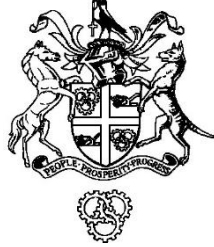


**GLENORCHY PLANNING AUTHORITY MEETING
AGENDA
MONDAY, 4 NOVEMBER 2024**



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 7 October 2024 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - PARTIAL DEMOLITION, ADDITION, ALTERATIONS AND PARTIAL CHANGE OF USE FROM BULKY GOODS SALES (FURNITURE SHOWROOM) TO OFFICES (BUSINESS AND PROFESSIONAL SERVICES) - 11-13 MAIN ROAD MOONAH

Author: Planning Officer (Naman Kumawat)
Qualified Person: Planning Officer (Naman Kumawat)
Property ID: 5438319

REPORT SUMMARY

Application No.:	PLN-24-099
Applicant:	Luttrell Pyefinch Architects
Owner:	Hobart City Mission Foundation Limited Hobart
Zone:	Commercial
Use Class	Business and Professional Services
Application Status:	Discretionary
Discretions:	17.4.2 Setbacks (P1); GLE-S13.6.2 Discretionary uses (P1) C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (P1) (The proposal meets all other applicable standards as demonstrated in the attached appendices)

Level 2 Activity?	N/A
42 Days Expires:	06 September 2024, however an extension of time to determine the application has been granted by the applicant under S57(6A) of LUPAA
Existing Land Use:	Business and Professional Services
Representations:	0
Recommendation:	Approval subject to conditions

REPORT IN DETAIL

PROPOSAL

Hobart City Mission intends to consolidate their offices across Hobart with one of their offices at 11-13 Main Road, Moonah (the subject site) to provide greater efficiency for staff operations from this centralised location.

As such a planning application has been submitted to Council seeking approval for the change of use of one of the buildings at the subject site from Furniture Showroom (Bulky Goods Sales) to administration offices (Business and Professional Services), and development works including demolition works, several modifications to the existing buildings, and additions, which will be carried out in two stages. The overall use of the site is now proposed to be for offices, which falls under the Business and Professional Services use class. The existing Hobart City Mission office building (office building) is proposed to be retained with minor modifications proposed. There is an existing shed to the north-east side of the site, behind the existing office building, that is proposed to be retained until Stage 2 works commence. Changes to the graphics are proposed to existing signage at the site. The proposed development is outlined below:

Stage 1:

- a) Demolition works within the existing showroom building, and existing Hobart City Mission office building – the works will retain external walls and roof, in accordance with the staging plan, as shown in Figure 1.
- b) Conversion of the existing showroom into office space, including upgrades to the building's front façade, accessible entry ramp, and internal fit-out works, to accommodate 25 staff, including office amenities (refer to Figure 2).

Stage 2:

- a) Demolition of existing storage shed. A new double storey addition that extends from the existing showroom building and connecting to the existing office building with additional office spaces including work areas, training and meeting rooms on the upper level, and enclosed car parking within the lower ground level, as shown in Figure 3 and Figure 4. The access to the lower ground level car parking area is proposed off Brownells Lane.
- b) A new accessible pathway at the front of the site to the existing office building, a rear deck for office access, and landscaping works.
- c) The current office area within the existing Hobart City Mission office building will continue to remain operational during the construction phase.

The proposal seeks to use the existing carpark accessed via Main Road Moonah and formalise the car park and upgrade the access on Brownells Lane which is to be developed at stage 2.

No changes are proposed to the front setback, except for the addition of a pedestrian ramp to enhance safety and some landscaping improvements as part of Stage 2. Most of the proposed development will be focused at the rear of the property and along the side boundary to the south of the existing showroom building. The maximum height of the proposed new building is 7.8m, with no changes to the height of the existing buildings.

