

Prior to the commencement of the meeting, the Mayor will make the following declaration:

*“I acknowledge the Tasmanian Aboriginal Community as the traditional custodians of the land on which we meet today, and pay respect to elders, past and present”.*

The Mayor also to advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are audio-visually recorded and published to Council’s website.

**COUNCIL MEETING**  
**MONDAY 26 FEBRUARY**

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**BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE**

**COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL'S WEBSITE**



**1. APOLOGIES**

Ald von Bertouch (Leave of Absence)

**2. CONFIRMATION OF MINUTES**

(File No. 10/03/01)

**RECOMMENDATION:**

That the Minutes of the Council Meeting held on 5 February 2018, as circulated, be taken as read and confirmed.

**3. MAYOR'S COMMUNICATION****4. COUNCIL WORKSHOPS**

In addition to the Aldermen's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

<b>PURPOSE</b>	<b>DATE</b>
Beltana Park Master Plan	
Future Office Accommodation	
Derwent Estuary Program	13 February
Presentation – Hunter Developments	
Revised Youth Plan	
Cycleway Access, Kangaroo Bay	19 February

**RECOMMENDATION:**

That Council notes the workshops conducted.

<b>5. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE</b> (File No)
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In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council's adopted Code of Conduct, the Mayor requests Aldermen to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

**6. TABLING OF PETITIONS**  
(File No. 10/03/12)

(Petitions received by Aldermen may be tabled at the next ordinary Meeting of the Council or forwarded to the General Manager within seven (7) days after receiving the petition.

Petitions are not to be tabled if they do not comply with Section 57(2) of the Local Government Act, or are defamatory, or the proposed actions are unlawful.

The General Manager will table the following petitions which comply with the Act requirements:

**7. PUBLIC QUESTION TIME**

Public question time at ordinary Council meetings will not exceed 15 minutes. An individual may ask questions at the meeting. Questions may be submitted to Council in writing on the Friday 10 days before the meeting or may be raised from the Public Gallery during this segment of the meeting.

The Chairman may request an Alderman or Council officer to answer a question. No debate is permitted on any questions or answers. Questions and answers are to be kept as brief as possible.

**7.1 PUBLIC QUESTIONS ON NOTICE**

(Seven days before an ordinary Meeting, a member of the public may give written notice to the General Manager of a question to be asked at the meeting). A maximum of two questions may be submitted in writing before the meeting.

Nil.

**7.2 ANSWERS TO QUESTIONS ON NOTICE**

The Mayor may address Questions on Notice submitted by members of the public.

Nil.

**7.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE**

Nil.

**7.4 QUESTIONS WITHOUT NOTICE**

The Chairperson may invite members of the public present to ask questions without notice.

Questions are to relate to the activities of the Council. Questions without notice will be dependent on available time at the meeting.

Council Policy provides that the Chairperson may refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that relates to any item listed on the agenda for the Council meeting (note: this ground for refusal is in order to avoid any procedural fairness concerns arising in respect to any matter to be determined on the Council Meeting Agenda).

When dealing with Questions without Notice that require research and a more detailed response the Chairman may require that the question be put on notice and in writing. Wherever possible, answers will be provided at the next ordinary Council Meeting.

**8. DEPUTATIONS BY MEMBERS OF THE PUBLIC**

(File No 10/03/04)

(In accordance with Regulation 38 of the Local Government (Meeting Procedures) Regulations 2015 and in accordance with Council Policy, deputation requests are invited to address the Meeting and make statements or deliver reports to Council)

**9. MOTIONS ON NOTICE**

Nil

**10. REPORTS FROM OUTSIDE BODIES**

This agenda item is listed to facilitate the receipt of both informal and formal reporting from various outside bodies upon which Council has a representative involvement.

**10.1 REPORTS FROM SINGLE AND JOINT AUTHORITIES**

Provision is made for reports from Single and Joint Authorities if required

Council is a participant in the following Single and Joint Authorities. These Authorities are required to provide quarterly reports to participating Councils, and these will be listed under this segment as and when received.

- **SOUTHERN TASMANIAN COUNCILS AUTHORITY**

Representative: Ald Doug Chipman, Mayor or nominee

**Quarterly Reports**

December Quarterly Report pending.

**Representative Reporting**

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

Representatives: Ald Jock Campbell  
(Ald James Walker, Deputy Representative)

**Quarterly Reports**

December Quarterly Report pending.

**Representative Reporting**

- **TASWATER CORPORATION**

**10.2 REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES****LAND AND COASTCARE RESOURCE MANAGEMENT COMMITTEE – QUARTERLY REPORT**

(File No)

**Chairperson's Report – Alderman Kay McFarlane**

Report to Council for the 3 month period 1 October 2017 to 31 December 2017.

**1. PRINCIPAL OBJECTIVES AND GOALS**

The Committee's prime objectives are to:

- advise Council on the strategic planning and management of bushland and coastal reserves and parks throughout the City;
- provide advice on Council's Reserve Activity Plans and Catchment Management Plans in the context of the "Clarence Bushland and Coastal Strategy";
- administer, in conjunction with Council, the Land and Coast Care Grants Program;
- facilitate and provide guidance for the implementation of Council's adopted "Clarence Bushland and Coastal Strategy"; and
- promote information sharing of natural resource related matters affecting the City.

In working towards these goals the Committee, in conjunction with Council's Natural Assets Officer, implemented a range of activities, which are set out below.

**2. CAPITAL WORKS PROJECTS**

Nil.

**3. RECURRENT INITIATIVES****Work for the Dole Program**

A new 6 month Work for the Dole Program has commenced in partnership with Community Enterprises Australia (CEA). The crew are currently working about the Clarence Plains area undertaking brush cutting, pruning, fuel reduction work and weed control.



### **Development of Reserve Activity Plans (RAP) 2017 - 2018**

The updated Tranmere Coastal RAP is currently in draft format. Feedback on the draft Plan is currently being sought from the local community and interested parties.

A RAP is being developed for Acton Trails and Reserves. A first draft will be available soon.

### **Implement Natural Area Reserve Activity Plans**

The Tranmere Coastal Reserve has been slashed and brush cut as part of scheduled maintenance for this quarter. Defined landscaped areas have undergone weed control and some areas have been “topped up” with mulch.

Rosny Foreshore Reserve has undergone weed control, brush cutting and garden bed maintenance.

She Oak Point has undergone further entrance landscaping from the Rosny College Entrance. Plants and mulch are now on the shore side of the multi-user path at the entrance.

Two picnic table and seat sets have been installed in the Seven Mile Beach Coastal Reserve near the Seven Mile Beach Shop. Council has received great feedback about the new amenities.

A new seat has been installed at Second Bellerive Bluff to replace an old seat made and installed by the Bellerive - Howrah Coastcare Group approximately 2 decades ago.

Thoona Bushland Reserve has undergone general maintenance, including brush cutting, weed control and garden bed maintenance.

### **Wetland/Storm Water Retention Basins**

Cambridge Park Wetland has recently been mowed and brush cut. Extensive Cumbungi control has been achieved at Cambridge Park Wetland, Entura Wetland and swale drains about Cambridge Park.

**Drainage Swales**

Kangaroo Bay Rivulet and Geilston Bay Rivulet have both had maintenance work performed including: brush cutting, weeding (including cumbungi) and litter/debris removal. Advanced blackwood trees have been watered on the stream bank of Kangaroo Bay Rivulet below the Edgeworth Soccer Ground.

Clarence Plains Rivulet has undergone brush cutting, weed control and debris removal. Extensive cumbungi removal is being done by the work for dole crew.

**Priority Weed Management**

Significant weed control work has been administered in various CCC natural areas including: Thoona Bushland Reserve, Wiena Bushland Reserve, Clarence Plains Rivulet, Rosny Hill and Risdon Vale.

**CCC Land and Coastcare Grants' Program**

The following groups were successful in receiving Landcare Grant Funds:

- Antarctic Climate and Ecosystem Cooperative Research Centre;
- Acton Park Landcare Group;
- Bellerive Bluff L/C and C/C Group Inc;
- Glebe Hill Bushland Reserve Landcare;
- Lauderdale Primary School and CVA;
- Limekiln Point Landcare Group Inc;
- Mt Rumney Landcare;
- Pipe Clay Coastcare;
- Rosny Montagu Bay L/C and C/C Inc; and
- Tranmere-Clarence Plains L/C and C/C Inc.

All groups have received their funding, apart from Lauderdale Primary School, who is required to clarify with Conservation Volunteers Australia if they have the resources to complete their project.

**Maintenance Clarendon Vale Rivulet**

The Clarence Plains Rivulet is looking great at the moment thanks to the input of the current work for the dole program. Weed control, brush cutting, litter removal, watering of plants, mulching, thinning of vegetation (mostly silver wattle) and pruning has all been done by the participants.

**Schools Landcare Support Program**

We are awaiting the return of School for students to progress the program into 2018.

**Community Clean Up Program**

The program is underway with groups having submitted their interest to be part of the program and working bees have been scheduled for clean-up events.

**Clean up Australia Day**

Many groups have registered for Clean-up Australia Day 2018. Sally Johns has been engaged to help groups with registering, establishing clean-up sites, material requirements, skip bins and rubbish pick up details.

**Prison Program Project**

The Prison Crew have continued with dry stone retaining wall work along the new gravel path from Gordon's Hill Road to the Rosny Barn.

The Prison Crew have continued with maintenance-type work in the natural areas about Risdon Vale and have also performed extensive vegetation management works about Grass Tree Hill Rivulet.

Extensive weed control has been done along footpaths and natural areas at Risdon Vale.

**4. DESIGN AND INVESTIGATION WORK IN PROGRESS**

Nil.

**5. GOVERNANCE MATTERS.**

**Committee Meeting**

A committee meeting will be scheduled as need arises.

**6. EXTERNAL LIAISON**

The NRM and Grants Committee have assessed all Landcare Grant Applications and funds have been distributed to successful applicants.

**RECOMMENDATION:**

That the Chairperson's Report be received by Council.

Attachments: Nil

Ald K McFarlane  
**CHAIRPERSON**

**TRACKS AND TRAILS ADVISORY COMMITTEE**

(File No 07-06-09)

**Chairperson's Report – Alderman R James**

Report to Council for the 3 month period for 1 October 2017 to 31 December 2017.

**1. PRINCIPAL OBJECTIVES AND GOALS**

The Committee's prime objectives are to:

- provide advice and make recommendations, including policy, to assist Council in the development of tracks and trails in the City;
- assist in the development and periodic review of Council's Tracks and Trails Strategy;
- develop and maintain a Tracks and Trails Register which captures all existing and possible future trail and track networks (including multi-user pathways) in Clarence;
- develop and review (on a rolling basis) the Tracks and Trails Action Plan for endorsement by Council that articulates the development initiatives prioritised and proposed to be conducted over a 5 year programme which recognises the access and needs of all users eg: walkers, horse riders, mountain bikers, etc;
- monitor progress and work to address the actions of the plan according to their level of priority; and
- as part of internal referral process to provide input and advice on the provision and requirements for trail networks and the provision of trail linkages as part of new subdivisions.

In working towards these goals, the Committee undertook a range of activities, which are set out below.

**2. CAPITAL WORKS PROJECT****Howrah Beach Outlet Pipe Bypass Track**

A new track has been constructed above the outlet pipe at Howrah Beach to allow people to avoid getting wet when walking along the beach.

**Richmond Park Track to Brinktop Reserve**

The track starts at Morgan Street, Richmond and ends at Brinktop Reserve. An opening ceremony and walk was held on 1 December 2017, with 20 people attending.

**3. RECURRENT INITIATIVES – MAINTENANCE AND UPGRADES****Trail Audit**

An audit has been carried out on tracks within the municipality and maintenance work will be carried out in accordance with the audit.

**4. DESIGN AND INVESTIGATION WORK IN PROGRESS****Mortimer Bay Coastal Trail extension at South Arm**

A licence agreement has been forwarded to Males Sand to allow public access across their property.

**Clarence Kayak Trail**

A consultant has prepared a document identifying suitable kayak routes around the Clarence coastline. It will be launched once public liability issues are resolved.

**Rokeby to Lauderdale Track**

An Aboriginal Heritage Survey has been completed and Parks and Wildlife Service has completed the Reserve Activity Assessment. Quotes have been sought from contractors. An application for an Aboriginal Heritage Permit has been submitted and approval is required prior to works commencing.

**Blessington Track to Fort Direction Road**

A track alignment has been identified at Fort Direction. The Defence Force has approved a 10 year licence agreement with Council for a track to link the foreshore to Fort Direction Road and Potters Hill Reserve.

**Meehan Range Strategic MTB Plan**

The Tasmanian Parks and Wildlife Service Meehan Range Management Statement is complete. The Draft Meehan Range Strategic MTB Plan will be updated and prepared to go to public consultation.

**5. GOVERNANCE MATTERS.**

**Committee Meetings**

Two committee meetings were held on 19 October and 14 December 2017.

**6. EXTERNAL LIAISON**

Nil.

**RECOMMENDATION:**

That the Chairperson's Report be received by Council.

Attachments: Nil

Ald R James

**CHAIRPERSON**

**BICYCLE STEERING COMMITTEE – QUARTERLY REPORT**

(File No 04-03-02)

**Chairperson's Report – Alderman S von Bertouch**

Report to Council for the 3 month period 1 October 2017 to 31 December 2017.

**1. PRINCIPAL OBJECTIVES AND GOALS**

The Committee's prime objectives are to:

- advise Council on the identification, development and maintenance of cycling routes and infrastructure along roads and other easements throughout the City;
- facilitate and provide guidance for the implementation of Council's adopted Bicycle Strategy;
- be actively involved in providing design advice relating to cycling infrastructure projects undertaken by Council;
- be actively involved in providing advice to CyclingSouth on matters relating to regional cycling infrastructure; and
- promote information sharing of cycling related matters affecting the City.

In working towards these goals the Committee arranged and implemented a range of activities, which are set out below.

**2. CAPITAL WORKS PROJECTS****2.1. Mornington Roundabout Pedestrian/Cycling Underpass**

Pitt and Sherry have submitted a report for this project. Further investigation and assessment is required before proceeding. CyclingSouth has received funding for the investigation and design of a pathway along the Tasman Highway which will end at the Mornington Roundabout.

**2.2. Silwood Avenue Track Upgrade**

The Aboriginal Heritage Assessment has been completed and an application for a Permit to Conceal has been lodged with Aboriginal Heritage Tasmania.

**3. RECURRENT INITIATIVES**

Nil.



#### **4. DESIGN AND INVESTIGATION WORK IN PROGRESS**

##### **Clarence Street Safety Assessment Report**

At its Meeting held on 3 July 2017, Council decided to adopt Option 1 as its preferred option. Survey of Clarence Street is being obtained so detailed design can commence.

##### **Clarence Foreshore Trail – Simmons Park to Anzac Park**

Design is well advanced and cost estimate has been completed.

##### **Tasman Highway – Extension from Tasman Bridge to Montagu Bay Road**

Council has been successful in receiving funding of \$70,000 under the Vulnerable Road User Program for this project. With Council's contribution of \$50,000 the total funding available is \$120,000. Waiting on final negotiations with the Church regarding boundary locations on their property to allow for the pathway alignment, and with the Department of State Growth on the shared responsibilities for the area between the southern property boundary and the edge of the Tasman Highway.

##### **Tasman Highway – Tasman Bridge to Mornington**

Cycling South has been successful in being awarded funding of \$25,000 for the feasibility and concept design for a multi-user pathway along the Tasman Highway road reservation.

##### **Howrah and Tranmere Roads – Investigation of Bike Infrastructure**

The consultant's report is complete. Staff is currently working through the list of the recommended outcomes.

##### **Clarence Foreshore Track – Marana Avenue to Montagu Bay Park**

The first section from Marana Avenue has been upgraded to 2.5m wide concrete path. Design for a realigned path around Montagu Bay Primary School is underway. Negotiations with Crown Land Services and Montagu Bay Primary School relating to land tenure for the foreshore track is progressing.

**5. GOVERNANCE MATTERS.**

**Committee Meeting**

The Committee held 2 meetings during the quarter on 2 October 2017 and 4 December 2017.

**6. EXTERNAL LIAISON**

CyclingSouth Annual General Meeting was held on 24 October 2017.

**RECOMMENDATION:**

That the Chairperson's Report be received by Council.

Attachments: Nil.

Ald S von Bertouch

**CHAIRPERSON**

## **11. REPORTS OF OFFICERS**

### **11.1 WEEKLY BRIEFING REPORTS**

(File No 10/02/02)

The Weekly Briefing Reports of 5, 12 and 19 February 2018 have been circulated to Aldermen.

#### **RECOMMENDATION:**

That the information contained in the Weekly Briefing Reports of 5, 12 and 19 February 2018 be noted.

**11.2 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS**

Nil.

### **11.3 PLANNING AUTHORITY MATTERS**

In accordance with Regulation 25 (1) of the Local Government (Meeting Procedures) Regulations 2015, the Mayor advises that the Council intends to act as a Planning Authority under the Land Use Planning and Approvals Act 1993, to deal with the following items:

**11.3.1 DEVELOPMENT APPLICATION D-2017/294 - 1 SANDVILLE PLACE, SANDFORD - ANCILLARY DWELLING**  
(File No D-2017/294)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for an Ancillary Dwelling at 1 Sandville Place, Sandford.

**RELATION TO PLANNING PROVISIONS**

The land is zoned Rural Resource and subject to the Bushfire Prone Areas, Road and Railway Assets, Parking and Access, Stormwater Management, On-Site Wastewater Management and Natural Assets Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires with the written consent of the applicant on 28 February 2018.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 2 representations were received raising the following issues:

- proposed development prohibited use;
- inappropriate site;
- accuracy of plans;
- visual impact;
- size of carport;
- privacy; and
- impact on natural values.

**RECOMMENDATION:**

- A. That the Development Application for an Ancillary Dwelling at 1 Sandville Place, Sandford (Cl Ref D-2017/294) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
  2. GEN AP3 – AMENDED PLAN [the ancillary dwelling to be sited within the cluster of existing development supporting the main dwelling and not exceeding 65m separation distance].
  3. The development is to be undertaken in accordance with the recommendations of the Natural Values Assessment prepared by Lark and Creese dated February 2018.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

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## **ASSOCIATED REPORT**

### **1. BACKGROUND**

No relevant background.

### **2. STATUTORY IMPLICATIONS**

- 2.1. The land is zoned Rural Resource under the Scheme.
- 2.2. The proposal is discretionary because the use is discretionary within the Zone, under the Scheme.
- 2.3. The relevant parts of the Planning Scheme are:
  - Section 8.10 – Determining Applications;
  - Section 26.0 – Rural Resource Zone;
  - Section E1.0 – Bushfire Prone Areas Code;
  - Section E5.0 – Road and Railway Assets Code;
  - Section E6.0 – Parking & Access Code;
  - Section E7.0 – Stormwater Management Code;
  - Section E23.0 – On-Site Wastewater Management Code; and
  - Section E27.0 – Natural Assets Code.

- 2.4.** Whilst the Bushfire Prone Areas Code is applicable to the site, the code does not apply to the proposal as it is not for a vulnerable or hazardous use. The Road and Rail Assets Code applies to the site but not to the proposal, in that no new access onto the State road is proposed, and no work within 50m of the State road is required. The proposal therefore does not require assessment against the detailed provisions of both codes.
- 2.5.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

### **3. PROPOSAL IN DETAIL**

#### **3.1. The Site**

The site is a 16.12ha lot with frontage to both South Arm Road and Sandville Place. It supports an existing dwelling and cluster of domestic outbuildings as shown in the attachments, and is located within a rural area characterised by Single Dwellings on large rural lots with ranging agricultural uses of limited intensity, most appropriately described as hobby farms. The site slopes down to the east and is largely vegetated with eucalypts and native vegetation understory, and a cleared paddock at the south-eastern part of the site.

Vehicular access to the site is from an existing driveway from Sandville Place. There are no easements or title restrictions that burden the subject property.

#### **3.2. The Proposal**

The proposal is to construct a 59m<sup>2</sup> ancillary dwelling to the existing dwelling at the subject property. The proposed building would incorporate a single bedroom, bathroom/laundry and shared kitchen and living area, with an attached 53m<sup>2</sup> carport. The ancillary dwelling would be a maximum of 3.94m in height above natural ground level at its highest point, and would be clad using vertical ash-coloured timber cladding, and a dark grey Colorbond roof.



The location first proposed was 112.69m from the eastern (South Arm Road) property boundary, 188.5m from the south-western boundary and at a distance of approximately 160m to the south-east of the existing dwelling. This location is at the southern part of the cleared area that comprises the south-eastern part of the site, and would be accessed from an existing vehicle track that continues from the dwelling and main cluster of development.

A bushfire risk assessment was submitted as part of the development application, which concludes that removal of vegetation would not be required for the purposes of bushfire protection as part of the proposed development, subject to specific recommendations being adopted in relation to the proposal.

Concerns were raised by Council officers throughout the assessment of the application in relation to the separation distance between the originally proposed ancillary dwelling location and the main dwelling. Through the assessment process and following the advertising period, an amended site plan was submitted for consideration, which is included in the attachments and shows an alternative location for the ancillary dwelling being within the existing cluster of development at the north-western part of the subject property. The amended location would be 65m to the south-east of the main dwelling, in excess of 120m from all property boundaries and adjacent existing outbuildings within the cleared area that surrounds the dwelling.

A second bushfire risk assessment for the amended location was also submitted to Council, and a natural values assessment to consider the impact of any vegetation clearance is required.

Detailed supporting submissions have been made by the applicant both as part of the application first lodged with Council, and in response to Council correspondence requesting additional information in relation to the nature of the proposed development and consistency with the Scheme definition of Ancillary Dwelling.

**4. PLANNING ASSESSMENT****4.1. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*  
*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

Reference to these principles is contained in the discussion below.

**4.2. Compliance with Zone and Codes**

The proposed development is for an ancillary dwelling and the amended location proposed satisfies the Scheme definition, which means an additional dwelling:

- “(a) with a floor area not greater than 60m<sup>2</sup>;*
- (b) that is appurtenant to a single dwelling; and*
- (c) that shares with that single dwelling access and parking, and water, sewerage, gas, electricity and telecommunications connections and meters”.*

The proposal meets the Scheme’s relevant Acceptable Solutions of the Rural Resource Zone and Road and Railway Assets, Parking and Access, Stormwater Management, On-Site Wastewater Management and Natural Assets Codes with the exception of the following.

**Natural Assets Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E27.8.1 For a Minor impact – A1	Vegetation clearance or disturbance	No Acceptable Solution.	Clearance of approximately 2000m <sup>2</sup> of vegetation, including removal of 4 eucalypts.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E27.8.1 for the following reasons.

<b>Performance Criteria</b>	<b>Comment</b>
<i>“(a) The clearance of native vegetation is the minimum extent necessary for the development (including bushfire hazard minimisation);</i>	The proposed development would involve clearance of 15m to the north and south, and 23m to the east and west of the development. These are the distances prescribed by the submitted bushfire hazard management plan, for bushfire protection purposes.
<i>(b) No burning, blasting or construction works involving excavators or multiple truck movements are to occur within 500m (or 1km if in line-of-sight) of an active raptor nest during the breeding season between July to January inclusive.</i>	not applicable
<i>(c) Additional mitigation measures are proposed to ensure that the development will satisfactorily reduce all remaining impacts on priority vegetation; and</i>	No additional mitigation measures are proposed or required by the submitted natural values assessment, in that the subject vegetation is largely degraded.  The assessment provides for management prescriptions which the development should address. An appropriate condition is recommended to ensure this occurs.
<i>(d) Conservation outcomes and long term security of any offset is consistent with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority 2013”.</i>	not applicable

## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 2 representations were received. The following issues were raised by the representors.

### **5.1. Proposed Development Prohibited Use**

Concern is raised by both representations that the development proposed does not satisfy the definition of an ancillary dwelling under the Scheme, given the separation distance from the main dwelling.

The prohibition of Multiple Dwellings within the zone is also noted by the representations as justification for refusal.

- **Comment**

Application has been made for an ancillary dwelling to the existing dwelling on the site, and for the reasons discussed above it is considered that the originally proposed location would not meet the ancillary dwelling definition under the Scheme and could not be approved. The applicant subsequently, and as part of the assessment, submitted documentation proposing an alternative site within the cluster of existing development that meets the ancillary dwelling definition. A condition has been included above requiring amended plans to ensure this issue is addressed, and substantially addresses the issue raised by the representations.

## **5.2. Inappropriate Site**

The representations submit that there are a series of alternative sites within the cluster of existing development that surrounds the existing dwelling, and goes further to suggest that the conversion of an existing outbuilding to an ancillary dwelling may also be appropriate.

- **Comment**

The separation distance between the site first proposed and the main cluster of development would be overcome by the amended plan conditions, discussed above.

## **5.3. Accuracy of Plans**

Concerns are raised that the plans include only a single setback distance to the eastern (South Arm Road) property boundary, and that on that basis the plans are not accurate enough to enable detailed consideration of likely impacts.

- **Comment**

The advertised plans are drawn to scale and clearly show that there would be a separation distance in excess of 110m to all property boundaries. The accuracy of the plans satisfactorily demonstrates the location and nature of the proposed development, and satisfies the relevant application requirements at Clause 8.1.2.

#### **5.4. Visual Impact**

The impact of the proposed development when viewed from nearby properties is raised as a concern and objection to the development. It is submitted that the building would be compatible in terms of appearance with nearby development (and therefore inconsistent with the character of the area), and that the design is “unnecessarily modern”. It is further submitted that the proposed site would be inconsistent with the area in that it would be “out in the middle of a paddock” and would therefore not respect the agricultural character of the site and surrounds.

- **Comment**

The revised proposal meets the relevant acceptable solutions for building height, setback and design within the Rural Resource Zone. On this basis, the concerns of the representors do not justify refusal of the development.

#### **5.5. Size of Carport**

Concern is raised that the proposed carport will be very large, also inconsistent with the character of the area and that it potentially could be converted to an additional room to be used as part of the ancillary dwelling.

- **Comment**

As noted, the proposed building would meet the relevant development standards within the zone in relation to height, setback and design. Any future changes to the building would require the further development approval of Council – or potentially be prohibited in relation to an increase to floor area for an ancillary dwelling.

**5.6. Privacy**

The impact of the proposed development upon the privacy of nearby properties is raised as a concern, in relation to both indoor and outdoor living areas. It is submitted that the rural location should protect privacy for neighbouring residential use.

- **Comment**

The originally proposed location would be separated by a distance in excess of 320m from the nearest neighbouring dwelling. The amended location to be required by a condition of approval would be in excess of 450m, which may alleviate the concerns of the representors. It is noted that both locations satisfy the relevant requirements for setback under the Scheme.

**5.7. Impact on Natural Values**

Concerns are raised that the proposed development would impact upon the agricultural, environmental, conservation and landscape values of the area, and that there would be an impact upon wildlife through noise, human habitation and traffic in the vegetated part of the site.

- **Comment**

The Natural Assets Code is relevant to the amended location, and clearance of approximately 2000m<sup>2</sup> of vegetation affected by the Natural Assets Code is required to facilitate the proposal. As discussed, a natural values assessment has been submitted in support of the proposal to address the vegetation clearance required for bushfire protection purposes. The provisions of the Natural Assets Code are addressed above and the relevant performance criteria met.

**6. EXTERNAL REFERRALS**

No external referrals were required or undertaken as part of this application.

**7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**7.2.** The proposal is consistent with the objectives of Schedule 1 of LUPAA.

**8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

**9. CONCLUSION**

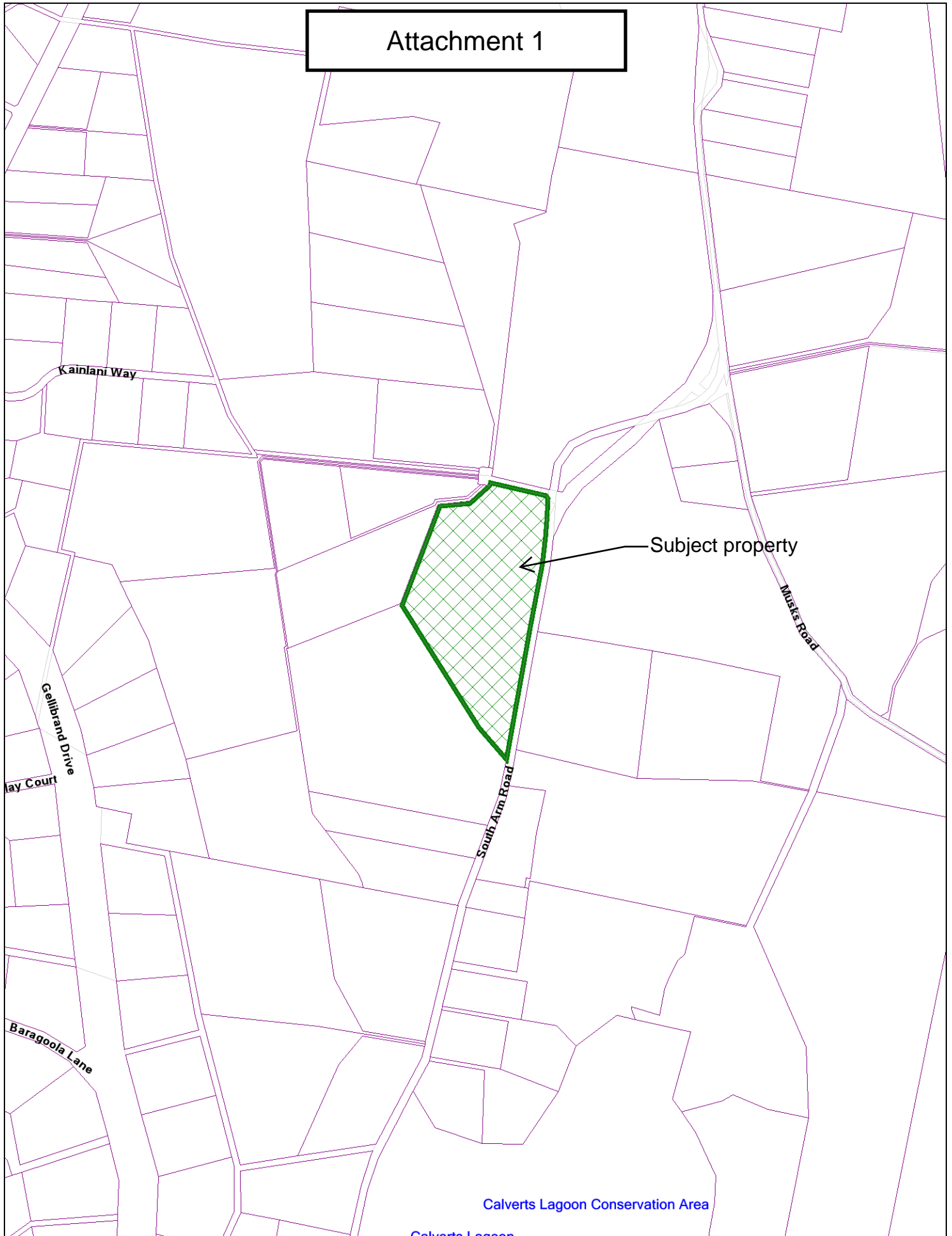
The proposal seeks approval for an ancillary dwelling at 1 Sandville Place, Sandford. The application meets the relevant Acceptable Solutions and Performance Criteria of the Scheme by requiring a revised location of the development site.

The proposal is recommended for approval subject to conditions.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (4)  
3. Site Photo (1)  
4. Amended Site Plan (1)

Ross Lovell  
**MANAGER CITY PLANNING**

Attachment 1



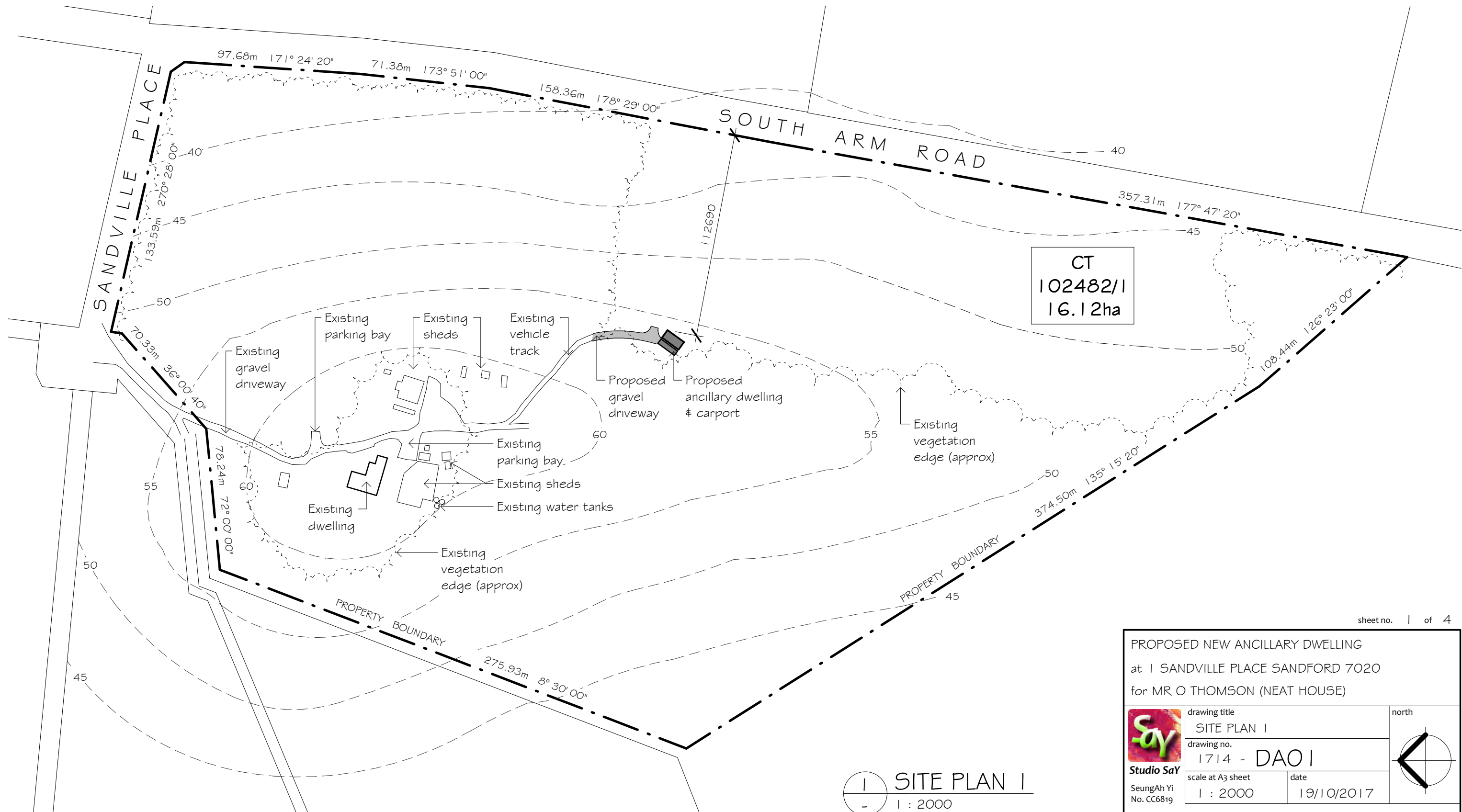
**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Friday, 9 February 2018 **Scale:** 1:12,460 @A4




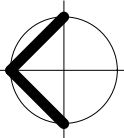
## DRAWING LIST

DAO1	SITE PLAN 1
DAO2	SITE PLAN 2 - PART
DAO3	FLOOR PLAN
DAO4	ELEVATIONS

## FLOOR AREA

Existing dwelling and sheds - 1015m<sup>2</sup>Proposed ancillary dwelling - 59m<sup>2</sup>Proposed carport - 34m<sup>2</sup>Proposed total - 93m<sup>2</sup>

sheet no. 1 of 4

PROPOSED NEW ANCILLARY DWELLING			
at 1 SANDVILLE PLACE SANDFORD 7020			
for MR O THOMSON (NEAT HOUSE)			
 <b>Studio SaY</b>  SeungAh Yi No. CC6819	drawing title SITE PLAN 1		north 
	drawing no. 1714 - DAO1		
	scale at A3 sheet 1 : 2000	date 19/10/2017	
ABN 30 457 324 734   <a href="http://www.studiosay.com">www.studiosay.com</a>   <a href="mailto:seungahyi@studiosay.com">seungahyi@studiosay.com</a>   0458 629 023			



Existing dwelling and sheds - 1015m<sup>2</sup>

Proposed ancillary dwelling - 59m<sup>2</sup>

Proposed carport - 34m<sup>2</sup>

Proposed total - 93m<sup>2</sup>



PROPOSED NEW ANCILLARY DWELLING at 1 SANDVILLE PLACE SANDFORD 7020 for MR O THOMSON (NEAT HOUSE)			
 <b>Studio Say</b> SeungAh Yi No. CC6819	drawing title		north 
	SITE PLAN 2 - PART		
	drawing no.		
	1714 - DAO2		
	scale at A3 sheet	date	
	1 : 200	19/10/2017	

LEGEND

- 90mm timber stud
- AW 0615    Awning window 0.6m H x 1.5m W
- FW 0424    Fixed window 0.4m H x 2.4m W
- SD 2124    Sliding door 2.1m H x 2.4m W
- FFL         Finished Floor Level

NOTE

Doors to be 1020mm wide

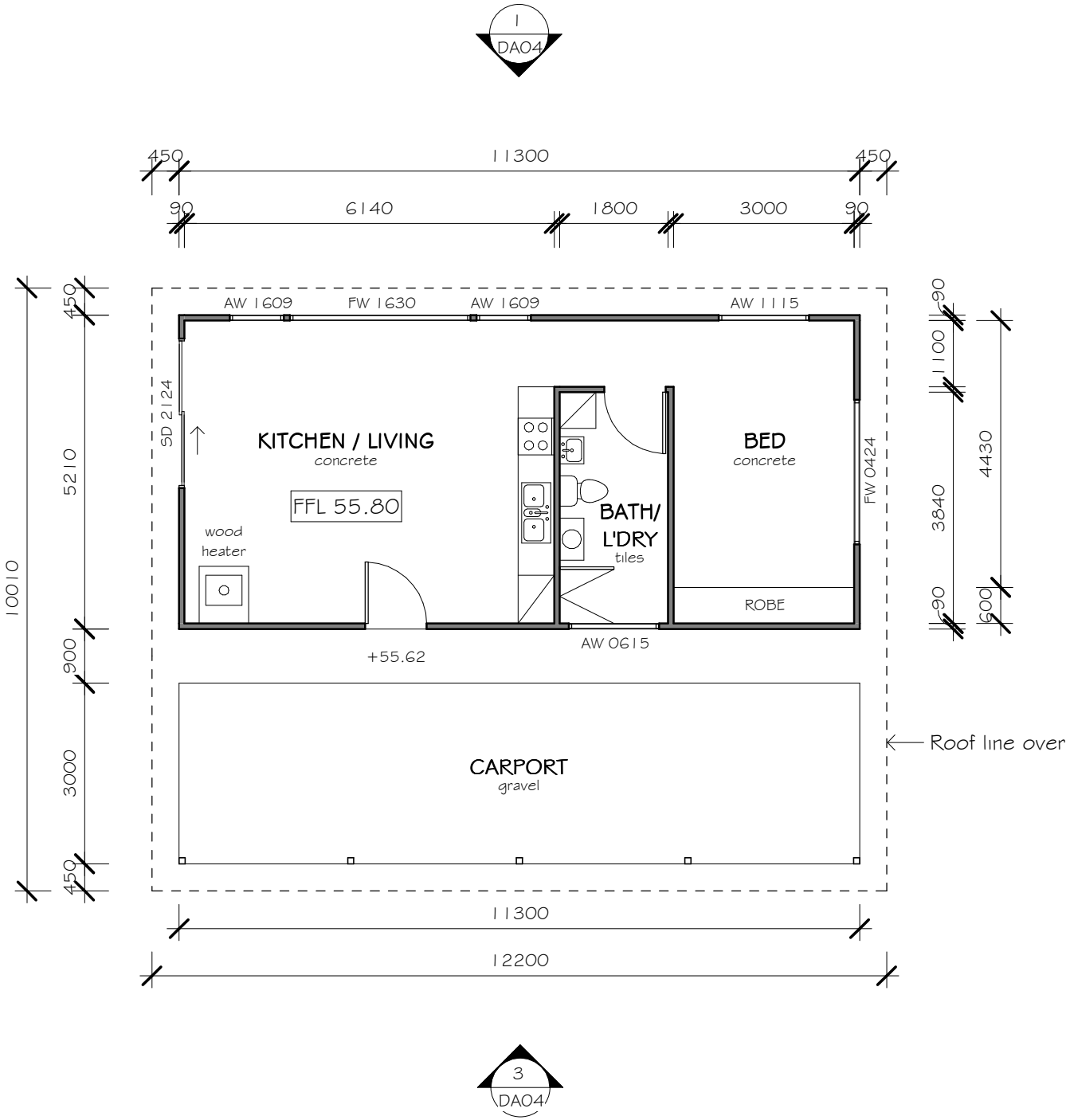
FLOOR AREA

- Existing dwelling and sheds - 1015m²
- Proposed ancillary dwelling - 59m²
- Proposed carport - 34m²
- Proposed total - 93m²

1

FLOOR PLAN

1 : 100



sheet no. 3 of 4

PROPOSED NEW ANCILLARY DWELLING

at 1 SANDVILLE PLACE SANDFORD 7020

for MR O THOMSON (NEAT HOUSE)

Studio SaY

SeungAh Yi

No. CC6819

drawing title

FLOOR PLAN

drawing no.

