as the increase in traffic at a driveway is less than 40 vehicles per day or 20% of existing traffic, whichever is greatest.

The TIA did assess sight lines at the two main driveway accesses to the car park, being off Regina Street and Barry Street closest to Regina Street. Sight lines at these driveways exceeded that required for a commercial driveway. The driveway access off Barry Street near Main Road was not assessed, but sight lines are met and if vehicles leaving this driveway to turn right becomes a safety issue due to the proximity of the traffic lights and pedestrians crossing the road, it can be prohibited.

The TIA assessed the crash data for the last 5 years in Regina Street and Barry Street outside the site. The crash data showed that there were 8 crashes at the intersection of Barry Street and Main Road; 1 crash at the intersection of Regina Street and Main Road; 1 crash was at the intersection of Regina Street and Barry Street; and 4 crashes along Barry Street. These crashes were property damage apart from two minor injury crashes. This is not considered unreasonable for a shopping precinct area with an arterial road.

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

## **CONCLUSION**

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

## **Hydraulics Engineer**

### **Comments**

Proposed development includes demolition of the existing structures and construction of a new commercial building and associated infrastructure works. Proposed lot and is impacted by flooding for 1% AEP event.

### **1. Referenced Documents**

- (a) Flood hazard report by Flussig Engineers, document titled FE\_23125\_2 Regina Street, Glenorchy Flood Hazard Report\_ REV02 dated 05/04/2024.
- (b) Concept Services Report by Poortenaar Consulting\_ REV03 dated 29/08/2024.
- (c) Concept Architectural drawings by Jaws Architects, document set titled P23060\_DA-XX Revision 04

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

Flood Hazard Report Revision 2 prepared by Flussig Engineers dated 05/04/2024 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. 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.

A model done by Flussig Engineers compares the flood characteristic of pre and post development scenarios to assess the impacts to surrounding properties.

Existing lot is subjected to overland flooding during 1% AEP rain event with consideration of climate change increase. Flood hazard ratings for the existing site is



seen at H1-H2, low to minor nature as per the hazard classification based on Australian Disaster and Resilience Handbook (figure 3).

Post development model, that includes a 500mm high flood protection wall at the shared boundary on the northwestern side 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.

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 and maintained for the life of asset.

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.

Comparison of pre and post flood hazard maps extracted from the report are included below for reference.

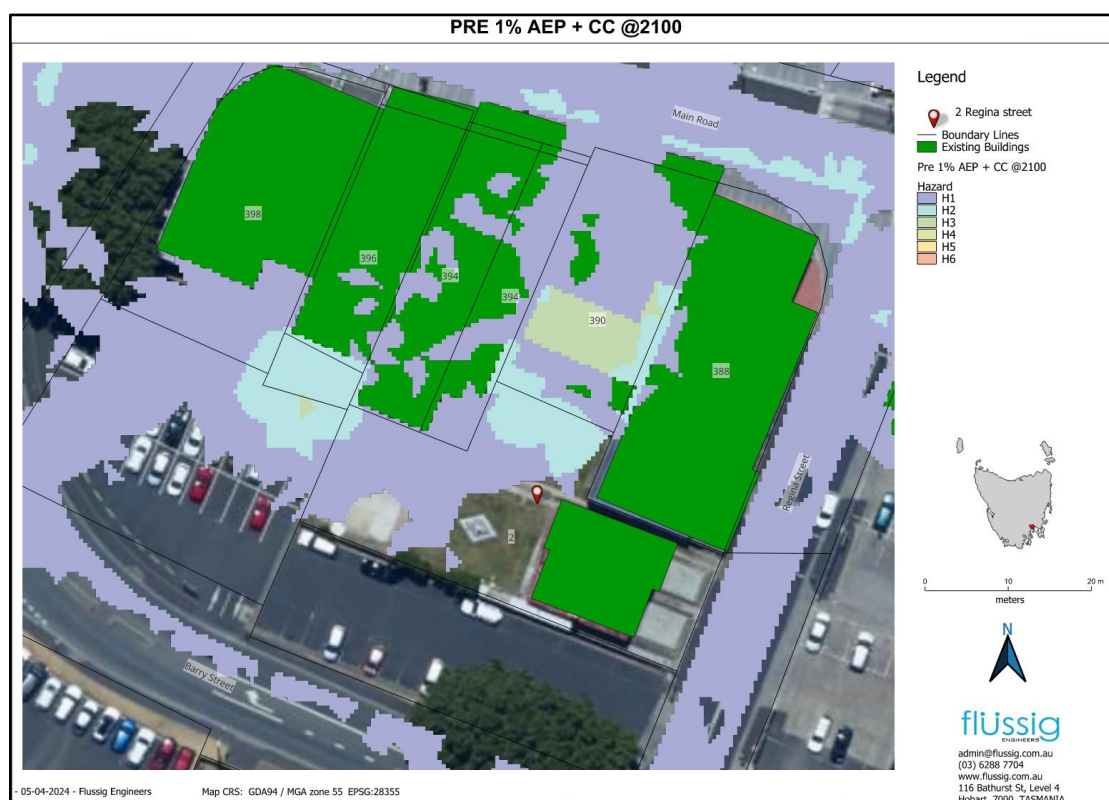


Figure 9: Pre-development extent of flood hazard in and around the development site