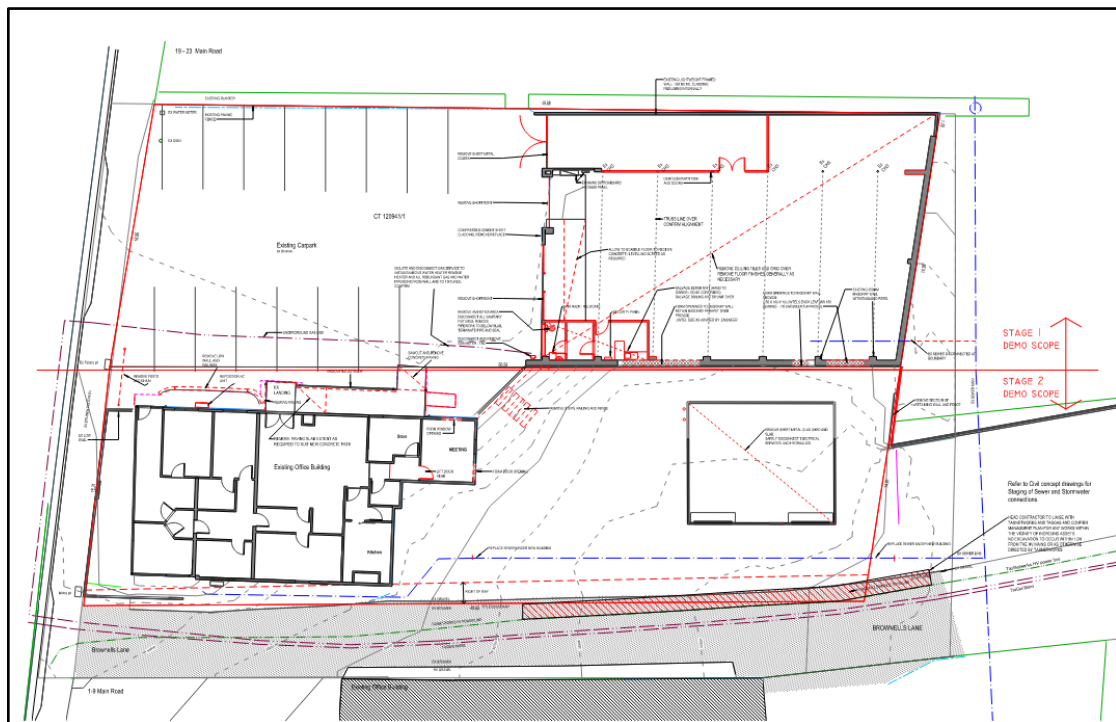


Figure.1: Proposed demolition plan

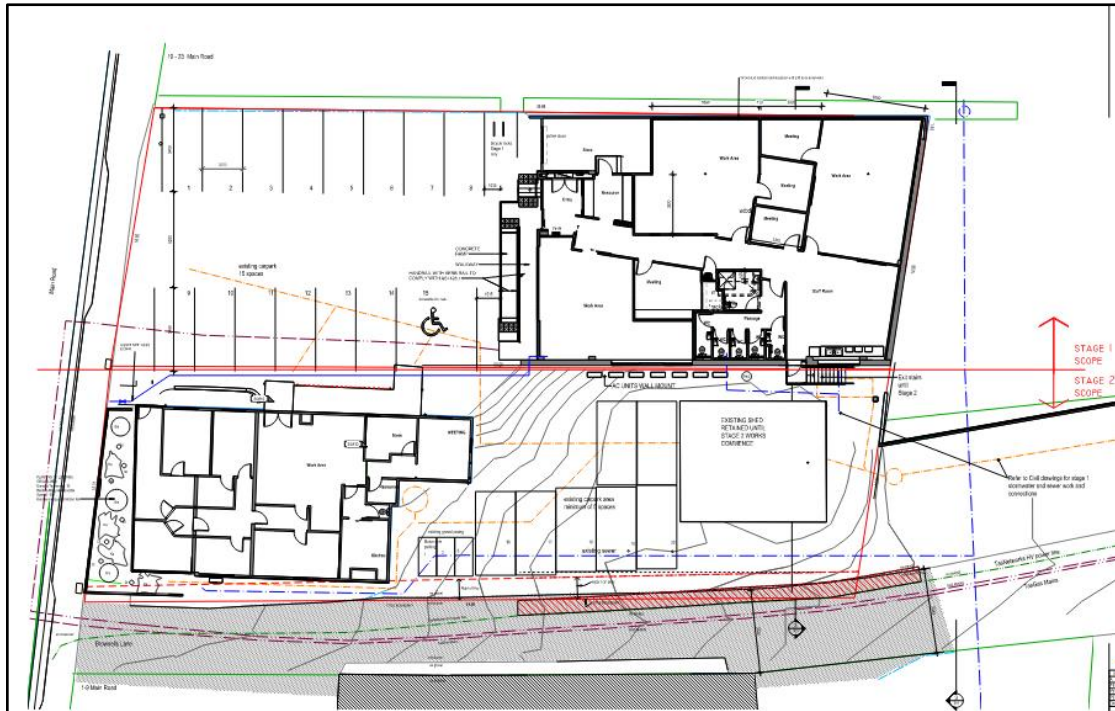


Figure.2: Proposed Stage 1 Floor Plan

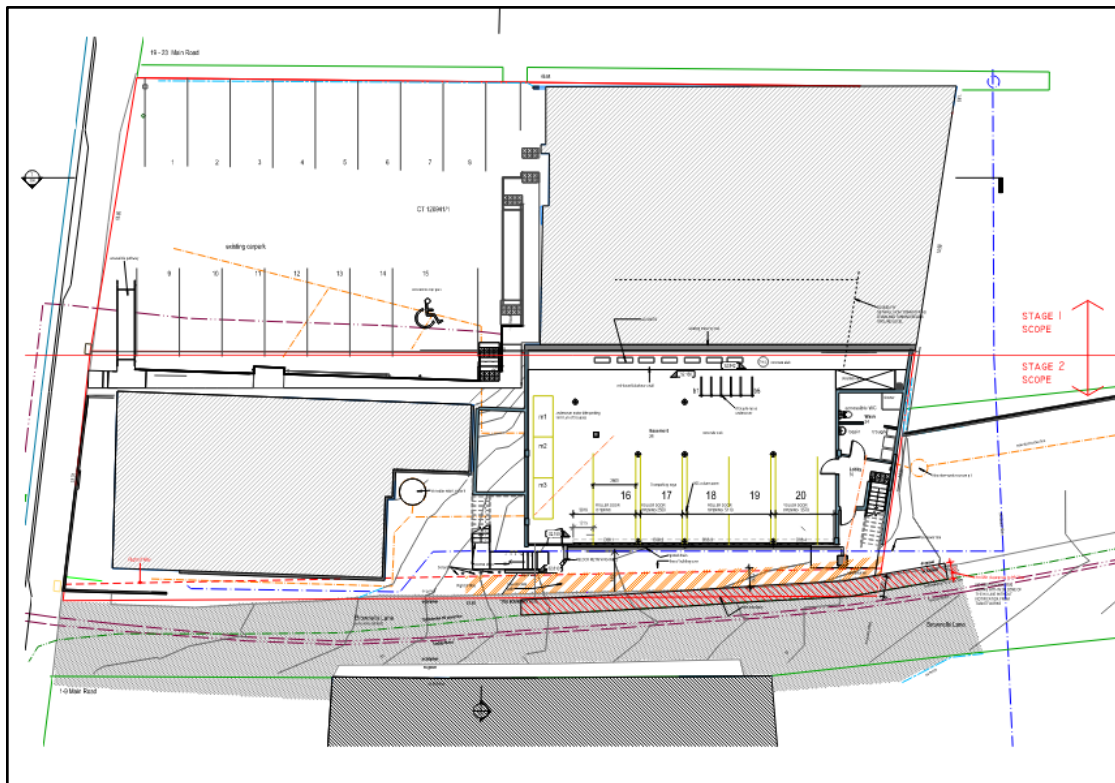


Figure.3: Proposed Stage 2 lower ground level plan



Figure.4: Proposed Stage 2 ground floor plan

The covering letter submitted with the application indicated that currently the subject site consists of two lots formally known as Certificate of Titles 165845/1 and 120941/1, and that these lots would be adhered should a permit be granted for this proposal. As such, a condition is recommended to adhere the lots prior to obtaining Building Approval for works proposed under Stage 2.

SITE and LOCALITY

The subject site is located immediately to the south of the Moonah businesses zone, and approximately 2.8km to the south of the Glenorchy CBD. The site is currently made up of two titles – CT 165845/1 (consisting of the office building) and CT 120941/1 (consisting of the showroom building) – that are both under a single ownership. The two lots have a combined frontage of approximately 32.21m and an average depth of 50m, resulting in a total site area of 1,561.39sqm. The site slopes down from Main Road towards the eastern corner.

The site is a corner lot, with frontages on Main Road to the west, and Brownells Lane to the south-east, and vehicular access from Main Road. There is also an access to the site via Brownells Lane, however this is not an approved access point. The office building is located to the south towards the front of the site and includes