1714 - DAO3

scale at A3 sheet

1 : 100

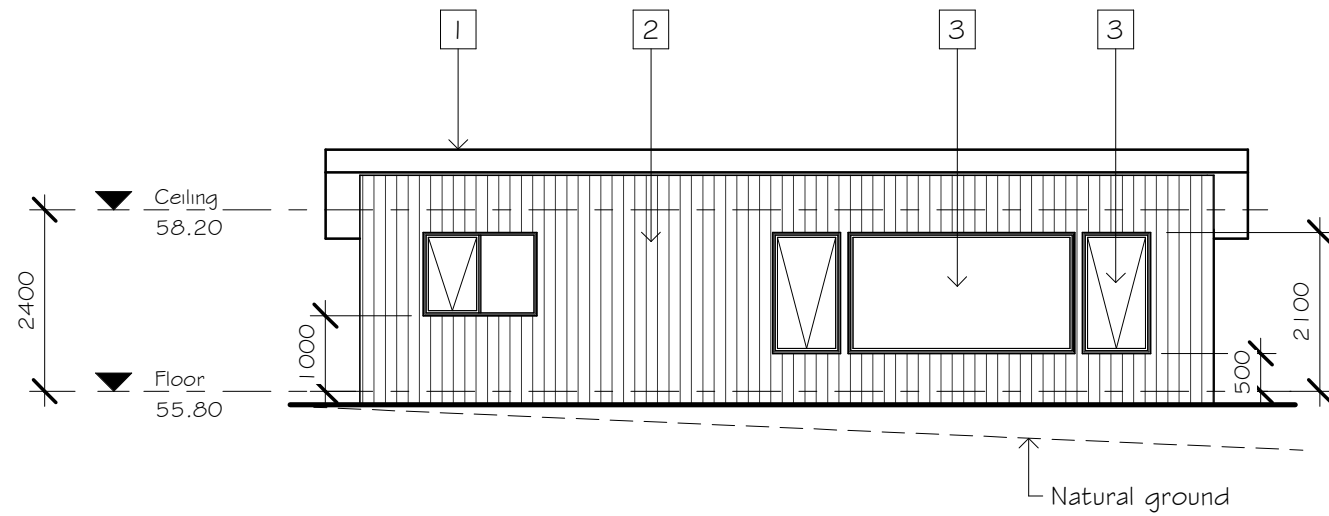
date

19/10/2017

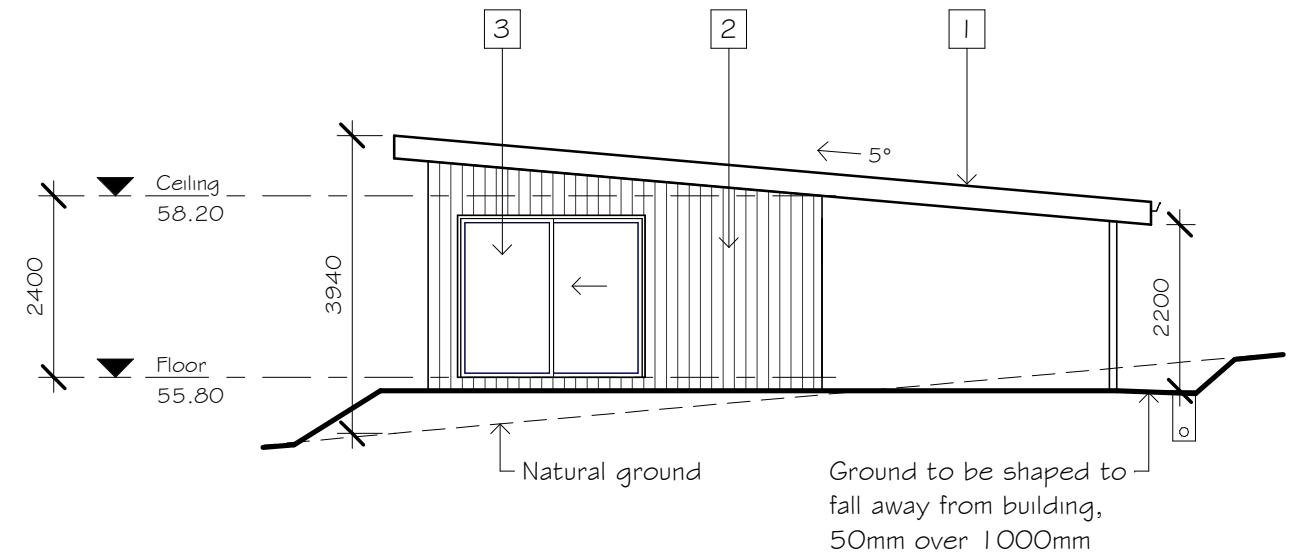
north

ABN 30 657 324 734 | www.studiosay.com | seungahyi@studiosay.com | 0458 629 023

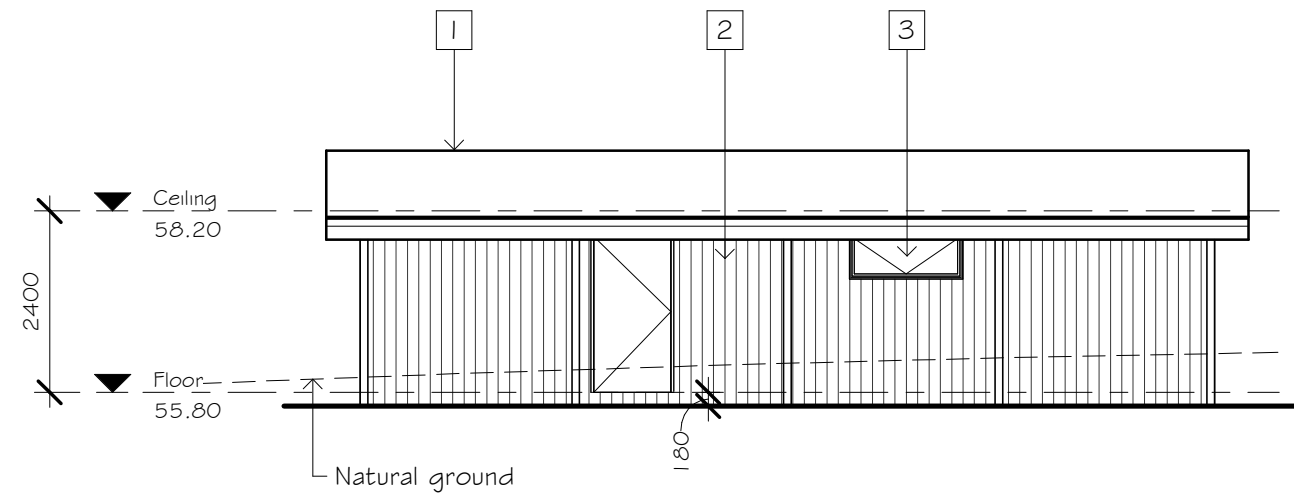
Agenda Attachments - 1 Sandville Place, Sandford Page 4 of 7



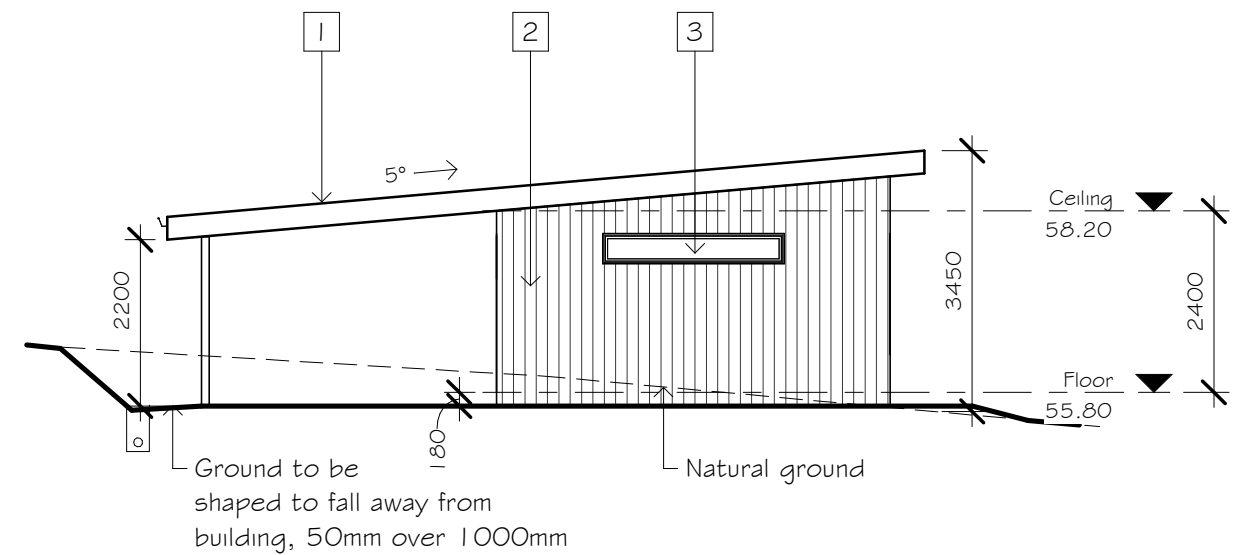
1 SOUTH EAST ELEVATION  
DAO3 1 : 100



2 NORTH EAST ELEVATION  
DAO3 1 : 100



3 NORTH WEST ELEVATION  
DAO3 1 : 100



4 SOUTH WEST ELEVATION  
DAO3 1 : 100


## LEGEND

- 1 Colorbond finished corrugated iron roof sheeting, 5° pitch, Monument colour
- 2 Silvertop Ash timber cladding, Livos oil Light Teak finish
- 3 Aluminium framed windows and doors, powder coated

## NOTE

All finishes will achieve a Light Reflectance Value of less than 40

sheet no. 4 of 4

PROPOSED NEW ANCILLARY DWELLING at 1 SANDVILLE PLACE SANDFORD 7020 for MR O THOMSON (NEAT HOUSE)		
 <b>Studio SaY</b> SeungAh Yi No. CC6819	drawing title	north
	drawing no.	
	scale at A3 sheet	date
	1 : 100	19/10/2017
ABN 30 657 324 734   www.studiosay.com   seungahyi@studiosay.com   0458 629 023		



**1 Sandville Place, SANDFORD**

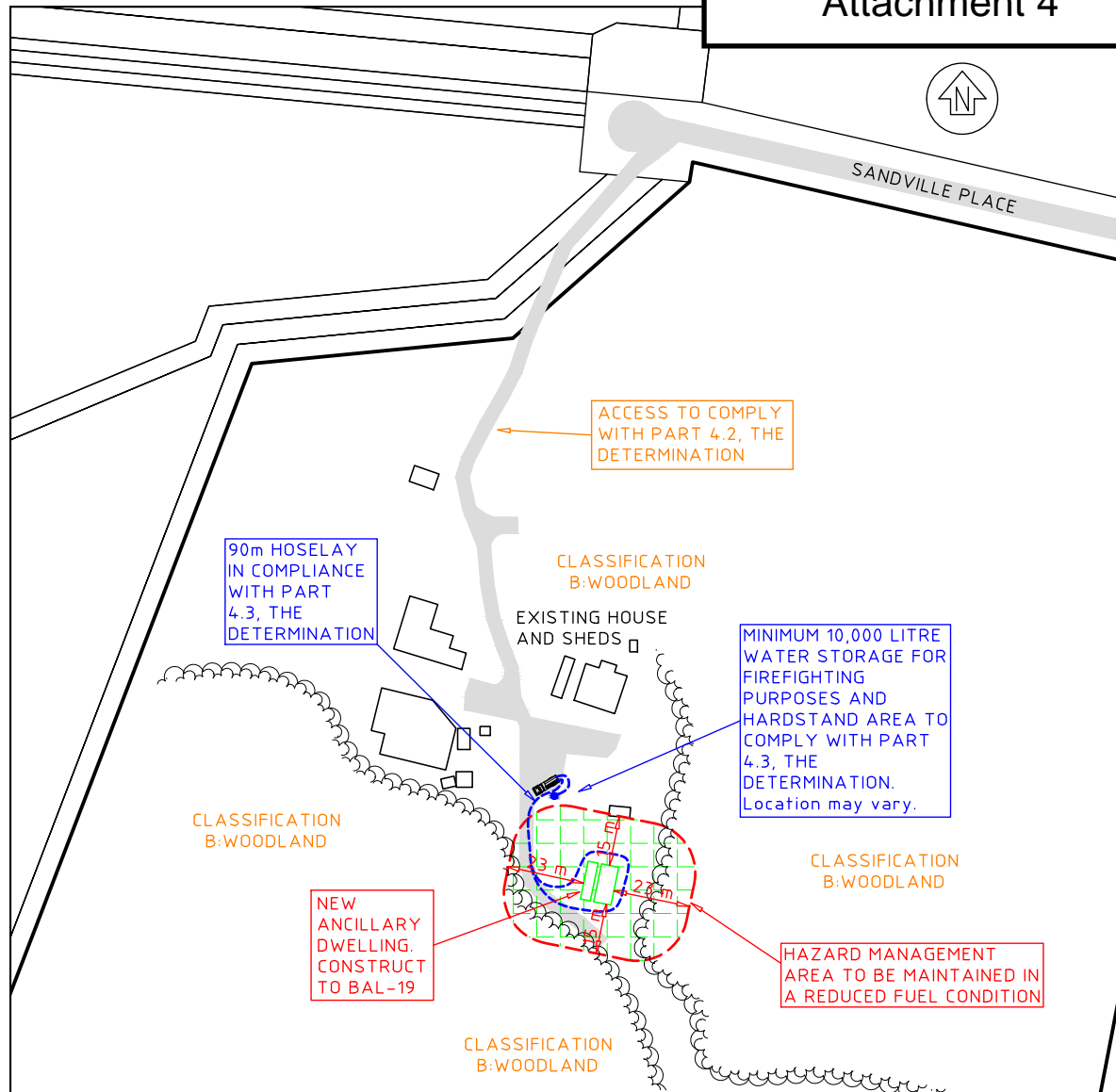


**Originally proposed ancillary dwelling site, viewed looking south**



**Amended site of proposed ancillary dwelling viewed from vehicle turning area, west of dwelling**

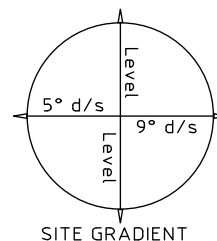
# Attachment 4



N M Creese  
Accredited Bushfire Management Practitioner  
BFP-118  
16th January 2018

**Disclaimer:**  
AS 3959-2009 cannot guarantee that a dwelling will survive a bushfire attack, however the implementation of the measures contained within AS 3959-2009, this plan and accompanying report will improve the likelihood of survival of the structure. This plan and accompanying report are based on the conditions prevailing at the time of assessment. No responsibility can be accepted to actions by the land owner, governmental or other agencies or other persons that compromise the effectiveness of this plan. The contents of this plan are based on the requirements of the legislation prevailing at the time of report.

Assessed bushfire attack level:  
**BAL-19**



**TFS:**  
Design and construction standards of the new dwelling are to comply with BAL-19 of AS 3959-2009.

- 2) Hazard management areas are to be established and maintained in a reduced fuel condition the dimensions quoted in this plan.
- This can be achieved through the implementation of the following measures:
- Establishing non-flammable areas around the dwelling such as paths, patios, driveways, lawns etc.
  - Locating dams, orchards, vegetable gardens, effluent disposal areas etc on the bushfire prone side of the building.
  - Providing heat shields and ember traps on the bushfire prone side of the dwelling such as non-flammable fencing, hedges, separated garden shrubs and small trees. Avoid the use of highly flammable plants.
  - Ensure flammable materials such as wood piles, fuels and rubbish heaps are stored away from the dwelling.
  - Replace highly flammable plants with low flammability species.
  - Provide horizontal separation between tree crowns and vertical separation between ground fuels and overhead branches.
  - Provide separation between significant trees such that groups are no greater than 20 metres in width, and more than 20 metres of other groups of significant trees. Note that retention of some trees can screen a dwelling from wind borne embers.
  - Regular slashing or mowing of grass to a height of less than 100mm.
  - Removal of ground fuels such as leaves, bark, fallen branches etc on a regular basis.
  - Ensuring no trees overhanging the dwelling so that vegetation falls onto the roof.

See attached report and TFS guidelines for further information.

3) Compliance with the provisions of Part 3.7.4.1 (Vehicular access) National Construction Code 2016 (Volume 2) (NCC) and Determination Director of Building Control Requirements for Building in Bushfire-Prone Areas (Version 2, 23rd February 2017) (The Determination) is achieved as follows:

A Class 1 building in a designated bushfire prone area and the fire fighting water supply access points must be accessible by a private access road which is designed, constructed and maintained to a standard not less than Part 4.2 of the Determination to the following standards:

- All-weather construction
- Load capacity of at least 20 tonnes, including for bridges and culverts
- Minimum carriageway width of 4 metres
- Minimum vertical clearance of 4 metres
- Minimum horizontal clearance of 0.5 metres from the edge of the carriageway
- Cross fall of less than 3° (1:20 or 5%)
- Dips less than 7° (1:8 or 28%) for sealed roads, and 10° (1:5.5 or 18%) for unsealed roads
- Curves with a minimum inner radius of 10 metres;
- Maximum gradient of 15° (1:3.5 or 28%), for sealed roads, and 10° (1:5.5 or 18%) for unsealed roads; and
- Terminated with a turning area for fire appliances provided by one of the following;
- A turning circle with a minimum inner radius of 10 metres or, a property access encircling the building, or a hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.

See Table 4.2 of The Determination for further details.

Access to the site has been assessed as being approximately 350 metres long and needs to be constructed to the above standards in order to comply with Part 3.7.4.1 NCC and Part 4.2 The Directive.

4) Compliance with the provisions of Part 3.7.4.2 Water Supply (NCC) and Part 4.3 Water supply for Fire fighting (The Directive) is achieved as follows:

- Must have a minimum static water supply of 10,000 litres;
- The connection point must be within a 90 metre hose lay of the building area to be protected measured as a hose lay;
- May be a supply for combined use provided that the minimum of 10,000 litres is reserved for firefighting purposes;
- Must be a non-combustible material such as metal or concrete if above ground, or may be shielded from the bushfire risk provided that the lowest 400 mm of the tank is protected by a non-combustible material;
- Pipework and valves must have a minimum nominal diameter of 50 mm;
- Above ground pipework and fittings are to be metal or lagged by non-combustible material. If buried a minimum of 300 mm cover is required;
- Water connection point is to be fitted with a 65 mm Storz coupling fitted with a suction washer, blank cap and securing chain. This coupling is to be accessible at all times. Remote offtake must at a working height of 450-600 mm above ground level and protected from possible damage;
- Under ground tanks may have an opening of no less than 250 mm diameter in lieu of the coupling;
- The water connection point must be identified by a sign permanently affixed to the assembly;
- A hardstand area must be provided within 3 metres of the connection point, no closer than 6 metre from the building to be protected and be of minimum width of 3 metres constructed to the same standard as the carriageway.

See Table 4.3B of The Directive for further details.

**LARK & CREESE** Pty Ltd  
Land & Engineering Surveyors

62 Channel Highway, Kingston 7050  
Ph. 62296563 Mobile: 0427 879 023  
Email: [info@larkandcreese.com.au](mailto:info@larkandcreese.com.au)  
Web: [www.larkandcreese.com.au](http://www.larkandcreese.com.au)

## BUSHFIRE HAZARD MANAGEMENT PLAN

Owner: O. HENTSCHEL & A. BEINSSSEN

Location: 1 SANDVILLE PLACE, SANDFORD

Title Reference: C.T. 102482/1

PID: 2846834

Scale: 1:750

Date: 16 JAN 2018

Surveyors Ref No. 17383\_021

Note: This plan has been prepared for the purpose of compliance with AS3959-2009 and Tasmania Fire Service Guidelines. This plan is not to be used for any other purpose without the express permission of Lark & Creese Pty Ltd. The details depicted on this plan have been obtained from a combination of field survey, aerial photography and mapping and as such may not represent the precise nature of the site.

**11.3.2 DEVELOPMENT APPLICATION D-2017/431 - 36 DOSSITER STREET, BELLERIVE - 2 MULTIPLE DWELLINGS (1 EXISTING + 1 NEW)**  
(File No D-2017/431)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for 2 Multiple Dwellings (1 existing + 1 new) at 36 Dossiter Street, Bellerive.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and is subject to the Road and Rail Assets Code, Parking and Access Code and the Stormwater Management Code under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on the 28 February 2018 as agreed with the applicant.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 2 representations were received raising the following issues:

- building height;
- loss of privacy;
- loss of views;
- dwelling density; and
- overshadowing.

**RECOMMENDATION:**

A. That the Development Application for 2 Multiple Dwellings (1 existing + 1 new) at 36 Dossiter Street, Bellerive (CI Ref D-2017/431) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ENG A1 – NEW CROSSOVER [3.6m wide].

3. ENG A5 – SEALED CAR PARKING.
4. ENG S1 – INFRASTRUCTURE REPAIR.
5. ENG S2 – SERVICES.
6. ENG S4 – STORMWATER CONNECTION.
7. ENG M1 – DESIGNS DA.
8. The existing and proposed crossovers must be constructed in bituminous concrete or concrete.
9. The development must meet all required Conditions of Approval specified by TasWater notice dated 2 October 2017 (TWDA 2017/01534-CCC).

#### **ADVICE**

- (a) It is advised that the development approval does not guarantee compliance with Section 31A(6) of the Strata Titles Act 1998, which requires Council to ensure an application for a certificate of approval does not effectively constitute a subdivision of the land within the meaning of Part 3 of the Local Government (Building and Miscellaneous Provisions) Act 1993. In this case, the absence of “common property” and physical separation of the 2 units may not be consistent with the requirements of the Act; on the basis the layout is tantamount to a subdivision.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

---

### **ASSOCIATED REPORT**

#### **1. BACKGROUND**

No relevant background.

#### **2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned General Residential under the Scheme.

**2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme relating to the number of vehicular access points.



**2.3.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10.0 – General Residential Zone;
- Section 5.0 – Road and Rail Assets Code;
- Section E6.0 – Parking and Access Code; and
- Section E7.0 – Stormwater Management Code.

**2.4.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

### **3. PROPOSAL IN DETAIL**

#### **3.1. The Site**

The subject site is a 981m<sup>2</sup> regular shaped lot located on the northern side of Dossiter Street. The lot has a 20.73m frontage onto Dossiter Street and is developed with a single storey weatherboard dwelling located towards the street frontage. Several outbuildings and established gardens are located to the rear. Access to the site is provided via a sealed crossover located at the eastern end of the property frontage onto Dossiter Street. The site has a gentle southerly slope and is not encumbered by services.

The surrounding area is similarly zoned General Residential and is characterised by single detached dwellings to the south, west and north and multiple dwellings to the east. The site is located within an established residential part of Bellerive.

### **3.2. The Proposal**

The proposal is for the construction of 1 Multiple Dwelling to the rear of the existing. The additional dwelling would maintain a 4m setback from the northern rear boundary and would be 2 storey in design. The ground level would occupy a floor area of 109m<sup>2</sup> and would contain a double garage, 2 bedrooms, bathroom and laundry. The upper level would occupy a floor area of 114.5m<sup>2</sup> and would contain 2 bedrooms and an open plan living space.

The additional dwelling would be clad with a combination of brick, “Scyon Axon” cement sheeting and brick with a texture coating.

A 11.5m<sup>2</sup> deck is proposed to extend from the western elevation of the upper level and would be directly accessible from the living space.

No works are proposed to the existing dwelling other than the removal of 3 small garden sheds located in the rear north-eastern corner of the property.

Private open space has been allocated to the rear of each dwelling.

It is proposed to provide independent access to each dwelling from Dossiter Street. The existing dwelling is proposed to be serviced by the existing access and driveway extending to an existing garage to the rear. The additional dwelling is proposed to be serviced by a new access crossover located at the western end of the property frontage onto Dossiter Street. A new sealed driveway is proposed to be formed alongside the western side property boundary to provide access to ground level garage allocated to this dwelling. An additional uncovered carpark is proposed between the 2 dwellings to service the additional dwelling. The 2 crossovers would maintain a 14m separation allowing for the retention of 2 on-street car parking spaces.

**4. PLANNING ASSESSMENT****4.1. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
  - (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*
- but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

Reference to these principles is contained in the discussion below.

**4.2. Compliance with Zone and Codes**

The use of the land for the purposes of “Residential” (Multiple Dwellings) is a permitted use in the General Residential Zone.

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential Zone, Road and Rail Assets Code, Parking and Access Code and Stormwater Management Code with the exception of the following.

**Road and Rail Assets Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E5.6.2 A2	Road accesses and junctions	No more than 1 access providing both entry and exit, or 2 accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	A second access point is proposed 14m to the west of the existing crossover. The new access point would be located adjacent to the access point servicing 34 Dossiter Street and would service the additional dwelling.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E5.6.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i>	see below assessment
<i>(a) the nature and frequency of the traffic generated by the use;</i>	The new access point would service 1 dwelling which is comparable with the nature and frequency of traffic generated by surrounding residential development.
<i>(b) the nature of the road;</i>	Dossiter Street is a local collector road catering for low volumes of residential traffic. Council’s Development Engineer is satisfied that the creation of a second access point at the opposite end of the property frontage would not impact upon the safety or efficiency of the road.
<i>(c) the speed limit and traffic flow of the road;</i>	Dossiter Street is a local collector road and caters for local residential traffic only and is subject to the general urban speed limit of 50km/h. The creation of the second access point would not result in any safety or efficiency concerns for existing users of the road.
<i>(d) any alternative access;</i>	The alternative access arrangement to service the development is by way of a single shared access. Given the length of the property frontage onto Dossiter Street and the spacing between the access points, the retention of a single access is not required in this case.
<i>(e) the need for the access or junction;</i>	The second access point is required to prevent the removal of an existing garage servicing the existing dwelling. The second access point would not result in the loss of any on-street car parking along the frontage of the site, therefore ensuring no conflict with other users of the surrounding road network.

(f) <i>any traffic impact assessment; and</i>	Council's Development Engineer has advised that a Traffic Impact Assessment was not required in this case as the new access point would be appropriately positioned in relation to other existing access points and would maintain ample sight distance in either direction.
(g) <i>any written advice received from the road authority</i> ".	The proposal does not involve a State controlled road therefore the application is not required to be referred to the Department of State Growth.

**Parking and Access Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E6.7.1 A1	Number of Vehicular Accesses	The number of vehicle access points provided for each road frontage must be no more than 1, or the existing number of vehicle access points, whichever is the greater.	A second access point is proposed 14m to the west of the existing crossover. The new access point would be located adjacent to the access point servicing 34 Dossiter Street and would service the additional dwelling.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.7.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>"P1 - The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</i>	see below assessment
<i>(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;</i>	The location of the new access point would not reduce the existing on-street parking supply along the property frontage. There is currently sufficient room to comfortably park 2 vehicles on the street along the frontage of the property. A 14m separation would be maintained between the 2 access points, therefore retaining sufficient space for parallel parking of 2 vehicles.

<p><i>(b) whether the additional access points can be provided without compromising any of the following:</i></p> <ul style="list-style-type: none"> <li><i>(i) pedestrian safety, amenity and convenience;</i></li> <li><i>(ii) traffic safety;</i></li> <li><i>(iii) residential amenity on adjoining land;</i></li> <li><i>(iv) streetscape;</i></li> <li><i>(v) cultural heritage values if the site is subject to the Local Historic Heritage Code;</i></li> <li><i>(vi) the enjoyment of any ‘al fresco’ dining or other outdoor activity in the vicinity”.</i></li> </ul>	<p>Council’s Development Engineer has advised that traffic safety, pedestrian safety, amenity and convenience would not be compromised by the location of the new access point.</p> <p>The location of the new access point is consistent with the ratio of access points to the frontage of properties lining Dossiter Street. On this basis, the streetscape would not be compromised.</p> <p>The new access point would be located beside an existing access point and driveway servicing 34 Dossiter Street, therefore no loss of residential amenity is expected to occur to this adjoining residential property.</p> <p>The site is not listed under the Local Historic Heritage Code.</p>
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## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 2 representations were received. The following issues were raised by the representors.

### **5.1. Building Height**

Concern is raised that the additional dwelling, being 2 storeys, will be too high and will impact the visual amenity and streetscape of the area.

- **Comment**

The Scheme allows for a maximum building height in the General Residential Zone to be 8.5m above natural ground level. The maximum height of the additional dwelling is 6.85m above natural ground level. The proposal therefore complies with Clause 10.4.2 A3 with respect to building envelope.

### **5.2. Loss of Privacy**

Concern is raised that the additional dwelling will overlook the private open space and rear deck associated with the adjoining property to the north.

- **Comment**

The proposed development meets the relevant acceptable solutions in relation to privacy at Clause 10.4.6 A1 and A2 of the Scheme, in that the windows and decks located on the northern elevation have been designed to maintain the required 4m minimum setback from the rear boundary. It is observed that the adjoining properties located to the north are elevated above the subject site with overlooking resulting from these properties.

### **5.3. Loss of Views**

Concern is raised that views of the river will be lost from surrounding properties due to the 2 storey design for the additional dwelling.

- **Comment**

As previously discussed, the additional dwelling is well below the maximum height of 8.5m allowed by the Scheme. Loss of views is not a relevant consideration under the Scheme. However, the adjoining properties to the north are elevated above the subject site with the upper levels of these properties capable of retaining expansive views. Nevertheless, this is not an issue of determining weight.

### **5.4. Dwelling Density**

Concern was raised that the density of the proposed Multiple Dwelling development is too high and not in keeping with the prevailing character in the area.

- **Comment**

Clause 10.4.1 A1 of the General Residential Zone provides that Multiple Dwellings must have a site area per dwelling of not less than 325m<sup>2</sup>. The proposed site area of 490m<sup>2</sup> per dwelling is far greater than the minimum allowed by this standard. Accordingly, this issue cannot have any determining weight.

**5.5. Overshadowing**

Concern was raised that the development will have a negative impact upon solar access to nearby residential properties, including the existing dwelling located on the subject site.

- **Comment**

The proposed additional dwelling complies with the building envelope standard at Clause 10.4.2 A3 of the General Residential Zone. The separation offered between the existing and addition dwelling complies with the dwelling separation requirements of Clause 10.4.4 A2 and A3 of the General Residential Zone. The proposal is therefore not expected to cause any adverse overshadowing impacts upon adjoining residential properties or the existing dwelling located on the same site.

**6. EXTERNAL REFERRALS**

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

**7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**7.2.** The proposal is consistent with the objectives of Schedule 1 of LUPAA.

**8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.



**9. CONCLUSION**

The proposal seeks approval for 2 Multiple Dwellings (1 existing + 1 new) at 36 Dossiter Street, Bellerive. The application meets all relevant Acceptable Solutions and Performance Criteria of the Scheme therefore, is recommended for conditional approval.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (6)  
3. Site Photo (1)

Ross Lovell  
**MANAGER CITY PLANNING**

# ATTACHMENT 1

## LOCATION PLAN

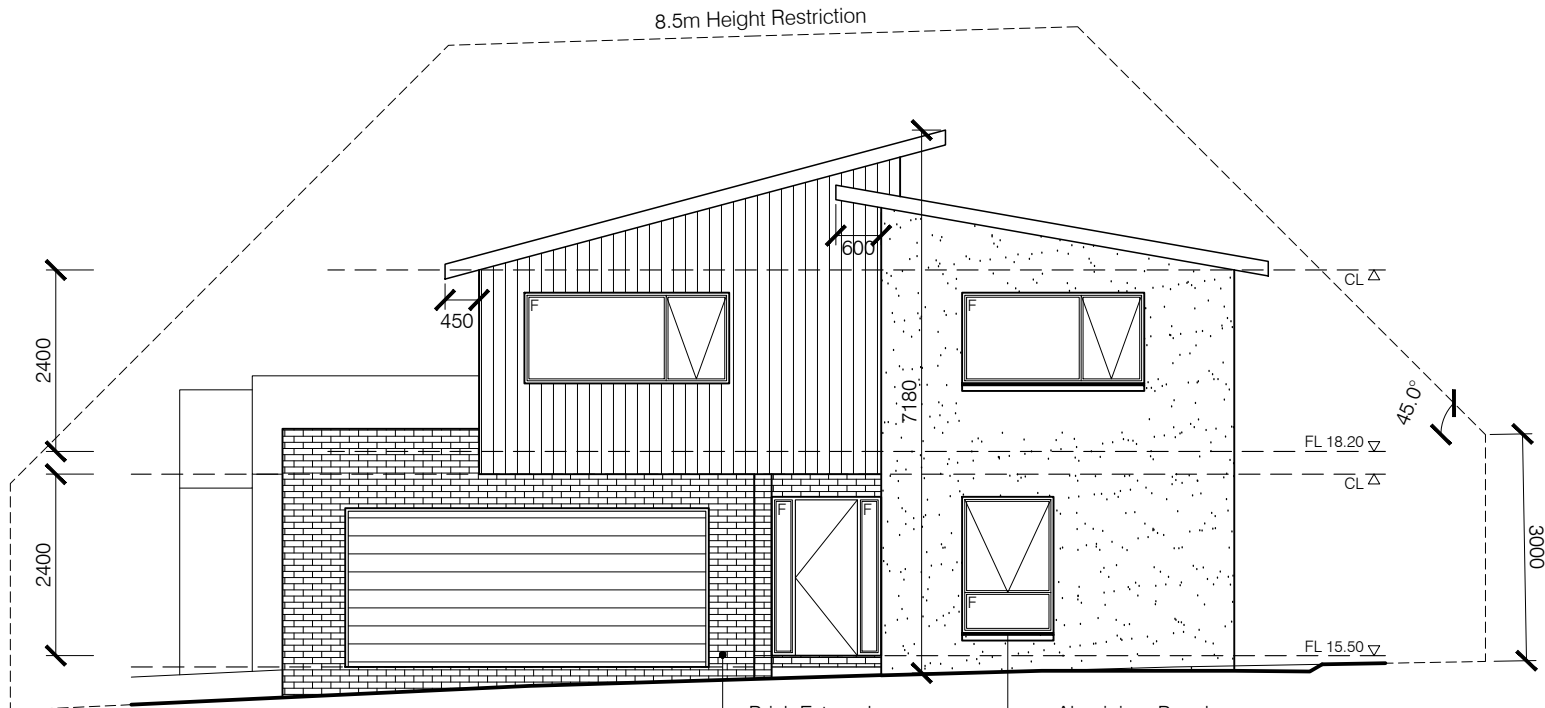
36 DOSSITER STREET, BELLERIVE



**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Thursday, 8 February 2018 **Scale:** 1:1,014 @A4

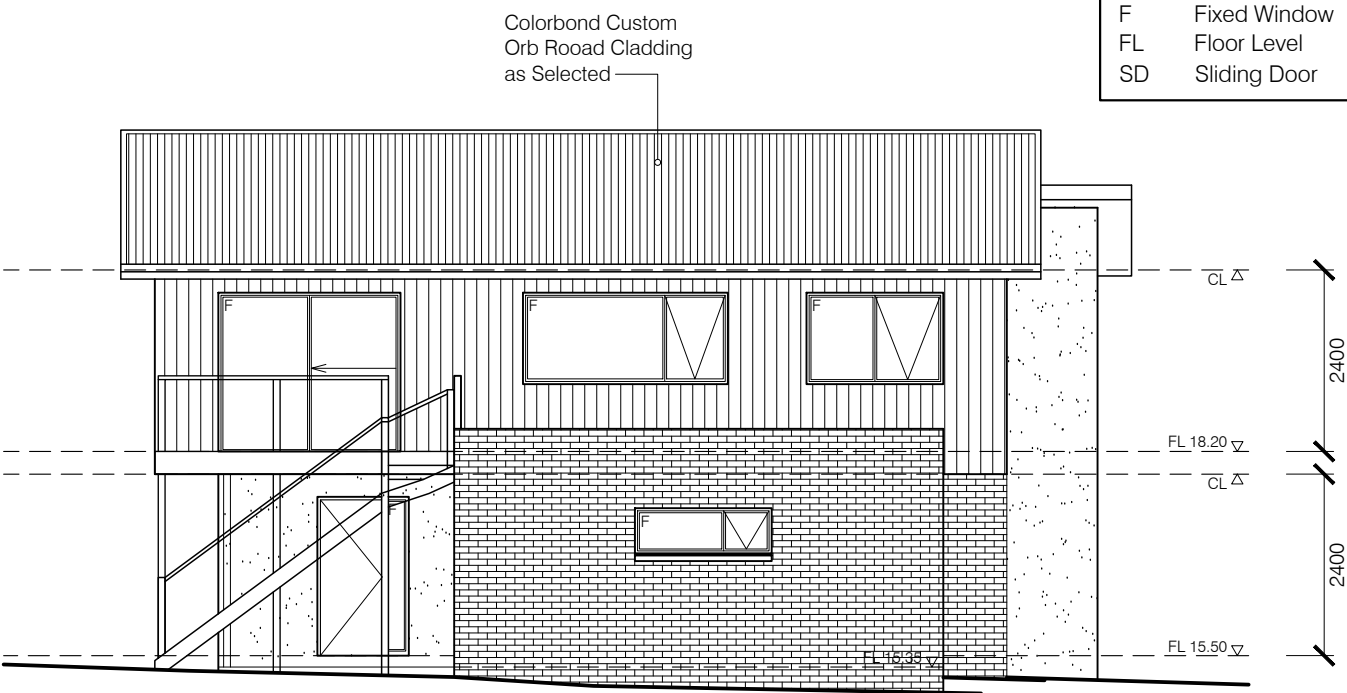
Legend & Notes:

- A Awning Window
- AJ Articulation Joint
- CL Ceiling Level
- DP Downpipe
- F Fixed Window
- FL Floor Level
- SD Sliding Door