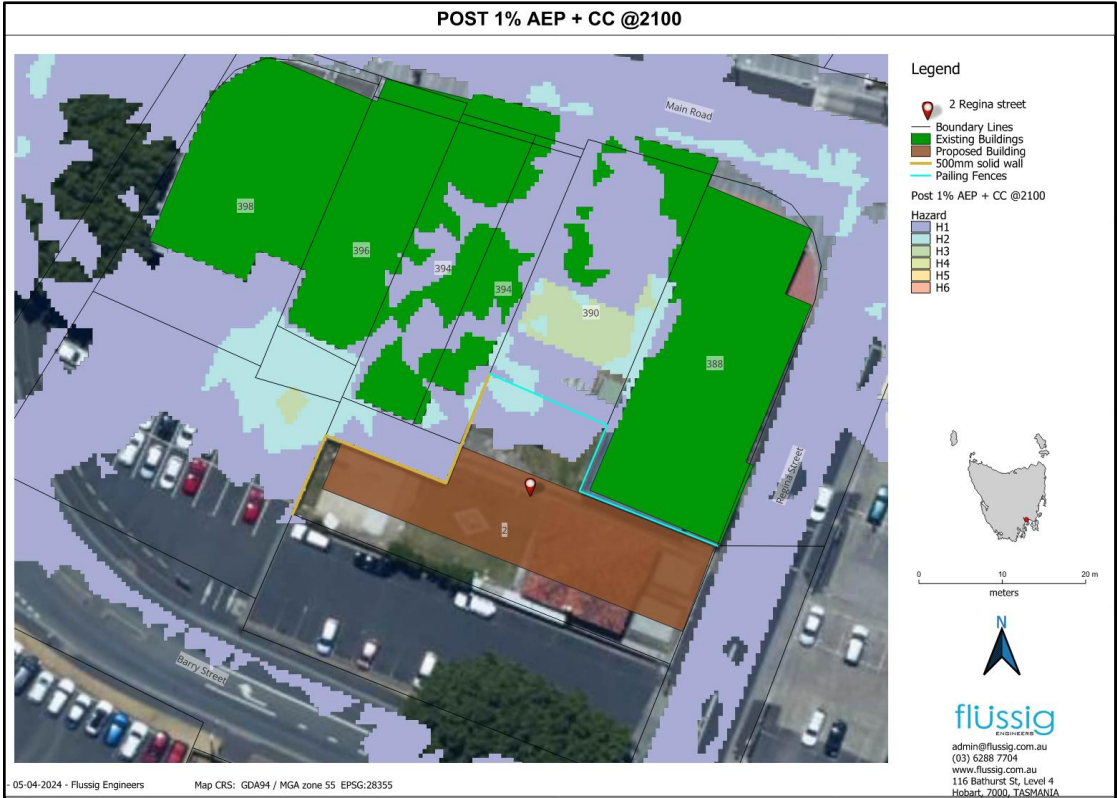


Figure 10: Post development extent of flood hazard in and around the development site

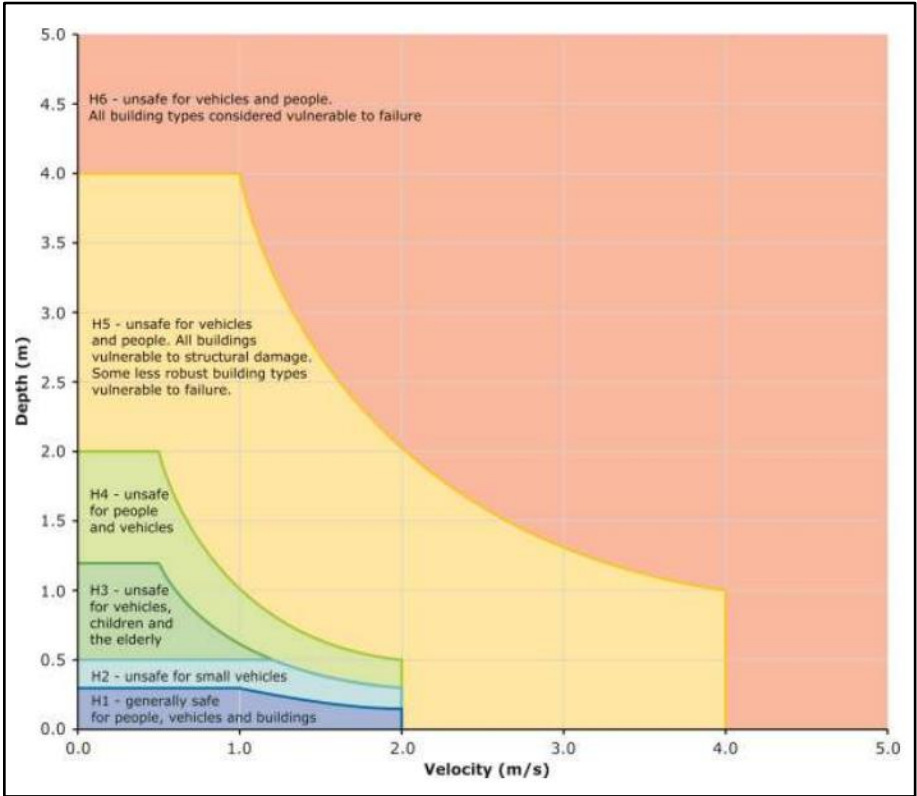


Figure 11: General flood hazard vulnerability curves

### **3. Stormwater Management Policy**

#### **Stormwater Disposal Method Requirements:**

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

Therefore, 4 (a) is met.