administrative offices occupied by the Hobart City Mission, while the showroom building is located towards the rear boundary in the north and includes a retail space for selling second-hand furniture under the Furniture Warehouse brand. The site currently features an existing car parking space located in the north-western corner, which is accessed via Brownells Lane from Main Road, behind the rear of the building, as illustrated in Figure 5.



Figure.5: Aerial View of the site at 11-13 Main Road, Moonah

The site is within a busy commercial and business area in Moonah, surrounded by various non-residential uses including shops, restaurants, a medical centre and school (refer to Figure 6).

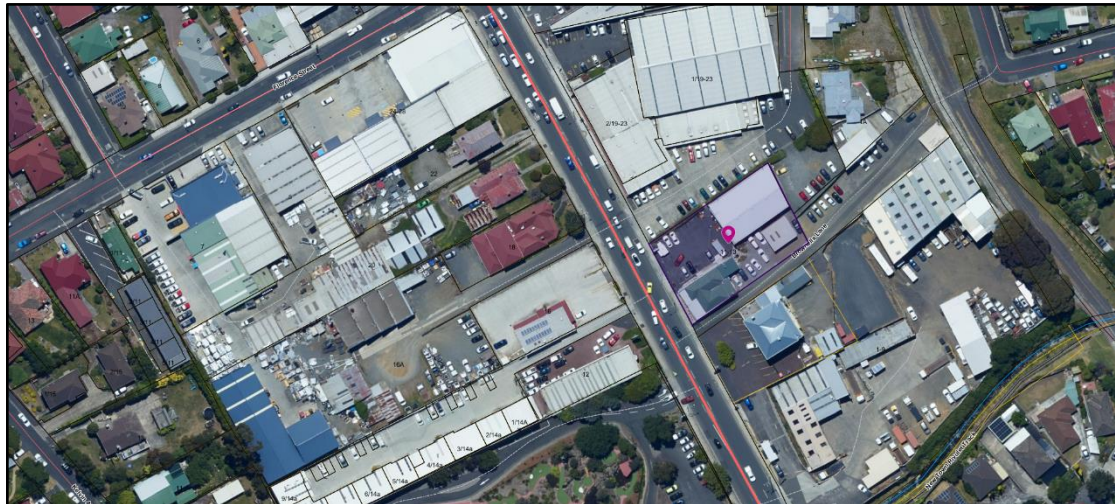


Figure.6: Aerial View of the area

ZONE

The subject site is located within the Commercial Zone as defined by the Tasmanian Planning Scheme (shown in light purple). The site is 80m to the south of the Moonah Central Business Zone (blue). An area of Light Industrial Zone (dark purple) is located to the east and west of the site and the Inner Residential Zone (maroon) further away. The site adjoins the Utilities Zone (yellow) to the west, which includes Main Road, as illustrated in Figure 7.



Figure.7: Zones pattern around 11-13 Main Road, Moonah

BACKGROUND

The applicant has agreed to an extension of the assessment period under Section 57(6A) of the *Land Use Planning and Approvals Act 1993* (LUPAA), to allow for the Glenorchy Planning Authority to determine this planning application at its meeting on 4 November 2024.