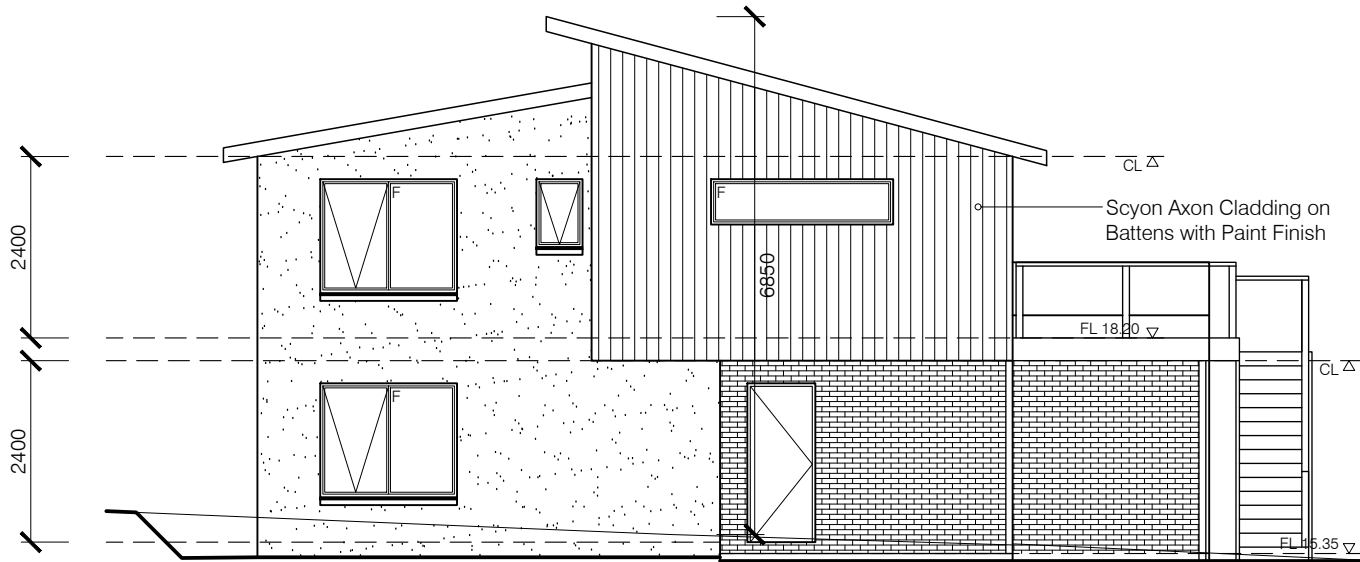
South Elevation

SCALE 1:100



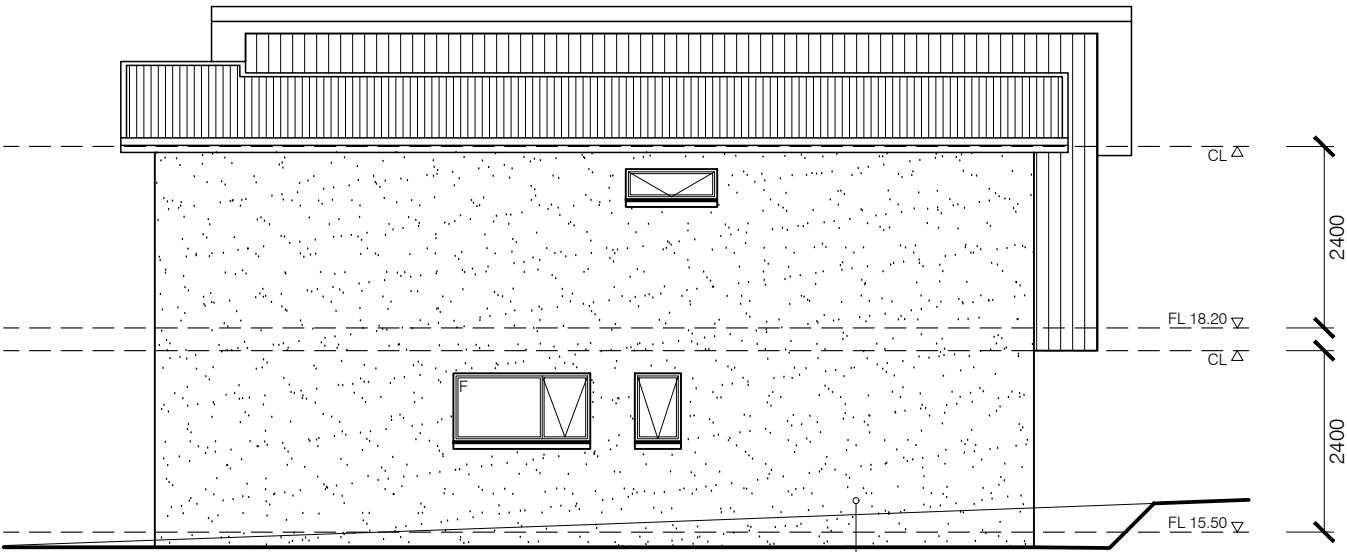
West Elevation

SCALE 1:100




North Elevation

SCALE 1:100

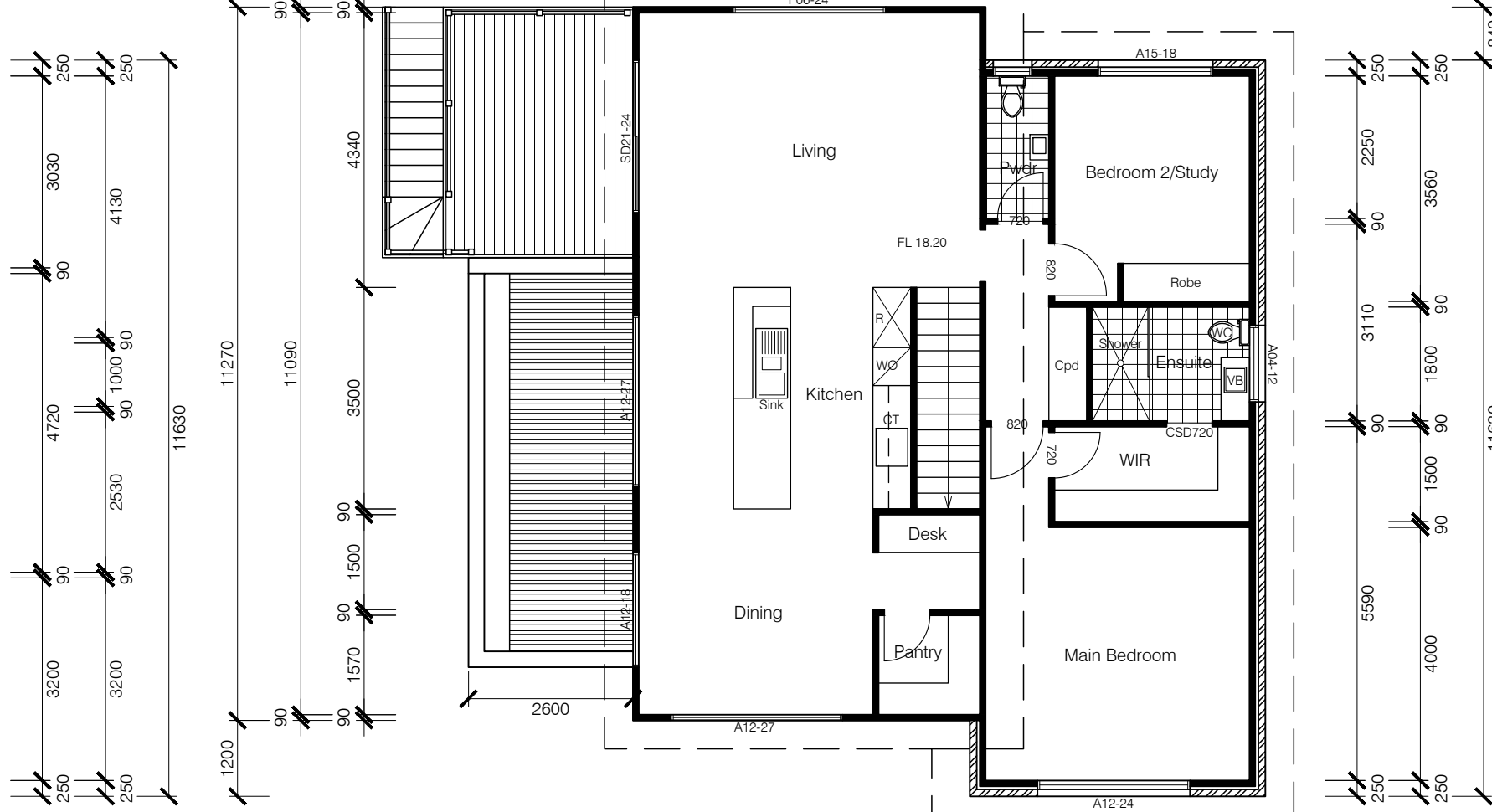
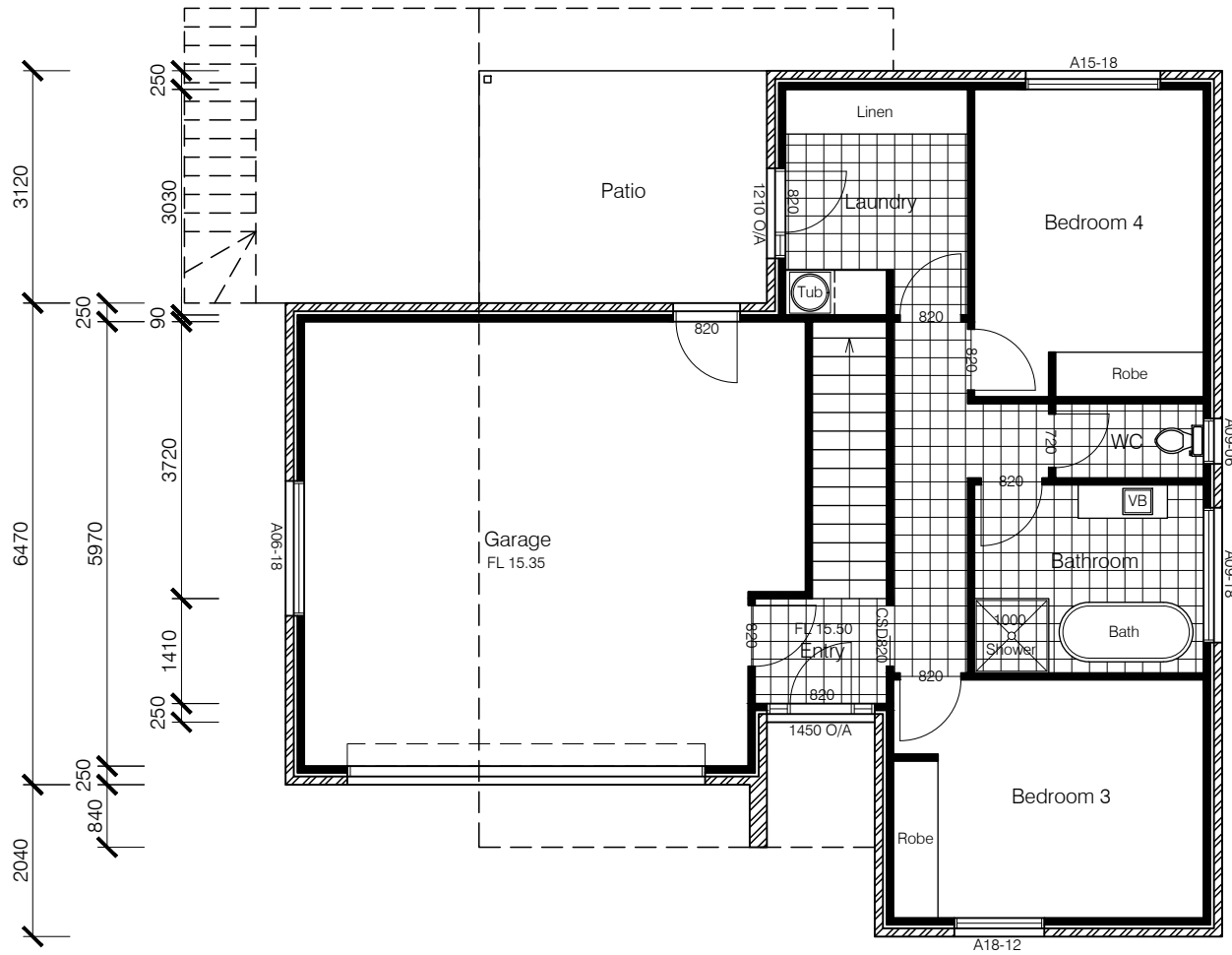
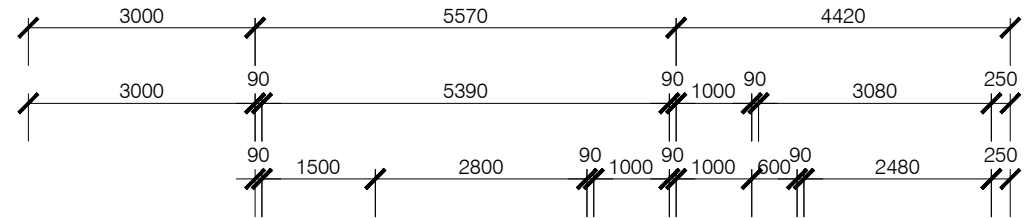
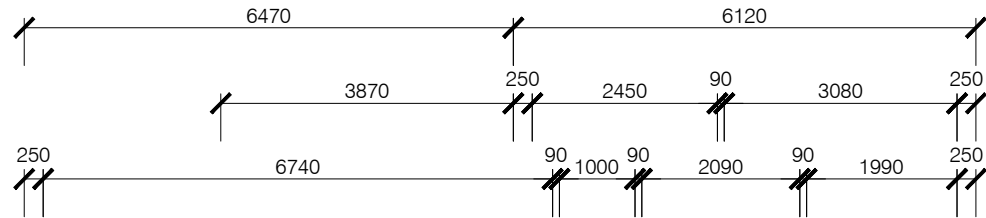


East Elevation

SCALE 1:100

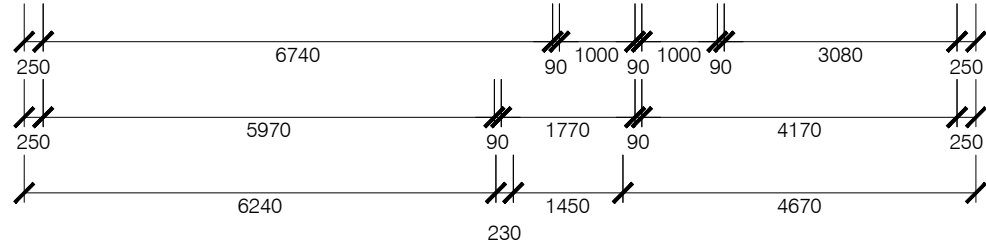
Rev	Amendment:	Date:	Accredited Practitioner:	<div><p><b>DIREEN</b> <b>HOMES</b> PTY LTD Unit 1, 18 Kennedy Drive, Cambridge, 7170 P: 03 62484366 E: info@direenhomes.com.au</p></div>	Client Name: Todd & Nat Burrows Project Address: Unit 2, 36 Dossiter Street Bellerive 7018	Drawing Title: Elevations	Date: 18-Dec-17	Sheet Size: A3
			Narelle Walker - CC1661W Unit 1, 18 Kennedy Drive Cambridge TAS 7170 P: 03 62484366 E: narelle@direenhomes.com.au				Drawing Scale: 1:100	Drawing No: A-03
						File Name: 17 DHD-3, 36 Dossiter St.dwg		





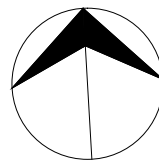
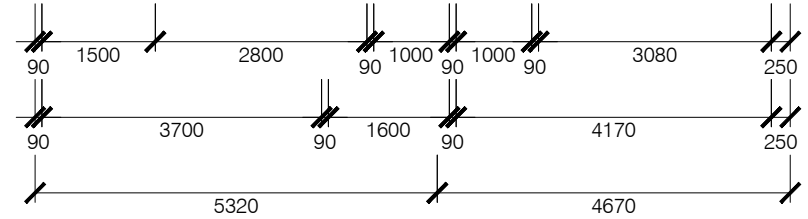
## Lower Floor Plan


SCALE 1:100  
LOWER AREA: 109.0m<sup>2</sup>



## Upper Floor Plan

SCALE 1:100  
UPPER AREA: 114.5m<sup>2</sup>  
TOTAL FLOOR AREA: 223.5m<sup>2</sup>



Rev	Amendment:	Date:	Accredited Practitioner:	<div><b>DIREEN</b> HOMES PTY LTD Unit 1, 18 Kennedy Drive, Cambridge, 7170 P: 03 62484366 E: info@direenhomes.com.au</div>	Client Name: Todd & Nat Burrows  Project Address: Unit 2, 36 Dossiter Street Bellerive 7018	Drawing Title: Floor Plan  File Name: 17 DHD-3, 36 Dossiter St.dwg	Date: 18-Dec-17  Drawing Scale: 1:100	Sheet Size: A3  Drawing No: A-02
			Narelle Walker - CC1661W Unit 1, 18 Kennedy Drive Cambridge TAS 7170 P: 03 62484366 E: narelle@direenhomes.com.au					

Legend:



Acacia 'Scarlet Blaze'  
4-5m High  
3m Spread



Adenanthos 'Platinum'  
1.5 - 2.5m High  
1.2 - 1.5m Spread



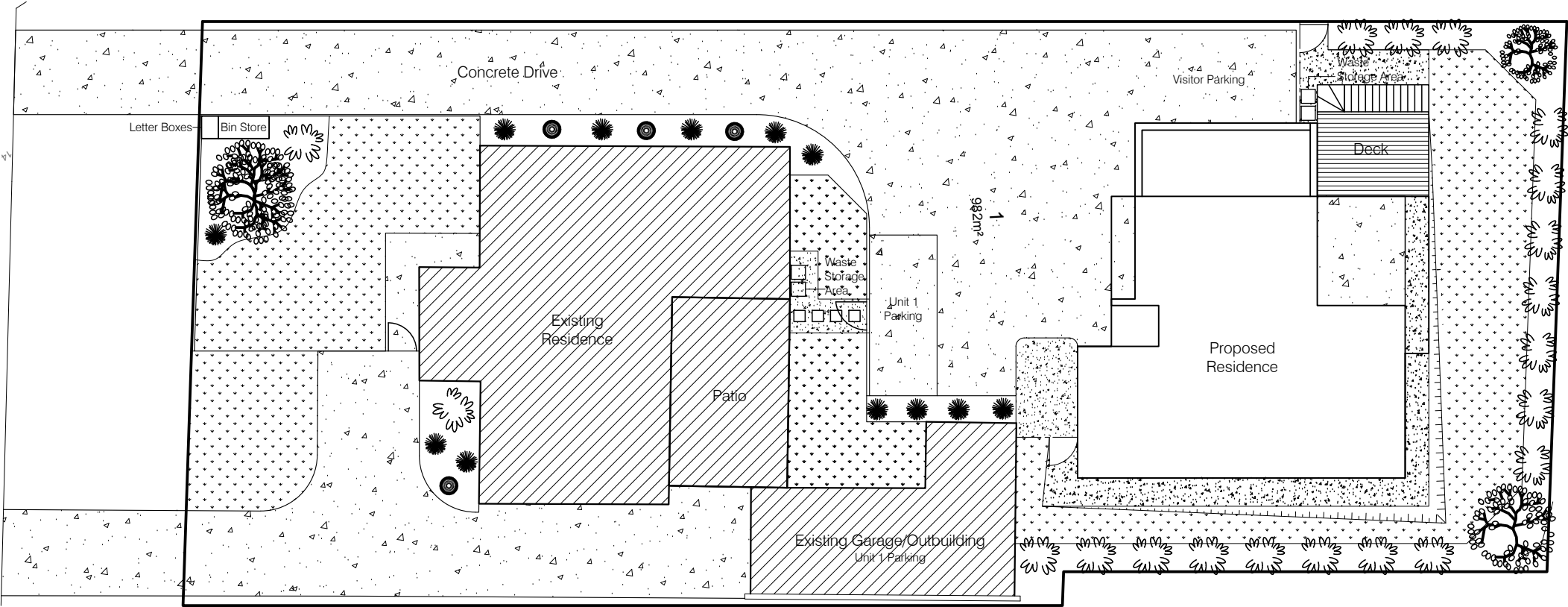
Pittosporum Tenuifolium  
1.5 - 2.5m High  
1.2 - 1.5m Spread



Anigozanthos 'Kangaroo Paw' Red  
1.7m High  
1.5m Spread



Grevillea Gingin Gem  
Ground Cover  
0.2m High



Landscape Plan

SCALE 1:200

Notes:

- Lawn:

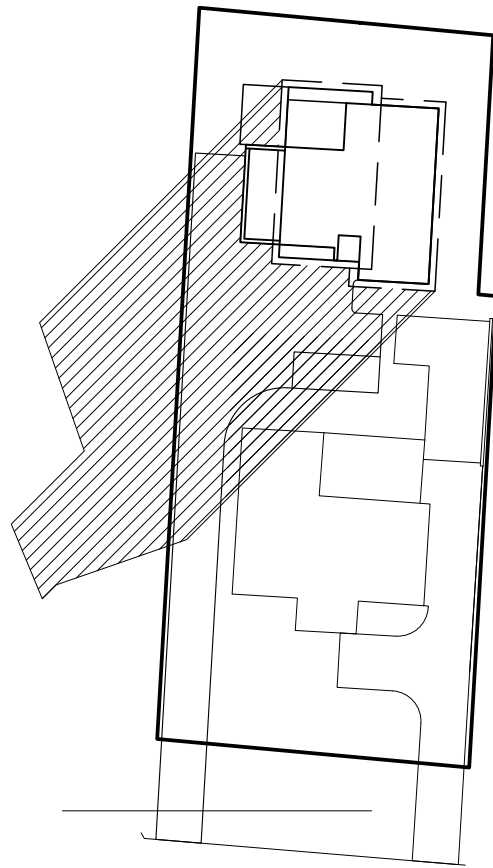
Grass seed raked level and rolled to compress.  
Seed mixtures to be mised with a bulking material.
- Garden Beds:

50mm Woodchip Mulch. Mulch material to be shredded  
gum bark, free of stones, soil, weeds and other introduced matter.
- Gravel Paths:

Crushed rock to a depth of 75mm with weed suppressant matting beneath.
- Boundary Fences:

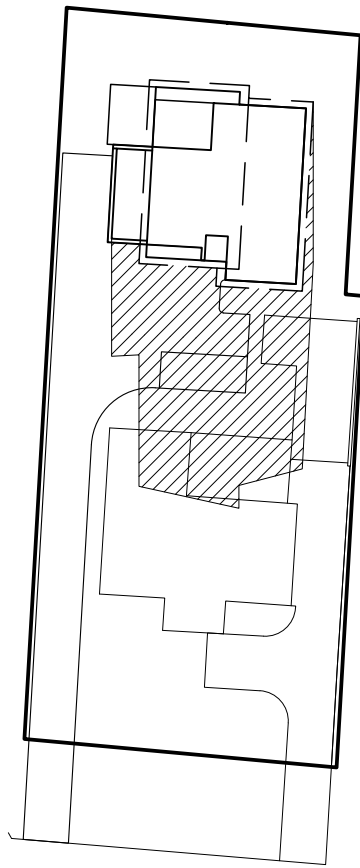
Min 1.5m paling fence to property perimeter

Rev	Amendment:	Date:	Accredited Practitioner:	<div><div><div><div></div></div><div>DIREEN HOMES</div><div>PTY LTD</div></div><div>Unit 1, 18 Kennedy Drive, Cambridge, 7170 P: 03 62484366 E: info@direenhomes.com.au</div></div>	Client Name: Todd & Nat Burrows  Project Address: Unit 2, 36 Dossiter Street Bellerive 7018	Drawing Title: Landscape Plan	Date: 18-Dec-17	Sheet Size: A3
			Narelle Walker - CC1661W Unit 1, 18 Kennedy Drive Cambridge TAS 7170 P: 03 62484366 E: narelle@direenhomes.com.au			File Name: 17 DHD-3, 36 Dossiter St.dwg	Drawing Scale: 1:200	Drawing No: A-04



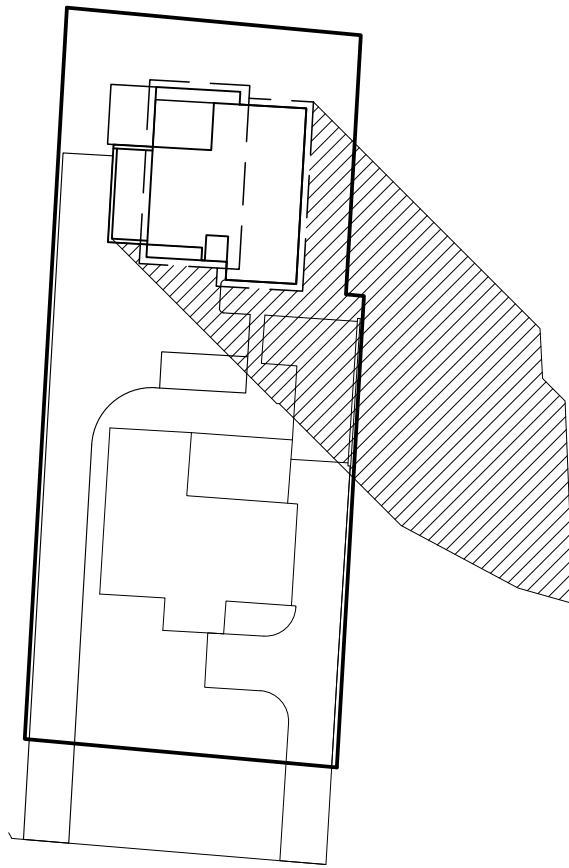
9am June 21  
Shadow Diagram

SCALE 1:500




12 Noon June 21  
Shadow Diagram

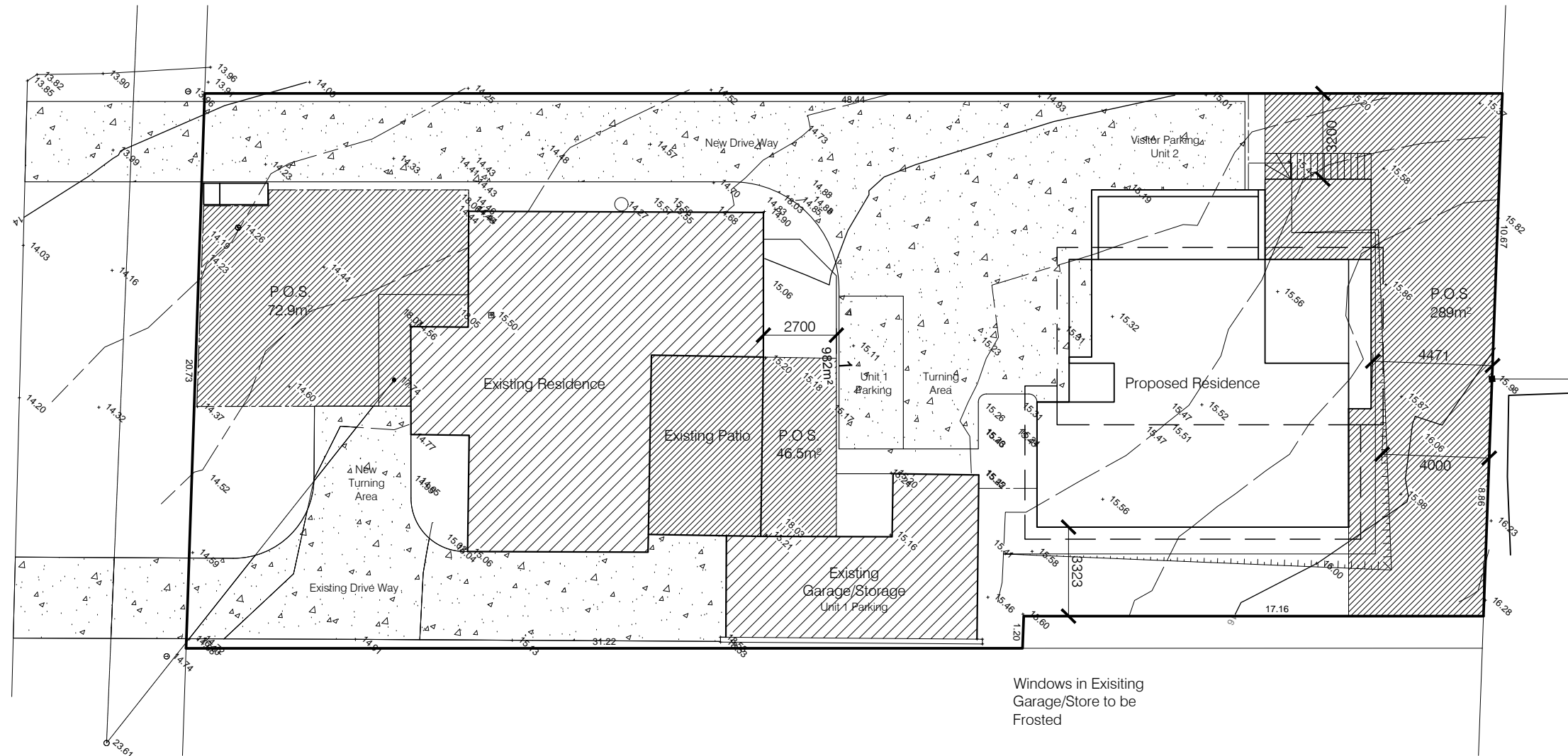
SCALE 1:500



3pm June 21  
Shadow Diagram

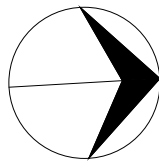
SCALE 1:500

Rev	Amendment:	Date:	Accredited Practitioner:	<div><p><b>DIREEN</b> <b>HOMES</b> PTY LTD Unit 1, 18 Kennedy Drive, Cambridge, 7170 P: 03 62484366 E: info@direenhomes.com.au</p></div>	Client Name: Todd & Nat Burrows Project Address: Unit 2, 36 Dossiter Street Bellerive 7018	Drawing Title: Shadow Diagram	Date: 18-Dec-17	Sheet Size: A3
			Narelle Walker - CC1661W Unit 1, 18 Kennedy Drive Cambridge TAS 7170 P: 03 62484366 E: narelle@direenhomes.com.au			File Name: 17 DHD-3, 36 Dossiter St.dwg	Drawing Scale: 1:500	Drawing No: A-05



Site Plan

SCALE 1:200



Rev	Amendment:	Date:	Accredited Practitioner:	<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div>DIREEN</div><div>HOMES</div><div>PTY LTD</div></div><div><div>Unit 1, 18 Kennedy Drive, Cambridge, 7170</div><div>P: 03 62484366 E: info@direenhomes.com.au</div></div></div></div> <td>Client Name:</td> <td>Drawing Title:</td> <td>Date:</td> <td>Sheet Size:</td>	Client Name:	Drawing Title:	Date:	Sheet Size:
			Narelle Walker - CC1661W Unit 1, 18 Kennedy Drive Cambridge TAS 7170 P: 03 62484366 E: narelle@direenhomes.com.au		Todd & Nat Burrows	Site Plan	18-Dec-17	A3
					Project Address:	File Name:	Drawing Scale:	Drawing No:
					Unit 2, 36 Dossiter Street Bellerive 7018	17 DHD-3, 36 Dossiter St.dwg	1:200	A-01



**36 Dossiter Street, Bellerive**



***Figure 1: The subject site and existing dwelling when viewed from Dossiter Street.***

**11.3.3 DEVELOPMENT APPLICATION D-2017/508 - 39 SOUTH ARM ROAD, ROKEBY - CHANGE OF USE TO MANUFACTURING AND PROCESSING**  
(File No D-2017/508)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Change of Use to Manufacturing and Processing at 39 South Arm Road, Rokeby.

**RELATION TO PLANNING PROVISIONS**

The land is zoned Light Industrial and Particular Purpose and subject to the Parking and Access and Stormwater Management Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which was extended with the consent of the applicant until 28 February 2018.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 2 representations were received raising the following issues:

- impact from noise and hours of operation;
- drainage; and
- use of area at rear of site.

**RECOMMENDATION:**

A. That the Development Application for Change of Use to Manufacturing and Processing at 39 South Arm Road, Rokeby (Cl Ref D-2017/508) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ENG A5 – SEALED CAR PARKING.

3. ENG M1 – DESIGN DA delete first point, add dot point “stormwater drainage”.
  4. GEN C1 – ON-SITE CAR PARKING [a total of 69] delete last sentence.
  5. The use must operate in accordance with the recommendations of the Noise Impact Assessment (Watson Moss Growcott, October 2017) and any noise mitigation measures must be implemented prior to the commencement of the use.
  6. Noise levels must not exceed 5dB(A) above background noise measured at the boundary of the nearest property likely to be affected by noise emissions. A report, from a suitably qualified person verifying the noise level so as not to exceed 5dB(A) above background at the agreed location, is to be submitted to Council within 30 days of the commencement of the use.  
  
If this noise level cannot be achieved, noise attenuation measures must be undertaken to ensure compliance to the satisfaction of Council’s Senior Environmental Health Officer.
  7. The development must meet all required Conditions of Approval specified by TasWater notice dated 21 November 2018 (TWDA 2017/01823-CCC).
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

---

## **ASSOCIATED REPORT**

### **1. BACKGROUND**

The site has been subject to a number of development applications as follows:

- D-1998/235 – Warehouse;
- D-2001/305 – Addition to warehouse;
- D-2004/448 – Addition to warehouse;
- D-2005/49 – Addition to warehouse;
- D-2005/207 – Addition to warehouse;
- D-2007/360 – New warehouse and additions to existing warehouse;

- D-2008/110 – Retrospective approval of front fence and alterations to existing fence;
- D-2009/275 – Carpark (on 3 Droughty Point Road and accessing 39 Rokeby Road) (**permit expired**);
- D-2010/109 – Warehouse – (**refused**);
- D-2010/275 – Warehouse requiring variation to car parking and site layout (**permit expired**);
- D-2014/104 – New warehouse (**not commenced but still valid**); and
- D-2017/281 – Loading dock addition.

Recently, it was found that the use of the western part of the site has been used for storage purposes, including items not associated with the uses on the site. Council records show that such a use has not been approved. An application has recently been lodged to seek approval of the use of the space in the western part of the site for storage purposes.

## **2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned Light Industrial under the Scheme.

**2.2.** The proposal is discretionary because it does not meet certain Acceptable Solutions under the Scheme.

**2.3.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10 – Light Industrial Zones; and
- Section E6 – Parking and Access and Stormwater Management Codes.

**2.4.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

### **3. PROPOSAL IN DETAIL**

#### **3.1. The Site**

The site is a 1.9ha industrial lot on the southern side of South Arm Road and contains a warehouse building, containing 3 warehouse tenancies, approximately 10,000m<sup>2</sup> in area and associated car parking located to the north of the building. The site adjoins residential lots to the east, commercial development to the north and vacant industrial zoned land to the south and east.

#### **3.2. The Proposal**

The proposal is for a change of use from an approved warehouse to manufacturing and processing (glass manufacturing). The proposed hours of operation are 7am – 7pm Monday to Friday and 9am – 5pm Saturday and will be closed Sundays and Public Holidays.

The applicant submitted a Noise Impact Assessment (Watson Moss Growcott, October 2017), which concluded that noise control treatments can be implemented to ensure that the noise emissions can comply with the Acceptable Solution in Clause 24.3.2 of the Scheme. It is recommended that a condition be included that requires that the recommendations of the noise report be implemented prior to the commencement of the use.

The proposal plan shows 69 car parking spaces for the site and includes the construction of 22 spaces that were previously approved but not constructed in accordance with a previously approved plan (D-2017/360).

### **4. PLANNING ASSESSMENT**

#### **4.1. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.*

Reference to these principles is contained in the discussion below.

#### **4.2. Compliance with Zone and Codes**

The proposal meets the Scheme's relevant Acceptable Solutions of the Light Industrial Zone and Parking and Access and Stormwater Codes with the exception of the following:

##### **Parking and Access Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E6.6.1 A1	Number of Car Parking Spaces	<p>The number of on-site car parking spaces must comply with Table E6.1.</p> <p>Manufacturing and processing requires 1 car parking space per 50m<sup>2</sup>, therefore the use requires 81 spaces.</p> <p>The existing use of Warehouse requires 1 space per 100m<sup>2</sup> and therefore has a credit of 40 spaces.</p> <p>The proposal therefore requires 41 additional spaces for the site. The most recent permit D-2007/360 requires 60 spaces which results in a total requirement for the site of 101 spaces.</p>	69 spaces are proposed for the site which requires a variation of 32 spaces

The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause E6.6.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</i></p> <p><i>(a) car parking demand;</i></p>	<p>The applicant has submitted a Traffic Impact Assessment (TIA) which concludes that the required parking based on the existing uses on-site is 45 car parking spaces which is significantly less than the planning scheme requirements and the number of spaces required by previous planning permits. In addition, 25 spaces will be allocated on-site to the proposed business which exceeds the expected total parking demand of 20 spaces for this use.</p> <p>It is considered that formalisation of the 22 spaces, previously approved by D-2007/360 will assist in meeting the demand of the proposed use, even though these spaces cannot be treated as “new” spaces for the purposes of assessing car parking requirements for the site.</p> <p>Council’s Engineer is satisfied that, based on the information in the TIA and the fact that it has been observed that there is generally an excess of parking on-site, the construction of the 22 spaces will ensure that adequate car parking is provided on-site for the proposed use.</p>
<p><i>(b) the availability of on-street and public car parking in the locality;</i></p>	<p>There is limited on street car parking available along South Arm road and no public car parking in the area.</p>
<p><i>(c) the availability and frequency of public transport within a 400m walking distance of the site;</i></p>	<p>Public buses run along South Arm Road which is within 20m of the site.</p>
<p><i>(d) the availability and likely use of other modes of transport;</i></p>	<p>It is unlikely that employees would use other modes of transport other than cars and buses to access the site.</p>
<p><i>(e) the availability and suitability of alternative arrangements for car parking provision;</i></p>	<p>none proposed</p>

(f) <i>any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</i>	The site contains 3 warehouse tenancies which share a common carpark and therefore is likely to result in a reduction in demand for the site as a whole.
(g) <i>any car parking deficiency or surplus associated with the existing use of the land;</i>	none
(h) <i>any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;</i>	There is no credit for a previously approved use on the site that should be applied to the site.
(i) <i>the appropriateness of a financial contribution in-lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</i>	It would not be appropriate to take a cash-in-lieu contribution for this proposal as there are no plans to provide public car parking in the vicinity of the site and it is considered that there will be adequate car parking on site.
(j) <i>any verified prior payment of a financial contribution in-lieu of parking for the land;</i>	not relevant
(k) <i>any relevant parking plan for the area adopted by Council;</i>	not relevant
(l) <i>the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code”.</i>	not relevant

## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 2 representations were received. The following issues were raised by the representors.

### **5.1. Impact from Noise and Hours of Operation**

Concern was raised that the proposal will have a detrimental impact on the amenity of the area due to the increased traffic, noise and hours of operation.



- **Comment**

The proposal meets the Acceptable Solutions regarding hours of operation and noise emissions from the site and therefore this issue cannot have determining weight.

## **5.2. Drainage**

Concern was raised that there have historically been drainage issues with the site that have adversely affected the adjoining property owners and that the 22 spaces in the north-west area of the site have never been constructed and drained satisfactorily.

- **Comment**

As discussed, these car parking spaces were approved by a previous permit approved in 2007 but never constructed. Neighbours have contacted Council on a number of occasions regarding drainage on the site and various works have been undertaken over time. The permit will require engineering plans to be submitted for the formalisation of the 22 spaces in the north-west and adequate drainage will be required so that the neighbouring properties are not adversely affected.

## **5.3. Use of Area at Rear of Site**

Concern was raised that the western area of the site is used for storage of items including cars, machinery and containers.

- **Comment**

As discussed previously, this area of the site has not been approved for use for storage by previous permits and the applicant has recently lodged a development application to formalise this use.

## **6. EXTERNAL REFERRALS**

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

**7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**7.2.** The proposal is consistent with the objectives of Schedule 1 of LUPAA.