#### **Stormwater Quality Management Requirements:**

Increase in impervious area for this development is less than 500m<sup>2</sup> and therefore exempt from stormwater quality management requirement.

Therefore, 5 (a) is met.

#### **Stormwater Quantity Management Requirements:**

On site detention in form of above ground detention tank system has been provided for a 1% AEP or 1 in 100-year storm event and thus maintaining the post development flows to predeveloped levels as required by Council's Stormwater Management Policy.

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

#### **Stormwater System Design Requirements:**

Stormwater management report and Concept Civil Engineering drawings by Poortenaar Consulting\_REV03 show the internal minor drainage system has been sized to cater for a 5% AEP event as required by the Stormwater Management Policy. Flood report by Flussig has assessed the 1% AEP overland flow impacts and demonstrated that it can be safely conveyed to the public stormwater system.

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

### **Conclusion**

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

### **Environmental Health Officer**

The application for the above was referred to Environmental Health for consideration given that the property is within the Central Business Zone and the proximity to the Inner Residential Zone. Within the supporting Planning Report by Matthew Clark Planners, it is specified that the proposed hours are Monday – Saturday 7.00am to 9.00pm and on Sunday and Public Holidays 8.00am – 9.00pm. The proposed hours meet the Acceptable Solution A1 of 16.3.1, and the objective set there-in.

Further information was not sought by Environmental Health, nor are conditions required.

## EXTERNAL REFERRALS

### TasWater

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

### TasNetworks

The development is not likely to adversely affect TasNetworks' operations. The standard arrangements will apply for connection to the electricity network. For further information, please refer to TasNetworks' website: [New electricity connections - TasNetworks](#).

## REPRESENTATIONS

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

### Prominence and Impact on Heritage Building

The representor states that the proposed building is incompatible with the adjacent heritage listed Snow's Dry Cleaner, because of height, scale, bulk, form and materials, as well as being too prominent for that location in general. In addition, the new building would reduce natural light filtering through Snows Dry Cleaners, as envisaged by the architect Esmond Dorney.

#### *Comment (Heritage Officer)*

The proposed new building is demonstrably different (in scale, form and detailing) to the former Snow's Dry Cleaning building, but by virtue of its attributes not incompatible with it. As set out in the Heritage Officer's assessment - Snow's building will continue to stand out in its prominent corner position in the streetscape. The filtering of natural light through the Main Road and Regina Street facing elevations of Snow's (which are extensively glazed) will remain unaffected by the new development. There will be some reduction (increased filtering) of light through the rear elevation, however, retention of the existing low rendered concrete building to the rear means light will still permeate the building from all three visible elevations to a great degree.

## CONCLUSION

The application is for a new commercial building in the Glenorchy Central Business District. The proposed building is a modern, three-storey high building with extensive glazing.

The use of the building is for a doctor's surgery with five practitioners and office space with a floor area of 700m<sup>2</sup>, which is classed Business and Professional Services. The use is 'no permit required' within the Central Business Zone. However, the application is discretionary for various design elements under the Specific Area Plan of the Glenorchy Activity Centre, as well as for a significant parking shortfall and being within the Flood Prone Areas Hazard overlay.

The discretions were addressed within the report and were found acceptable. The application includes works within the Barry Street Carpark. The works would extend the carpark over a small portion of the applicant's land and reorient some of the existing parking spaces. The works would yield an additional nine parking spaces. As part of this arrangement the nine spaces will be dedicated to the development and the strip of land will form part of the carpark. A Part 5 Agreement will be required to formalise this arrangement as well as a Carpark Licence.

The application was advertised for the statutory 14-day period with one representation being received. The representation was concerned about the prominence and impact on the heritage listed Snow's Dry Cleaner. Council's Heritage Officer assessed the proposed development in this regard and was satisfied that the Snow's building would continue to stand out in its prominent corner position in the streetscape.

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 Buildings and works for a Commercial Premises (Business and Professional Services) at 2 Regina Street and Mill Lane Glenorchy subject to the following conditions:

### **Planning**

1. Use and development must be substantially in accordance with planning permit application No. PLN-24-050 and Drawings submitted on 28/02/2024 (11 pages), 31/07/2024 (2 pages), and 29/08/2024 (2 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 2024/00294-GCC, dated 09/08/2024, form part of this permit.