The following permit history is relevant to the land:

PLN-09-0259: This proposal was for alterations to an existing showroom, which was approved on 23 October 2009.

PLN-11-262: This proposal was for the use and development of a site for a 'not-for-profit' organisation, including offices, a showroom, and consulting rooms, with variations to car parking and road alignment setbacks, as well as the demolition of the existing building. The proposal approved on 30 April 2012.

PLN-13-112: This proposal involved the development of a showroom with a variation to parking requirements. It was approved on 10 September 2013.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the LUPAA.

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

TASMANIAN PLANNING SCHEME - GLENORCHY 2021

State Planning Provisions (SPP)

Administration

Exemptions (Tables 4.1 – 4.6)

None applicable.

Use Class Description (Table 6.2):

The use class is **Business and Professional Services**, which means 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):

Applicable standard means as defined in subclause 5.6.2 of this planning scheme which is:

A standard is an applicable standard if:

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

Development area means the area of land occupied by development including its yard, outbuildings, vehicle parking, driveways, storage areas, landscaping and wastewater disposal areas.

Landscaping treatment means an area of a site containing plants, placed to enhance the streetscape and be complementary to the scale of development on the site, including car parking, storage and buildings

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

General Provisions

7.2 Development for Existing Discretionary Uses

7.2.1 Notwithstanding clause 6.8.1 of this planning scheme, proposals for development (excluding subdivision), associated with a Use Class specified in an applicable Use Table, as a Discretionary use, must be considered as if that Use Class had Permitted status in that Use Table, where the proposal for development does not establish a new use, or substantially intensify the existing use.

Comments:

The proposed development under Stage 2, i.e. the new double-storey extension to the rear of the existing office building on CT 165845/1, would be an extension of the existing Business and Professional Services use class, which is a Discretionary Use within the Northern Apartments Corridor Specific Area Plan. However, the proposal substantially intensifies the existing use. Therefore, it cannot be considered as Permitted use in accordance with Clause 7.2.1.

7.9 Demolition

7.9.1 Unless approved as part of another development or Prohibited by another provision in this planning scheme, or the Local Historic Heritage Code applies, an application for demolition is Permitted and a permit must be granted subject to any conditions and restrictions specified in clause 6.11.2 of this planning scheme.

Comments:

The Local Historic Heritage Code does not apply to the subject site, and demolition is not prohibited by any other provision in the Scheme. The proposal for demolition as part of this application, is therefore permitted in accordance with Clause 7.9.1.

Zones

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

Zone Purpose Statements

The purpose of the Commercial Zone is:

17.1.1 To provide for retailing, service industries, storage and warehousing that require:

*a) large floor or outdoor areas for the sale of goods or operational requirements;
and*

b) high levels of vehicle access and parking for customers.

17.1.2 To provide for a mix of use and development that supports and does not compromise or distort the role of other activity centres in the activity centre hierarchy.

Comments:

The proposal aligns with the intended purpose of the Commercial Zone as the proposal is associated with intensifying an existing Business and Professional Services use. The site has adequate car parking spaces provided for both customers and employees. The proposed use and development would support and would not distort the role of the activity centres in the activity centre hierarchy.

Use Table

The Use Table under the Commercial Zone is replaced by the Use Table under GLE-S13.5 of the Northern Apartments Corridor Specific Area Plan. Business and Professional Services use class falls under the Discretionary status in the Use Table in GLE-S13.5.

Use Standards

The Use Standards within the Commercial Zone under Clauses 17.3.1 (All Uses) and 17.3.2 (Discretionary Uses) are replaced by the Use Standards under GLE-S13.1 Northern Apartments Corridor Specific Area Plan. The discretions under the Use Standards of GLE-S13.1 Northern Apartments Corridor Specific Area Plan are discussed further below in this report.

Development Standards for Buildings and Works

Note: Some development standards under the Commercial Zone are replaced by development standards under GLE-S13.1 Northern Apartments Corridor Specific Area Plan which are discussed further below in this report.

17.4.2 Setbacks (P1)

The proposal does not comply with the acceptable solution, as the accessible pathway (ramp) and steps proposed for the existing building under Stage 2 works is located within 5.5m of the frontage. Therefore, the proposal must be assessed against the performance criteria (P1), which is:

P1

Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:

- (a) the topography of the site;*
- (b) the setback of buildings on adjacent properties; and*
- (c) the safety of road users.*

Comments:

Assessment against the performance criteria (P1), is as follows:

- a) **Topography of the Site:** The existing office building is elevated, sitting approximately 440mm to 580mm above the current car park levels. The proposed steps and ramp are designed to bridge this height difference, ensuring the pathway provides safe and equitable access for all pedestrians. The design complies with accessibility standards (AS1428.1), offering a compliant route from street level to the building entrance.
- b) **Setback of Buildings on Adjacent Properties:** The existing office building is set back just 1.85m from the front boundary at its closest point. Additionally, neighbouring properties at 19-21 Main Road, and several other properties along Main Road, also have front setbacks less than 5.5m. Therefore, it is considered the proposed development, including the steps and ramp, maintains a consistent alignment with the established setbacks along Main Road, ensuring that the character and pattern of the streetscape remain intact. It is noted that the site also has frontage to Brownells Lane. The building setbacks for this frontage align with the existing building setback of the showroom building to the northwest and are less than the setbacks of the existing administrative building to the southwest.
- c) **Safety of Road Users:** The steps and ramp appear on the plans to be entirely within the property boundary and do not encroach on the road pavement (however this will be conditioned under the permit). There will be adequate space for vehicle parking and manoeuvring beside the proposed new ramp and steps, and existing landscaping planter area. The design ensures there is no adverse impact on the safety of road users, with sufficient room preserved for pedestrian and vehicle movement on-site.