**8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

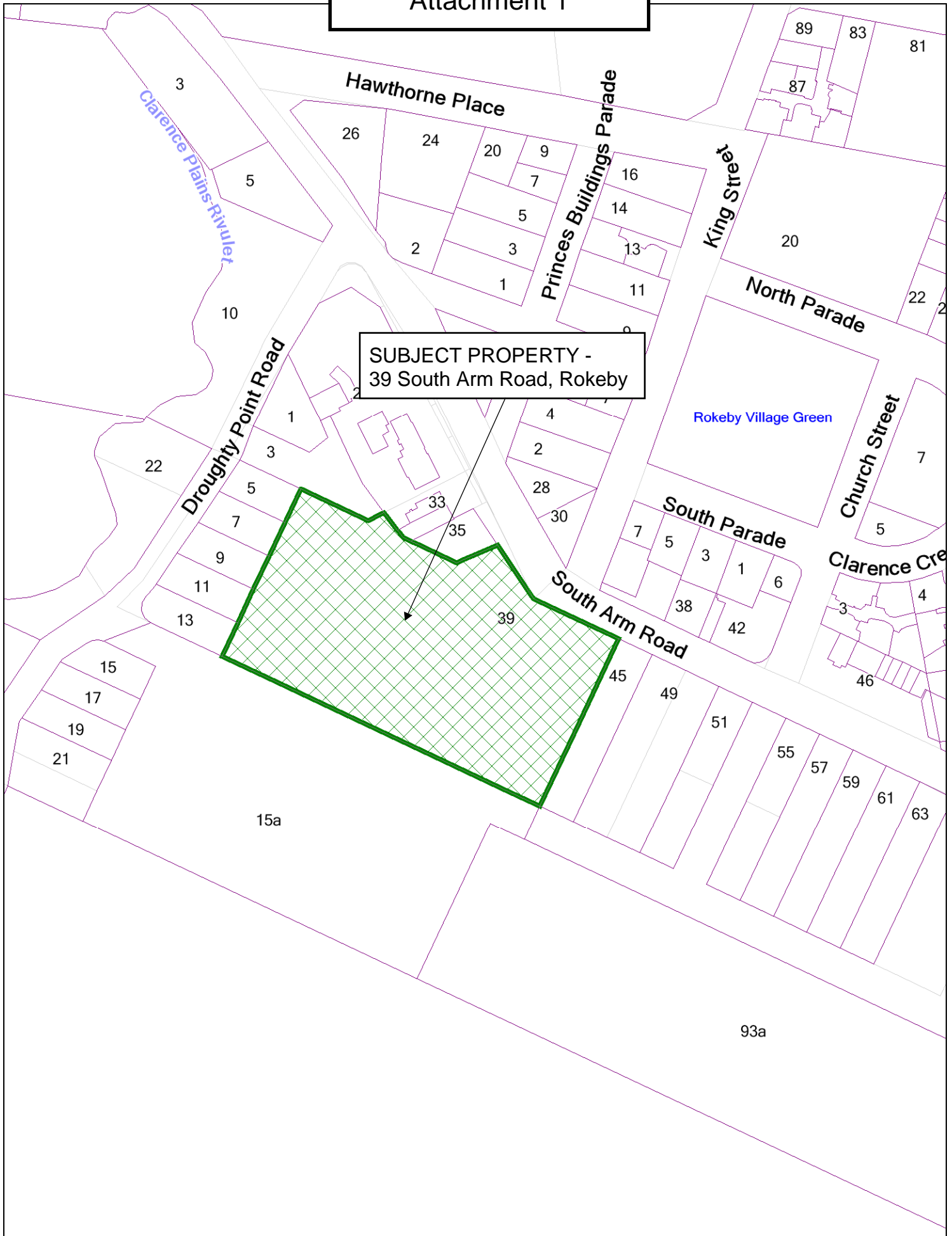
**9. CONCLUSION**

The proposal is for a Change of Use from a Warehouse to Glass Manufacturing at 30 South Arm Road, Rokeby. It is considered the discretion to vary the car parking requirements is reasonable and the application is recommended for approval.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (1)  
3. Site Photo (1)

Ross Lovell  
**MANAGER CITY PLANNING**

# Attachment 1



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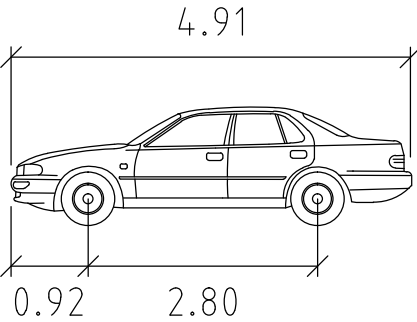


PARKING NOTES:

- ALL 69 CARPARKING SPACES, LINEWORK AND DIMENSIONS TO COMPLY WITH AS2890.1 - OFFSTREET CARPARKING
- ALL SPACES TO BE DEFINED USING 2 COATS OF APPROVED ROAD MARKING PAINT TO DSG SPECIFICATION R63.

AS2890 - B85 VEHICLE

WIDTH : 1.87  
TRACK: 1.77  
LOCK TO LOCK TIME: 6.0  
STEERING ANGLE: 34.1



P4	11.01.2018	ADDED PARKING BAY
P3	07.12.2017	AMENDED BAY 3 PARKING
P2	06.12.2017	ADDED MORE PARKING SPACES
P1	30.11.2017	PRELIMINARY ISSUE
REV	DATE	REMARK



**Johnstone McGee & Gandy Pty. Ltd.**  
incorporating **Dale P Luck & Associates**  
ACN 009 547 139 ABN 76 473 834 852  
117 Harrington Street, Hobart, Tas (03) 6231 2555  
49-51 Elizabeth Street, Launceston, Tas (03) 6331 7044  
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PROJECT  
**AUSGLASS**  
**39 SOUTH ARM RD,**  
**ROKEBY**

TITLE  
**SITE PARKING PLAN**

Accepted MSC (Discipline Head)	Date 11.01.18
Accepted MSC (Team Leader)	Date 11.01.18
Approved MSC (Group Manager)	Date 11.01.18

This document must be signed "Approved" by JMG to authorise it for use. JMG accept no liability whatsoever for unauthorised or unlicensed use.

SCALES @ A3	DESIGNED BY	DRAWN BY
1:750	NDL	NDL
	PLOT DATE	11/01/2018

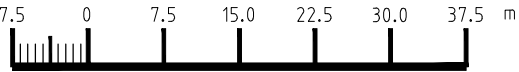
DO NOT SCALE. Use only figured dimensions. Locations of structure, fittings, services etc on this drawing are indicative only. CONTRACTOR to check Architects & other project drawings for co-ordination between structure, fabric, fixtures, fittings, services etc. CONTRACTOR to site check all dimensions and exact locations of all items. JMG accepts no responsibility for dimensional information scaled or digitally derived from this document.

PLOT DETAILS J173107PH-DWG

PROJECT NO. **J173107PH**

DWG NO.	REVISION
<b>C01</b>	<b>P4</b>

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SCALE 1:750

Parking space allocated to Australian Glass Group

PRELIMINARY PRINT



## Attachment 3

### **39 SOUTH ARM ROAD, ROKEBY**



***Photo 1: The existing warehouse building when viewed from South Arm Road.***

**11.3.4 DEVELOPMENT APPLICATION D-2017/609 - 3 LUCAS STREET, HOWRAH - 2 MULTIPLE DWELLINGS (1 EXISTING AND 1 NEW)**  
(File No D-2017/609)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for 2 Multiple Dwellings (1 existing + 1 new) at 3 Lucas Street, Howrah.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on 1 March 2018.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the following issues:

- increase in traffic; and
- increase in noise due to higher density of dwellings.

**RECOMMENDATION:**

A. That the Development Application for 2 Multiple Dwellings (1 existing and 1 new) at 3 Lucas Street, Howrah (CI Ref D-2017/609) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ENG A1 – NEW CROSSOVER [TSD-R09 URBAN – 3.6M WIDE].
3. ENG A5 – SEALED CAR PARKING.
4. ENG S1 – INFRASTRUCTURE REPAIR.

5. ENG M1 – DESIGNS DA.
6. The development must meet all required Conditions of Approval specified by TasWater notice dated 18 January 2018 (TWDA 2017/02045-CCC).

**ADVICE**

- (a) It is advised that the designated dimension between proposed Unit 2 and the existing garage is less than 1.8m, being the designated fire separation between a class 10a and 1a structure on the same lot. It is recommended that you seek independent advice on this matter from your Building Surveyor prior to the submission of the building permit application. It is further noted that the proposed eaves will further encroach into the fire separation.
  - (b) It is advised that an application for a Plumbing Certificate of Likely Compliance may be required.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

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**ASSOCIATED REPORT****1. BACKGROUND**

No relevant background.

**2. STATUTORY IMPLICATIONS**

- 2.1. The land is zoned General Residential under the Scheme.
- 2.2. The proposal is discretionary because it does not meet certain Acceptable Solutions under the Scheme relating to the number of vehicular access points.
- 2.3. The relevant parts of the Planning Scheme are:
  - Section 8.10 – Determining Applications;
  - Section 10 – General Residential Zones;
  - Section E6.0 – Parking and Access Code; and
  - Section E7.0 – Stormwater Management Code.

- 2.4.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

### **3. PROPOSAL IN DETAIL**

#### **3.1. The Site**

The site is a 780m<sup>2</sup> residential lot which contains a single storey dwelling with access from Lucas Street.

#### **3.2. The Proposal**

The proposal is for a second dwelling to be built at the rear of the site which requires the demolition of an existing shed. The dwelling is single storey and includes a single garage. A second access from Lucas Street is proposed to service the second dwelling. Two car parking spaces per dwelling and 1 visitor space is proposed to be provided on-site.

### **4. PLANNING ASSESSMENT**

#### **4.1. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*  
*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

Reference to these principles is contained in the discussion below.

#### **4.2. Compliance with Zone and Codes**

The proposal meets the Scheme's relevant Acceptable Solutions of the General Residential Zone and Parking and Access Codes with the exception of the following.



**General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
10.4.2 A3	Setbacks and building envelope for all dwellings	<p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and</p> <p>(b) only have a setback within 1.5m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or</p>	<p>complies</p> <p>Does not comply as the dwelling is located 2.61m from the rear boundary.</p> <p>complies</p>

		(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).	
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The proposed variation must be considered pursuant to the Performance Criteria (P3) of the Clause 10.4.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P3 - The siting and scale of a dwelling must: (a) not cause unreasonable loss of amenity by:</i>	see assessment below
<i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i>	The overshadowing diagrams demonstrate that the dwelling will not cause any unreasonable overshadowing impact upon dwellings and associated private open space on adjoining lots.
<i>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</i>	The overshadowing diagrams show that the private open space of the adjoining property to the west will be overshadowed until approximately 10.30am on 21 June, however, will not be affected for the remainder of the day. On this basis, the proposal is reasonable. A small portion of the adjoining property to the south will be overshadowed for the majority of the day by proposed Unit 2 (additional dwelling), however, as the majority of the private open space would not be overshadowed, the proposal is considered reasonable.
<i>(iii) overshadowing of an adjoining vacant lot; or</i>	not relevant
<i>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i>	The proposed dwelling is single storey which is consistent with many dwellings in the area and therefore will not have a significant visual impact when viewed from an adjoining lot.
<i>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area”.</i>	There are numerous examples in the immediate area of dwellings being located in close proximity to the rear boundary and therefore, the proposal is consistent with the separation of dwellings in the area.

**Road and Rail Assets Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E5.6.2 A2	Road accesses and junctions	No more than 1 access providing both entry and exit, or 2 accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	A second access point is proposed 12m to the south of the existing crossover.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E5.6.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i>	see below assessment
<i>(a) the nature and frequency of the traffic generated by the use;</i>	The new access point would service 1 dwelling and will not conflict with the nature and frequency of traffic generated by surrounding residential development.
<i>(b) the nature of the road;</i>	Lucas Street is a local collector road catering for low volumes of residential traffic. Council’s Development Engineer is satisfied that the creation of a second access point at the opposite end of the property frontage would not impact upon the safety or efficiency of the road.
<i>(c) the speed limit and traffic flow of the road;</i>	Lucas Street is subject to the general urban speed limit of 50km/h. The creation of the second access point would not result in any safety or efficiency concerns for existing users of the road.
<i>(d) any alternative access;</i>	The alternative access arrangement to service the development is by way of a single shared access. Given the length of the property frontage onto Lucas Street and the spacing between the access points, the retention of a single access is not required in this case. An alternative shared access is not achievable in this case due to insufficient width between the existing dwelling and the northern side property boundary.

(e) <i>the need for the access or junction;</i>	The second access point would not result in the loss of any on-street car parking along the frontage of the site, therefore ensuring no conflict with other users of the surrounding road network.
(f) <i>any traffic impact assessment; and</i>	Council's Development Engineer has advised that a Traffic Impact Assessment was not required in this case as the new access point would be appropriately positioned in relation to other existing access points and would maintain ample sight distance in either direction.
(g) <i>any written advice received from the road authority</i> ".	The proposal does not involve a State controlled road therefore the application is not required to be referred to the Department of State Growth.

**Parking and Access Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E6.7.1 A1	Number of Vehicular Accesses	The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	A second access point is proposed 12m to the west of the existing crossover.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.7.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>"P1 - The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</i>	See below assessment.
<i>(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;</i>	The location of the new access point would ensure that 1 car parking space will be provided between the two access points.
<i>(b) whether the additional access points can be provided without compromising any of the following:</i> <i>(i) pedestrian safety, amenity and convenience;</i> <i>(ii) traffic safety;</i> <i>(iii) residential amenity on adjoining land;</i>	Council's Development Engineer has advised that traffic safety, pedestrian safety, amenity and convenience would not be compromised by the location of the new access point.

<p>(iv) <i>streetscape;</i></p> <p>(v) <i>cultural heritage values if the site is subject to the Local Historic Heritage Code;</i></p> <p>(vi) <i>the enjoyment of any ‘al fresco’ dining or other outdoor activity in the vicinity”.</i></p>	<p>The location of the new access point is consistent with the ratio of access points to the frontage of properties lining Lucas Street. On this basis, the streetscape would not be compromised.</p> <p>The new access point would be located beside an existing access point and driveway servicing 5 Lucas Street, therefore no loss of residential amenity is expected to occur to this adjoining residential property.</p> <p>The site is not listed under the Local Historic Heritage Code.</p>
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## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

### **5.1. Increase in Traffic**

Concern was raised that the proposal will result in additional vehicles parking in Lucas Street, resulting in congestion of parked cars and difficulty for vehicle access given the narrowness of the street.

- **Comment**

As discussed above, there is sufficient area between the 2 access points to allow for 1 on street car parking space. In addition, Council’s Engineer has assessed the development and considers that Chatsworth Street is a suitable width to accommodate the additional traffic generated by the development. In addition, adequate parking is provided on-site for occupants and visitors.

### **5.2. Increase in Noise due to Higher Density of Dwellings**

Concern was raised that the additional dwelling would result in an increase of noise.

- **Comment**

The issue of noise associated with an additional dwelling is not a relevant planning consideration under the Scheme.

**6. EXTERNAL REFERRALS**

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

**7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**7.2.** The proposal is consistent with the objectives of Schedule 1 of LUPAA.

**8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

**9. CONCLUSION**

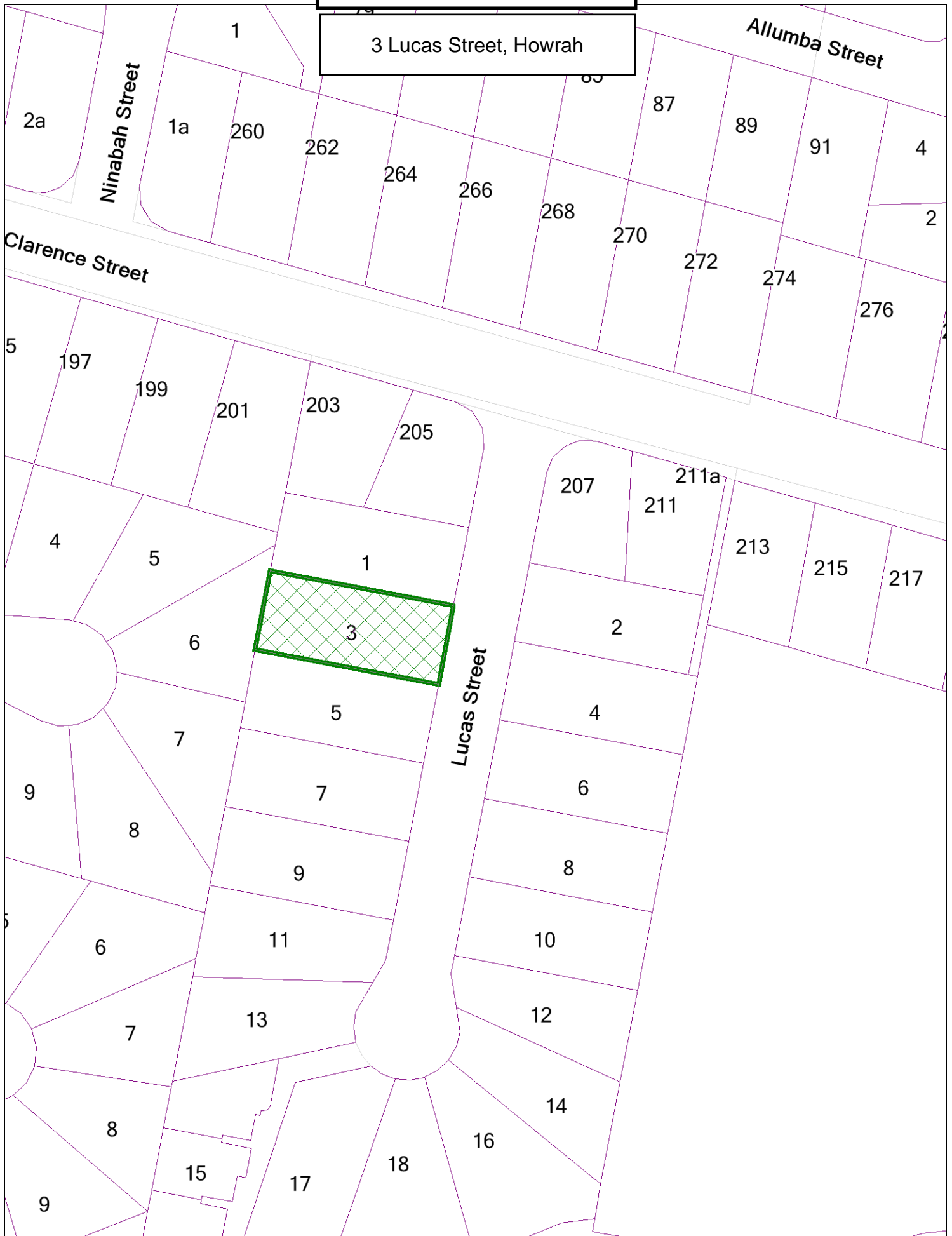
The proposal for Multiple Dwellings (1 existing + 1 new) at 3 Lucas Street, Howrah is recommended for approval.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (8)  
3. Site Photo (1)

Ross Lovell  
**MANAGER CITY PLANNING**

# Attachment 1

3 Lucas Street, Howrah



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# 3 Lucas Street Howrah



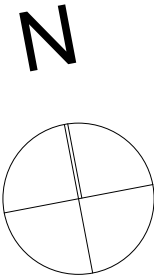
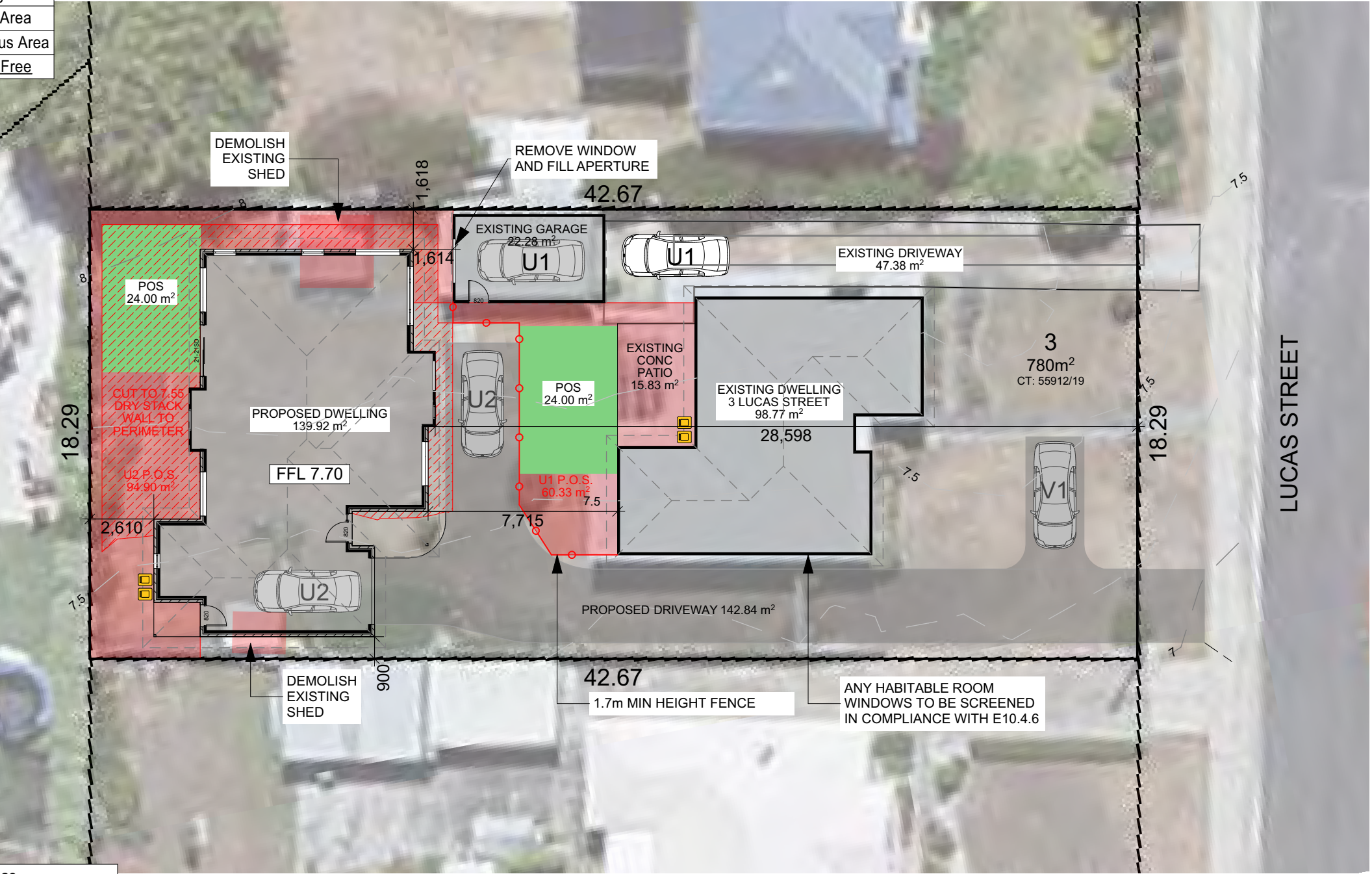
## General Information

Designer	Jason Nickerson CC6073Y
Owner(s) or Clients	Greg Kruse
Building Classification	1a
Title Reference	55912/19
Design Wind Speed	#WIND SPEED
Soil Classification	#SOIL CLASS
Climate Zone	7
BAL	#BAL LEVEL
Corrosion Environment	Moderate
Zoning	General Residential

Drawing No:	Description
1	Site Plan
2	Shadow Diagrams
3	Floor Plan
4	Elevations



E6.0 Parking & Access Code	
minimum 4 + 1 visitor parking	2 plus 1 visitor per 4 dwellings
Parking	
4+1 visitor	Total Provided
Impervious Areas	
780m <sup>2</sup>	Site area
260.97m <sup>2</sup>	Total Building Area
206.05m <sup>2</sup>	Impervious Area
467.02m <sup>2</sup>	Total Impervious Area
40.12%	Impervious Free



Site Areas	
Site area	780m <sup>2</sup>
Total Building Area	260.97m <sup>2</sup>
Total Site Coverage	33.46%

Amendments	
Date	Description
22/12/17	PLANNING APPLICATION

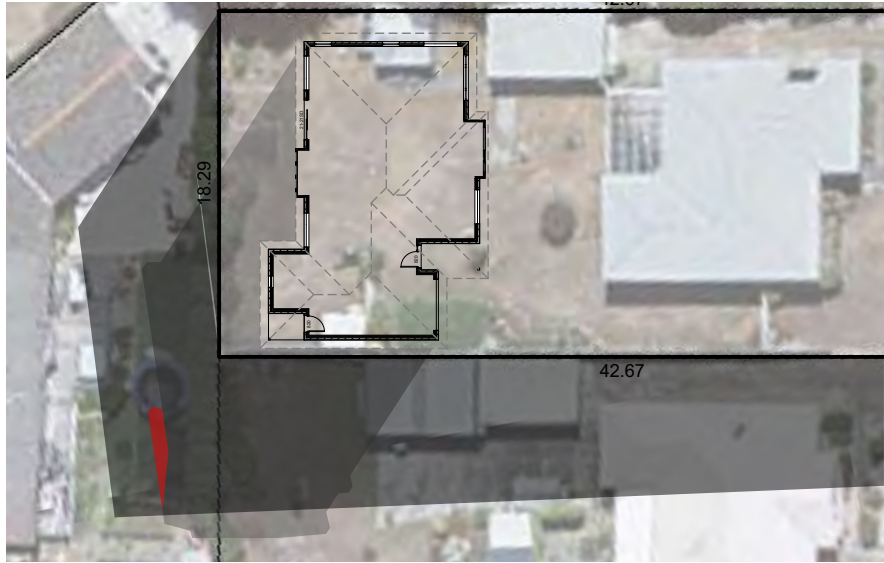
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Proposal:	New Dwelling	Scale: 1:200	Job No: 140-2017	Pg No: 1
Client:	Greg Kruse	Date: 14/11/17	Engineer:	
Address:	3 Lucas Street Howrah	Drawn: Peter	Building Surveyor:	
PINNACLE DRAFTING & DESIGN. CC6073Y 2 Kennedy Drv, Cambridge 7170 P: 03 6248 4743 F: 03 6248 4745 E: jnickerson@pinnacledrafting.com.au				

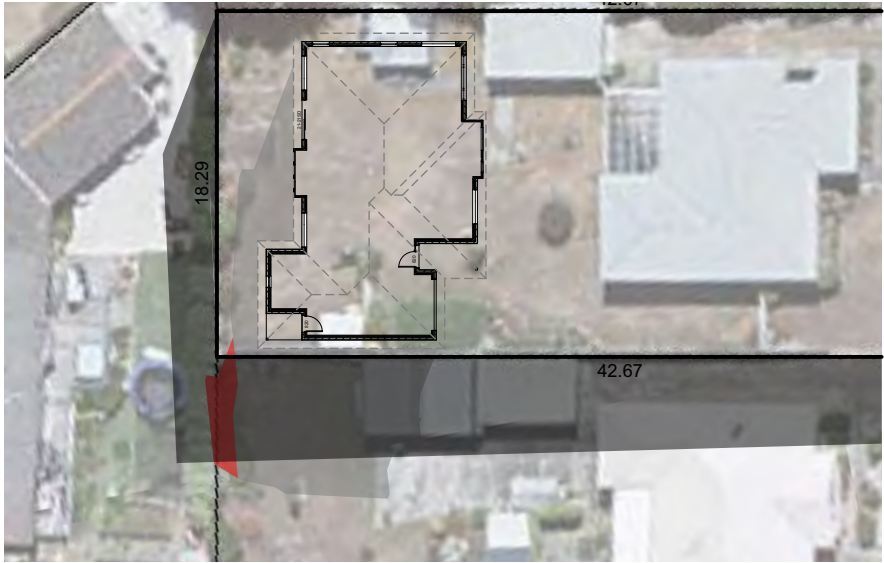


Site Plan

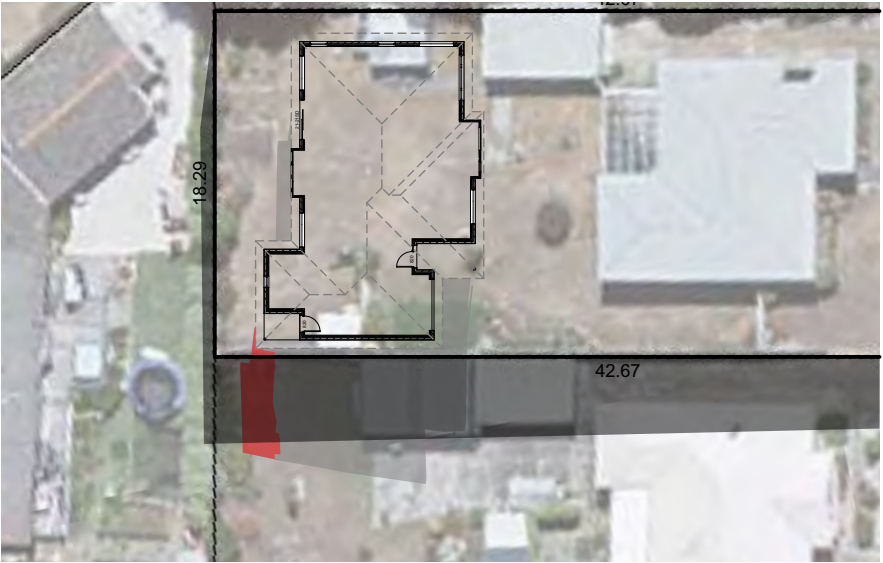




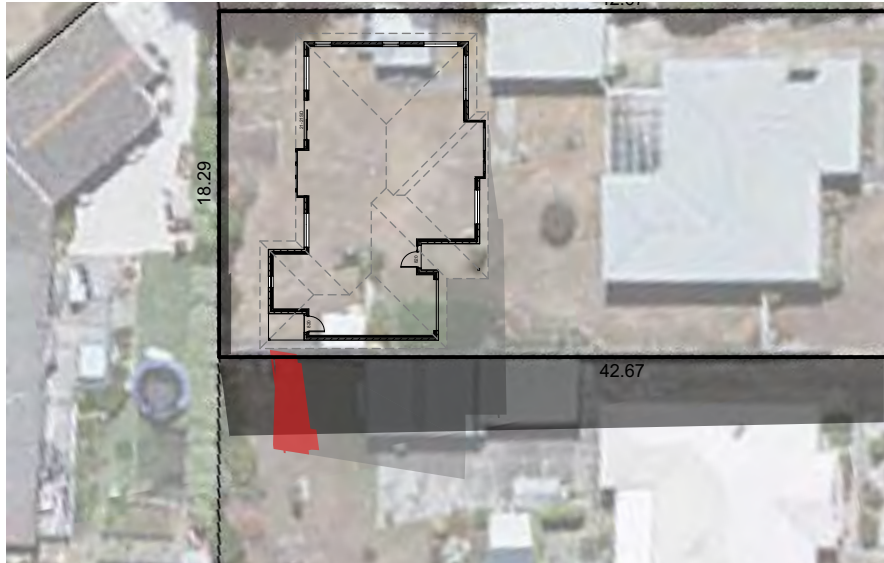
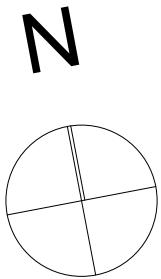
Shadows 0900 21 Jun



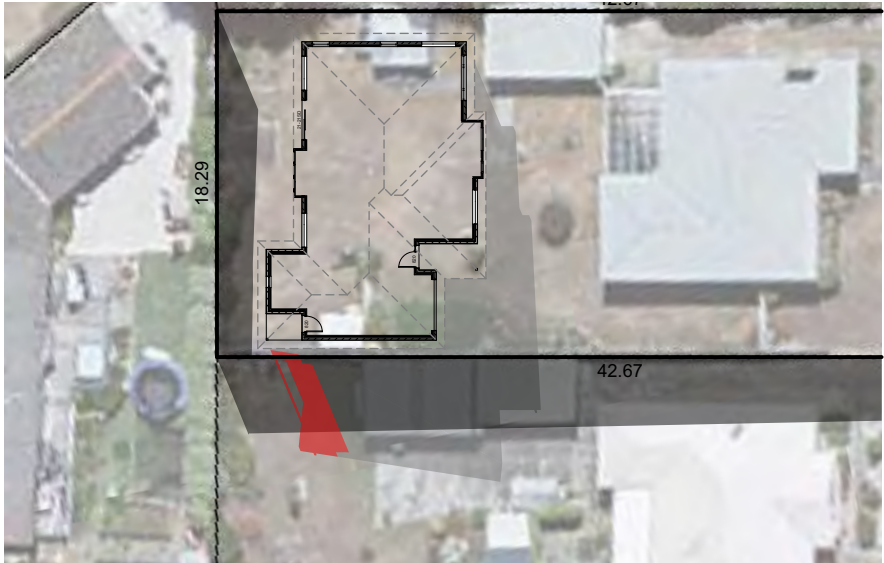
Shadows 1000 21 Jun



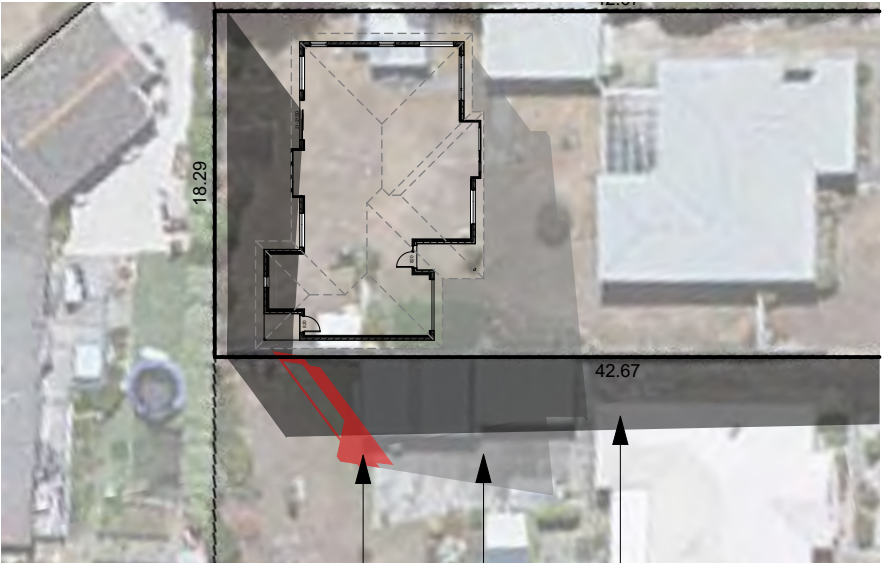
Shadows 1100 21 Jun



Shadows 1200 21 Jun



Shadows 1300 21 Jun



Shadows 1400 21 Jun

SHADOW CAST BY PORTION OF  
PROPOSED BUILDING OUTSIDE  
PRESCRIBED BUILDING ENVELOPE

SHADOW CAST BY PORTION OF  
PROPOSED BUILDING INSIDE  
PRESCRIBED BUILDING ENVELOPE

SHADOW CAST BY 1.8m HIGH  
FENCE



Shadows 1500 21 Jun

Shadow Diagrams

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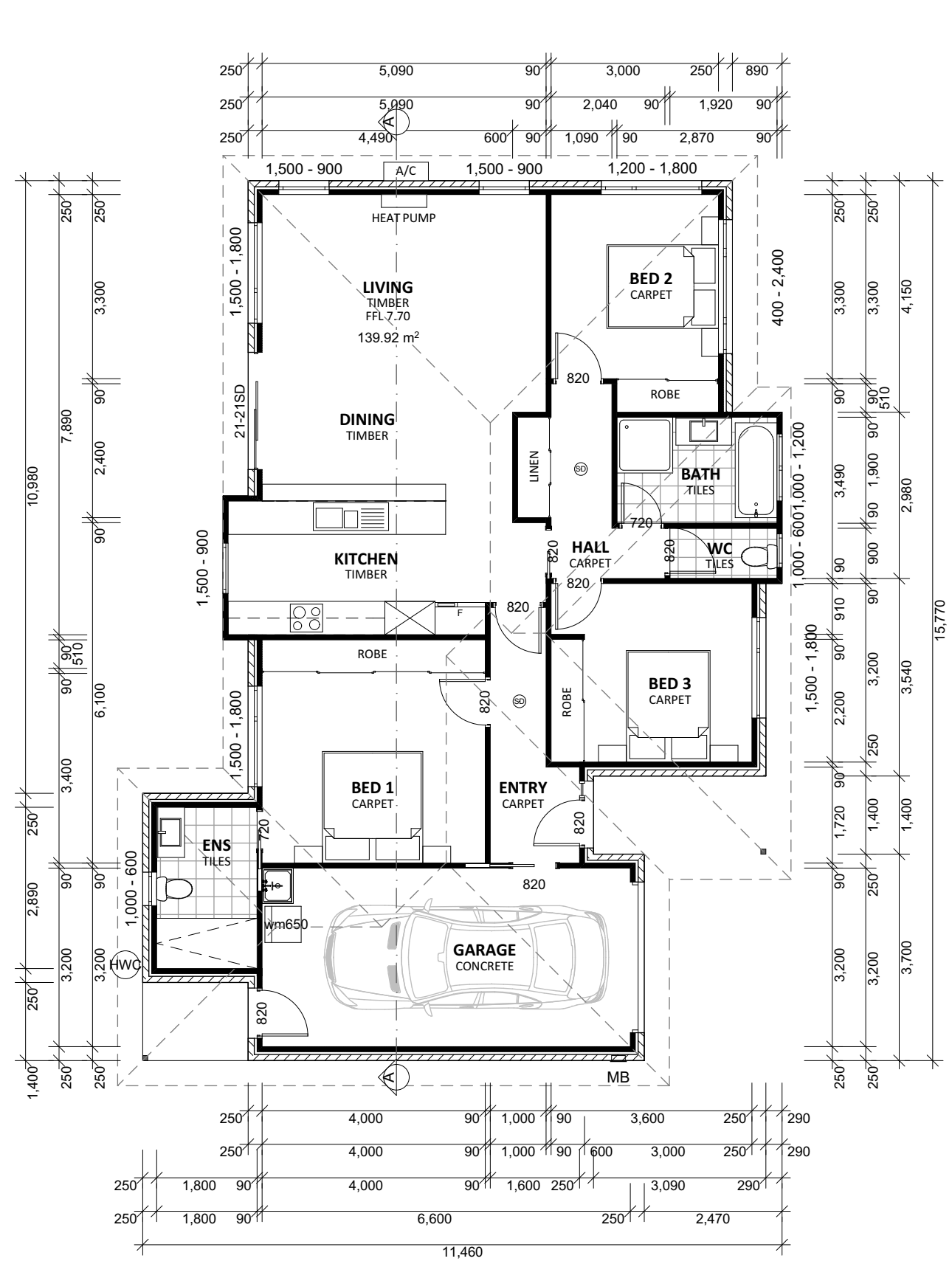
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Client:	Greg Kruse	Date: 14/11/17	Engineer:	
Address:	3 Lucas Street Howrah	Drawn: Peter	Building Surveyor:	
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Amendments	
Date	Description
22/12/17	PLANNING APPLICATION





Floor Plan

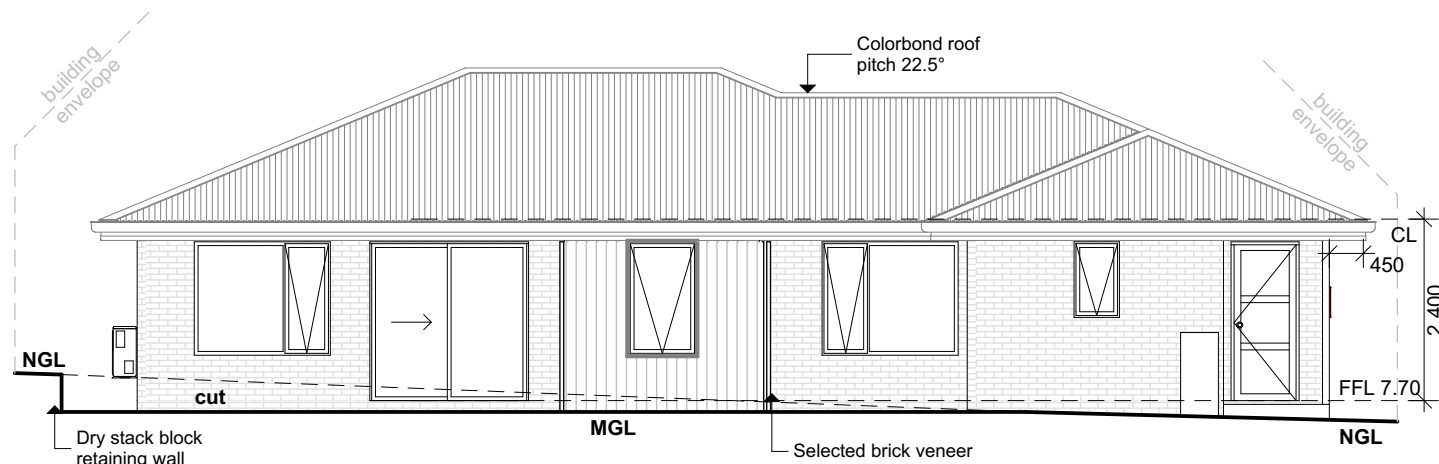


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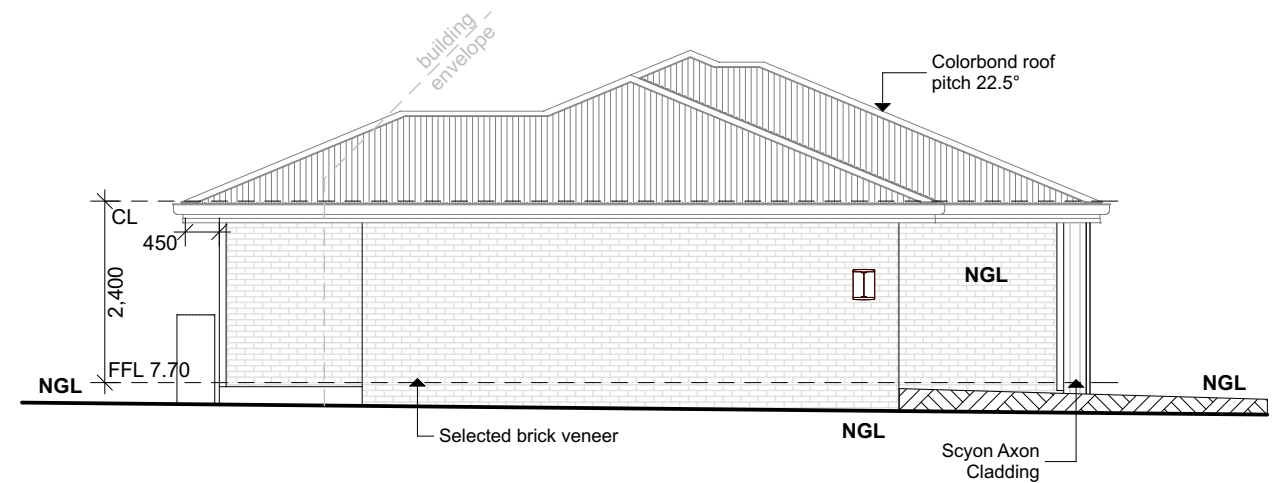
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Client:	Greg Kruse	Date: 14/11/17	Engineer:	
Address:	3 Lucas Street Howrah	Drawn: Peter	Building Surveyor:	
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Amendments	
Date	Description
22/12/17	PLANNING APPLICATION