3. External lighting must not operate within the hours of 11.00pm to 6.00am, excluding any security lighting. Security lighting must be baffled so that no direct light extends into properties within the Inner Residential Zone on the opposite side of Barry Street.
4. Commercial vehicle movements and the unloading and loading of commercial vehicles, excluding Emergency Services, must be within the hours of:
  - (a) 7.00am to 9.00pm Monday to Saturday; and
  - (b) 8.00am to 9.00pm Sunday and public holidays.
5. Mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places.
6. No security shutters or grilles over windows or doors on a façade facing a frontage or other public place are to be installed.
7. The street number of the building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building.
8. Prior to the issue of a Building Permit the landowner must enter into a registered agreement with Council pursuant to Part 5 of the *Land Use Planning Approvals Act 1993* that provides for the following:
  - (a) That nine (9) carparking spaces of the re-configured carpark approved with Planning Permit PLN-24-050 are dedicated solely to the approved development at 2 Regina Street, Glenorchy (CT 178446/1). A plan must be part of the agreement that identifies both the access rights to and location of the relevant car parking spaces;
  - (b) That the property owner of 2 Regina Street (CT 178446/1) is responsible for all ongoing maintenance and costs related to the nine (9) car parking spaces that are dedicated to the development/use, including the related lighting, unless otherwise agreed to in a separate written agreement with Glenorchy City Council;
  - (c) That the area of 2 Regina Street, Glenorchy (CT 178446/1) that forms part of the carpark approved with Planning Permit PLN-24-050 must be reserved for a public car park at all times to a height of 4.25m above Natural Ground Level;
  - (d) That the landowner is responsible for arranging the execution of the Agreement and for all costs associated with the preparation and registration of the Agreement.

9. A construction management plan must be submitted in conjunction with a Building Permit Application and approved by Council prior to the commencement of any works.

## Engineering

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/](http://www.derwentestuary.org.au/stormwater/)

11. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.
12. No civil works related to or associated with the use or development approved by this permit are to occur on or external to the site unless these works are in accordance with engineering drawings that have been approved by Council's Development Engineer. Changes to the design and/or location of civil works will require the submission of amended engineering drawings prepared by a licensed civil engineer for approval by Council's Engineer.
13. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.



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 must be the developer's responsibility to obtain and submit with the Building Application, a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction. The photographic record shall be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works shall be deemed to be the responsibility of the developer and shall be repaired at the developer's cost.
15. A detailed estimate for the works must be provided and payment of the engineering drawing approval fee must be made prior to the issue of approved engineering drawings or the issuing of the building approval. Under Council Schedule of fees and charges 2024/2025, the engineering drawings approval fee is 2.1% of the value of the civil works. This amount is subject to annual adjustment in accordance with the Council Fees and Charges Register. Construction must not commence until the approved engineering plans have been issued.

## **Traffic**

16. The developer shall undertake a parking design plan of the car park spaces adjacent to its building and fronting Barry Street within Council car park. This design plan shall include:
  - (a) Two accessible parking spaces near the front entrance of the building.
  - (b) Four bicycle parking spaces available for public use.
  - (c) Swept paths of vehicles in accordance with AS2890.1.
  - (d) Dimensions of parking spaces and aisles in general accordance with AS2890.1, considering the existing kerb on the Barry Street frontage and the columns supporting the building.

The design plan shall be submitted to Council prior to works commencing, to the satisfaction of the Council's Development Engineer and Manager Assets, Engineering and Design. The parking shall be installed as per the parking design plan by the developer prior to the commencement of use.

17. The design and construction of the parking, access and turning areas as required by the above condition must comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Engineering drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway and parking must comply with the following:-
- (a) Be constructed to a sealed finish;
  - (b) Vertical alignment shall include transition curves (or straight sections) at all grade changes greater than 12.5%;
  - (c) Total of thirty four (34) clearly marked car parking spaces over the Council's parking area must be provided in accordance with the approved plan received by Council and always kept available for these purposes;
  - (d) Of the required number of car parking spaces, two (2) car parking space must be provided for the exclusive use of people with disabilities, clearly marked and kept available for these purposes at all times;
  - (e) Lighting must be provided to all car parking and driveways areas in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car parks" of AS/NZ 1158.3.1: 2005. The illumination of the proposed light standards is to be activated prior to the occupancy;
  - (f) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
  - (g) The crossfall along the footpath must not exceed 4%;
  - (h) The gradient of any parking areas must not exceed 5% and
  - (i) Minimum carriageway width is to be no less than 3.0 metres.

All works required by this condition must be installed prior to the commencement of the use.

## Hydraulics

18. Engineering design drawings must be submitted and approved by Council's senior civil engineer, prior to the issue of Building Permit or approved engineering drawings (whichever occurs first). 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) A detailed design of on-site detention and On-site treatment measures as presented in Stormwater management report and Concept Civil Engineering drawings by Poortenaar Consulting\_REV03 including but not limited to inlet, outlets, orifice size, overflow mechanism, access points for future maintenance and inspections.
- (f) Incorporate recommendations made by Flood hazard report REV02 dated 05/04/2024 by Flussig Engineers including:
  - a) proposed FFLs to be set at minimum 19.2mAHD
  - b) Solid 500mm high flood wall to be constructed and a suitably qualified person.
  - c) Structural engineering design of proposed flood protection wall, proposed building are to incorporate the relevant flood load impacts outlined in the report including;
    - (i) Maximum flow rate of 0.37 m<sup>3</sup>/sec
    - (ii) Maximum velocity of 1.16 m/sec
    - (iii) Design life of 100 years and,
    - (iv) Substantially in accordance with ABCB Standard: Construction of buildings in flood hazard areas.