To conclude, the proposed steps and ramp are consistent with existing development patterns in the area, providing safe and accessible pedestrian access while maintaining adequate space for on-site parking and vehicle manoeuvring. The design also

preserves the safety and functionality of the road environment, and therefore meets the Performance Criteria P1.

Codes

The following codes of the Scheme apply to this proposal:

C3.0 Road and Railway Code

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

The proposal does not comply with the acceptable solution A1.2, as the new vehicle access from Brownells Lane does not meet the Local Government Association of Tasmania (LGAT) standards. Therefore, the proposal must be assessed against the performance criteria (P1), which state:

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

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

Comments:

Access to and from the site is considered to minimise adverse effects on the safety and efficiency of the road network based on the following:

- a) The redevelopment is not expected to significantly increase the overall number of daily trips generated by the site. Although traffic volumes will remain largely similar, a slight shift in trip patterns is anticipated, particularly during peak periods. This minor increase in peak-time traffic is not expected to have a negative impact on the capacity or flow of the surrounding road network.
- b) The development will mainly generate light vehicle traffic associated with office use, with no significant increase in heavy vehicle movements expected. This is consistent with the existing traffic conditions in the area and will help minimize any disruptions to local traffic.

- c) Main Road is capable of handling the level of traffic generated by the development. The road has sufficient width and quality to accommodate the increased traffic movements without raising safety concerns for other road users.
- d) The current speed limit and traffic flow of the road have been considered. Given that the proposed changes do not involve a substantial increase in traffic volumes, the development is unlikely to cause congestion or unsafe driving conditions. The existing speed limit is appropriate for the anticipated traffic, ensuring that vehicles can safely enter and exit the site.
- e) The site is served by alternative access routes via Brownells Lane. However, the primary access via the existing junction is deemed adequate for the development's needs.
- f) The proposed redevelopment is necessary to accommodate the expansion of the office space. Since the traffic generated will remain within manageable levels, the need for the development does not raise any traffic-related concerns.
- g) A traffic assessment report has been provided by the applicant, demonstrating that the additional peak-period trips will have no significant adverse impact on the surrounding road network. The minimal increase in traffic does not require further mitigation measures, as the existing infrastructure can accommodate the expected volumes.

In conclusion, the proposed development complies with the performance criteria under C3.5.1 (P1). The minor increase in peak-period traffic will not negatively affect the safety or efficiency of the road network, and the nature of the traffic generated aligns with the current traffic conditions in the area.

State Planning Provisions - Applied, Adopted or Incorporated Documents

None applicable

Glenorchy Local Provisions Schedule (GLPS)

Local Area objectives

There are no local area objectives used in the specific area plan.

Particular Purpose Zones

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

Specific Area Plans

GLE-S13.0 Northern Apartments Corridor Specific Area Plan

GLE-S13.6.2 Discretionary Uses (P1)

The SAP does not have an acceptable solution A1, therefore assessment relies on the performance criteria P1 which states that:

P1

A use listed as Discretionary, other than discretionary residential use, must not compromise or distort the activity centre hierarchy, having regard to:

- a) the characteristics of the site;*
- b) the size and scale of the proposed use;*
- c) the functions of the activity centre and the surrounding activity centres; and*
- d) the extent that the proposed use impacts on other activity centres.*

Comments:

The proposal is not considered to compromise or distort the activity centre hierarchy, having regard to the following:

a) Characteristics of the Site: Part of the subject site is currently used for administrative offices by Hobart City Mission. The other part of the site includes a retail space for selling second-hand furniture under the Furniture Warehouse brand; however, this retail function will be discontinued. The proposal to change the overall use of the site to Business and Professional Services use would not compromise or distort the activity within the activity centres.

b) Size and Scale of the Proposed Use: While the proposal is to intensify the use of the existing Business and Professional Services use within the site, this use is allowable within the Commercial Zone and under the Northern Apartments Corridor Specific Area Plan. There are number of other similar Business and Professional Services uses within the area, including other offices, professional services including medical services etc of similar sizes and scale. Given the proximity to the Moonah General Business Zone, which also has an eclectic mix of uses, it is considered the proposed size and scale of the use within the subject site is not unreasonable and would not impact negatively on the function of the activity centres.

c) Functions of the Activity Centre and Surrounding Activity Centres: As discussed above there are several properties within the area used to provide business and professional services. The proposed change to office space aligns with the existing pattern of business and professional services in the area. It is considered the proposed intensification of use would not impact on the activity within the activity centre or the surrounding activity centres.

d) Impact of the Proposed Use on Other Activity Centres: The proposed change to office use is consistent with the current usage patterns in the area and is expected to have minimal impact on other activity centres. The transition from retail showroom space to office space complements the predominant business functions of nearby properties and supports the ongoing activity in local centres without causing disruption.