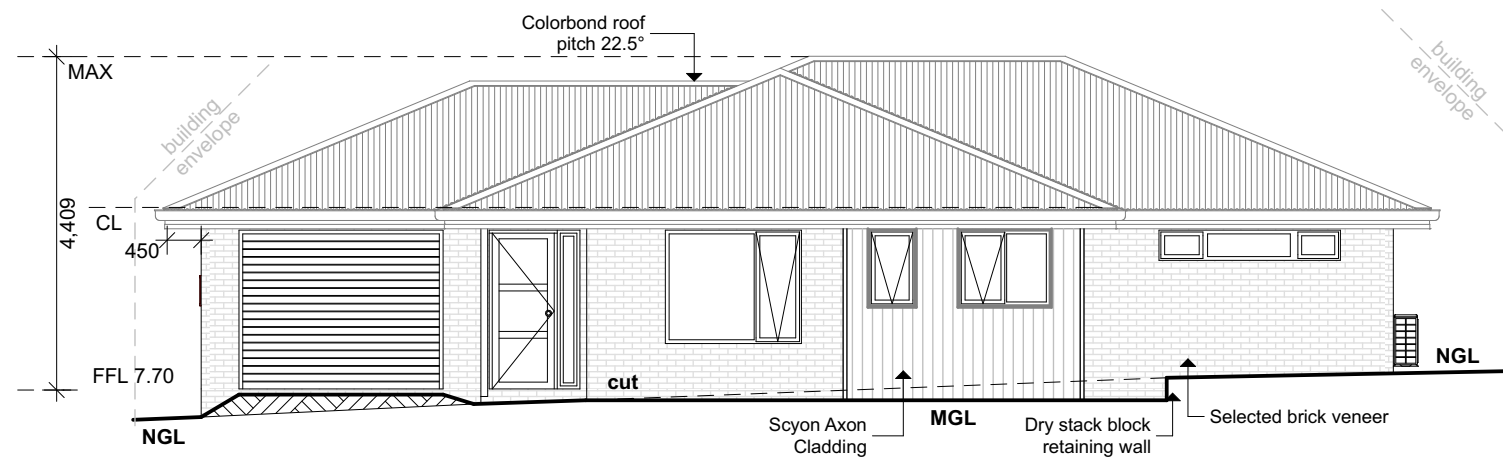




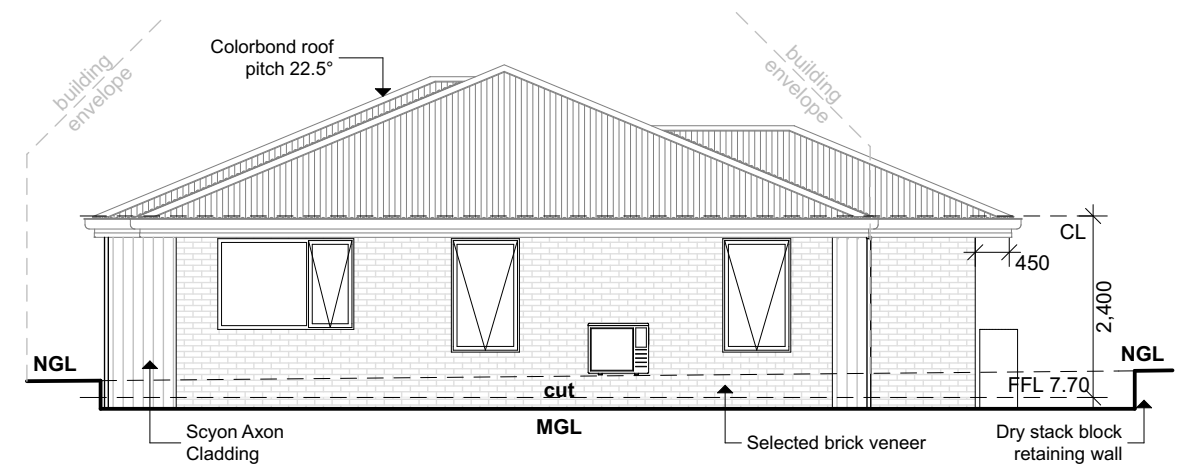
West Elevation



South Elevation



East Elevation



North Elevation

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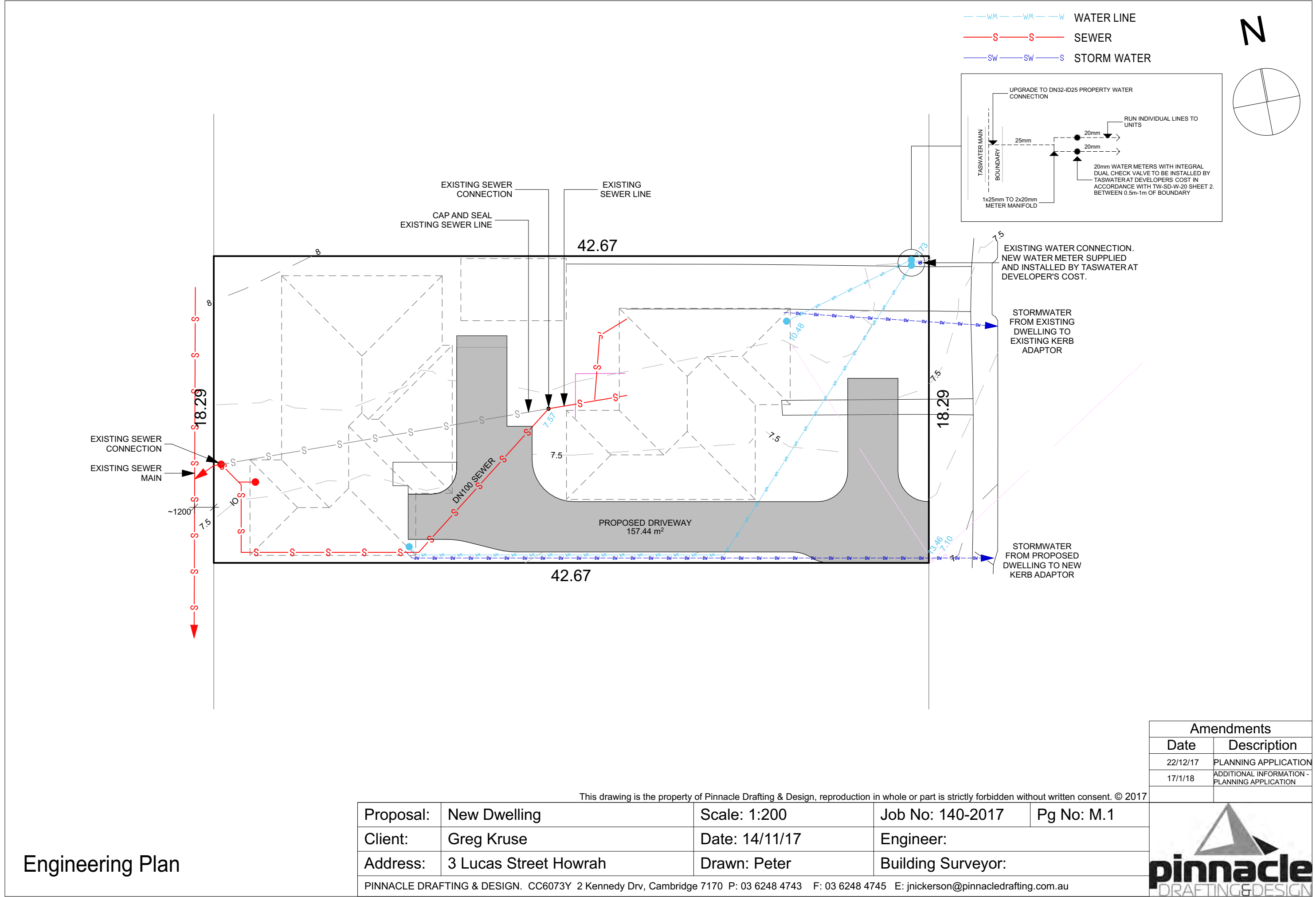
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Client:	Greg Kruse	Date: 14/11/17	Engineer:	
Address:	3 Lucas Street Howrah	Drawn: Peter	Building Surveyor:	

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Amendments	
Date	Description
22/12/17	PLANNING APPLICATION



Elevations



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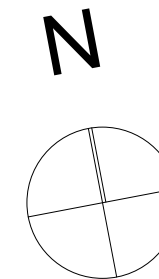
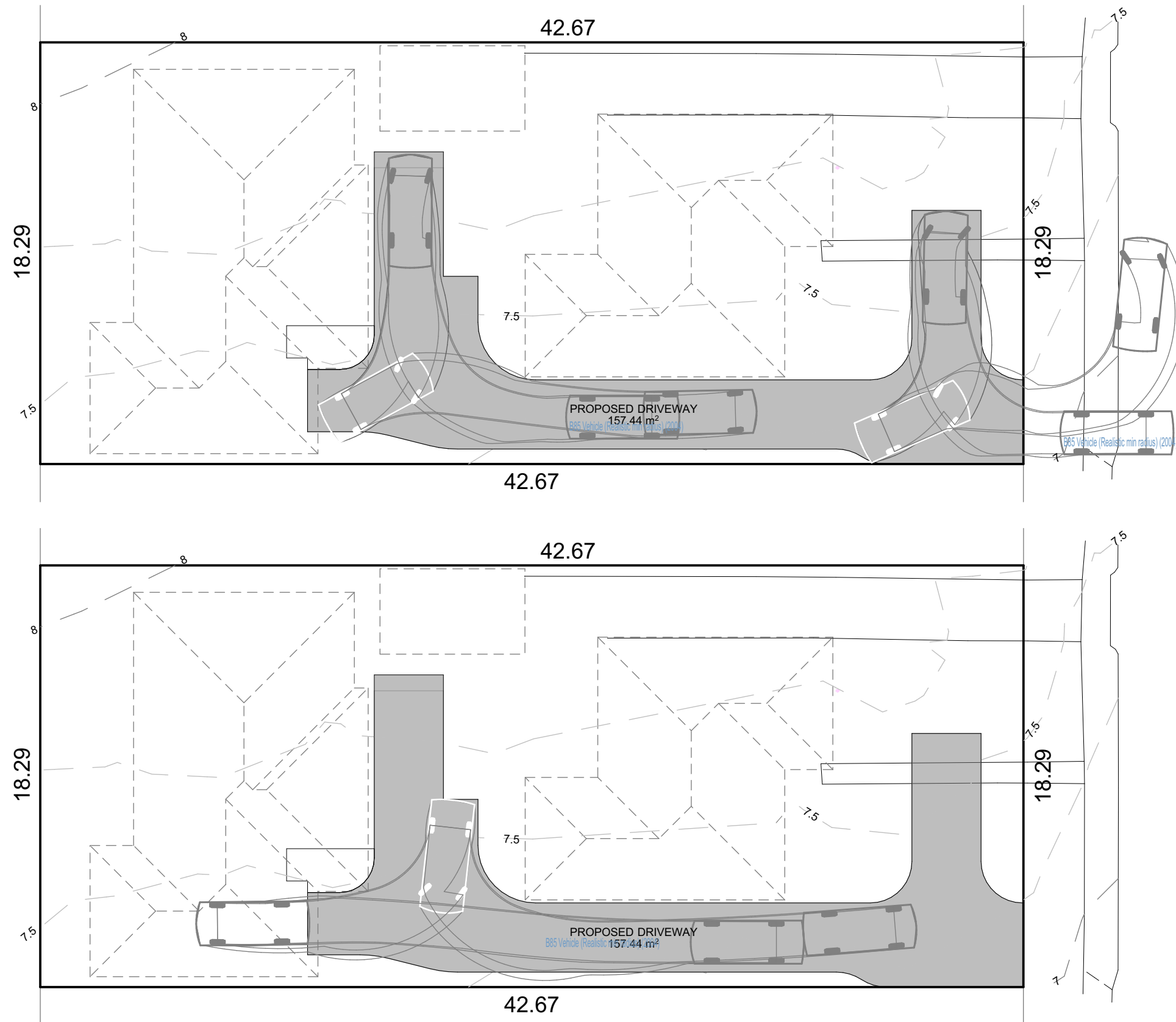
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Client:	Greg Kruse	Date: 14/11/17	Engineer:	
Address:	3 Lucas Street Howrah	Drawn: Peter	Building Surveyor:	

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Amendments	
Date	Description
22/12/17	PLANNING APPLICATION
17/1/18	ADDITIONAL INFORMATION - PLANNING APPLICATION



Engineering Plan



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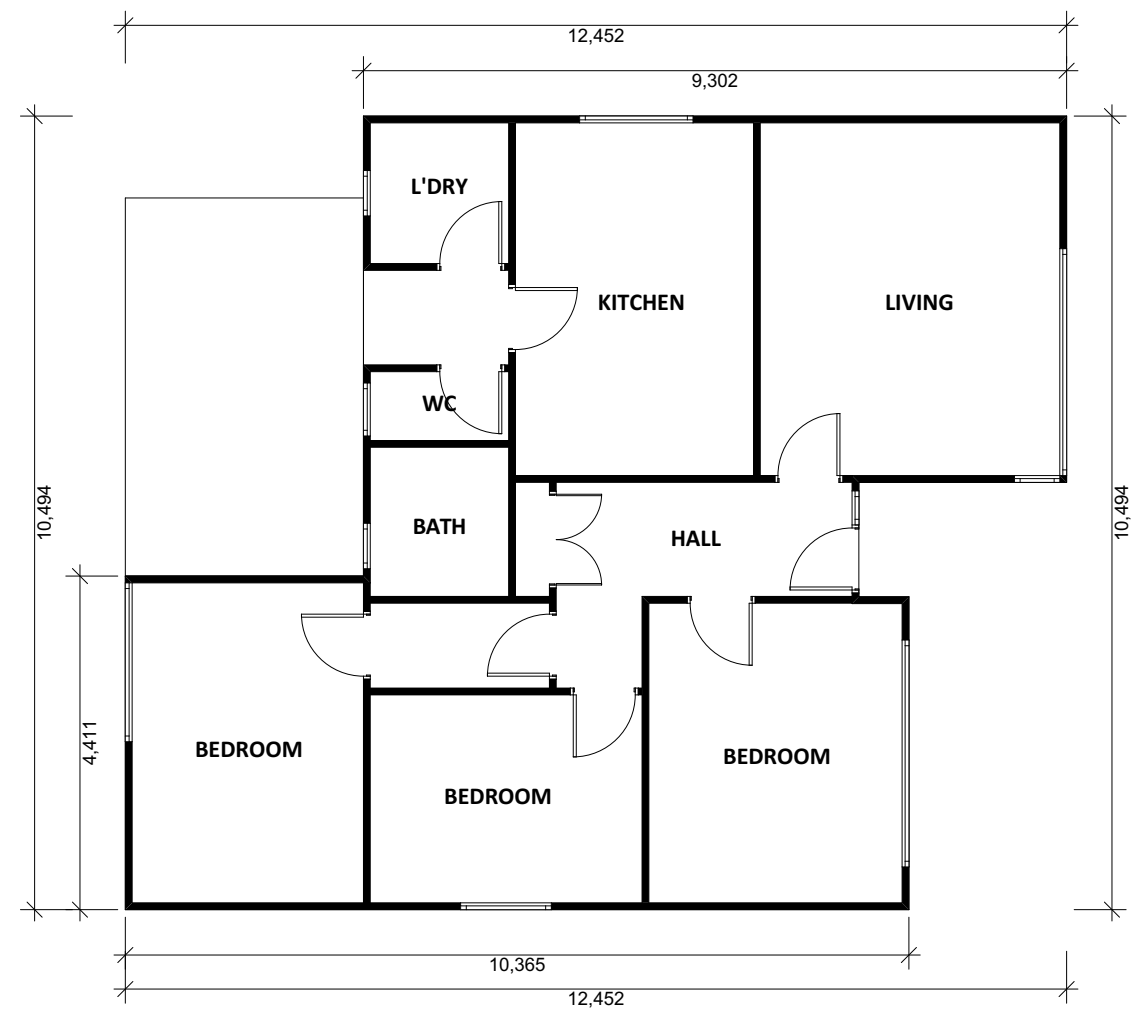
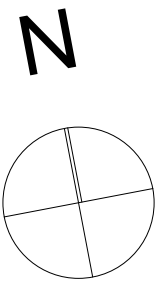
Proposal:	New Dwelling	Scale: 1:200	Job No: 140-2017	Pg No: M.2
Client:	Greg Kruse	Date: 14/11/17	Engineer:	
Address:	3 Lucas Street Howrah	Drawn: Peter	Building Surveyor:	

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Amendments	
Date	Description
22/12/17	PLANNING APPLICATION
17/1/18	ADDITIONAL INFORMATION - PLANNING APPLICATION



## Car Parking Turning Plan



Existing House Plan

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Proposal:	New Dwelling	Scale: 1:100	Job No: 140-2017	Pg No: M.3
Client:	Greg Kruse	Date: 14/11/17	Engineer:	
Address:	3 Lucas Street Howrah	Drawn: Peter	Building Surveyor:	
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Amendments	
Date	Description
22/12/17	PLANNING APPLICATION
17/1/18	ADDITIONAL INFORMATION - PLANNING APPLICATION



**3 Lucas Street, HOWRAH**



**Site viewed from Lucas Street.**



**11.3.5 DEVELOPMENT APPLICATION D-2018/8 - 1 ROWITTA ROAD, LINDISFARNE - DEMOLITION OF EXISTING BUILDING AND NEW CHILD CARE CENTRE**  
(File No D-2018/8)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for the demolition of existing building and a new child care centre at 1 Rowitta Road, Lindisfarne.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and is subject to the requirements of the Road and Rail Assets Code, Parking and Access Code and Stormwater Management Code under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme, the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on 1 March 2018.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the issue of inaccuracies in supporting documents.

**RECOMMENDATION:**

A. That the Development Application for demolition of existing building and new child care centre at 1 Rowitta Road, Lindisfarne (Cl Ref D-2018/8) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. Child care must only be within the following hours:
  - Monday – Friday: 6.30am to 6.30pm;
  - Weekends: CLOSED;
  - Public holidays: CLOSED.

3. The development is limited to a maximum of 82 children without the further approval of Council.
4. Outdoor play areas must not be used prior to 8am.
5. Commercial vehicle movements (including loading and unloading and garbage removal) to or from the site must only occur within the following hours:
  - 7.00am to 5.00pm Monday to Friday;
  - NIL on weekends and public holidays.
6. Noise levels from the child care centre and outdoor play areas must not exceed 5dB(A) above background noise measured at the boundary of the nearest property likely to be affected by noise emissions. The exact noise monitoring location is to be determined by a suitably qualified person and agreed with by Council's Senior Environmental Health Officer. A report, from a suitably qualified person verifying the noise level so as not to exceed 5dB(A) above background at the agreed location, is to be submitted to Council within 30 days of the commencement of the use.

If this noise level cannot be achieved, noise attenuation measures must be undertaken to ensure compliance to the satisfaction of Council's Senior Environmental Health Officer.
7. GEN AM67 – OUTDOOR LIGHTING.
8. GEN S1 – SIGN CONSENT.
9. ENG A1 – NEW CROSSOVER [TSD-R09 (Urban) – In accordance with approved engineering drawings – minimum of 6m].
10. ENG A5 – SEALED CAR PARKING.
11. ENG A7 – REDUNDANT CROSSOVER.
12. ENG S1 – INFRASTRUCTURE REPAIR.
13. ENG S11 – SEALING OF SERVICES.
14. ENG M1 – DESIGNS DA [Provision of a bicycle parking facility for at least 1 bicycle].

15. All stormwater run-off from impervious surfaces within the site must be treated and discharged from site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions (or the MUSIC model) must be submitted to Council's Group Manager Engineering Services for approval prior to the issue of a building or plumbing permit. This report is to include the maintenance management regime/replacement requirements for the treatment facility.
16. LAND 1A – LANDSCAPE PLAN.
17. LAND 2 – LANDSCAPE BOND (COMMERCIAL).
18. The development must meet all required Conditions of Approval specified by TasWater notice dated 11 January 2018 (TWDA 2018/00048-CCC).

#### **ADVICE**

- (a) ADVICE A5 – FOOD SPECIFICATION ADVICE.
  - (b) It is advised that the child care operator implements the recommendations of the Traffic Impact Assessment that staff utilise the car parking spaces located furthest away from the child care centre building to ensure maximum usage of the available on-site car parking spaces.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

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## **ASSOCIATED REPORT**

### **1. BACKGROUND**

The site has a long history of use as a kindergarten and more recently as a day child care centre. The most recent planning permit of relevance was for a partial change of use to a day care centre, granted on 9 November 1999 by Council. The approval was for the change of use of the preparatory class room to a long day child care centre to provide for care for up to 19 children.

The site formerly consisted of 3 separate titles under the ownership of the Crown. In 2017, an application to adhere the 3 titles was approved by Council resulting in 1 lot containing a land area of 2,102m<sup>2</sup>.

## **2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned General Residential under the Scheme.

**2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme relating to hours of operation, noise emissions, external lighting, front setback, car parking provision, bicycle parking provision, facilities for commercial vehicles and stormwater management.

**2.3.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10.0 – General Residential Zone;
- Section 5.0 – Road and Rail Assets Code;
- Section E6.0 – Parking and Access Code; and
- Section E7.0 – Stormwater Management Code.

**2.4.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

## **3. PROPOSAL IN DETAIL**

### **3.1. The Site**

The subject site is described by Certificate of Title 174382 Folio 1 and contains a land area of 2,102m<sup>2</sup>. The lot is located on the corner of Rowitta Road and Derwent Avenue and is presently developed with large building fronting Rowitta Road formerly used as a child care centre.

The site slopes gently to the south-west and is surrounded exclusively by residential development to the north, east and west. The former Lindisfarne North Primary School (now Department of Education Offices) is located 60m to the north-west of the subject site. The Lindisfarne Village retail area is located approximately 250m to the west of the site.

A widened crossover is presently provided from Rowitta Road providing access to three 90 degree angled car parks located directly in front of the building.

### **3.2. The Proposal**

Application is made to demolish the former kindergarten/child care centre building and associated outbuildings in order to make way for the construction of a new single storey, purpose built childcare centre building at the western end of the site.

The building would have a footprint of 833.50m<sup>2</sup> resulting in a site coverage of 39.6%. The building would include play rooms, sleeping rooms, toilets, commercial kitchen, communal dining area, staff room, reception and office areas. The building would maintain a 4.4m setback from Rowitta Road and a 3m setback from the northern side property boundary. The building would have a low scale modern appearance and would reach a maximum height of 6.5m above natural ground level. The building would be clad with a variety of material including brick, rendered blockwork and cement sheet wall cladding.

The proposal includes 792.25m<sup>2</sup> of landscaped outdoor play areas which are proposed to be landscaped with a combination of soft and hard landscaping treatments.

The child care centre is intended to cater for children between the ages of 0 and 5 and would be licenced to accommodate 82 children. Thirteen staff would service the child care centre. The child care centre is proposed to provide care for children between the hours of 6.30am to 6.30pm Monday to Friday.

The grassed area located at the southern end of the site is proposed to be converted to a car parking area accommodating 14 on-site car parking spaces accessed from Rowitta Road. An accessible pedestrian ramp and stair are proposed to connect the Rowitta Road footpath and on-site carpark to the entrance of the building.

A 1.5m tall, powder coated aluminium fence is proposed to extend along the Rowitta Road and Derwent Avenue Road frontages.

No signage is proposed as part of this application.

#### **4. PLANNING ASSESSMENT**

##### **4.1. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*  
*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

Reference to these principles is contained in the discussion below.

##### **4.2. Compliance with Zone and Codes**

The use of the land for the purposes of an “Educational and Occasional Care” (Child Care Centre) is listed as a discretionary use in the General Residential Zone.

Although the site was previously used for child care, this proposal is discretionary because it involves a full redevelopment and intensification.

The proposal meets the Scheme's relevant Acceptable Solutions of the General Residential Zone, Road and Rail Assets Code, Parking and Access Code and Stormwater Management Code with the exception of the following.

#### **General Residential Zone – Use Standards**

The proposed child care centre forms a non-residential use therefore is assessed against the use standards contained under Part 10.3 of the General Residential Zone.

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
10.3.1 A1	Hours of operation	Hours of operation must be within 8.00am to 6.00pm, except for office and administrative tasks or visitor accommodation.	Does not comply - The proposed hours of operation are 6.30am to 6.30pm Monday to Friday.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 10.3.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent”.</i>	<p>The most significant impact likely to arise from the proposed operating hours is that relating to noise associated with children morning drop offs and children's play. The applicant has indicated that children will be restricted from outdoor play areas until 8am, therefore ensuring no unreasonable noise impact caused by the use of the outdoor play areas. In the interests of protecting surrounding residential amenity, it is considered reasonable to require a permit condition restricting the use of the outdoor play areas until after 8am.</p> <p>Noise may also be generated by commercial vehicle movements. The applicant has indicated that commercial vehicle movements would be limited to 2 delivery trucks a week and would be contained within the commercial vehicle movement hours stipulated under Acceptable Solution 10.3.1 A4 of the Scheme.</p>

	Subject to the above conditions, the proposed use should not cause any unreasonable impact upon residential amenity.
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Clause	Standard	Acceptable Solution (Extract)	Proposed
10.3.1 A2	Noise emissions	<p>Noise emissions measured at the boundary of the site must not exceed the following:</p> <p>(a) 55 dB(A) (LAeq) between the hours of 8.0 am to 6.00pm;</p> <p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00pm to 8.00am;</p> <p>(c) 65dB(A) (LAm<sub>ax</sub>) at any time.</p> <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	Does not comply - The Planning Report accompanying the application indicates that noise levels at the boundary of the site will vary and may occasionally exceed 55dB(A) (LAeq) between the hours of 8am and 6pm. The use of outdoor play areas is to be restricted prior to 8am with a condition included reflecting this restriction.



The proposed variation must be considered pursuant to the Performance Criteria (P2) of the Clause 10.3.1 as follows.

Performance Criteria	Proposal
<p><i>“P2 - Noise emissions measured at the boundary of the site must not cause environmental harm”.</i></p>	<p>Access to outdoor play areas is intended to be restricted until after 8am to ensure no early morning loss of residential amenity to surrounding properties. This restriction is to be formalised by way of a permit condition and has been agreed by the applicant.</p> <p>In terms of the use of the outdoor play areas, these areas are proposed to the rear of the building and would adjoin the backyards of the residential properties lining the East Derwent Highway to the north. In addition, the outdoor space would be adjacent to the backyards of 5 Rowitta Road to the west and 240 Derwent Avenue to the north. The surrounding residential properties currently experience significant background noise associated with the Highway. The use of the play areas by children during daytime hours is unlikely to be discernible above the Highway background noise.</p> <p>To ensure noise emissions do not cause environmental harm to surrounding residential properties, Council’s Environmental Health Officer has advised that a condition be incorporated requiring the submission of a noise monitoring report within 30 days of the commencement of the use. If noise emissions are deemed too high, Council’s Environmental Health Officer will then require noise attenuation measures to be adopted (these could take the form of operational or physical changes).</p>

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.3.1 A3	External lighting	<p>External lighting must comply with all of the following:</p> <p>(a) be turned off between 6.00pm and 8.00am, except for security lighting;</p> <p>(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.</p>	Does not comply - In order to correspond with the proposed operating hours, the external lighting, including low level lighting built into the structures and bollard lighting for the car park, are proposed to be turned on between 6.30am and 6.30pm Monday to Friday.

The proposed variation must be considered pursuant to the Performance Criteria (P3) of the Clause 10.3.1 as follows.

Performance Criteria	Proposal
<p><i>“P3 - External lighting must not adversely affect existing or future residential amenity, having regard to all of the following:</i></p> <p><i>(a) level of illumination and duration of lighting;</i></p> <p><i>(b) distance to habitable rooms in an adjacent dwelling”.</i></p>	<p>All lighting is proposed to be low level lighting to guide safe entry to the building and carpark whilst the use is underway for the day.</p> <p>The location, level and illumination of the proposed lighting, together with the separation from adjoining residential habitable room windows, will ensure external lighting has no adverse effect upon existing or future residential amenity.</p> <p>It is recommended that a condition be included requiring all external lighting, other than that associated with security lighting, to be turned off when the building is not in use.</p>

**General Residential Zone – Development Standards**

The proposal is for a non-dwelling development therefore is subject to the development standards contained within Section 10.5 of the Scheme. Acceptable Solution 10.5.1 A1 of the Scheme requires non-dwelling development to comply with Acceptable Solutions 10.4.2 A1 and A2, 10.4.3 A1(a) and (c) and 10.4.7 A1 of the Scheme as if it were a dwelling.

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.2 A1	Setbacks and building envelopes	<p>Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m into the frontage setback, must have a setback from a frontage that is:</p> <p>(a) if the frontage is a primary frontage, at least 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or</p> <p>(b) if the frontage is not a primary frontage, at least 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or</p>	<p>Does not comply - The property has frontage onto 2 separate roads therefore it is necessary to determine the primary and secondary frontage for the purposes of assessment under the Acceptable Solution. In this case, the Derwent Avenue frontage has the shortest dimension, therefore is the primary frontage.</p> <p>The proposed building would be located 18.2m from the Derwent Avenue frontage.</p> <p>The proposed building would maintain a 4.5m setback at its closest point from the Rowitta Road frontage, therefore complies with the front setback requirement.</p> <p>However, a ramp will extend greater than 0.6m into the secondary frontage is proposed to provide access to the building entrance.</p>

		<p>(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or</p> <p>(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.</p>	<p>The ramp would be located 0.7m from the secondary frontage therefore does not comply with clause A1 (b).</p>
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The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 10.4.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“P1 - A dwelling must:</i></p> <p><i>(a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and</i></p> <p><i>(b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road”.</i></p>	<p>The access ramp does not form part of the main building structure and would offer a gradual transition in height from 0.7m at the northern end to 2.8m at the southern end. The ramp will act as an incidental structure of significantly reduced proportions to the main building. The ramp feature will provide a level means of access to the building and will be landscaped to the front and sides to reduce its visual prominence.</p> <p>Whilst there is a uniform building line established by dwellings on the eastern and western sides of Rowitta Road, the proposed access ramp being an incidental structure of a significantly lower height profile, will not interrupt the evident building line within the street. The 4.5m setback offered by the child care centre building will be entirely consistent with the prevailing frontage setback of other dwellings in the street.</p>

**Parking and Access Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E6.6.1 A1	Number of car parking spaces	<p>The number of on-site car parking spaces must be:</p> <p>(a) No less than the number specified in Table E6.1.</p>	<p>Does not comply - Table E6.1 of the Parking and Access Code requires 0.25 spaces for each child the centre is licenced to accommodate.</p> <p>The centre will be licenced to accommodate 82 children resulting in a requirement to provide 21 on-site car parking spaces.</p> <p>The development proposes 14 car parking spaces therefore resulting in a shortfall of 7 spaces.</p>

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.6.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“P1 – The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</i></p> <p>(a) car parking demand;</p>	<p>see below assessment</p> <p>A Traffic Impact Assessment was submitted in respect of the proposal, which concludes that the proposed parking supply would be sufficient to meet the expected demand with heavy reliance placed on the availability of on-street parking.</p> <p>The Traffic Impact Assessment assumes a peak parking demand of 14 car parking spaces taking into account 10 for staff and 4 for parent drop offs. The analysis indicates the proposed on-site parking supply will be sufficient to meet the expected demand. Minimal reliance on on-street parking is expected.</p>

	<p>The Traffic Impact Assessment recommends staff utilise the on-site car parking spaces located furthest away from the child care centre building to ensure maximum usage of the available on-site car parking spaces, leaving the nearest spaces for parents. It is recommended that advice be included in the planning permit to this effect.</p>
<p>(b) <i>the availability of on-street and public car parking in the locality;</i></p>	<p>The proposal will likely place increased demand on existing unrestricted on-street parking within the immediate area. The Traffic Impact Assessment places reliance on the available on-street parking along both Rowitta Road and Derwent Avenue to cater for overflow demand if required during peak periods. Peak periods are expected to be short in duration and constrained to early morning and afternoon only.</p> <p>Council's Development Engineers are satisfied that there is adequate supply of on-street parking within the immediate area, which is not required for any other use other than occasional resident or visitor parking. It is therefore considered appropriate to rely on this available supply to cater for short-term overflow parking.</p>
<p>(c) <i>the availability and frequency of public transport within a 400m walking distance of the site;</i></p>	<p>A regular public transport service is available along Derwent Avenue. It is considered that the practicality of parents dropping children to the childcare centre from a bus service and then using this same mode of transport to reach work while repeating this process in reverse is unlikely. It is more likely that visitation to the childcare centre would be made by car.</p>
<p>(d) <i>the availability and likely use of other modes of transport;</i></p>	<p>The practicalities of relying on other forms of transport are unlikely for this use.</p>
<p>(e) <i>the availability and suitability of alternative arrangements for car parking provision;</i></p>	<p>There are no alternative parking arrangements which can be relied upon in this case.</p>

(f) <i>any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</i>	not applicable
(g) <i>any car parking deficiency or surplus associated with the existing use of the land;</i>	not applicable
(h) <i>any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;</i>	not applicable
(i) <i>the appropriateness of a financial contribution in-lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</i>	<p>In terms of considering the appropriateness of a financial contribution, it is relevant to consider past approvals for developments of a similar nature.</p> <p>Recently, a child care centre was approved at 31 Gordons Hill Road, Rosny Park. The centre was approved with a maximum capacity of 116 children. The site is zoned Local Business and falls within the Rosny Park Activity Centre. A total of 21 car parks were proposed, resulting in a parking shortfall of 8 spaces. The developer was required to provide a cash-in-lieu contribution for the deficient car parking spaces, as Council has identified a parking shortage in the area and has recently imposed time restrictions. Council has identified a need to building additional public parking facilities in the Rosny Park area and is consistently requiring developers to contribute to this infrastructure where a parking shortfall arises to assist in the improvement of public car parking facilities.</p>

	<p>Council also recently approved a child care centre at 525 Rokeby Road, Rokeby. The centre was approved to cater for a maximum of 129 children. The centre was approved on General Residential zoned land and proposed 34 on-site car parking spaces, which satisfied the on-site car parking requirements of the Parking and Access Code.</p> <p>Lastly, a child care centre was approved in 1999 at 157 Cambridge Road, Warrane. The centre was approved to cater for a maximum of 60 children. The site is zoned General Residential and proposed 24 car parking spaces which complied with the Scheme requirement for on-site car parking.</p> <p>Given the site is not located within an Activity Centre where the demand is significantly greater for on-street parking and Council does not have any proposals to build additional parking in the vicinity, the payment of a financial contribution in-lieu of parking towards the cost of parking facilities is not considered reasonable in this case.</p> <p>When considering the car parking ratio to children numbers approved at other child care facilities in Clarence, the proposed car parking allocation appears reasonable when compared with the number of children the centre is intended to be licenced to accommodate. The suburban location and availability of on-street parking will also assist in catering for any occasional overflow demand during peak times without conflict with other residential users.</p>
(j) <i>any verified prior payment of a financial contribution in lieu of parking for the land;</i>	not applicable
(k) <i>any relevant parking plan for the area adopted by Council;</i>	not applicable



<i>(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code”.</i>	The site is not listed as a place of heritage significance in the Local Heritage Code.
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<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E6.7.10 A1	Design of Bicycle Parking Facilities	<p>The design of bicycle parking facilities must comply with all the following;</p> <p>(a) be provided in accordance with the requirements of Table E6.2;</p> <p>(b) be located within 30m of the main entrance to the building.</p>	Does not comply - The development requires 1 bicycle park to a Level 1 or 2 construction standard, and 4 parks to a Level 3 standard. No formal bicycle parking is proposed as part of this application.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.7.10 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“P1 - The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following:</i></p> <p><i>(a) minimising the distance from the street to the bicycle parking area;</i></p> <p><i>(c) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building;</i></p> <p><i>(d) avoiding creation of concealment points to minimise the risk”.</i></p>	<p>The proposed use is unlikely to generate bicycle parking demand from parents and guardians due to the practicality of parents cycling their child (or children) to a child care centre and then using the same mode of transport to access places of employment and then repeating the whole process in reverse. It is much more likely that the vast majority of journeys will be made by car and therefore more comparable with the Scheme requirement.</p> <p>The demand for bicycle parking facilities is likely to be limited to staff. It is considered that there is ample opportunity on the site to provide formal bicycle parking in and around the car parking area which is highly visible, within 30m of the entrance to the building and has good visibility out to the road for use by staff and visitors.</p>

	It is therefore recommended that the condition requiring design drawings include provision for at least 1 bicycle stand.
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Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.7.13 A1	Facilities for Commercial Vehicles	Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2: Commercial. Vehicle Facilities AS 2890.2:2002, unless:  (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50m of the site;  (b) the use is not primarily dependent on outward delivery of goods from the site.	Does not comply - No formal commercial loading facility is proposed.  The proposed use as a child care centre is not primarily dependant on outward delivery of goods from the site therefore Clause A1(b) is not relevant.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.7.13 as follows.

Performance Criteria	Proposal
<i>“P1 - Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users”.</i>	In terms of inward bound goods, they would represent 1 grocery delivery a week and 1 collection of rubbish. Both delivery activities are akin to grocery and waste collection movements associated with a residential property. Deliveries can be carried out from the street, close to the northern part of the site where there is a separate access into the kitchen and utility space. This is not considered to compromise the safety or convenience of vehicle traffic or other road users because of the low speed environment, ample sight lines and safe parking provision.

Clause	Standard	Acceptable Solution (Extract)	Proposed
E7.7.1 A2	Stormwater drainage and disposal	<p>A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:</p> <p>(a) the size of new impervious area is more than 600m<sup>2</sup>;</p> <p>(b) new car parking is provided for more than 6 cars;</p> <p>(c) a subdivision is for more than 5 lots.</p>	Does not comply – New parking is proposed for a total of 14 on-site car parking spaces. The size of new impervious areas would also exceed 600m <sup>2</sup> .

The proposed variation must be considered pursuant to the Performance Criteria (P2) of the Clause E7.7.1 as follows.