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

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

20. In association with a Building Permit Application, an OSD Maintenance Scheme must be submitted for approval, to the satisfaction of Council's Senior Civil Engineer, defining the maintenance method and frequency for OSD element incorporated in the development. The Owner and all successors in the title must ensure ongoing compliance with the approved OSD Maintenance Scheme for the duration of the approved use. Council must first approve any changes to the OSD Maintenance Scheme.
21. A maintenance inspection schedule for the proposed flood protection wall and fences must be submitted with a building permit application for approval of development engineer. The owner and all successors in title must ensure ongoing compliance and record keeping with the approved Maintenance schedule for the duration of the approved use.
22. A maintenance schedule for the ongoing maintenance of the on-site stormwater detention infrastructure must be provided to Council's Development Engineer for approval prior to the commencement of the use and/or the issuing of the plumbing approval. When approved, the maintenance schedule forms part of this permit.
23. The landowner must maintain the on-site stormwater detention infrastructure in accordance with the approved maintenance schedule.

**Advice to Applicant**

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

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

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-24-050, dated 23 September 2024, form part of this permit.

***Carpark Licence***

The property owner of 2 Regina Street, Glenorchy (CT 178446/1) must enter into a Licence agreement with the Glenorchy City Council for car parking and associated access arrangements on the shared car park land at the corner of Regina Street, Glenorchy and Mill Lane, Glenorchy (CT 29803/5) prior to a Certificate of Occupancy.

***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.

**Recommendation:**

That a permit be granted for the Demolition, and Buildings and works for a Commercial Premises (Business and Professional Services) at 2 Regina Street and Mill Lane Glenorchy subject to the following conditions:

**Attachments/Annexures**

- 1 GPA - 2 Regina Street Glenorchy



**APPENDIX 1.****16.0 Central Business**

Standard	Acceptable Solution	Proposed	Complies?
<b>16.3 Use Standards</b>			
<b>16.3.1 All uses</b>	<b>A1</b> Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:  a) 7.00am to 9.00pm Monday to Saturday; and  b) 8.00am to 9.00pm Sunday and public holidays.	The proposed uses are to operate within the hours of the Acceptable Solution	Yes
	<b>A2</b>	No external lighting is proposed to operate outside of the hours of the Acceptable Solution. Security lighting will be baffled.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must:</p> <p>a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and</p> <p>b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property in those zones.</p>		
	<p><b>A3</b></p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:</p> <p>a) 7.00am to 9.00pm Monday to Saturday; and</p>	Any commercial vehicle movements will be undertaken within the hours of the Acceptable Solution	Yes

Standard	Acceptable Solution	Proposed	Complies?
	b)8.00am to 9.00pm Sunday and public holidays.		
<b>16.3 Discretionary uses</b>			
<b>16.3.2 Discretionary uses</b>	<b>A1</b> No Acceptable Solution.	A Business and Professional Services use is 'No permit required' within the Central Business Zone.	N/A
	<b>A2</b> No Acceptable Solution.	A Business and Professional Services use is 'No permit required' within the Central Business Zone.	N/A
<b>16.4 Development Standards for Buildings and Works</b>			
<b>16.4.1 Building Height</b>	<b>A1</b> Building height must be no more than 20m.	This standard is substituted by clause GLE-S8.7.1 Building Height	N/A



Standard	Acceptable Solution	Proposed	Complies?
	<b>A2</b> Building height: a) within 10m of a General Residential Zone must not be more than 8.5m; or b) within 10m of an Inner Residential Zone must not be more than 9.5m.	Substituted with <ul style="list-style-type: none"> <li>GLE-S8.7.1 Building height and bulk</li> </ul>	N/A
<b>16.4.2 Setback</b>	<b>A1</b> Buildings must be: a) built to the frontage at ground level; or b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	This clause is substituted by: <ul style="list-style-type: none"> <li>GLE-S8.7.2 Building setback</li> </ul>	N/A
	<b>A2</b> Building must have a setback from an adjoining property within a General Residential Zone or Inner Residential Zone of not less than: a) 6m; or	The development is limited to development within 178446/1. This parcel is greater than 10m from the adjacent Inner Residential zone applied to Barry Street.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	b)half the wall height of the building, whichever is the greater.		
	<b>A3</b> Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone or Inner Residential Zone.	The development is limited to development within 178446/1. This parcel is greater than 10m from the adjacent Inner Residential zone applied to Barry Street.	Yes
<b>16.4.3 Design</b>	<b>A1</b> New buildings must be designed to satisfy all of the following: <ul style="list-style-type: none"> <li>a)mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places;</li> <li>b)roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof;</li> </ul>	This clause is applicable For (a) and (b), similar to GLE-S8.7.4 Roof design The proposal is for roof top plant and machinery to be screened. For (c) no shutters or grilles are shown. For (d) external carpark lighting is shown on site plan DA-05 to be wall mounted on external columns in accordance with AS1158.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and</p> <p>d) provide external lighting to illuminate external vehicle parking areas and pathways.</p>		
	<p><b>A2</b></p> <p>New buildings or alterations to an existing façade must be designed to satisfy all of the following:</p> <p>a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;</p> <p>b) if for a ground floor level façade facing a frontage:</p> <ol style="list-style-type: none"> <li>have not less than 40% of the total surface area consisting of windows or doorways; or</li> <li>not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;</li> </ol>	<p>This clause is substituted by:</p> <ul style="list-style-type: none"> <li>GLE-S8.7.3 Design of Buildings at Ground Level</li> </ul>	N/A