Overall, the proposal will enable Hobart City Mission to centralise their business operation within the subject site by providing for additional office space and associated amenities. The proposed use does not significantly deviate from the pattern of surrounding business activities within the area. While in close proximity to the Moonah activity centre, the various uses within the Commercial Zone supplement the activity centre rather disrupting its function. It is considered the proposal meets the Performance Criteria P1.

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

None applicable.

INTERNAL REFERRALS

Development Engineer

The proposal has been referred to Council's Consultant Development Engineer who has provided the following comments:

Comments:

The development seeks to change the use from a goods warehouse (furniture showroom) to office space, plus additional office buildings. The development will be staged. The internal fit out of the showroom to be stage 1 and the construction of the new office building at stage 2.

The proposal seeks to use the existing carpark accessed via Main Road Moonah and the formalisation of a car park and upgrade the access on Brownells Lane which is to be developed at stage 2.

Parking and access proposed are in general accordance with AS 2890.1 to 6 and supported by Development Engineering.

The proposed development seeks to formalise the lower car park at stage 1 with five (5) spaces and 3 motorcycle spaces

Parking numbers will not increase or decrease between stages. If stage 2 should not proceed, parking of Brownells lane will not revert to the informal arrangement and will remain at five (5).

Drainage for the site including car park will require detention and detailed design will be required for building approval before stage 2 proceeds.

C2.0 Parking and Sustainable Transport Code

C 2.6.2 A1.1-(b) Not Met, to assess all relevant sections of AS2890.1 to AS2890.6 detailed design would be required for parking and access for the entire site due to the limited access information provided for the lower carpark. Clearance checks will need to be assessed at the design phase. This assessment ties in with C3.5.1 [Note that A1.1 (a) has been met]

C 2.6.5 A1.1 (a) (ii) Not Met; Vehicle wheel stops are required in all spaces but not shown. This has been added as a condition.

C3.0 Road and Railway Assets Code

C3.5.1 Not Met - A1.1 b. New Vehicle Access off Brownells Road suitable for the development is non-standard and does not meet LGAT requirements. The crossover will require detailed design via condition endorsement before stage 2 proceeds.

Traffic Engineer

The proposal has been referred to Council's Traffic Engineer who has provided the following:

Comments:

The developer proposes to convert the existing furniture warehouse (showroom) of the salvo store, into offices as part of Stage 1. It is then proposed to extend the building for office accommodation towards Brownells Lane being Stage 2.

As part of stage 1, the existing car park with access off Main Road will be extended from 12 spaces to 15 spaces. As part of Stage 2, the informal parking of between 6 to 8 cars that occurs off Brownells Lane will be formalised with 5 undercover parking spaces for this development.

The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by Hubble Traffic, dated August 2024 and Brownells Lane carpark sightlines plan by Luttrell Pyefinch architect.

Parking Supply

The development currently has 12 parking spaces and is proposing a total of 20 car parking spaces. As this development is an intensification of an existing use on the site, the following equations can be used under the acceptable solution C2.5.1 A1, being $N = A + (C - B)$ where:

- A is the existing approved parking on site being 12
- C is the parking required under the planning scheme for the proposed use, being 21

- B is the parking required under the planning scheme for the existing use, being 13. This means the proposed developed in full is required to have 20 parking spaces under the planning scheme to meet the acceptable solution, which it does. One of these parking spaces within the car park off Main Road, will be an accessible parking space. The proposed conversion of the existing showroom to offices as part of stage 1, is required to have 14 car parking spaces under the planning scheme. It will have 15 parking spaces off Main Road, and thus complies.

Traffic Generation

The proposed stage 1 works, being the conversion of the showroom to offices currently has a trip generation rate of 60 daily trips based on the RTA guide for bulky goods. This will be reduced to 45 daily trips due to the office, based on the RTA guide. These trips will be generated from the car park off Main Road.

The proposed stage 2 of the works, being the extension of the offices will create 36 daily trips off Brownells Lane, based on the RTA guide. Some of these trips are undertaken at present due to the informal parking occurring in the laneway of between 6 to 8 cars within the development's property.

The traffic generated by the development will not change significantly. However, the TIA reviewed the impact and level of service provided at the driveway access onto Main Road and Brownells Lane access onto Main Road.

The TIA concluded that the level of service that motorists receive will not deteriorate. However, there will be an increase in peak hour traffic from the development due to the change in use from the warehouse/bulky goods sales of the salvo store to offices. The TIA noted that Main Road traffic signals interrupt the traffic flow, causing traffic delays and queues. These traffic conditions increase the opportunities for vehicles to turn into and out of the property.

Driveway Access onto Brownells Lane

The driveway crossover onto Brownells Lane, is not an approved existing access. It therefore needs to meet the requirements of the road authority under C3.5.1 A1.2 of the planning scheme. This means the driveway crossover needs to be in general accordance with AS2890.1 and any other requirements of the road authority.

To meet the Road Authority requirements for the proposed driveway crossover onto Brownells Lane, the TIA assessed sight lines of vehicles entering and leaving the parking spaces taking into account that the laneway is a shared area for pedestrians, cyclists and vehicles.

The TIA has suggested that vehicles reverse in, which will be conditioned on the permit along with signage within the car park to re-enforce this.

The TIA demonstrated that approach sight distance is met when vehicles come out of the driveway and stop at the property boundary, being 22m at 30km/h. This is shown in Figure A below. To ensure that vehicles know where to stop, either a kerb or line marking should be placed along the property boundary, where the bitumen road seal ends. This is proposed to be a condition on the permit.