Performance Criteria	Proposal
<i>“P1 - A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so”.</i>	Council’s Development Engineers are satisfied that the proposed development will be capable of incorporating a stormwater drainage system of a size and design sufficient to achieve the targets identified by the State Stormwater Strategy 2010. This will be ensured by inclusion of an appropriate condition, as described above.

## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

### **5.1. Inaccuracies in Supporting Documents**

Concern has been raised that supporting documents, including the Planners Report and Traffic Impact Assessment inaccurately refer to the street address as being “Rowitta Street” as opposed to “Rowitta Road” and “Derwent Waters Avenue” as opposed to “Derwent Avenue”.

- **Comment**

The plans and supporting documents make it sufficiently clear to accurately decipher the proposal. These documents were provided as additional information to the plans which make clear reference to the location of the development and the nature of the proposed development. These documents were available to the public for viewing as part of the public exhibition process.

## **6. EXTERNAL REFERRALS**

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

## **7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**7.2.** The proposal is consistent with the objectives of Schedule 1 of LUPAA.

## **8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

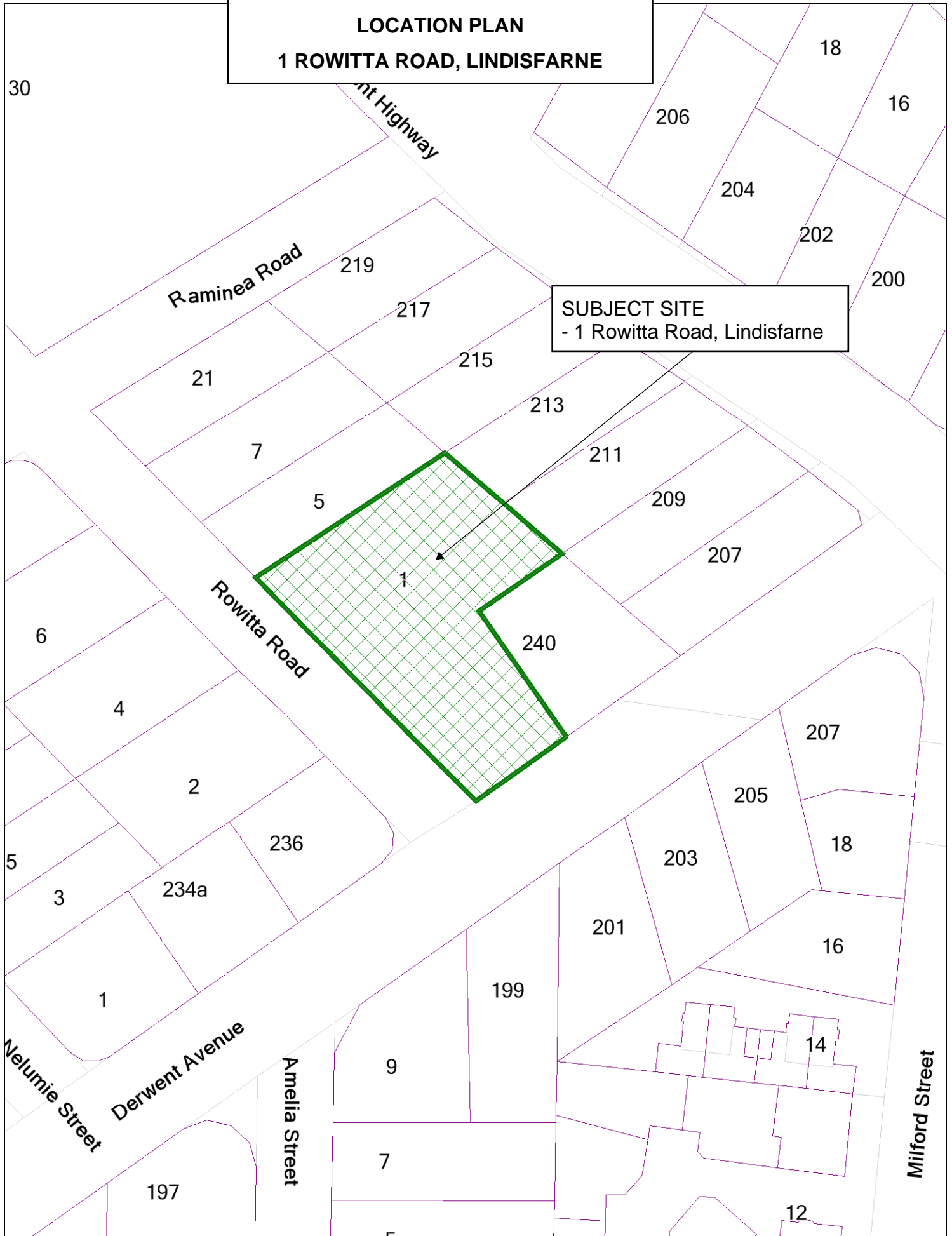
## **9. CONCLUSION**

The proposal seeks approval for the demolition of existing building and new child care centre at 1 Rowitta Road, Lindisfarne. The application meets all relevant Acceptable Solutions and Performance Criteria of the Scheme therefore is recommended for conditional approval.

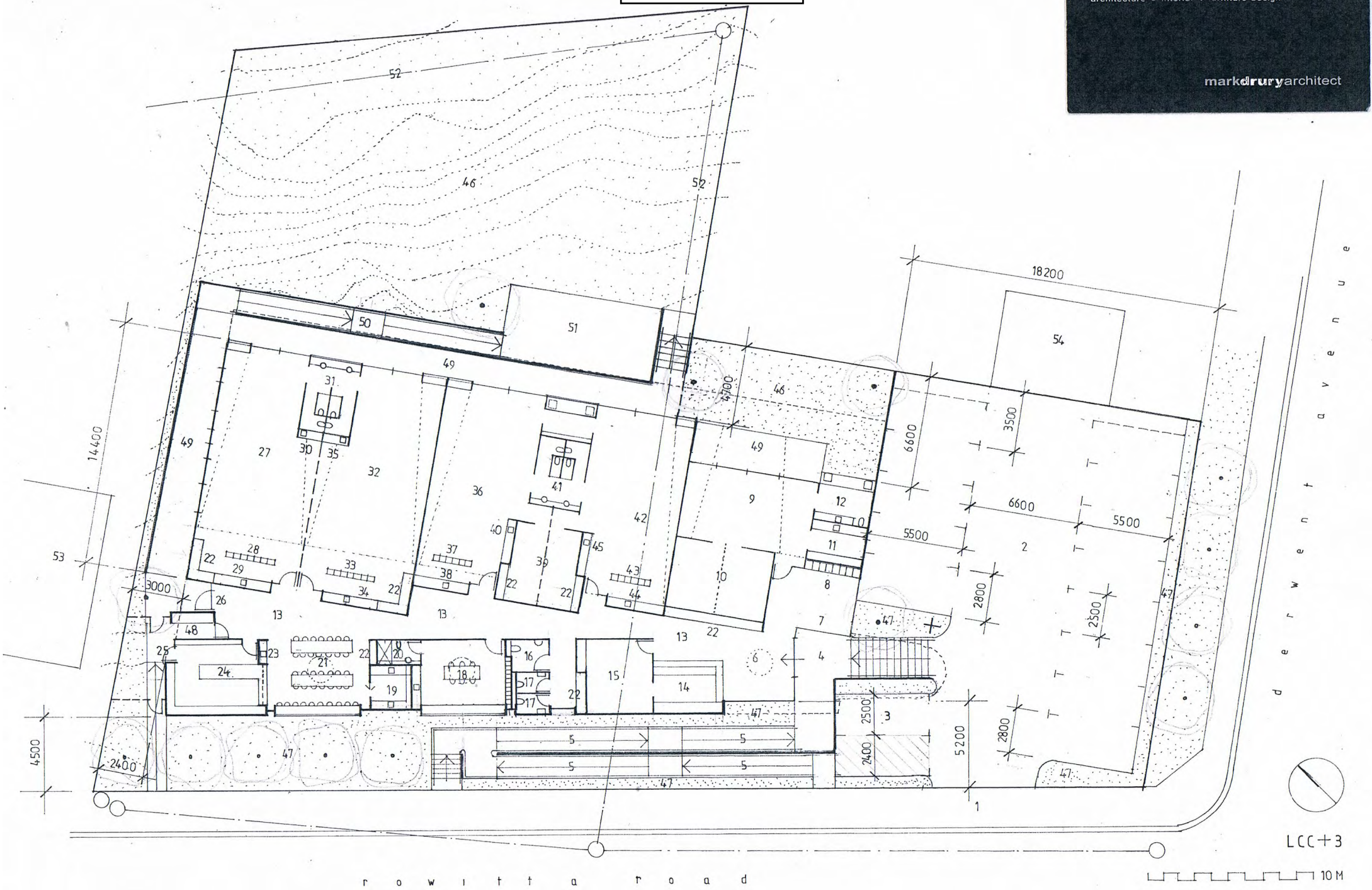
Attachments: 1. Location Plan (1)  
2. Proposal Plan (4)  
3. Site Photo (1)

Ross Lovell  
**MANAGER CITY PLANNING**

**ATTACHMENT 1  
LOCATION PLAN  
1 ROWITTA ROAD, LINDISFARNE**



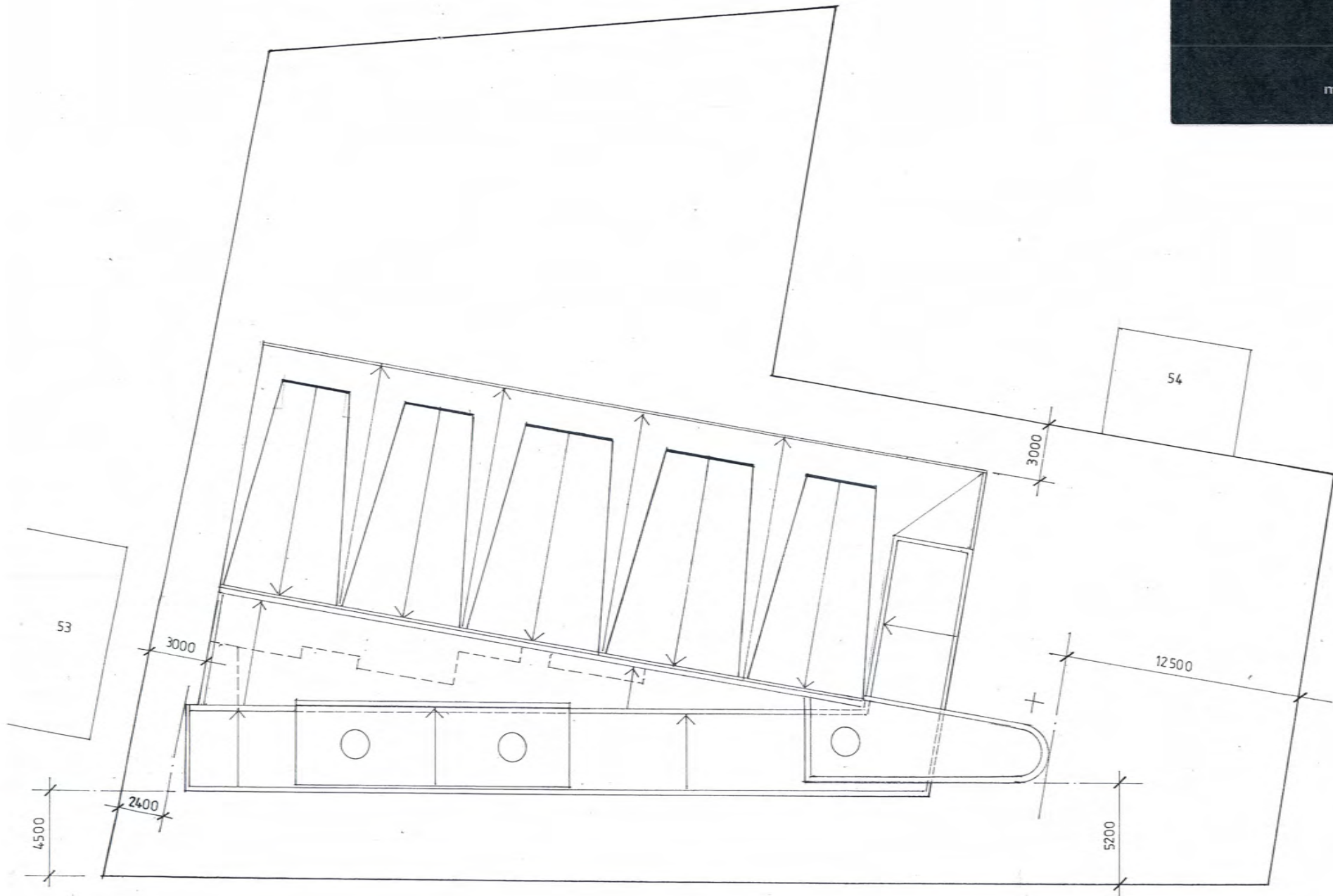
**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Friday, 9 February 2018 **Scale:** 1:956.3 @A4



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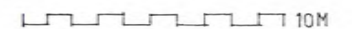




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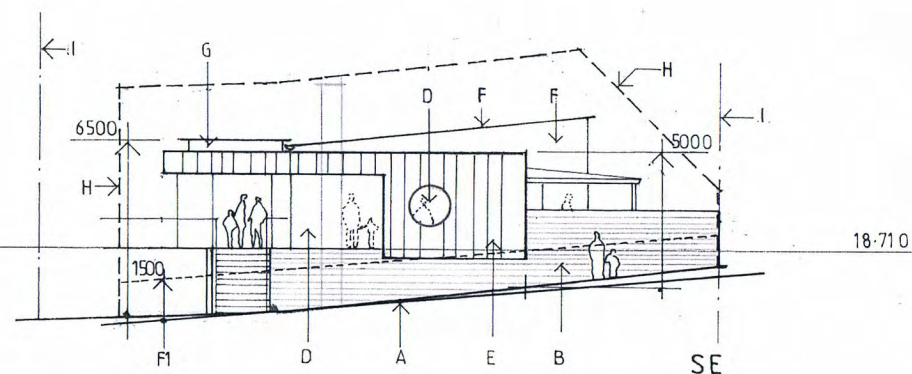
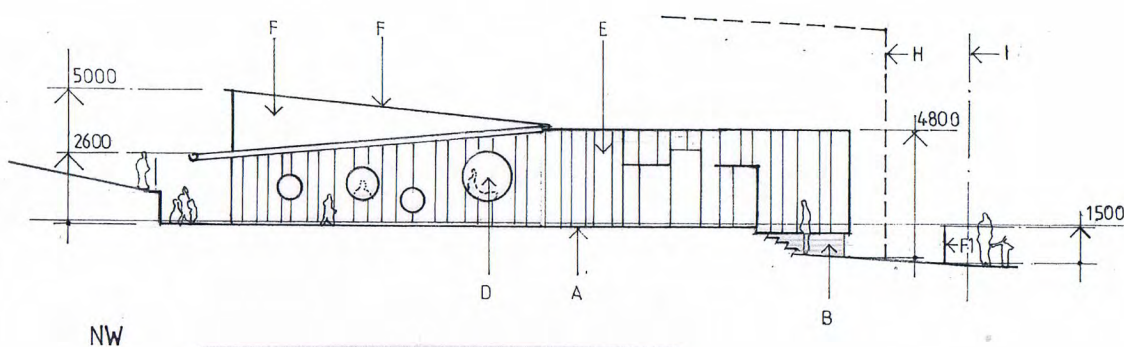
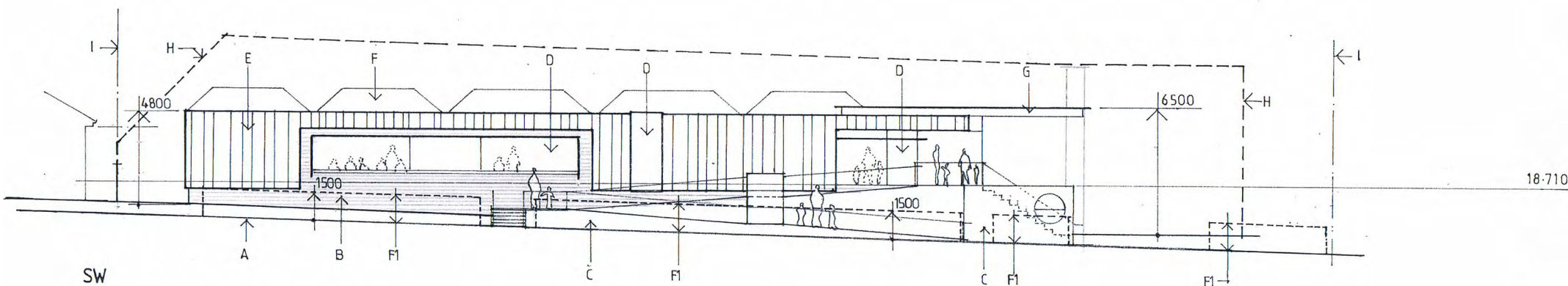
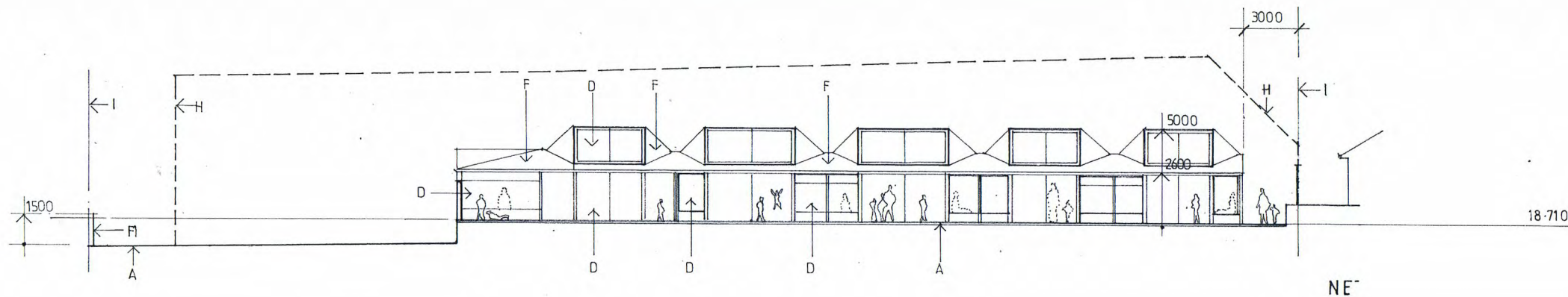


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**1 Rowitta Road, Lindisfarne**



***Photo 1:*** The subject site when viewed from Rowitta Street near the intersection with Derwent Avenue.

**11.3.6 SUBDIVISION APPLICATION SD-2017/30 - 74 SUGARLOAF ROAD AND 16 MARLOCK STREET, RISDON VALE - 71 LOT SUBDIVISION**  
(File No SD-2017/30)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a 71 lot subdivision at 74 Sugarloaf Road and 16 Marlock Street, Risdon Vale.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and subject to the Bushfire Prone Areas, Road and Railway Assets, Parking and Access and Stormwater Management Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). The 74 Sugarloaf Road Specific Area Plan also applies to the site. In accordance with the Scheme the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires with the written consent of the applicant on 28 February 2018.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 2 representations were received raising the following issues:

- boundary fencing;
- environmental impact; and
- noise.

**RECOMMENDATION:**

A. That the application for a 71 lot Subdivision at 74 Sugarloaf Road and 16 Marlock Street, Risdon Vale (CI Ref SD-2017/30) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. GEN POS4 – POS CONTRIBUTION. Delete “5%” and replace with “0.68%”, and [Lots 1-70 inclusive].

3. LAND 5 – SUBDIVISION LANDSCAPING.
4. ENG A1 – NEW CROSSOVER [TSD-R09 (URBAN), 3.6m minimum].
5. ENG S1 – INFRASTRUCTURE REPAIR.
6. ENG S4 – STORMWATER CONNECTION.
7. ENG S10 – UNDERGROUND SERVICES.
8. ENG M2 – DESIGNS SD.
9. ENG M4 – POS ACCESS.
10. ENG M5 – EROSION CONTROL.
11. ENG M7 – WEED MANAGEMENT PLAN.
12. ENG M8 – EASEMENTS.
13. ENG R1 – ROAD NAMES.
14. ENG R2 – URBAN ROAD.
15. ENG R5 – ROAD EXTENSION.
16. ENG R6 – VEHICLE BARRIERS.
17. All stormwater designs for the development must include Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions (or the MUSIC model) must be submitted to Council's Group Manager Engineering Services for approval prior to the issue of the approved engineering drawings. This report is to include the maintenance management regime/replacement requirements for any treatment facilities.
18. The development must meet all required Conditions of Approval specified by TasWater notice dated 3 October 2017 (TWDA 2017/01497-CCC).

B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

**SUBDIVISION APPLICATION SD-2017/30 - 74 SUGARLOAF ROAD AND 16 MARLOCK STREET, RISDON VALE - 71 LOT SUBDIVISION /contd...**

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**ASSOCIATED REPORT****1. BACKGROUND**

The subdivision of the subject property has previously been approved by Council under SD-2010/18, which has since expired. This application is for a similar layout, with a reduced total number of lots from 73 to 71.

A second application for the subject site, SD-2017/31, has also been lodged by another party with Council and is for a similar layout with a total of 86 lots. Should both applications be approved, either permit could be acted upon to develop the site.

**2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned General Residential under the Scheme.

**2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.

**2.3.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10.0 – General Residential Zone;
- Section E1.0 – Bushfire Prone Areas Code;
- Section E5.0 – Road and Railway Assets Code;
- Section E6.0 – Parking and Access Code;
- Section E7.0 – Stormwater Management Code; and
- Section F6.0 – 74 Sugarloaf Road Specific Area Plan.

- 2.4.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

### **3. PROPOSAL IN DETAIL**

#### **3.1. The Site**

The site is comprised of 2 parcels with a total area of 9.39ha on the eastern side of Sugarloaf Road. The site proposed for subdivision is 74 Sugarloaf Road, which has an area of 7.684ha. Sixteen Marlock Street is located to the north-east and is included for the provision of services associated with the development.

The subject land has a north/north-westerly aspect and is gently to moderately sloping with the flatter land along the Sugarloaf Road frontage. Generally the land is clear of vegetation although there is an area of remnant vegetation at the north-eastern part of the site, which extends into the adjoining property to the north.

The land supports several outbuildings in a state of disrepair. These buildings are located across the central part of the site.

#### **3.2. The Proposal**

The proposal is for the subdivision of 71 residential lots in a single stage, as shown in the attachments. The following documents were submitted in support of the proposed development:

- Traffic Impact Assessment – November 2017;
- Bushfire Report – November 2017;
- Stormwater Report – January 2018; and
- Landscape Plan – December 2017.

This development would be accessed by a proposed internal road network with future access points to the north and south. The connection point to the existing road network would be from the Sugarloaf Road frontage. The proposed road layout would have a minimum width of 18.0m and each lot proposed is capable of supporting a 10m x 15m building envelope.

The proposed lots would range in size from 404m<sup>2</sup> to 1638m<sup>2</sup>, would have frontage ranging from 5.5m to 35.0m to the proposed internal road and would have constructed vehicular accesses from this internal road layout. Several lots have been designated as being for multiple dwellings throughout the subdivision, and 2 lots (Lots 100 and 104) for Council stormwater infrastructure. An underground stormwater detention chamber is proposed to be located in Lot 100 and an open storage pond in Lot 104.

Three lots (Lots 101, 102 and 103) are proposed for public open space to create a linear strip of open space across the centre of the site, from 6 Aralia Street to 96 Sugarloaf Road.

#### **4. PLANNING ASSESSMENT**

##### **4.1. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*  
*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

Reference to these principles is contained in the discussion below.

**4.2. Compliance with Zone and Codes**

The proposal meets the Scheme's relevant Acceptable Solutions of the General Residential Zone, and Bushfire Prone Areas, Road and Railway Assets, Parking and Access and Stormwater Management Codes and the 74 Sugarloaf Road Specific Area Plan with the exception of the following.

**General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
10.6.1 A2	Lot design	<p>The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities:</p> <p>(a) clear of the frontage, side and rear boundary setbacks;</p> <p>(b) not subject to any codes in this planning scheme;</p> <p>(c) clear of title restrictions such as easements and restrictive covenants;</p> <p>(d) has an average slope of no more than 1 in 5;</p> <p>(e) the long axis of the building area faces north or within 20 degrees west or 30 degrees east of north;</p> <p>(f) is 10m x 15m in size.</p>	<p>complies</p> <p>Does not comply – Bushfire Prone Areas and Stormwater Management Codes relevant.</p> <p>complies</p> <p>complies</p> <p>complies</p> <p>complies</p>



The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 10.6.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“The design of each lot must contain a building area able to satisfy all of the following:</i></p> <p><i>(a) be reasonably capable of accommodating residential use and development;</i></p>	<p>The proposed lots satisfy the relevant parts of the Acceptable Solution described above in relation to clearance from setbacks and title restrictions, slope and orientation and size of the building areas. The lots are considered to be of a size and shape consistent with surrounding residential lots in Risdon Vale, and would support a range of development types as permitted within the General Residential Zone.</p>
<p><i>(b) meets any applicable standards in codes in this planning scheme;</i></p>	<p>Both the Bushfire Prone Areas and Stormwater Management Codes are relevant to the development. A bushfire risk assessment was submitted in support of the proposal, which satisfactorily addresses the relevant requirements of the code, and detailed engineering submissions were made in support of the proposal as required by the Stormwater Code.</p>
<p><i>(c) enables future development to achieve maximum solar access, given the slope and aspect of the land;</i></p>	<p>The proposed lots would accommodate the building areas identified with northerly orientation, capable of supporting future development with maximum solar access.</p>
<p><i>(d) minimises the need for earth works, retaining walls, and fill and excavation associated with future development;</i></p>	<p>The proposed lots would be accessed from a proposed internal road network off Sugarloaf Road, to be developed in accordance with Council’s engineering requirements. The site is gently to moderately sloping and Council’s Engineers are satisfied that the proposed layout would minimise the need for substantial earth works and retaining structures associated with both the development of the subdivision itself, and future residential development of the lots.</p>

<p>(e) provides for sufficient useable area on the lot for both of the following;</p> <p>(i) on-site parking and manoeuvring;</p> <p>(ii) adequate private open space”.</p>	<p>The proposed lots range in size from 404m<sup>2</sup> to 1638m<sup>2</sup>. This meets the prescribed minimum and maximum lot size for the zone and is considered to be sufficiently large to enable reasonable and appropriate residential development, with compliant private open space and vehicle parking and manoeuvring areas.</p>
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**General Residential Zone**

Clause	Standard	Acceptable Solution	Proposed
10.6.1 A5	Lot design	Subdivision is for no more than 3 lots.	Does not comply – 71 lots proposed.

The proposed variation must be considered pursuant to the Performance Criteria P5 of the Clause 10.6.1 as follows.

Performance Criteria	Proposal
“Arrangement and provision of lots must satisfy all of the following:	see below
<p>(a) have regard to providing a higher net density of dwellings along;</p> <p>i. public transport corridors;</p> <p>ii. adjoining or opposite public open space, except where the public open space presents a hazard risk such as bushfire;</p> <p>iii. within 200m of business zones and local shops;</p>	<p>The proposed development is within close proximity of the public transport corridor at Sugarloaf Road, and would have a lot size consistent with the recently created lots within the vicinity of the site.</p>
<p>(b) will not compromise the future subdivision of the entirety of the parent lot to the densities envisaged for the zone;</p>	<p>The subject land is within the General Residential Zone, and provides for the subdivision of the whole of the parent lot to densities envisaged for the zone.</p>
<p>(c) staging, if any, provides for the efficient and ordered provision of new infrastructure;</p>	<p>It is not proposed to stage the development.</p>
<p>(d) opportunity is optimised for passive surveillance between future residential development on the lots and public spaces;</p>	<p>The proposed lots would be oriented towards the proposed internal road network, with a linear strip proposed for the central part of the site. The open space would be central to the development and thus would provide for passive surveillance between the road reserve and adjacent properties.</p>

	The POS lot proposed would form a future link to the adjacent property to the north at 6 Aralia Street, and associated future residential development.
(e) <i>is consistent with any applicable Local Area Objectives or Desired Future”.</i>	not applicable

**General Residential Zone**

Clause	Standard	Acceptable Solution	Proposed
10.6.2 A1	Roads	The subdivision includes no new road.	Does not comply – new internal road network proposed.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 10.6.2 as follows:

Performance Criteria	Proposal
<i>“The arrangement and construction of roads within a subdivision must satisfy all of the following:</i>	see below
<i>(a) the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;</i>	Council’s Engineers are satisfied that the proposed internal road network would be, subject to the inclusion of detailed engineering design conditions, in accordance with Council’s requirements.
<i>(b) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;</i>	The proposed development relates to the whole of the parent lot, meaning that there would be no balance lot remaining.
<i>(c) the future subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian paths, where appropriate, to common boundaries;</i>	The development proposes both road and pedestrian connections to both the neighbouring property to the north at 6 Aralia Street and to the south at 96 Sugarloaf Road.
<i>(d) an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;</i>	Council’s Engineers are satisfied that the proposed road layout is appropriate, and that the supporting documentation confirms that the development would provide a safe and convenient configuration.
<i>(e) cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;</i>	No cul-de-sacs are proposed and road linkages would be provided to both the north and south.

<i>(f) connectivity with the neighbourhood road network is maximised;</i>	The proposed internal road network would provide for connectivity to future development at 6 Aralia Street, and to the south at 96 Sugarloaf Road. The proposed road layout would be accessed from Sugarloaf Road thus retaining that connection point.
<i>(g) the travel distance between key destinations such as shops and services is minimised;</i>	The proposed layout would facilitate efficient access between the subject lot, adjacent lots and service centres as required.
<i>(h) walking, cycling and the efficient movement of public transport is facilitated;</i>	Sugarloaf Road is a public transport corridor and the proposed development would provide for efficient access to this service. Similarly, the layout would encourage pedestrian and cycle movements between open space areas and Sugarloaf Road.
<i>(i) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;</i>	not applicable
<i>(j) any adjacent existing grid pattern of streets is extended, where there are no significant topographical constraints”.</i>	The proposed layout would be consistent with that specified by the 74 Sugarloaf Road Specific Area Plan (discussed below), and with the pattern of surrounding development.

**General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
10.6.3 A1	Ways and public open space	No acceptable solution.	does not comply

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 10.6.3 for the following reasons.

<b>Performance Criterion</b>	<b>Comment</b>
<i>“P1 - The arrangement of ways and public open space within a subdivision must satisfy all of the following: (a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;</i>	The proposed public open space (POS) lot represents 4.32% of the total area of the lot, would be comprised in three parcels (Lots 101, 102 and 103) in a linear alignment north/south at the centre of the site. It would connect to the adjacent property to the north at 6 Aralia Street and to the south at 96 Sugarloaf Road.
<i>(b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;</i>	The POS lots proposed would provide for connection opportunities for neighbouring land to the north and south.
<i>(c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;</i>	Both road and open space connections are proposed to the north and south, as required by the relevant specific area plan and this clause.
<i>(d) convenient access to local shops, community facilities, public open space and public transport routes is provided;</i>	The proposed layout would facilitate efficient access between the subject lot, adjacent lots and service centres as required.
<i>(e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;</i>	The proposed open space lots would provide for passive surveillance from both the neighbouring lots and internal road network, as discussed.
<i>(f) provides for a legible movement network;</i>	Movement between the proposed open space lots and the pedestrian network would be facilitated by the proposal, as required.
<i>(g) the route of new ways has regard to any pedestrian &amp; cycle way or public open space plan adopted by the Planning Authority;</i>	The proposed POS lots have regard to Council’s Tracks and Trails Strategy, which is focussed on Sugarloaf Road in the vicinity of this parcel. The proposal further provides the open space linkages required by the 74 Sugarloaf Road Specific Area Plan to both 6 Aralia Street and 96 Sugarloaf Road.
<i>(h) Public Open Space must be provided as land or cash-in-lieu, in accordance with the relevant Council policy.</i>	The proposal provides opportunity to secure POS identified as being required by both Council’s Public Open Space Policy and by the 74 Sugarloaf Road Specific Area Plan.

	The area of land required for this purpose is 3320m <sup>2</sup> which represents an area of 4.32% of the site and is consistent with the land proposed to be provided to Council as POS. A cash contribution of 0.68% of the value of the parent lot would also be required as a condition of approval, the details of which are discussed in relation to Council's Public Open Space Policy at Section 8.0 of this report, below.
(i) <i>new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:</i> (i) <i>the width of the way;</i> (ii) <i>the length of the way;</i> (iii) <i>landscaping within the way;</i> (iv) <i>lighting;</i> (v) <i>provision of opportunities for 'loitering';</i> (vi) <i>the shape of the way (avoiding bends, corners or other opportunities for concealment)".</i>	The proposed POS lots would provide a connection only (at this time), which would not lead to or create a potential entrapment scenario. Future development of the adjacent lots would lead to the availability of further connections at that time.

**General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
10.6.4 A4	Services	The subdivision includes no new road.	Does not comply – new internal road network proposed.

The proposed variation must be considered pursuant to the Performance Criteria P4 of the Clause 10.6.4 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>"The subdivision provides for the installation of fibre ready facilities (pit and pipe that can hold optical fibre line) and the underground provision of electricity supply".</i>	The proposed development would be required, in relation to the detailed engineering designs, to ensure that provision for underground electricity be made. This is reflected in the recommended conditions.

**Road and Railway Assets Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E5.5.1 A3	Existing road accesses and junctions	The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	Does not comply – proposed junction would increase movements by in excess of 40 per day.

The proposed variation must be considered pursuant to the Performance Criteria P3 of Clause E5.5.1 for the following reasons.

<b>Performance Criterion</b>	<b>Comment</b>
<i>“Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i>	see below
<i>(a) the increase in traffic caused by the use;</i>	The existing road infrastructure has capacity for the increased traffic demand resulting from the development.
<i>(b) the nature of the traffic generated by the use;</i>	The traffic to be generated would primarily be residential vehicles and associated service vehicles. The road network would be designed for the nature and frequency of movements.
<i>(c) the nature and efficiency of the access or the junction;</i>	The submitted Traffic Impact Assessment (TIA) identified the use of cross junctions incorporating roundabouts, to provide for efficiency of road layout and functionality.
<i>(d) the nature and category of the road;</i>	Sugarloaf Road is a collector road, which would not be compromised by the proposed internal layout.
<i>(e) the speed limit and traffic flow of the road;</i>	The residential area would have a default speed limit of 50km/h, and Sugarloaf Road would retain a 70km/h speed limit south of the new junction. The proposed junction would not compromise flows at this location.

<i>(f) any alternative access to a road;</i>	Connections would be provided from the proposed junction at Sugarloaf Road, from the proposed internal road network to both 6 Aralia Street (to the north) and 96 Sugarloaf Road (to the south).
<i>(g) the need for the use;</i>	The proposed junction is necessary to facilitate the proposed subdivision of the subject lot.
<i>(h) any traffic impact assessment; and</i>	A TIA was submitted as part of the development application, which concluded that the proposed development would achieve sufficient sight distances, would not compromise the current road and traffic environment along Sugarloaf Road and makes recommendations in relation to treatment. These would be addressed by detailed engineering designs for the development.
<i>(i) any written advice received from the road authority”.</i>	Council is the road authority in this case, and is satisfied that the proposed layout would not have an unreasonable impact upon the efficiency of the road network at this location.

**Stormwater Management Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E7.7.1 A2	Stormwater drainage and disposal	<p>A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:</p> <p>(a) the size of new impervious area is more than 600m<sup>2</sup>;</p> <p>(b) new car parking is provided for more than 6 cars;</p> <p>(c) a subdivision is for more than 5 lots.</p>	<p>does not comply</p> <p>does not comply</p> <p>Does not comply – 71 lots proposed.</p>



The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause E7.7.1 for the following reasons.

<b>Performance Criterion</b>	<b>Comment</b>
<i>“A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so”.</i>	<p>The proponent submitted detailed engineering designs and supporting submissions in respect of the capacity of the proposal to address the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010.</p> <p>The detailed assessment proposes a network development based on 4 sub-catchment areas, to allow site flow through a combination of proprietary treatment systems then underground detention at the north-western corner of the site, and a detention pond in the north-eastern corner of the site. The pond itself would be likely to only contain water during a significant rainfall event, and the necessity for any safety measures (such as fencing) would be considered as part of the detailed engineering design. Modelling has also been undertaken for the development based on the MUSIC model.</p> <p>Council’s Engineers are satisfied that the subject property is capable of development that accords with the Strategy, and appropriate conditions have been included above to reflect this, thus satisfying the performance criterion to this clause.</p>

#### **74 Sugarloaf Road Specific Area Plan**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
F6.8.1 A1	Infrastructure	<p>The subdivision:</p> <p>(a) is minor boundary adjustment that maintains the minimum lot size and dimensions of each lot; or</p>	

		<p>(b) does not involve the creation of new road lots and would not prevent the implementation of the Road Layout Plan in Schedule 1 of this Plan; or</p> <p>(c) generally accords with the Road Layout Plan in Schedule 1 of this Plan.</p>	Does not comply – link to 6 Aralia Street.
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The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause F6.8.1 for the following reasons.

<b>Performance Criterion</b>	<b>Comment</b>
<i>“The proposed road layout: (a) provides street and pedestrian connectivity into adjoining lots; and</i>	The proposed internal road layout would provide connectivity to both adjoining properties to the north and south, as required, in terms of both vehicular and pedestrian access.
<i>(b) minimises access points onto Sugarloaf Road; and</i>	The proposed development is based on an internal road layout with a single access point to Sugarloaf Road at the western property boundary.
<i>(c) maximises street frontages to lots created; and</i>	The proposal does not incorporate internal lots (for residential purposes), facilitated by the design and configuration of the road layout and in accordance with the Layout Plan at Schedule 1 of the Specific Area Plan.
<i>(d) maximises the number of north-south or east-west orientated lots”.</i>	Approximately 80% of the lots proposed would be oriented north-south, with the remaining lots oriented east-west, as required.

## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 2 representations were received. The following issues were raised by the representors.

### **5.1. Boundary Fencing**

Concern is raised that recently established fencing that adjoins the subject property would require, as part of the subdivision, replacement and that any costs associated with replacement should not be borne by adjoining landowners.

- **Comment**

The fencing of the proposed development is not a relevant consideration under the Scheme. Fencing is a civil matter between landowners (present and future), regulated by the Boundary Fences Act 1908.

## **5.2. Environmental Impact**

The representations express concern about the environmental impact of the proposed development, on adjacent properties. Specific concerns are that “drainage, sewerage and stormwater” would cause an impact on adjacent land.

- **Comment**

Firstly and in relation to protection of natural values, it is noted that the Natural Assets Code does not affect the subject property.

Secondly and in relation to provision of services, Council’s Engineers are satisfied that the proposed subdivision can be developed in accordance with the relevant requirements of the Authority. Stormwater disposal has been addressed in detail by the documentation and appropriate conditions included to require the necessary detailed engineering designs for the development.

Finally and in relation to sewer and water, TasWater has provided consent and conditions of approval that must be met, for the development to proceed. These conditions will ensure that the environmental impacts associated with the subdivision are appropriately addressed, as required.

## **5.3. Noise**

Concern is raised that traffic noise associated with the residential subdivision proposed would be considerable, and potentially impact adjacent landowners.

- **Comment**

The site is zoned General Residential and while noise is not a matter relevant to the determination of this application under the Scheme, noise typical of a residential area should be anticipated.

## **6. EXTERNAL REFERRALS**

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

## **7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**7.2.** The proposal is consistent with the objectives of Schedule 1 of LUPAA.

## **8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

Developer contributions are required to comply with Council's Public Open Space Policy. The subject site is zoned General Residential, would form an extension of an existing urban area and will be afforded the highest level of access to both local and regional recreational opportunities. The development resulting from an approval of this application would increase residential density creating further demand on Council's POS network and associated facilities.

The proposal provides opportunity to secure POS identified as being required by both Council's Public Open Space Policy and by the 74 Sugarloaf Road Specific Area Plan. The area of land required for this purpose is comprised in POS Lots 101, 102 and 103 and represents an area of 4.32% of the site and is consistent with the land proposed to be provided to Council as POS.

The applicant has submitted that to meet the POS requirements of Council's Policy that Lot 100 is also to be provided to Council as open space. This land is proposed for stormwater detention, and on that basis it is not considered to be fit for purpose (useable) and is not accepted as a physical open space contribution.