Standard	Acceptable Solution	Proposed	Complies?
	<p>c) if for a ground floor level façade facing a frontage must:</p> <ul style="list-style-type: none"> <li>i. not include a single length of blank wall greater than 30% of the length of façade on that frontage; or</li> <li>ii. not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and</li> </ul> <p>d) provide awnings over a public footpath if existing on the site or on adjoining properties.</p>		
<b>16.4.4 Fencing</b>	<p><b>A1</b></p> <p>No Acceptable Solution. [S21]</p>	No fencing is proposed that is not otherwise exempt.	
	<p><b>A2</b></p> <p>Common boundary fences with a property in a General Residential Zone or Inner Residential Zone, if not within 4.5m of a frontage, must:</p>	The site does not share a common boundary with a residential Zone	N/A

Standard	Acceptable Solution	Proposed	Complies?
	a) have a height above existing ground level of not more than 2.1m; and b) not contain barbed wire.		
<b>16.4.5 Outdoor storage areas</b>	<b>A1</b> Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.	No outdoor storage areas are visible	N/A
<b>16.4.6 Dwellings</b>	<b>A1</b> A dwelling must have private open space that is not less than: a) 24m <sup>2</sup> with a minimum horizontal dimension of not less than 4m; or b) 8m <sup>2</sup> with a minimum dimension of not less than 1.5m, if the dwelling is located wholly above ground floor level.	Not applicable	N/A
	<b>A2</b> Each dwelling must be provided with a dedicated and secure storage space of no less than 6m <sup>3</sup> .	Not Applicable	N/A

**GLE-S8.0 Glenorchy Activity Centre Urban Design Specific Area Plan**

Standard	Acceptable Solution	Proposed	Complies?
<b>GLE-S8.6 Use Standards</b>			
GLE-S8.6.1 Ground floor use This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.3 Use Standards.	<b>A1</b>  Except for minimal interruptions necessary to provide access to foyers, arcades, tenancies, parking or servicing, including for residential uses on upper levels, building uses at ground floor level must be for retail, business, community or other non-residential purposes.	Ground floor use is within the Business and Professional Services Use Class	Yes
<b>GLE-S8.7 Development Standards for Buildings and Works</b>			
GLE-S8.7.1 Building height This sub-clause is a substitution for the provisions of the Central Business Zone - Clause 16.4.1 Building height A1 and P1.	<b>A1</b> Building height must be not more than: (a) within 6m of a road: 10m; (b) on a site adjoining a building that is a heritage place or a place listed on the Tasmanian Heritage Register: not more than the height of the highest building on that place; (c) in all other cases, 20m.	The building adjoins a place which is entered into the Tasmanian Heritage Register; the building is higher than the highest part of Snow's Laundry.  See report for more detail.	No-Discretion

Standard	Acceptable Solution	Proposed	Complies?
<b>GLE-S8.6 Use Standards</b>			
GLE-S8.7.2 Building setback from a frontage or other public space boundary This sub-clause is in substitution for the provisions of the Central Business Zone - Clause 16.4.2 Setbacks A1 and P1.	<b>A1.1</b> Buildings must have a setback from a frontage or other public domain boundary not less than: <ul style="list-style-type: none"> <li>(a) nil, where the alignment of the boundary of the site and adjacent lots to a frontage or other public space boundary is the same and adjacent buildings are built to that boundary;</li> <li>(b) most nearly maintaining a continuous building line, where the alignment of the site and adjacent lots to a frontage or other public space boundary is different and adjacent buildings are built to that boundary;</li> <li>(c) a setback consistent with the existing established building alignments, where adjacent buildings are not built to the frontage or other public space boundary.</li> </ul>	The building extends to the frontage on Regina Street and has nil setback.  However, the adjacent building does not extend to the frontage.  For more details see report.	No - Discretion
	<b>A1.2</b> The setbacks may be modulated within a site to break up long building facades provided no projecting or receding element is deeper than 0.3m.	No modulations proposed.	N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>GLE-S8.6 Use Standards</b>			
GLE-S8.7.3 Design of buildings at ground level This sub-clause is in substitution for the provisions of the Central Business Zone - Clause 16.4.3 Design A2 and P2.	<b>A1</b> The ground floor level of a building must comply with the following: (a) be constructed on or parallel to a frontage or other public space boundary; (b) have its main pedestrian entrance facing the road or other public space boundary; (c) have clear glazed ground level windows facing the road or other public space boundary that allow internal uses to be visible from and have opportunity to functionally relate to the road or other public space boundary; (d) avoid expanses of blank walls greater than 20% of wall length; (e) have a ground floor façade no higher than 4m; and (f) not have a facade wall that contains a recess or projection more than 0.3m; or creates a recess or projection more than 0.3m in combination with a facade wall on an adjacent site.	The proposed building is as follows:  (a) The building is aligned parallel to the frontage and public domain boundary. (b) The main pedestrian entrance is accessible from the Barry Street carpark (c) The arrangement of windows at the ground floor is both clear and addresses public spaces. (d) A section of aluminium screening at the Regina Street façade exceeds 20% of wall length The section is 27%. See details in report.	No - Discretion
GLE-S8.7.4 Roof design This sub-clause is in addition to the provisions of the Central	<b>A1</b> Service elements such as mechanical plant, lift over-runs and motor rooms are screened from view from public spaces or integrated	There is screening for roof-top plant so that it is not visible from public spaces.	Yes