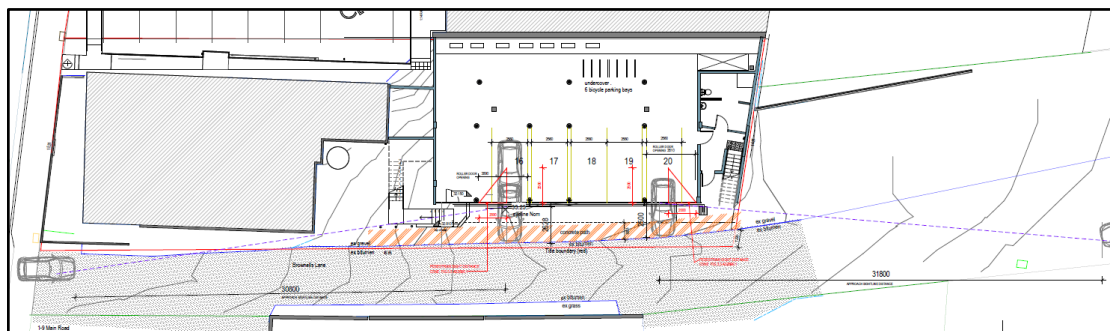


Figure.A Sight Lines Brownells Lane by Luttrell Pyefinch Architect

The plans show that only five cars are to be parked in the undercover car park and the parking spaces at either end is situated always from the walls. To ensure this is complied with, a condition is proposed that the parking spaces are line marked and the areas between the car spaces and wall are hatched out with signage to say no parking.

The wall and steps to the east and west of the parking spaces, must not encroach further towards Brownells Lane than what is proposed in the sightlines plan shown above. To ensure that the steps to the west (closest to Main Road) do not interfere with sight lines, it is proposed that a condition is placed on the permit that first set of steps and landing to the west be no more than 1.1m in height and that handrail on the steps be to TSD-R34-v3 with only a top rail and middle rail so drivers can see through it.

Based on the TIA it is accepted that the proposed driveway access onto Brownells Lane is safe for all users and will not unreasonably impact on the shared road environment

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater which was supportive of the proposal with recommended conditions that can be found in the document in ECM with TasWater Reference No. - TWDA 2024/00531-GCC. These conditions will be included pursuant to *Water and Sewerage Industry Act 2008*.

TasNetworks

TasNetworks advised that they are not against the proposal however they have a Statutory Deemed easement over this property for distribution assets. Further information regarding Easements can be found on the TasNetworks website: [Electricity easements - TasNetworks](#).

There is a Low Voltage underground service cable shown in dotted blue lines across the car park portion of the title currently known as 13 Main Road, Moonah. There is also a high voltage (HV) cable running down Brownells Lane. A 2m wide easement applies to the HV cable and the plans show the new building being very close to the back right hand corner of property at 11 Main Road, which will need to be checked via normal process of DBYD and locations by the developer.

Advice is recommended to be included in any permit issued to this regard.

TasGas

The application was referred to TasGas which was supportive of the proposal with recommended advice that the proposed plan for the additional office area is in proximity to the high-pressure transmission gas pipeline. Please ensure that a BYDA notice is submitted at least 48 hours in advance.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with 0 representations being received.

CONCLUSION

The proposal for partial demolition, addition, alterations and partial change of use from bulky goods sales (furniture showroom) to offices (business and professional services) at 11-13 Main Road, Moonah is discretionary because it does not comply with Clause 17.4.2 – Setbacks (A1), GLE-S13.6.2 – Discretionary Uses (A1), and C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (A1.2), therefore requiring discretionary assessment against the associated performance criteria. As discussed above, the proposal is considered to satisfy the associated performance criteria and therefore complies with the applicable standards. Additionally, the proposal meets all other use and development standards outlined in the Commercial Zone, Parking and Sustainable Transport Code, Road and Railway Assets Code, and GLE-S13.0 Northern Corridor Apartments Specific Area Plan.

The application was publicly advertised for 14 days, as required, and no objections or concerns were received during this period. In conclusion, the proposal aligns with the provisions of the scheme and is considered satisfactory.

Recommendation:

That a permit be granted for the Partial Demolition, Addition, Alterations and Partial Change of use from Bulky Goods Sales (Furniture Showroom) to Offices (Business and Professional Services) at 11-13 Main Road Moonah subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-24-099 and Drawings submitted on 27/09/2024, 9 pages, except as otherwise required by this permit.
2. All development works must be fully contained within the title boundaries.
3. The lots under Certificate of Titles 165845/1 and 120941/1 must be adhered to a single lot by way of an Adhesion Order under the *Local Government (Building and Miscellaneous Provisions) Act 1993* prior to the issue of Building Approval for Stage 1 development works.
4. Other than modifications to the content of the existing approved signage as shown in the endorsed plans, this planning permit does not include approval for additional signage.
5. External lighting must be provided to illuminate external vehicle parking areas and pathways.
6. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2024/00531-GCC dated 24/06/2024, form part of this permit.