Given that there is a need for POS in this location and proposed POS represents an area less than 5% of the site, an additional cash contribution in-lieu of POS should be considered. An appropriate condition has been included above to address this.

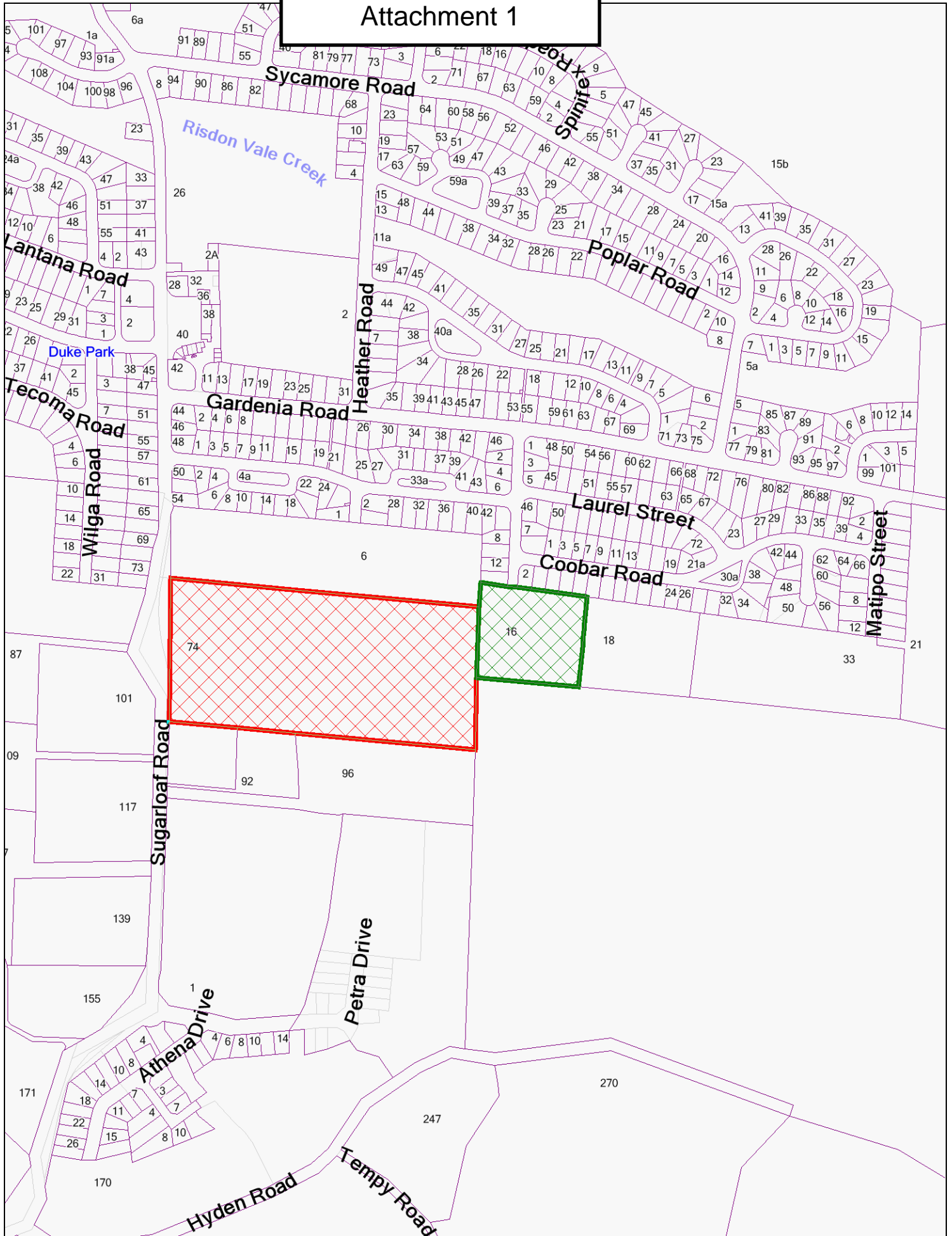
## **9. CONCLUSION**

The proposal is for a 71 lot subdivision at 74 Sugarloaf Road and 16 Marlock Street, Risdon Vale. The proposal satisfies the relevant requirements of the Scheme and is recommended for approval subject to the conditions above.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (1)  
3. Site Photo (1)

Ross Lovell  
**MANAGER CITY PLANNING**

# Attachment 1



**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Wednesday, 14 February 2018 **Scale:** 1:6,366 @A4





LOCATION PLAN Base image by TASMAR (www.tasmap.tas.gov.au) © State of Tasmania



10m x 15m Rectangle (position & orientation complies with A2)

Lot designated for Multiple Dwellings

This plan has been prepared only for the purpose of obtaining preliminary subdivisional approval from the local authority and is subject to that approval. All measurements and areas are subject to the final survey. Base image by TASMAR (www.tasmap.tas.gov.au), © State of Tasmania. Base data from the LIST (www.thelist.tas.gov.au), © State of Tasmania.



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EMAIL: admin@rbsurveyors.com  
WEB: www.rbsurveyors.com

OWNER: LAMBRAKIS MGH PTY LTD  
TITLE REFERENCE: C.T.243571/1  
LOCATION: 74 SUGARLOAF ROAD  
RISDON VALE

Proposed Subdivision	
Date: 10-11-2017	Reference: LAMBH16 9638-07
Scale: 1:750 (A1)	Municipality: CLARENCE
1:1500 (A3)	



**74 Sugarloaf Road & 16 Marlock Street, RISDON VALE**



**Site viewed from Sugarloaf Road, looking east at the existing property access**



**Site viewed from Sugarloaf Road, in the vicinity of the proposed access road looking east**



**Site viewed from rear of property, looking southwest**



**11.3.7 SUBDIVISION APPLICATION SD-2017/31 - 74 SUGARLOAF ROAD, RISDON VALE - 86 LOT SUBDIVISION**  
(File No SD-2017/31)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for an 86 lot subdivision at 74 Sugarloaf Road, Risdon Vale.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and subject to the Bushfire Prone Areas, Road and Railway Assets, Parking and Access and Stormwater Management Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). The 74 Sugarloaf Road Specific Area Plan also applies to the site. In accordance with the Scheme the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on 27 February 2018.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 2 representations were received raising the following issues:

- boundary fencing;
- environmental impact;
- noise; and
- traffic.

**RECOMMENDATION:**

A. That the application for a 86 lot Subdivision at 74 Sugarloaf Road, Risdon Vale (CI Ref SD-2017/31) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. GEN POS4 – POS CONTRIBUTION. Delete “5%” and replace with “0.68%”, and [Lots 1-85 inclusive].
  3. LAND 5 – SUBDIVISION LANDSCAPING.
  4. ENG A1 – NEW CROSSOVER [TSD-R09 (URBAN), 3.6m minimum].
  5. ENG S1 – INFRASTRUCTURE REPAIR.
  6. ENG S4 – STORMWATER CONNECTION.
  7. ENG S10 – UNDERGROUND SERVICES.
  8. ENG M2 – DESIGNS SD.
  9. ENG M4 – POS ACCESS.
  10. ENG M5 – EROSION CONTROL.
  11. ENG M7 – WEED MANAGEMENT PLAN.
  12. ENG M8 – EASEMENTS.
  13. ENG R1 – ROAD NAMES.
  14. ENG R2 – URBAN ROAD.
  15. ENG R5 – ROAD EXTENSION.
  16. ENG R6 – VEHICLE BARRIERS.
  17. All stormwater designs for the development must include Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions (or the MUSIC model) must be submitted to Council’s Group Manager Engineering Services for approval prior to the issue of the approved engineering drawings. This report is to include the maintenance management regime/replacement requirements for any treatment facilities.
  18. The development must meet all required Conditions of Approval specified by TasWater notice dated 3 October 2017 (TWDA 2017/01566-CCC).
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

**SUBDIVISION APPLICATION SD-2017/31 - 74 SUGARLOAF ROAD, RISDON VALE - 86 LOT SUBDIVISION /contd...**

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**ASSOCIATED REPORT****1. BACKGROUND**

The subdivision of the subject property has previously been approved by Council under SD-2010/18, which has since expired. This application is for a similar layout, with an increased total number of lots from 73 to 86 lots.

A second application for the subject site, SD-2017/30, has also been lodged by another party with Council and is for a similar layout with a total of 71 lots. Should both applications be approved, either permit could be acted upon to develop the site.

**2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned General Residential under the Scheme.

**2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.

**2.3.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10.0 – General Residential Zone;
- Section E1.0 – Bushfire Prone Areas Code;
- Section E5.0 – Road and Railway Assets Code;
- Section E6.0 – Parking and Access Code;
- Section E7.0 – Stormwater Management Code; and
- Section F6.0 – 74 Sugarloaf Road Specific Area Plan.

- 2.4.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

### **3. PROPOSAL IN DETAIL**

#### **3.1. The Site**

The site is comprised of a parcel with a total area of 7.684ha on the eastern side of Sugarloaf Road. The subject land has a north/north-westerly aspect and is gently to moderately sloping with the flatter land along the Sugarloaf Road frontage. Generally the land is clear of vegetation although there is an area of remnant vegetation at the north-eastern part of the site, which extends into the adjoining property to the north.

The land supports several outbuildings in a state of disrepair. These buildings are located across the central part of the site.

#### **3.2. The Proposal**

The proposal is for the subdivision of 86 residential lots in a single stage, as shown in the attachments. The following documents were submitted in support of the proposed development:

- Traffic Impact Assessment – November 2017;
- Bushfire Report – November 2017;
- Stormwater Report – January 2018; and
- Landscape Plan – December 2017.

This development would be accessed by a proposed internal road network with future access points to the north and south. The connection point to the existing road network would be from the Sugarloaf Road frontage. The proposed road layout would have a minimum width of 18.0m, and each lot proposed is capable of supporting a 10m x 15m building envelope.

The proposed lots would range in size from 401m<sup>2</sup> to 1331m<sup>2</sup>, would have frontage ranging from 5.5m to 29.0m to the proposed internal road, and would have constructed vehicular accesses from this internal road layout. Several lots have been designated as being for Multiple Dwellings throughout the subdivision, and 2 lots (Lots 100 and 104) for Council stormwater infrastructure. An underground stormwater detention chamber is proposed to be located in Lot 100 and an open storage pond in Lot 104.

Three lots (Lots 101, 102 and 103) are proposed for public open space to create a linear strip of open space across the centre of the site, from 6 Aralia Street to 96 Sugarloaf Road.

#### **4. PLANNING ASSESSMENT**

##### **4.1. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*  
*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

Reference to these principles is contained in the discussion below.

##### **4.2. Compliance with Zone and Codes**

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential Zone, and Bushfire Prone Areas, Road and Railway Assets, Parking and Access and Stormwater Management Codes and the 74 Sugarloaf Road Specific Area Plan with the exception of the following.

**General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
10.6.1 A2	Lot design	<p>The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities:</p> <p>(g) clear of the frontage, side and rear boundary setbacks;</p> <p>(h) not subject to any codes in this planning scheme;</p> <p>(i) clear of title restrictions such as easements and restrictive covenants;</p> <p>(j) has an average slope of no more than 1 in 5;</p> <p>(k) the long axis of the building area faces north or within 20 degrees west or 30 degrees east of north;</p> <p>(l) is 10m x 15m in size.</p>	<p>complies</p> <p>Does not comply – Bushfire Prone Areas and Stormwater Management Codes relevant.</p> <p>complies</p> <p>complies</p> <p>complies</p> <p>complies</p>

The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 10.6.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“The design of each lot must contain a building area able to satisfy all of the following:</i></p> <p><i>(f) be reasonably capable of accommodating residential use and development;</i></p>	<p>The proposed lots satisfy the relevant parts of the Acceptable Solution described above in relation to clearance from setbacks and title restrictions, slope and orientation and size of the building areas. The lots are considered to be of a size and shape consistent with surrounding residential lots in Risdon Vale, and would support a range of development types as permitted within the General Residential Zone.</p>
<p><i>(g) meets any applicable standards in codes in this planning scheme;</i></p>	<p>Both the Bushfire Prone Areas and Stormwater Management Codes are relevant to the development. A bushfire risk assessment was submitted in support of the proposal which satisfactorily addresses the relevant requirements of the code, and detailed engineering submissions were made in support of the proposal as required by the Stormwater Code.</p>
<p><i>(h) enables future development to achieve maximum solar access, given the slope and aspect of the land;</i></p>	<p>The proposed lots would accommodate the building areas identified with northerly orientation, capable of supporting future development with maximum solar access.</p>
<p><i>(i) minimises the need for earth works, retaining walls, and fill and excavation associated with future development;</i></p>	<p>The proposed lots would be accessed from a proposed internal road network off Sugarloaf Road, to be developed in accordance with Council’s engineering requirements. The site is gently to moderately sloping and Council’s Engineers are satisfied that the proposed layout would minimise the need for substantial earth works and retaining structures associated with both the development of the subdivision itself, and future residential development of the lots.</p>

<p>(j) <i>provides for sufficient useable area on the lot for both of the following;</i></p> <p>(iii) <i>on-site parking and manoeuvring;</i></p> <p>(iv) <i>adequate private open space”.</i></p>	<p>The proposed lots range in size from 401m<sup>2</sup> to 1331m<sup>2</sup>. This meets the prescribed minimum and maximum lot size for the zone and is considered to be sufficiently large to enable reasonable and appropriate residential development, with compliant private open space and vehicle parking and manoeuvring areas.</p>
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**General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
10.6.1 A5	Lot design	Subdivision is for no more than 3 lots.	Does not comply – 86 lots proposed.

The proposed variation must be considered pursuant to the Performance Criteria P5 of the Clause 10.6.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“Arrangement and provision of lots must satisfy all of the following:</i>	see below
<p>(a) <i>have regard to providing a higher net density of dwellings along;</i></p> <p>i. <i>public transport corridors;</i></p> <p>ii. <i>adjoining or opposite public open space, except where the public open space presents a hazard risk such as bushfire;</i></p> <p>iii. <i>within 200m of business zones and local shops;</i></p>	<p>The proposed development is within close proximity of the public transport corridor at Sugarloaf Road, and would have a lot size consistent with the recently created lots within the vicinity of the site.</p>
<p>(b) <i>will not compromise the future subdivision of the entirety of the parent lot to the densities envisaged for the zone;</i></p>	<p>The subject land is within the General Residential Zone, and provides for the subdivision of the whole of the parent lot to densities envisaged for the zone.</p>
<p>(c) <i>staging, if any, provides for the efficient and ordered provision of new infrastructure;</i></p>	<p>It is not proposed to stage the development.</p>



<i>(d) opportunity is optimised for passive surveillance between future residential development on the lots and public spaces;</i>	The proposed lots would be oriented towards the proposed internal road network, with a linear strip proposed for the central part of the site. The open space would be central to the development and thus would provide for passive surveillance between the road reserve and adjacent properties. The POS lot proposed would form a future link to the adjacent property to the north at 6 Aralia Street, and associated future residential development.
<i>(e) is consistent with any applicable Local Area Objectives or Desired Future”.</i>	not applicable

**General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
10.6.2 A1	Roads	The subdivision includes no new road.	Does not comply – new internal road network proposed.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 10.6.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“The arrangement and construction of roads within a subdivision must satisfy all of the following:</i>	see below
<i>(k) the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;</i>	Council’s Engineers are satisfied that the proposed internal road network would be, subject to the inclusion of detailed engineering design conditions, in accordance with Council’s requirements.
<i>(l) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;</i>	The proposed development relates to the whole of the parent lot, meaning that there would be no balance lot remaining.
<i>(m) the future subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian paths, where appropriate, to common boundaries;</i>	The development proposes both road and pedestrian connections to both the neighbouring property to the north at 6 Aralia Street and to the south at 96 Sugarloaf Road.

<i>(n) an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;</i>	Council's Engineers are satisfied that the proposed road layout is appropriate, and that the supporting documentation confirms that the development would provide a safe and convenient configuration.
<i>(o) cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;</i>	No cul-de-sacs are proposed and road linkages would be provided to both the north and south.
<i>(p) connectivity with the neighbourhood road network is maximised;</i>	The proposed internal road network would provide for connectivity to future development at 6 Aralia Street, and to the south at 96 Sugarloaf Road. The proposed road layout would be accessed from Sugarloaf Road thus retaining that connection point.
<i>(q) the travel distance between key destinations such as shops and services is minimised;</i>	The proposed layout would facilitate efficient access between the subject lot, adjacent lots and service centres as required.
<i>(r) walking, cycling and the efficient movement of public transport is facilitated;</i>	Sugarloaf Road is a public transport corridor and the proposed development would provide for efficient access to this service. Similarly, the layout would encourage pedestrian and cycle movements between open space areas and Sugarloaf Road.
<i>(s) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;</i>	not applicable
<i>(t) any adjacent existing grid pattern of streets is extended, where there are no significant topographical constraints".</i>	The proposed layout would be consistent with that specified by the 74 Sugarloaf Road Specific Area Plan (discussed below), and with the pattern of surrounding development.

**General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
10.6.3 A1	Ways and public open space	No acceptable solution.	does not comply

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 10.6.3 for the following reasons.

<b>Performance Criterion</b>	<b>Comment</b>
<p><i>“P1 - The arrangement of ways and public open space within a subdivision must satisfy all of the following:</i></p> <p><i>(j) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;</i></p>	<p>The proposed public open space (POS) lot represents 4.32% of the total area of the lot, would be comprised in 3 parcels (Lots 101, 102 and 103) in a linear alignment north/south at the centre of the site. It would connect to the adjacent property to the north at 6 Aralia Street and to the south at 96 Sugarloaf Road.</p>
<p><i>(k) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;</i></p>	<p>The POS lots proposed would provide for connection opportunities for neighbouring land to the north and south.</p>
<p><i>(l) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;</i></p>	<p>Both road and open space connections are proposed to the north and south, as required by the relevant specific area plan and this clause.</p>
<p><i>(m) convenient access to local shops, community facilities, public open space and public transport routes is provided;</i></p>	<p>The proposed layout would facilitate efficient access between the subject lot, adjacent lots and service centres as required.</p>
<p><i>(n) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;</i></p>	<p>The proposed open space lots would provide for passive surveillance from both the neighbouring lots and internal road network, as discussed.</p>
<p><i>(o) provides for a legible movement network;</i></p>	<p>Movement between the proposed open space lots and the pedestrian network would be facilitated by the proposal, as required.</p>
<p><i>(p) the route of new ways has regard to any pedestrian and cycle way or public open space plan adopted by the Planning Authority;</i></p>	<p>The proposed POS lots have regard to Council’s Tracks and Trails Strategy, which is focussed on Sugarloaf Road in the vicinity of this parcel. The proposal further provides the open space linkages required by the 74 Sugarloaf Road Specific Area Plan to both 6 Aralia Street and 96 Sugarloaf Road.</p>

<p>(q) <i>Public Open Space must be provided as land or cash-in-lieu, in accordance with the relevant Council Policy.</i></p>	<p>The proposal provides opportunity to secure POS identified as being required by both Council's Public Open Space Policy and by the 74 Sugarloaf Road Specific Area Plan. The area of land required for this purpose is 3320m<sup>2</sup> which represents an area of 4.32% of the site and is consistent with the land proposed to be provided to Council as POS. A cash contribution of 0.68% of the value of the parent lot would also be required as a condition of approval, the details of which are discussed in relation to Council's Public Open Space Policy at Section 8.0 of this report, below.</p>
<p>(r) <i>new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:</i></p> <ul style="list-style-type: none"> <li>(i) <i>the width of the way;</i></li> <li>(ii) <i>the length of the way;</i></li> <li>(iii) <i>landscaping within the way;</i></li> <li>(iv) <i>lighting;</i></li> <li>(v) <i>provision of opportunities for 'loitering';</i></li> <li>(vi) <i>the shape of the way (avoiding bends, corners or other opportunities for concealment)".</i></li> </ul>	<p>The proposed POS lots would provide a connection only (at this time), which would not lead to or create a potential entrapment scenario. Future development of the adjacent lots would lead to the availability of further connections at that time.</p>

### **General Residential Zone**

Clause	Standard	Acceptable Solution	Proposed
10.6.4 A4	Services	The subdivision includes no new road.	Does not comply – new internal road network proposed.

The proposed variation must be considered pursuant to the Performance Criteria P4 of the Clause 10.6.4 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“The subdivision provides for the installation of fibre ready facilities (pit and pipe that can hold optical fibre line) and the underground provision of electricity supply”.</i>	The proposed development would be required, in relation to the detailed engineering designs, to ensure that provision for underground electricity be made. This is reflected in the recommended conditions.

### **Road and Railway Assets Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E5.5.1 A3	Existing road accesses and junctions	The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	Does not comply – proposed junction would increase movements by in excess of 40 per day.

The proposed variation must be considered pursuant to the Performance Criteria P3 of Clause E5.5.1 for the following reasons.

<b>Performance Criterion</b>	<b>Comment</b>
<i>“Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i>	see below
<i>(j) the increase in traffic caused by the use;</i>	The existing road infrastructure has capacity for the increased traffic demand resulting from the development.
<i>(k) the nature of the traffic generated by the use;</i>	The traffic to be generated would primarily be residential vehicles and associated service vehicles. The road network would be designed for the nature and frequency of movements.

<i>(l) the nature and efficiency of the access or the junction;</i>	The submitted Traffic Impact Assessment (TIA) identified the use of cross junctions incorporating roundabouts, to provide for efficiency of road layout and functionality.
<i>(m) the nature and category of the road;</i>	Sugarloaf Road is a collector road, which would not be compromised by the proposed internal layout.
<i>(n) the speed limit and traffic flow of the road;</i>	The residential area would have a default speed limit of 50km/h, and Sugarloaf Road would retain a 70km/h speed limit south of the new junction. The proposed junction would not compromise flows at this location.
<i>(o) any alternative access to a road;</i>	Connections would be provided from the proposed junction at Sugarloaf Road, from the proposed internal road network to both 6 Aralia Street (to the north) and 96 Sugarloaf Road (to the south).
<i>(p) the need for the use;</i>	The proposed junction is necessary to facilitate the proposed residential subdivision of the subject lot.
<i>(q) any traffic impact assessment; and</i>	A TIA was submitted as part of the development application, which concluded that the proposed development would achieve sufficient sight distances, would not compromise the current road and traffic environment along Sugarloaf Road and makes recommendations in relation to treatment. These would be addressed by detailed engineering designs for the development.
<i>(r) any written advice received from the road authority”.</i>	Council is the road authority in this case and is satisfied that the proposed layout would not have an unreasonable impact upon the efficiency of the road network at this location.

**Stormwater Management Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E7.7.1 A2	Stormwater drainage and disposal	<p>A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:</p> <p>(d) the size of new impervious area is more than 600m<sup>2</sup>;</p> <p>(e) new car parking is provided for more than 6 cars;</p> <p>(f) a subdivision is for more than 5 lots.</p>	<p>does not comply</p> <p>does not comply</p> <p>Does not comply – 86 residential lots proposed.</p>

The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause E7.7.1 for the following reasons.

<b>Performance Criterion</b>	<b>Comment</b>
<p><i>“A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so”.</i></p>	<p>The proponent submitted detailed engineering designs and supporting submissions in respect of the capacity of the proposal to address the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010.</p> <p>The detailed assessment proposes a network development based on 4 sub-catchment areas, to allow site flow through a combination of proprietary treatment systems then underground detention at the north-western corner of the site, and a detention pond in the north-eastern corner of the site. The pond itself would be likely to only contain water during a significant rainfall event, and the necessity for any safety measures (such as fencing) would be considered as part of the detailed engineering design. Modelling has also been undertaken for the development based on the MUSIC model.</p>

	Council's Engineers are satisfied that the subject property is capable of development that accords with the Strategy, and appropriate conditions have been included above to reflect this, thus satisfying the performance criterion to this clause. It is noted that any safety issues
--	---

**74 Sugarloaf Road Specific Area Plan**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
F6.8.1 A1	Infrastructure	<p>The subdivision:</p> <p>(d) is minor boundary adjustment that maintains the minimum lot size and dimensions of each lot; or</p> <p>(e) does not involve the creation of new road lots and would not prevent the implementation of the Road Layout Plan in Schedule 1 of this Plan; or</p> <p>(f) generally accords with the Road Layout Plan in Schedule 1 of this Plan.</p>	Does not comply – link to 6 Aralia Street.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause F6.8.1 for the following reasons.

<b>Performance Criterion</b>	<b>Comment</b>
<i>“The proposed road layout: (e) provides street and pedestrian connectivity into adjoining lots, and</i>	The proposed internal road layout would provide connectivity to both adjoining properties to the north and south, as required, in terms of both vehicular and pedestrian access.
<i>(f) minimises access points onto Sugarloaf Road, and</i>	The proposed development is based on an internal road layout with a single access point to Sugarloaf Road at the western property boundary.
<i>(g) maximises street frontages to lots created, and</i>	The proposal does not incorporate internal lots (for residential purposes), facilitated by the design and configuration of the road layout and in accordance with the Layout Plan at Schedule 1 of the Specific Area Plan.



<i>(h) maximises the number of north-south or east-west orientated lots”.</i>	Approximately 80% of the lots proposed would be oriented north-south, with the remaining lots oriented east-west, as required.
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## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 2 representations were received. The following issues were raised by the representors.

### **5.1. Boundary Fencing**

Concern is raised that recently established fencing that adjoins the subject property would require, as part of the subdivision, replacement and that any costs associated with replacement should not be borne by adjoining landowners.

- **Comment**

The fencing of the proposed development is not a relevant consideration under the Scheme. Fencing is a civil matter between landowners (present and future), regulated by the Boundary Fences Act 1908.

### **5.2. Environmental Impact**

The representations express concern about the environmental impact of the proposed development, on adjacent properties. Specific concerns are that “drainage, sewerage and stormwater” would cause an impact on adjacent land.

- **Comment**

Firstly and in relation to protection of natural values, it is noted that the Natural Assets Code does not affect the subject property.

Secondly and in relation to provision of services, Council’s Engineers are satisfied that the proposed subdivision can be developed in accordance with the relevant requirements of the Authority. Stormwater disposal has been addressed in detail by the documentation and appropriate conditions included to require the necessary detailed engineering designs for the development.

Finally, and in relation to sewer and water, TasWater has provided consent and conditions of approval that must be met for the development to proceed. These conditions will ensure that the environmental impacts associated with the subdivision are appropriately addressed, as required.

### **5.3. Noise**

Concern is raised that traffic noise associated with the residential subdivision proposed would be considerable and potentially impact adjacent landowners.

- **Comment**

The site is zoned General Residential and while noise is not a matter relevant to the determination of this application under the Scheme, noise typical of a residential area should be anticipated.

### **5.4. Traffic**

Concern is raised that the proposal would have an adverse impact on residential amenity, in that there would be a significant increase in traffic movements created by future development of the subdivision.

- **Comment**

Council's Engineers are satisfied that the proposed road layout is appropriate and the supporting documentation confirms that the development would provide a safe and convenient configuration. On the basis that the relevant requirements of the Road and Railway Assets Code of the Scheme are met by the proposal, the increase in the number of vehicular movements is reasonable and should be anticipated. This issue is therefore not of determining weight.

## **6. EXTERNAL REFERRALS**

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

**7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**7.2.** The proposal is consistent with the objectives of Schedule 1 of LUPAA.

**8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

Developer contributions are required to comply with Council's Public Open Space Policy. The subject site is zoned General Residential, would form an extension of an existing urban area and will be afforded the highest level of access to both local and regional recreational opportunities. The development resulting from an approval of this application would increase residential density creating further demand on Council's POS network and associated facilities.

The proposal provides opportunity to secure POS identified as being required by both Council's Public Open Space Policy and by the 74 Sugarloaf Road Specific Area Plan. The area of land required for this purpose is comprised in POS Lots 101, 102 and 103 and represents an area of 4.32% of the site and is consistent with the land proposed to be provided to Council as POS.

The applicant has submitted that to meet the POS requirements of Council's Policy that Lot 100 is also to be provided to Council as open space. This land is proposed for stormwater detention and on that basis it is not considered to be fit for purpose (useable) and is not accepted as a physical open space contribution.

Given that there is a need for POS in this location and proposed POS represents an area less than 5% of the site an additional cash contribution in-lieu of POS should be considered. An appropriate condition has been included above to address this.

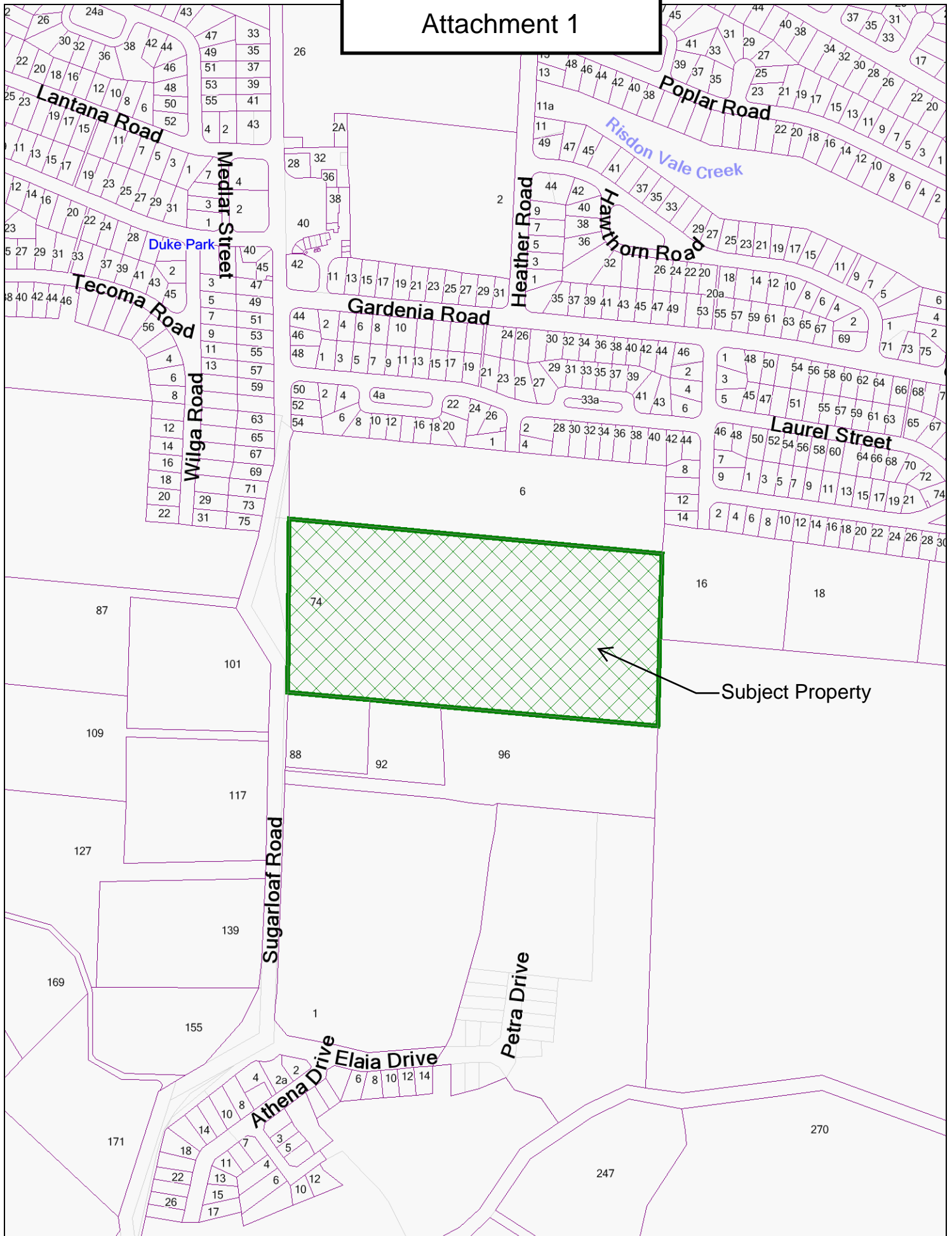
**9. CONCLUSION**

The proposal is for an 86 lot subdivision at 74 Sugarloaf Road, Risdon Vale. The proposal satisfies the relevant requirements of the Scheme and is recommended for approval subject to the conditions above.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (1)  
3. Site Photo (1)

Ross Lovell  
**MANAGER CITY PLANNING**

Attachment 1



Subject Property



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LOCATION PLAN Base image by TASMAT (www.tasmap.tas.gov.au) © State of Tasmania



LOT DETAILS PLAN

- 10m x 15m Rectangle (position & orientation complies with A2)
- 10m x 15m Rectangle (position complies with A2 but orientation does not)
- Lot designated for Multiple Dwellings

This plan has been prepared only for the purpose of obtaining preliminary subdivisional approval from the local authority and is subject to that approval. All measurements and areas are subject to the final survey. Base image by TASMAT (www.tasmap.tas.gov.au). © State of Tasmania Base data from the LIST (www.thelist.tas.gov.au). © State of Tasmania



UNIT 1, 2 KENNEDY DRIVE  
CAMBRIDGE 7170  
PHONE: (03)6248 5898  
EMAIL: admin@rbsurveyors.com  
WEB: www.rbsurveyors.com

OWNER: LAMBRAKIS MGH PTY LTD  
TITLE REFERENCE: C.T.243571/1  
LOCATION: 74 SUGARLOAF ROAD  
RISDON VALE

Proposed Subdivision	
Date: 10-11-2017	Reference: LAMBH16 9638-06
Scale: 1:750 (A1) 1:1500 (A3)	Municipality: CLARENCE



**74 Sugarloaf Road, RISDON VALE**



**Site viewed from Sugarloaf Road, looking east at the existing property access**



**Site viewed from Sugarloaf Road, in the vicinity of the proposed access road looking east**



**Site viewed from rear of property, looking southwest**

**11.3.8 DEVELOPMENT APPLICATION D-2017/532 - 201 KENNEDY DRIVE, CAMBRIDGE – TRANSPORT DEPOT (INCLUDING OFFICE AND STORAGE CONTAINER BUILDINGS AND ON-SITE PARKING)**  
(File No. D-2017/532)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Transport Depot (including office and storage container buildings and on-site parking) at 201 Kennedy Drive, Cambridge.

**RELATION TO PLANNING PROVISIONS**

The land is zoned Light Industrial and subject to the Airport Buffer Zone under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which was extended with the consent of the applicant until 28 February 2018.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the following issues:

- appearance of building; and
- visual impact.

**RECOMMENDATION:**

- A. That the Development Application for a Transport Depot (including office and storage container buildings and on-site parking) at 201 Kennedy Drive, Cambridge (CI Ref D-2017/532) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.



2. The long-term storage area must be screened by a 2.1m high solid screen on the northern, eastern and western of the lot adjoining this area. No materials or goods may be visible above the height of the screen. Plans of the screen must be submitted and approved by Council's Manager City Planning.
3. The buildings must be painted in muted colours. Amended plans showing the colour scheme must be submitted and approved by Council's Manager City Planning.
4. ENG A5 – SEALED CAR PARKING.
5. ENG S1 – INFRASTRUCTURE REPAIR.
6. ENG M1 – DESIGNS DA remove first dot point, delete last paragraph.
7. LAND 1A – LANDSCAPING PLAN delete last sentence and replace with "All landscape works must be maintained:

- in perpetuity by the existing and future owners/occupiers of the property;
- in a healthy state; and
- in accordance with the approved landscape plan;

If any of the vegetation comprising the landscaping dies or is removed, it is to be replaced with vegetation of the same species and, to the greatest extent practicable, the same maturity, as the vegetation which died or which was removed.

Note: Refer to 'Preparing Landscape Plans for Development Applications' pamphlet for further information.

Installed landscape works (soft and hard) will be inspected for adherence to the approved landscape plan and for quality of workmanship. In order for a landscape bond to be released the works must be deemed satisfactory by Councils Landscape Design Officer. Trade standard will be the minimum quality benchmark that all landscape works will be assessed against."

8. LAND 3 – LANDSCAPE BOND (COMMERCIAL).
9. The works required by Conditions 2, 3, 4, 6, 7 and 8 must be completed within 30 days of the date of the permit. If not, all buildings and vehicles must be removed from the site until such time the works have been completed.
10. The long-term storage area must only be used for storage of vehicles associated with the use and must not be used as a wrecking yard or a scrap yard without further approval from Council.

11. No mechanical repairs or servicing of vehicles shall occur on-site without further consent of Council.
  12. GEN S1 – SIGN CONSENT.
  13. The development must meet all required Conditions of Approval specified by TasWater notice dated 21 November 2018 (TWDA 2017/01823-CCC).
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

---

## **ASSOCIATED REPORT**

### **1. BACKGROUND**

The application was lodged in November 2017. However, it came to Council’s attention in December 2017 that the applicant was operating from the site prior to obtaining all necessary approvals. A site inspection showed that the site contained shipping containers, a building used as an office, and a number of hire vehicles parking in the front of the site, and also vehicles parked at the rear of the site. The area in the front of the site had a gravelled surface and a black metal fence was constructed along the frontage.

On 14 December 2017, the business operators were served with a letter requesting them to show cause why enforcement action should not be taken by Council. An unsatisfactory response was received on 17 January 2018 and in the circumstances, a Notice of Intention to issue an Enforcement Notice was served on 5 February 2018. In accordance with the procedures in the Act, the business operator was given until 23 February 2018 to make a representation in relation to the alleged offences.

### **2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned Light Industrial under the Scheme.

**2.2.** A Transport Depot is a discretionary use in the zone. The proposal is also discretionary because the use and development does not meet certain Acceptable Solutions under the Scheme.

**2.3.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10 – Light Industrial Zones; and
- Section E6.0 – Airport Buffer Code, Parking and Access, and Stormwater Management Codes

**2.4.** Council’s assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

### **3. PROPOSAL IN DETAIL**

#### **3.1. The Site**

The site is a 4681m<sup>2</sup> industrial lot on the northern side of Kennedy Drive and directly adjoining the Cambridge Airport on its west and north boundaries. The site is generally flat.

Access to the site is via an access road off Kennedy Drive.

The site is currently being used by Wicked Campers and currently contains a number of unpainted containers and vehicles used in the business. The rear of the site is used for the storage of damaged vehicles.

The site presents very poorly to the street and adjacent properties due to the untidy appearance of the buildings, lack of sealed car parking areas, unscreened registered and wrecked vehicles and the absence of landscaping. The site’s presentation contrasts with many sites in the area, whose owners have invested in appropriate landscaping, hard stand areas and appropriate buildings.

### **3.2. The Proposal**

The proposal is to use the site for the purposes of operating a hire vehicle business from the site (Wicked Campers). The use includes 2 containers to be used as storage and office space and a roofed area for cleaning vehicles. Thirty six parking spaces will be provided for customer parking in the front part of the site and the area at the rear of the building is proposed to be used for long term storage.

The applicant has proposed that although the use is intended to be on-going, the use of the containers for an office and storage areas are intended to be temporary until such time permanent buildings are constructed. However, the applicant has indicated that the containers could be used for the business for approximately 2 years and therefore is not considered temporary for the purpose of assessment.

The applicant has proposed that the use is defined as “storage”, however, it is considered that the most similar use class would be ‘Transport Depot and Distribution’ which is a discretionary use in the zone.

As discussed above, the area at the rear of the site is proposed as long-term storage of vehicles. The applicant has confirmed that this storage area is for storage of hire vehicles not being used on a particular day and is considered ancillary to the use of the site as a Transport Depot.

However, it is not clear from the site inspections whether the wrecked vehicles located in this area of the site directly relate to the business or being used for spare parts. If the wrecked vehicles are not associated with the primary use and are being used for parts, this would not be consistent with the definition of a Transport Depot or Storage and would be defined as vehicle wrecking or scrap yard in the Recycling and Waste Disposal Use Class. A scrap yard is a Discretionary use in the zone, however, vehicle wrecking is prohibited unless ancillary to the primary use on the site.

It is recommended that a condition be included on the permit restricting the use of the long-term storage area to vehicles directly related to the business and that the site cannot be used for vehicle wrecking or a scrap yard, which requires further approval from Council.

A 5m landscaping strip is proposed to be provided along the frontage to Kennedy Drive.