Standard	Acceptable Solution	Proposed	Complies?
<b>GLE-S8.6 Use Standards</b>			
Business Zone - Clause 16.4 Development Standards for Buildings and Works.	within the design of the roof as an architectural feature.		
GLE-S8.7.5 Design of buildings on corner lots This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.	<b>A1</b> A building on a corner site must be designed to define the corner by incorporating one or more of the following: (a) corner elements such as pediments, turrets, verandahs, balconies or other articulation into the design of the building; (b) prominent entrances or windows at the apex; (c) increased roof expression or building height at the corner to emphasise the importance of the street corner; (d) a chamfered edge at the corner; (e) corner elements projected forward; (f) a change of building articulation, material or colour.	The building is not on a corner lot.	N/A
GLE-S8.7.6 Awnings This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development	<b>A1</b> A box awning, cantilevered from the face of the building, must be provided along the full width of the building frontage and must have the following features: (a) set back 1m from the face of the kerb;		

Standard	Acceptable Solution	Proposed	Complies?
<b>GLE-S8.6 Use Standards</b>			
Standards for Buildings and Works.	(b) where there is no side slope, be horizontal and match the height of an adjoining or nearby awning; (c) where there is side slope, be horizontal and step up or down in height relative to other awnings to accommodate the slope; (d) a consistent face depth of no more than 450mm; (e) the underside of the awning a minimum of 3m and a maximum of 4m above the finished footpath level; (f) 1m clearance to any tree trunk and main branches; and (g) a lighting environment under the awning in accordance with the standard required for applicable lighting sub-category P3, in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		
GLE-S8.7.7 Parking design and location This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development	<b>A1</b> Car parking associated with development must be designed and located in accordance with the following: (a) parking must be located behind or underneath buildings; and	The proposed car parking is incapable of complying with the Acceptable Solution	No - Discretion

Standard	Acceptable Solution	Proposed	Complies?
<b>GLE-S8.6 Use Standards</b>			
Standards for Buildings and Works and Parking and Sustainable Transport Code – clause C2.6 Development Standards for Buildings and Works	(b) parking structures must comply with the following: (i) the facade of above ground parking must avoid expressing sloping ramps, strong horizontal banding, or features with an excessive vertical emphasis; and (ii) openings in parking structure facades must be screened to hide the parking operation as much as possible.		
GLE-S8.7.8 Crime prevention through environmental design This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.	<b>A1</b> No Acceptable solution.		No- Discretion
GLE-S8.7.9 Pedestrian movement This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development	<b>A1</b> Development must: (a) be located away from the public domain; and (b) involve no changes to existing pedestrian or vehicular access.	The development is setback somewhat from the public domain, though involves a change to pedestrian and vehicular accesses	No - Discretion

Standard	Acceptable Solution	Proposed	Complies?
<b>GLE-S8.6 Use Standards</b>			
Standards for Buildings and Works.			
GLE-S8.7.10 Landscaping This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.	<b>A1</b> No acceptable solution	Not an applicable standard as there are not publicly accessible spaces.	N/A
GLE-S8.7.11 Lighting This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.4 Development Standards for Buildings and Works.	<b>A1</b> The lighting environment in the public domain and adjacent publicly accessible space must meet the standard for the applicable lighting sub-category in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting, corresponding to the appropriate area, as follows: (a) pedestrian or cycle--oriented pathways (including footpaths): P3; (b) areas around major entertainment venues, other than licensed premises: P6; (c) transport terminals and interchanges: P6; and	Lighting is provided adjacent to the pedestrian path and carparking.	Yes

Standard	Acceptable Solution	Proposed	Complies?
<b>GLE-S8.6 Use Standards</b>			
	(d) areas primarily for pedestrian use, (including outdoor shopping precincts, malls & civic centres): P3.		
<b>GLE-S8.8 Development Standards for Subdivision</b> <b>This sub-clause is not used in this specific area plan.</b>			

## C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.5 Use Standards</b>			
<b>C2.5.1</b> <b>Car parking numbers</b>	<b>A1</b> The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:  (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;	44 spaces are required. Not providing any spaces on the subject site but proposes to provide additional 9 spaces on Council's land – Barry Street car parking area.	No