Engineering

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

Erosion and Sediment Control

8. 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/

Access, Parking Construction and number of parking spaces

9. Parking and driveway must be installed and completed in the following order:
 - a. Stage 1: provide twenty (20) car parking spaces including one (1) accessible space; three (3) motorcycle and two (2) bicycle spaces, accessible parking and associated run off management.
 - b. Stage 2: provide twenty (20) car parking spaces including one (1) accessible space; three (3) motorcycle and six (6) bicycle spaces, accessible parking and associated run off management.
10. The design and construction of the parking, access and turning areas must comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Engineering detailed 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 and the finished gradient shall not exceed the maximum gradient of 25% or 1 in 4.

- (b) Vertical alignment shall include transition curves (or straight sections) at all grade changes greater than 12.5%.
- (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system.
- (d) The crossfall along the footpath must not exceed 4%.
- (e) The gradient of any parking areas must not exceed 5%
- (f) A total of twenty (20) clearly marked car parking spaces must be provided in accordance with the approved plan received by Council and always kept available for these purposes.
- (g) Of the required number of car parking spaces, one (1) car parking space must be provided for the exclusive use of people with disabilities. The space must be clearly marked and be in accordance with the standard for accessible car parking AS 2890.6: 2006 Off-street parking for people with disabilities.
- (h) A total of three (3) motorcycle parking spaces to Australian Standard must be provided.
- (i) A total of two (2) bicycle spaces at stage 1 and a total of six (6) at stage 2 to Australian Standard must be provided
- (j) Minimum carriageway width is to be no less than 6.0 metres
- (k) Parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004.
- (l) All parking spaces, including stage 1 spaces off Brownells Lane must be fitted with Wheel stops.
- (m) Pavement marking indicating KEEP CLEAR must be provided along Brownells Lane right of carriageway. in accordance with AS1742.11 Section 7.3, or equivalent Council approved alternative.
- (n) Tandem/Jockey parking is not approved off Brownells Lane at any stage.
- (o) Signage to indicate reverse parking only into the 5 car parks on Brownells Lane at stage 1 and stage 2 is to be provided.

All works required by this condition must be installed prior to commencement of the use under the relevant stage requirements in Condition 9.

Advice: This condition requires further information to be submitted for condition endorsement.

11. Stairway access on Brownells Lane at Stage 2 must be no greater than 1.1m in elevation relative to the existing entry of the carpark, with the handrail on all the steps and landings to be to TSD-R34-v3 with only a top rail and middle rail to ensure sight lines are met.

Vehicle crossover

12. Prior to the issue of building approval for stage 2 or commencement of works (whichever occurs first), plans showing the detailed design of the new vehicle crossing along Brownells Lane must be submitted and approved as for condition endorsement, to the satisfaction of the Council's Senior Development Engineer and Roads department. The vehicle crossing must be completed prior to commencement of use.

Advice: This condition requires further information to be submitted for condition endorsement.

Stormwater – Underground Connection

13. Prior to the commencement of the use, the occupancy of the use or completion of the development, new stormwater connection(s) 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 at the developer's expense. The stormwater connection(s) must be constructed by a suitably qualified person to the satisfaction of Council and inspected by Council's Senior Civil Engineer.

The applicant must contact Council and submit a 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/>.

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

Stormwater – Engineering Drawings

14. Prior to the issue of building approval and/or commencement of works (whichever occurs first), detailed engineering design drawings, must be submitted and approved for condition endorsement, to the satisfaction of Council's Manager Asset, Engineering & Design. The engineering drawings must:
 - (a) be consistent with the consent issued under Section 14 of the *Urban Drainage Act 2013*.
 - (b) be certified by a qualified and experienced engineer.
 - (c) Be in accordance with GCC Stormwater Management Policy or an acceptable engineered solution.
 - (d) show in both plan and long-section the proposed private stormwater system and any 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.

- (e) clearly distinguish between public and private infrastructure.
- (f) be substantially in accordance with the LGAT Standard Drawings.
- (g) include a minor stormwater drainage system including On-Site Detention designed to accommodate a 5% AEP storm event, details of which including model data must be submitted in with the engineering drawing.

Advice: This condition requires further information to be submitted for condition endorsement.

Stormwater – OSD Maintenance Schedule

- 15. A maintenance schedule for the ongoing maintenance of the on-site stormwater detention infrastructure must be provided to Councils Development Engineer for approval prior to the issuing of the plumbing approval. When approved, the maintenance schedule forms part of this permit.
- 16. 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 Manager's Consent for Stormwater Management

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-24-099 dated 25/10/2024, is associated with this permit.

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

TasNetworks

TasNetworks has a Statutory Deemed easement over this property for distribution assets. Further information regarding Easements can be found on the TasNetworks website: [Electricity easements - TasNetworks](#).

There is a Low Voltage underground service cable shown in dotted blue lines across the car park portion of the title currently known as 13 Main Road, Moonah. There is also a high voltage (HV) cable running down Brownells Lane. A 2m wide easement applies to the HV cable and the plans show the new building being very close to the back right hand corner of property at 11 Main Road, which will need to be checked via normal process of DBYD and locations by the developer.

If there are any further questions, please contact TasNetworks, or email networkcustomersupply@tasnetworks.com.au.

TasGas

It is important to highlight that the proposed plan for the additional office area is in proximity to the high-pressure transmission gas pipeline. Please ensure that a BYDA notice is submitted to TasGas at least 48 hours in advance.

Other Permits

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

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

Attachments/Annexures

- 1 GPA Attachment - 11-13 Main Road Moonah