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> $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required</p>		

Standard	Acceptable Solution	Proposed	Complies?
	for the proposed use or development specified in Table C2.1.		
<b>C2.5.2</b> <b>Bicycle parking numbers</b>	<b>A1</b>  Bicycle parking spaces must: <ul style="list-style-type: none"> <li>(a) be provided on the site or within 50m of the site; and</li> <li>(b) be no less than the number specified in Table C2.1.</li> </ul>	6 spaces inside the building and 4 spaces at the parking area are provided.	Yes
<b>C2.5.3</b> <b>Motorcycle parking numbers</b> <i>This applies to:</i> <i>Business and</i> <i>Professional Services;</i> <i>Community Meeting and</i> <i>Entertainment;</i> <i>Custodial Facility;</i> <i>Crematoria and</i> <i>Cemeteries;</i> <i>Educational and</i> <i>Occasional Care;</i> <i>Food Services;</i>	<b>A1</b>  The number of on-site motorcycle parking spaces for all uses must: <ul style="list-style-type: none"> <li>(a) be no less than the number specified in Table C2.4; and</li> <li>(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.</li> </ul>	Not providing any.	No

Standard	Acceptable Solution	Proposed	Complies?
<i>General Retail and Hire; Hospital Services; Hotel Industry; Pleasure Boat Facility; <b>Residential if for a communal residence, multiple dwellings or hostel use;</b> Sports and Recreation; and Tourist Operation.</i>			
<b>C2.5.4 Loading bays</b> <i>This applies to: Bulky Goods Sales; General Retail and Hire; Manufacturing and Processing; and Storage.</i>	<b>A1</b>  A loading bay must be provided for uses with a floor area of more than 1000m <sup>2</sup> in a single occupancy.	Not required	NA
<b>C2.5.5 Number of car parking spaces within the</b>	<b>A1</b>	Not required	NA



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

Standard	Acceptable Solution	Proposed	Complies?
	<p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> <li>(a) be constructed with a durable all weather pavement;</li> <li>(b) be drained to the public stormwater system, or contain stormwater on the site; and</li> <li>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</li> </ul>		
<p><b>C2.6.2</b> <b>Design and layout of parking areas</b></p>	<p><b>A1.1</b></p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> <li>(a) comply with the following: <ul style="list-style-type: none"> <li>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> </ul> </li> </ul>	<p>Layout and gradients are provided in accordance with the AS2890.1</p>	<p>Yes</p>

Standard	Acceptable Solution	Proposed	Complies?
	<p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p>		

Standard	Acceptable Solution	Proposed	Complies?
	(a) be located as close as practicable to the main entry point to the building;  (b) be incorporated into the overall car park design; and  (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> <a href="#">[S35]</a>		
<b>C2.6.3</b> <b>Number of accesses for vehicles</b>	<b>A1</b>  The number of accesses provided for each frontage must:  (a) be no more than 1; or  (b) no more than the existing number of accesses, whichever is the greater.		Yes
	<b>A2</b>  Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		NA

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.6.4</b> <b>Lighting of parking areas within the General Business Zone and Central Business Zone</b>	<b>A1</b>  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> .		NA
<b>C2.6.5</b> <b>Pedestrian access</b>	<b>A1.1</b>  Uses that require 10 or more car parking spaces must:  (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:	Footpath provided in front of the building along the parking area.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p><b>A1.2</b></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><b>C2.6.6</b> <b>Loading bays</b></p>	<p><b>A1</b></p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking</i></p>		NA

Standard	Acceptable Solution	Proposed	Complies?
	<i>facilities, Part 2: Offstreet commercial vehicle facilities, for the type of vehicles likely to use the site.</i>		
	<p><b>A2</b></p> <p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.</i></p>		
<b>C2.6.7</b> <b>Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</b>	<p><b>A1</b></p> <p>Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>		NA
	<p><b>A2</b></p> <p>Bicycle parking spaces must:</p>		NA

Standard	Acceptable Solution	Proposed	Complies?
	<p>(a) have dimensions not less than:</p> <ul style="list-style-type: none"> <li>(i) 1.7m in length;</li> <li>(ii) 1.2m in height; and</li> <li>(iii) 0.7m in width at the handlebars;</li> </ul> <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</p>		
<b>C2.6.8</b> <b>Siting of parking and turning areas</b>	<b>A1</b>  <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>		NA



Standard	Acceptable Solution	Proposed	Complies?
	<p><b>A2</b></p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> <li>(a) have no new vehicle accesses, unless an existing access is removed;</li> <li>(b) retain an active street frontage; and</li> <li>(c) not result in parked cars being visible from public places in the adjacent roads.</li> </ul>		NA
<b>C2.7 Parking Precinct Plan</b>			
<p><b>C2.7.1</b></p> <p><b>Parking Precinct Plan</b></p>	<p><b>A1</b></p> <p>Within a parking precinct plan, onsite parking must:</p> <ul style="list-style-type: none"> <li>(a) not be provided; or</li> <li>(b) not be increased above existing parking numbers.</li> </ul>		NA