Given the applicant has commenced use of the site without obtaining Council approval and that the operation has not ceased following the commencement of enforcement procedure against the operator, it is recommended that a condition be included on the permit requiring the necessary improvement to be completed within 30 days of the issue of the permit, otherwise, all buildings and vehicles must be removed from the site until such time that this occurs.

#### **4. PLANNING ASSESSMENT**

##### **4.1. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*  
*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

Reference to these principles is contained in the discussion below.

##### **4.2. Compliance with Zone and Codes**

The proposal meets the Scheme’s relevant Acceptable Solutions of the Light Industrial Zone and Parking and Access and Stormwater Codes with the exception of the following.

**Light Industrial Zone:**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
24.4.3 A1	Design	<p>Building design must comply with all of the following:</p> <p>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</p> <p>(b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade;</p> <p>(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade;</p> <p>(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;</p> <p>(e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;</p>	<p>complies</p> <p>Does not comply - the window and door openings on front façade is 17%.</p> <p>complies</p> <p>complies</p> <p>complies</p>

	(f) provide awnings over the public footpath if existing on the site or on adjoining lots;	not relevant
	(g) not include security shutters over windows or doors with a frontage to a street or public place.	not relevant
	(h) walls are clad in muted colours.	Does not comply as colours not specified.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 24.4.3 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“Building design must enhance the streetscape by satisfying all of the following:</i>	
<i>(a) provide the main access to the building in a way that is visible from the street or other public space boundary;</i>	The main access is orientated towards Kennedy Drive and will be clearly visible.
<i>(b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;</i>	The design provides sufficient windows in the façade which provides for passive surveillance of the car parking area used by customers.
<i>(c) treat very large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;</i>	The window and door openings in the façade effectively breaks up the façade which enhances the view of the site from the street.
<i>(d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is limited when viewed from the street;</i>	not relevant
<i>(e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have limited visual impact;</i>	not relevant

(f) <i>only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;</i>	shutters not proposed
(g) <i>be consistent with any Desired Future Character Statements provided for the area;</i>	The relevant desired Future Character Statements in Clause 24.1.3 (b) requires developments to have a high level of amenity, including landscaping to ensure adequate street presentation. Conditions requiring landscaping along the frontage, screening of the long-term storage area, sealing of car parking areas and painting of the buildings in muted colours will assist in ensuring that the presentation of the site is satisfactory.
(h) <i>walls are clad in muted tones unless they cannot be seen from a street or another public place”.</i>	Wall colours have not been specified and a condition is recommended to be included requiring the walls to be painted in muted colours.

**Light Industrial Zone:**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
24.4.4 A1	Noise	<p>Building design must comply with all of the following:</p> <p>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</p> <p>(b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 20% of the surface area of the ground floor level facade;</p>	<p>complies</p> <p>Does not comply the window and door openings on front façade is 17%.</p>



		(c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a carpark which amount to no less than 10% of the surface area of the ground floor level facade;	complies
		(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;	complies
		(e) provide external lighting to illuminate car parking areas and pathways;	complies
		(f) provide well-lit public access at the ground floor level from any external carpark.	Lighting is proposed to adequately light the access from the car parking to the office and roof structure.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 24.4.3 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“Building design must provide for passive surveillance of public spaces by satisfying all of the following:</i>	
<i>(a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;</i>	The main access is orientated towards Kennedy Drive and will be clearly visible.
<i>(b) locate windows to adequately overlook the street and adjoining public spaces;</i>	Windows are located in the office building which overlook the customer car parking area.
<i>(c) incorporate windows and doors for ground floor offices to look upon public access to the building;</i>	as above

<i>(d) locate external lighting to illuminate any entrapment spaces around the building site;</i>	External lighting is proposed to be installed around the car parking area office which will ensure that the car parking area and pathways are adequately illuminated.
<i>(e) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;</i>	The access to the site and office is visible from Kennedy Drive and the access road to adjacent properties.
<i>(f) provide for sight lines to other buildings and public spaces”.</i>	The proposed buildings and customer car parking area are clearly visible to and from Kennedy Drive and the access road off Kennedy Drive.

**Light Industrial Zone:**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
24.4.6 A1	Outdoor Storage Areas	<p>Outdoor storage areas for non-residential uses must comply with all of the following:</p> <p>(a) be located behind the building line;</p> <p>(b) all goods and materials stored must be screened from public view;</p> <p>(c) not encroach upon car parking areas, driveways or landscaped areas.</p>	<p>complies</p> <p>Does not comply as the long-term storage area at the rear of the site is visible when viewed from Kennedy Drive and the access road off Kennedy Drive.</p> <p>complies</p>

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 24.4.3 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“Outdoor storage areas for non-residential uses must satisfy all of the following:</i></p> <p><i>(a) be located, treated or screened to avoid unreasonable adverse impact on the visual amenity of the locality;</i></p>	<p>The long-term storage area of the site is highly visible from the street and adjoining properties and it is considered that screening is necessary to prevent an unreasonable amenity of the area.</p> <p>It is recommended that condition requiring screening of the fencing to a height of 2.1m should be included.</p>
<p><i>(b) not encroach upon car parking areas, driveways or landscaped areas”.</i></p>	<p>The long-term storage area does not encroach on the customer parking and vehicle area at the front of the site, the driveways or the proposed landscaping.</p>

## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

### **5.1. Appearance of Building**

Concern was raised that the style of buildings are of a temporary nature which is not in accordance with other sites in the area.

- **Comment**

The style and construction method is not an applicable relevant planning consideration under the Scheme. However, as discussed above, details of the colour scheme has not been provided and therefore a condition requiring the buildings to be painted in muted colours should be included in the permit.

**5.2. Visual Impact**

Concern was raised that the site is being used for storage of damaged/destroyed vehicles and that the proposal results in detrimental visual impact to adjoining lots, particularly in regards to passengers embarking from the adjacent airport.

- **Comment**

It is considered that the presentation using unpainted containers does not meet the Scheme requirements to use muted colours and therefore does not meet the relevant Desired Future Character of the Cambridge area to provide a high level of visual amenity. It is recommended that to reduce the visual impact of the site, appropriate landscaping and solid screening around the long-term storage area should be required as conditions on the permit. However, there are no specific standards that control appearance of buildings in terms of materials and construction techniques, apart from requiring muted colours.

**6. EXTERNAL REFERRALS**

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

**7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**7.2.** The proposal is consistent with the objectives of Schedule 1 of LUPAA.

**8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

**9. CONCLUSION**

The proposal for a Transport Depot is recommended for approval subject to conditions.

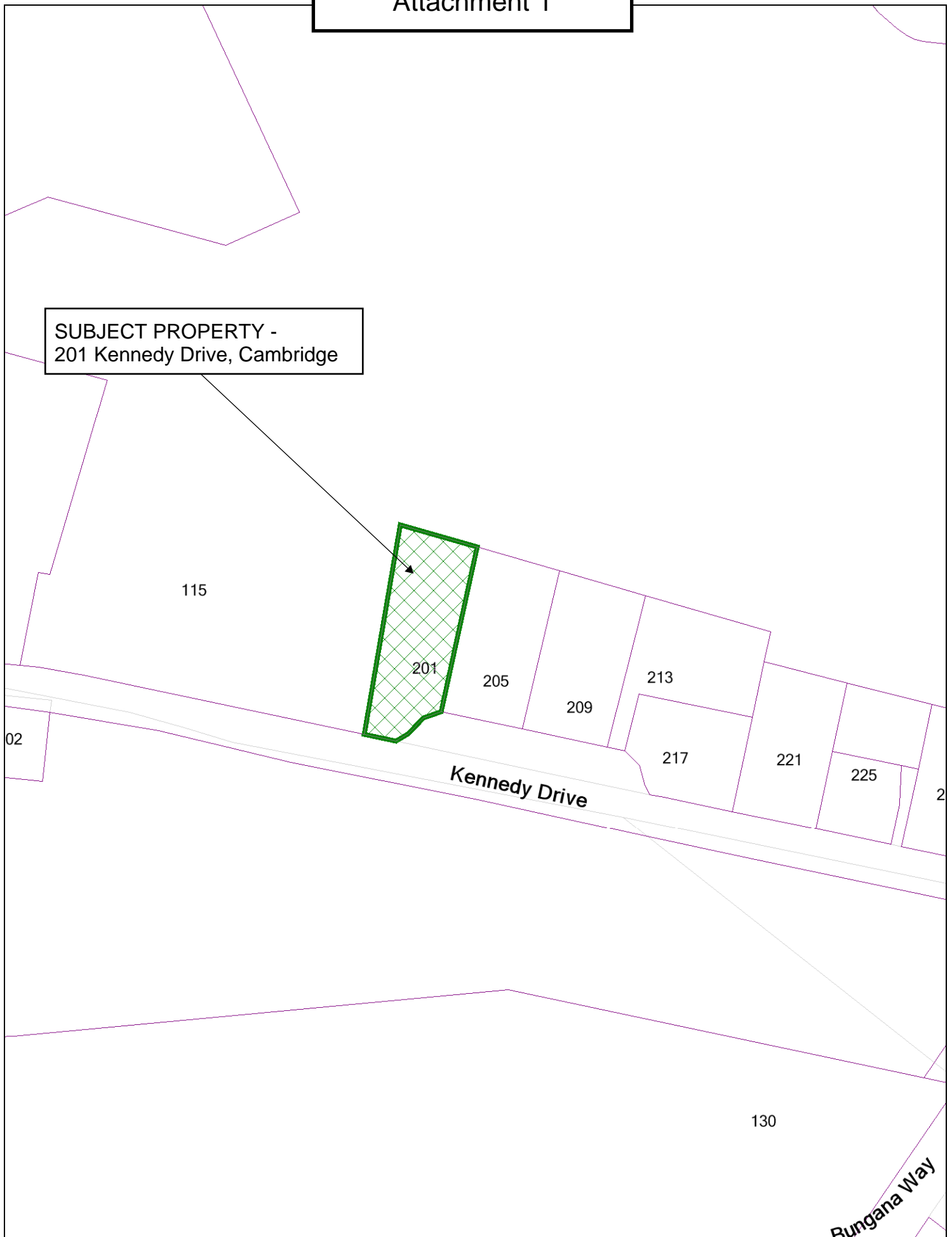
Attachments: 1. Location Plan (1)  
2. Proposal Plan (2)  
3. Site Photo (1)

Ross Lovell  
**MANAGER CITY PLANNING**

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.

# Attachment 1

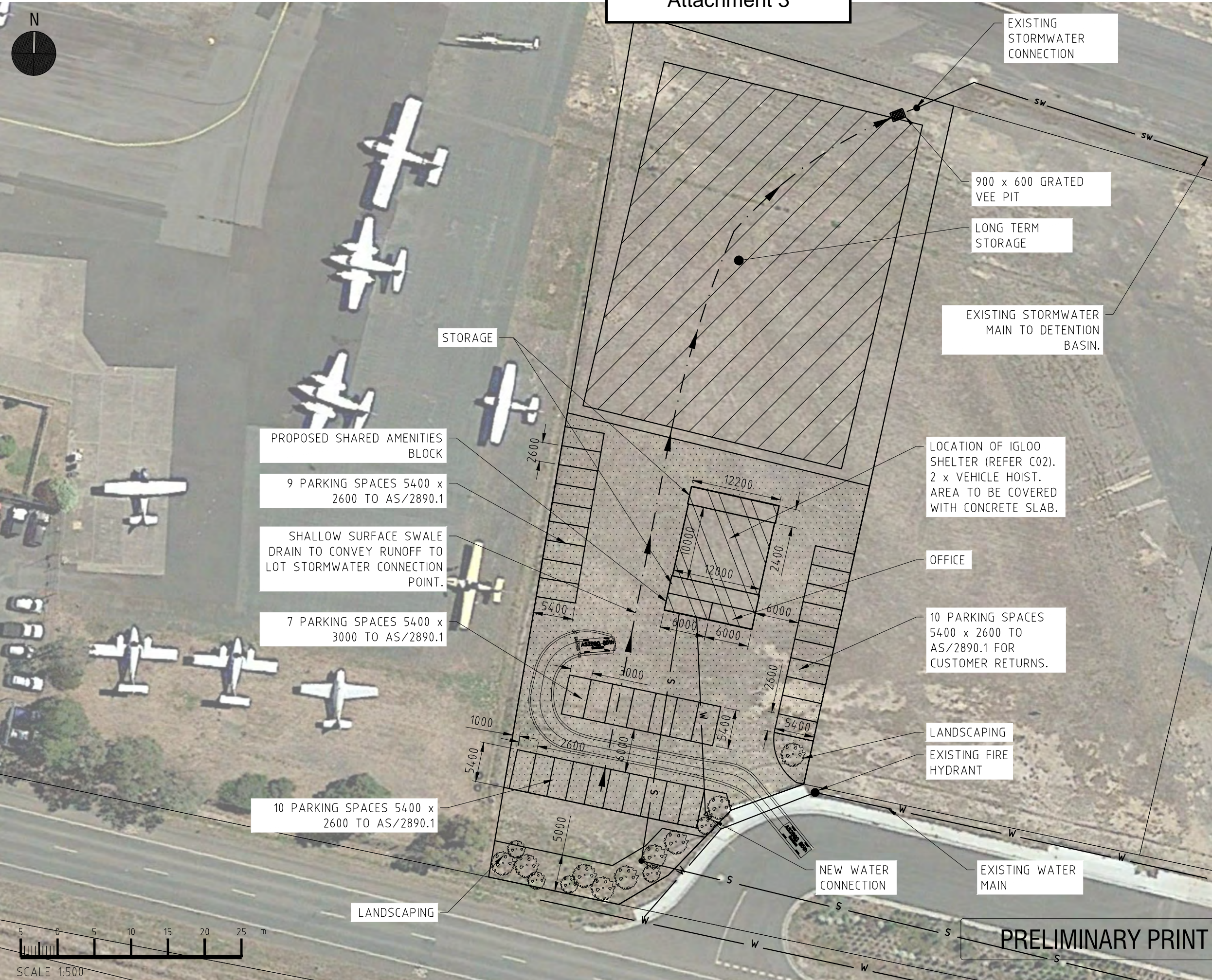
SUBJECT PROPERTY -  
201 Kennedy Drive, Cambridge



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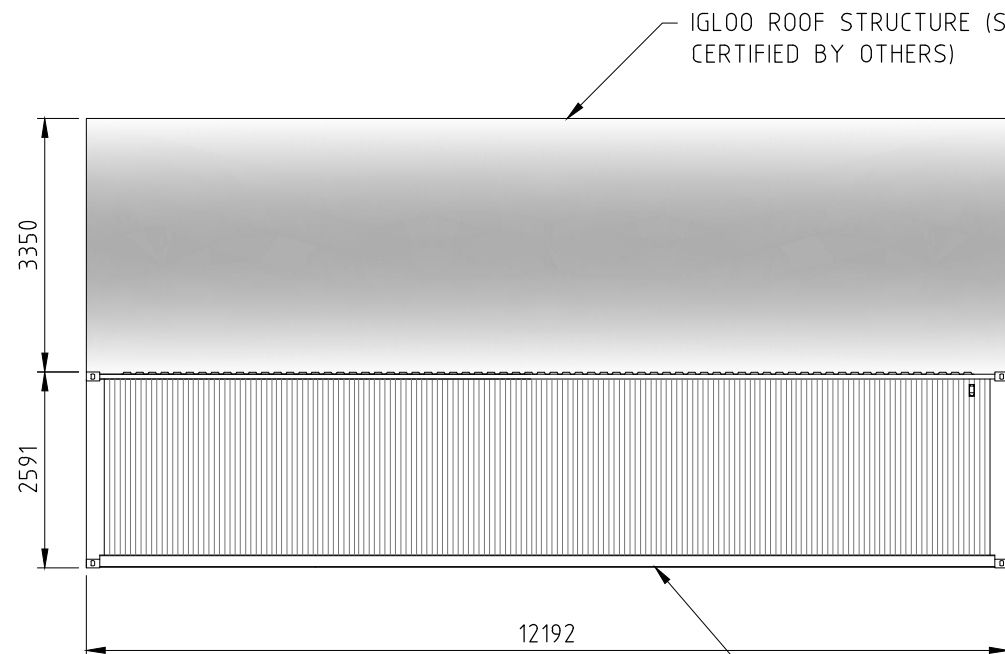


### Attachment 3



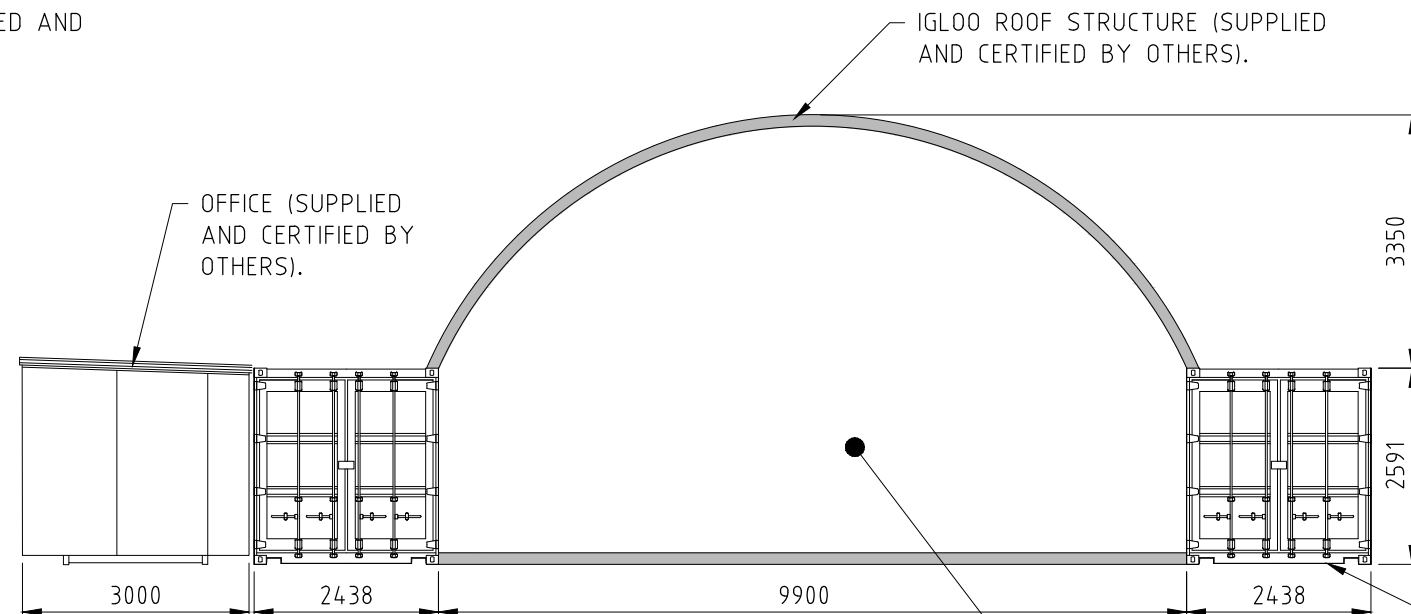
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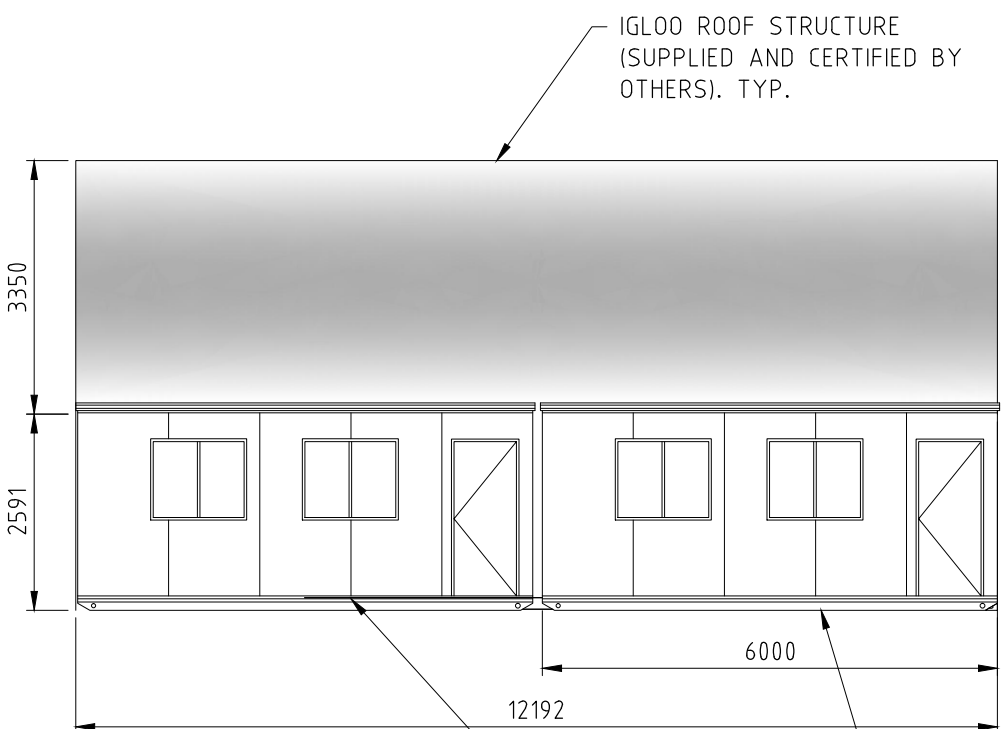
## NORTH ELEVATION

SCALE 1:100



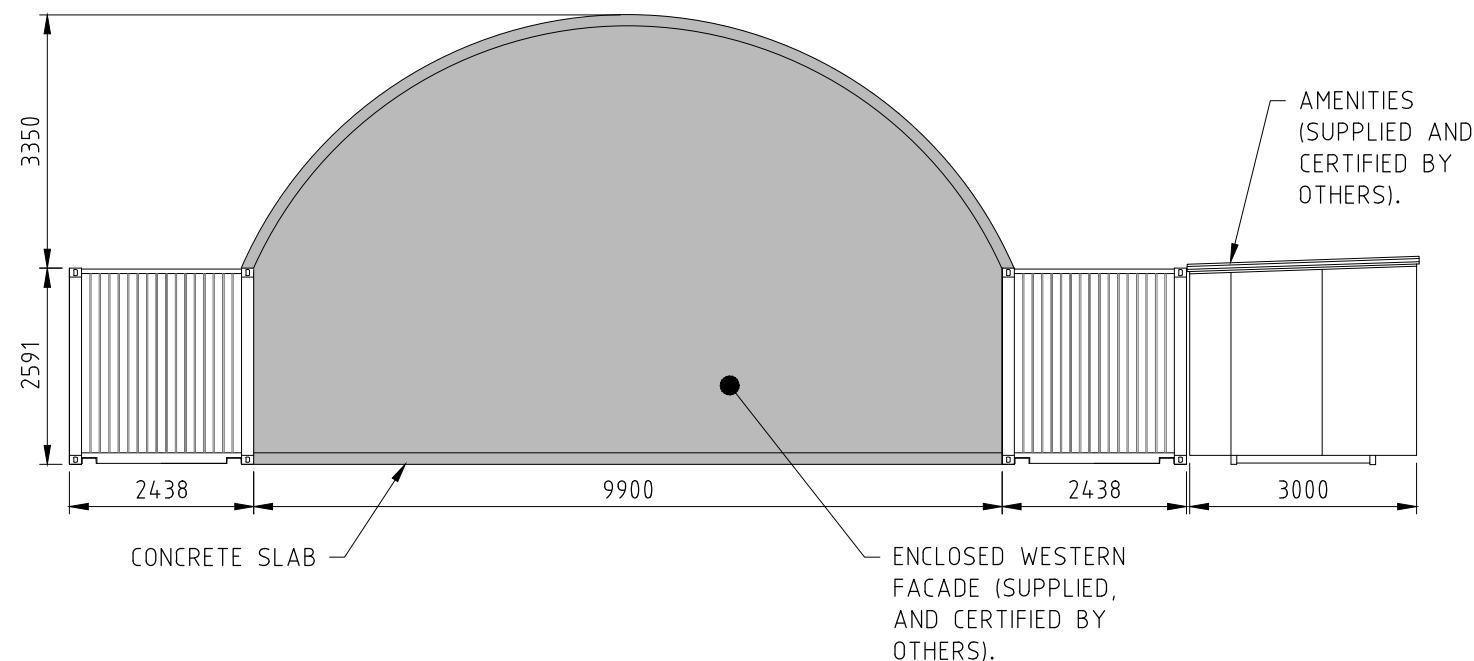
## EAST ELEVATION

SCALE 1:100



## SOUTH ELEVATION

SCALE 1:100



## WEST ELEVATION

SCALE 1:100

NOTE:  
FOR DESIGN APPROVAL  
PURPOSES ONLY.

P2 14.12.2017 REVISED FOR RFI  
P1 1.12.2017 FOR DA PURPOSE ONLY  
REV DATE REMARK



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PROJECT  
**201 KENNEDY DRIVE,  
CAMBRIDGE, TAS, 7170**

TITLE  
**PROPOSED CARPARK  
IGLOO SHELTER  
ELEVATIONS**

Accepted GLA (Discipline Head)	Date
Accepted CJM (Team Leader)	Date
Approved GLA (Group Manager)	Date
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SCALES @ A3	DESIGNED BY
1:100	CJM
	NDL
	PLOT DATE
	14/12/2017

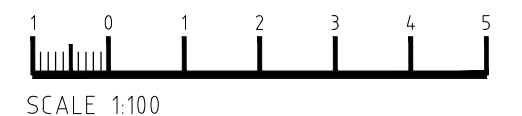
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PLOT DETAILS J173083PH-C01.DWG

PROJECT NO. **J173083PH**

DWG NO. **C02** REVISION **P1**

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**PRELIMINARY PRINT**



## Attachment 3

### **201 KENNEDY DRIVE, CAMBRIDGE**



***Photo 1: The subject site when viewed from Kennedy Drive.***

<b>11.4 CUSTOMER SERVICE</b>
------------------------------

Nil Items.

**11.5 ASSET MANAGEMENT****11.5.1 ROCHES BEACH – BEACH ENTRY MANAGEMENT – RESULTS FROM COMMUNITY CONSULTATION**

(File No 12-17-06)

**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this Report is to consider the feedback from the public information session and community consultation for adopting an entry management plan for access to Roches Beach at the Lauderdale Canal.

**RELATION TO EXISTING POLICY/PLANS**

Council's Strategic Plan 2016-2026 and Community Participation Policy are relevant.

**LEGISLATIVE REQUIREMENTS**

There are no specific legislative requirements.

**CONSULTATION**

A public information session was held by Council on 6 December 2017 at the Lauderdale Hall to discuss future access options. Community feedback forms were hand delivered to 1000 residents in the suburb of Lauderdale with the feedback closing on 20 December 2017.

**FINANCIAL IMPLICATIONS**

There are no funds currently approved for this project.

**RECOMMENDATION:**

- A. That Council adopts Option 2 as set out in Attachment 2 of the Associated Report as its preferred entry management to Roches Beach at the eastern end of the Lauderdale Canal.
- B. That Council authorises the General Manager to commence designing Option 2 and liaising with Crown Land Services to obtain the necessary approval.
- C. That Council consider funding the construction of Option 2 in the 2018/2019 budget process.
- D. That Council authorises the General Manager to write to the residents of Lauderdale advising of Council's Decision.

**ROCHES BEACH – BEACH ENTRY MANAGEMENT – RESULTS FROM COMMUNITY CONSULTATION /contd...**

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**ASSOCIATED REPORT****1. BACKGROUND**

- 1.1.** The section of dune which incorporated the previous concrete ramp access at the eastern end of the Lauderdale Canal was regarded as the most vulnerable location along Roches Beach, due to the low level of dune and limited sand volume. It was highly susceptible to future storm erosion and inundation.
- 1.2.** Council has several assets at the rear of this dune including a car park, roadway and parkland. Just to the north of the access is a public toilet built on the dune system. It is proposed for this toilet to be demolished and replaced with a toilet block at a new nearby location.
- 1.3.** Following the storm event in July 2011, Council engaged Water Research Laboratory of the University of New South Wales (WRL) to inspect both Roches Beach and Cremorne Beach and provide a priority list of works to assist with the following remedial actions. This site was identified as requiring additional volume and height for the dunes each side of the previous access. It was also identified as being at risk of immediate coastal erosion for a present day 1 in 100 year Average Return Interval (ARI) erosion event, with the extent of the erosion to impact on Council's infrastructure at the rear of the dunes.
- 1.4.** Council engaged WRL to investigate options for the site and provide a report to Council on its findings. Council received the report from WRL in March 2013.
- 1.5.** The Tasmanian Coastal Adaptation Pathways project (TCAP) identified that this site was vulnerable and maintaining the design height of the dune above storm surge levels from Frederick Henry Bay is necessary.

- 1.6.** Council, at its Meeting of 30 September 2013 approved the following in relation to the Beach Entry Management at Lauderdale Canal:

*“A. That Council authorise the General Manager to consult with the community in relation to the following options:*

- 1. Fill the existing access with a core of sand filled 2.5m<sup>3</sup> bags and cover the core with sand to 3m AHD (an increase of 750mm in height) and revegetate the dune. Provide a DDA compliant access over the constructed dune to the beach that allows for carriage of small water craft and those with mobility difficulty; and*
- 2. The existing access to remain as is.*

*B. The responses from the community consultation to be taken to a future Council Workshop”.*

- 1.7.** The community consultation was undertaken in accordance with the above resolution and the findings of the consultation process were explained to the Aldermen at its Workshop held on Tuesday, 28 January 2014.

- 1.8.** Adopted from the Council Meeting of 17 March 2014:

*“A. That Council approves, in principle, of the construction of the proposed sand dune and DDA compliant access at the Lauderdale Canal access.*

*B. That Council authorises the General Manager to obtain approval from Crown Land Services for the proposed sand dune and DDA compliant access at the Lauderdale Canal access.*

*C. That Council considers the construction of the proposed sand dune and DDA compliant access at the Lauderdale Canal access as part of the 2014-2015 budget process”.*

- 1.9.** Following a quotation process, consultants GHD was engaged and designed a timber DDA ramp from the car park to the beach.

- 1.10.** The Roches Beach access options noted in this Report are located at 89A South Terrace, Lauderdale. This is Crown Land held under lease by Council for 99 years from 1 April 1970.
- 1.11.** Quotations for construction of the DDA ramp were sought through Council's Multi-use Register. Batchelors Construction Pty Ltd were awarded the contract and after obtaining formal approval from Crown Land Services to build the dunes to the required level and install a timber DDA ramp.
- 1.12.** A further 10m extension of the timber beach access ramp is required to ensure the ramp is embedded into the sand. This is on hold.
- 1.13.** After completion of the timber ramp, Council received correspondence from residents concerned with the inability to launch their boat from the previous access. Workshops were held with Council on 7 August 2017 and 11 September 2017 explaining the background and reasons for installing the ramp.
- 1.14.** At its 16 October 2017 Meeting, Council resolved (Notice of Motion):

*“That Clarence Council provide beach access to Lauderdale Beach suitable for, but not limited to, Kayaks. Canoes and trailer able Dinghies (up to 5m). Officers to investigate options:*

- re-open recently closed access;*
- provide a new access North of the previous access;*
- provide a new access South of the previous access;*
- rectification of the use and safety community concerns of the current ramp including costs and options for access for water craft up to 5m to the Frederick Henry Bay beach in the immediate vicinity of the Lauderdale canal;*

*The legal/insurance issues related to the opening up of a dune which Council previously resolved to be created, following expert reports and recommendations.*

*by April 2018.*

- *A report be provided to Council by 30 November 2017 informing which of the above options is the most feasible to pursue and whether April 2018 may be affected by the need for Crown approval”.*

- 1.15.** Reports from WRL have indicated erosion of the dune on Roches Beach will result in inundation of the land behind the dune. The boat ramp site, if in the same condition as the previous access, would act as a funnel during a storm event, eroding the dune either side, flooding the land and potentially properties along North and South Terrace.

Council, in its actions has been trying to protect the reserve, services (water main, NBN, sewer) and land behind the previous beach access from coastal inundation from the Roches Beach side. Inundation is possible from both bays being;

#### **Frederick Henry Bay Side**

Temporary Inundation due to storm surge, can impact the parkland, services and property.

#### **Ralphs Bay Side**

Permanent Inundation due to sea level rise over a period of time, resulting in loss of land.

- 1.16.** Weather events over the years have resulted in significant retraction of the dune face, including approximately 12m depth of dune lost in the 1984 storm event and a further 7 to 8m in 2011. WRL advised at the public information session that evidence from previous decades is the Roches Beach dune is retreating approximately 200mm each year. Therefore, it is highly likely the existing dune face will suffer the effects of storm events in future years.

**1.17.** The Climate Change Impacts on Clarence Coastal Areas Report was published by the University of New South Wales Water Research Laboratory (WRL) in January 2009. A detailed summary of the Lauderdale Canal specific components of this report was provided at Council's Meeting of 27 November 201, including attachments showing the AHD levels of the previous access to the land behind and in North and South Terrace's. This report recommended that Council target a dune crest level of 3.0m AHD in the vicinity of the Lauderdale Canal.

**1.18.** James Burbury, Maritime Engineer, was engaged to assess the 3 options included in the Notice of Motion of 16 October 2017. He notes:

- “• *Due to the location, the design criteria should not conform with the Australian Standards for boat ramps or local recommendations (MAST) as it's not intended to be a formal boat ramp but provide beach access.*
- *The beach access being for cars, trailers, kayaks, canoes etc. to launch from the beach.*
- *Recommends the use of Flexmat – flexible concrete block mattresses as the surface so vehicles have traction to remove trailers and minimise maintenance to the surface of the access ramp”.*

The following options work on the premise of working to a crest level of 3.0m AHD.

- Option 1 – North of Previous Access;
- Option 2 – At Previous Access; and
- Option 3 – South of Previous Access.

Diagrams of the above options are located in Attachments 1, 2 and 3.

**1.19. WRL Comments on the Beach Access Options**

The University of New South Wales Water Research Laboratory (WRL) was asked to provide some brief comments on the beach access proposals. They advised:



- “• *Generally this type of flexmat ramp is protected by a headland or sea-wall to reduce wave impacts when launching and retrieving boats.*
- *Does not comply with Australian Standards for boat ramp design.*
- *Does not comply with MAST requirements for boat launching facility.*
- *Provides a beach access only to allow for launching of small boats.*
- *May increase wave run-up because of relative smoother surface of ramp.*
- *The foreshore will require continual sand nourishment from the impacts of wave action as has been witnessed with the DDA ramp”.*

WRL’s initial recommendations were:

- Recommend to bury the end of the ramp at a depth of 0.5m into the sand, same process as with the timber steps. This will assist with mitigating any curl back of the Flexmat through strong wave action.
- Suggested rotating the ramp anti-clockwise to reduce wave-overtopping and provide more length and lessen the gradient.

**1.20.** At its Meeting of 27 November 2017, Council adopted:

- “A. *That Council authorises the General Manager to coordinate a public information session on the Roches Beach access options noted in this Report, to inform and seek community feedback.*
- B. *That the results of the feedback from the public information session be reported at a future Council Meeting”.*

This Agenda Report fulfils Recommendation B.

## **2. REPORT IN DETAIL**

### **2.1. Public Information Session**

A public information session was held on 6 December 2017 at the Lauderdale Hall with approximately 100 people in attendance. James Carley from WRL presented a summary of the research undertaken into coastal inundation at Lauderdale. Council's Group Manager Engineering Services presented the 3 options for dinghy/kayak access. The feedback process was then explained with members of the public provided with an opportunity to express their opinion.

A contingent of the public expressed interest in analysing a fourth option – recreate the previous access.

### **2.2. Community Feedback**

- Feedback forms were provided at the public information session, on the website and hand delivered to over 1000 residences in Lauderdale.
- The feedback forms asked:  
Which beach access do you prefer? Please tick one
  - Option 1 – North of Previous Access; or
  - Option 2 – At the Previous Access; or
  - Option 3 – South of the Previous Access.

There was also the provision for written comments or general feedback. Diagrams of the proposed accesses were available on Council's website to view.

### **2.3. Option 4 – Recreate Previous Access**

- This option was raised by members of the public at the information session.
- As it was raised at the last minute, it was not included on the feedback forms distributed to residents.

- Any written feedback which suggested reinstatement of the previous access was recorded as a vote for Option 4.
- A plan showing Option 4 is attachment 4.

#### **2.4. Roches Beach Access – Feedback Results**

One hundred and forty five responses were received during the public consultation period. All but one addressed response was from Lauderdale.

**Table 1: Summary of Community Feedback**

	<b>All Responses</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>	<b>Option 4</b>	<b>No Option Selected</b>
Totals	145	45	71	9	19	8
%		31%	48.9%	6.2%	13.1%	5.5%

Almost all of the respondents provided general comments or feedback.

#### **2.5. Option 1 – North of Previous Access – Feedback (31%)**

General comments provided by Option 1 respondents included:

- this option would be safer to reverse boats;
- it does not waste the money spent on the recent upgrade;
- enables adequate parking;
- reduces interactions with pedestrians; and
- potential bottleneck with traffic flow when reversing a vehicle, but best option with respect to locating the new toilet block clear to the South.

#### **2.6. Option 2 – At the Previous Access – Feedback (48.9%)**

General comments provided by Option 2 respondents included:

- please bitumen the carpark as it becomes a soggy mess after rain;
- raise the road and carpark to the same level;

- should be built with heavy sandbags and include continual dune management;
- erosion will occur under the Flexmat;
- create a reef 200m offshore, similar to Florida Keys;
- concerns with emergency management; and
- less impact on the toilet's soakage trenches.

It is likely some respondents for Option 2 (who possibly attended the Public Information session) thought they were responding to Option 4.

**2.7. Option 3 – South of the Previous Access – Feedback (6.2%)**

General comments provided by Option 3 respondents included:

- traffic impact would be less;
- raise the carpark as well; and
- retains existing DDA ramp.

**2.8. Option 4 – Reinstate Previous Access – Feedback (13.1%)**

General comments provided by Option 4 respondents included:

- return to the former boat ramp;
- raise the carpark as well; and
- one response detailed aviation and water incidents in the last 50 years which have occurred in the bay. It was their belief that the former ramp provided an opportunity for public emergency response.

**2.9.** The results of the public information session were presented to Council's Workshop on 22 January 2018. Council expressed interest in receiving advice from Surf Life Saving Tasmania on the outcome of the Aquatic Risk and Safety Audit on Roches Beach, before the Roches Beach Access Report is considered at a Council Meeting.

**2.10. Options 1, 2, 3 and 4 – Summary**

The 27 November 2018 Council Meeting Report provides comments on each Option. Below is a summary of the main points for each Option.

**Option 1**

- The existing DDA timber ramp remains in place for users who prefer this to access to the beach. The ramp is extended a further 10m.
- Timing is dependent on building the new toilet block and decommissioning the existing facility and soakage trenches.

**Option 2**

- The existing DDA timber ramp is removed.
- Requires more filling of the carpark than Option 1 to achieve the 3.0m AHD height.

**Option 3**

- Places greater vehicular traffic movements near the new toilet block and in closer proximity to South Terrace. This will increase potential conflict movements between vehicles and pedestrians.

Option 4 requires the removal of the existing timber ramp and raised dune. Armouring of the sides of the access will be required to protect the adjacent dunes from funnel erosion effects when wave run-up occurs with storms. The land behind will be susceptible to increased risk of damage from storms.

**2.11. MAST Advice – Option 5**

The General Manager met a representative from MaST at the site and the latter suggested Option 3, turned further anti-clockwise to run adjacent the upper landing of the existing timber ramp. This will provide a lesser ramp slope for the vehicles to manoeuvre and the ramp will not be affected as much by wave run-up as the other Options.

The public toilet block will be required to be located to the North. This option also results in greater potential of conflict between vehicles from South Terrace and those reversing up the access ramp.

## **2.12. Estimated Costs**

Preliminary cost estimates have been provided by Burbury Consulting, shown in the below table.

<b>Option</b>	<b>Estimated Cost</b>
1	\$113,040
2	\$85,080
3	\$114,760
4	\$85,020

It is noted Options 1 and 3 include \$30,000 to extend the existing DDA ramp a further 10m.

## **2.13. Crown Land Approval**

- Any modifications to the site require Crown consent and approval.
- The DDA ramp work went through a 12 month approval process, requiring post construction monitoring of the beach.
- Further works to provide beach access could take in the order of 12 months for design and approvals. Estimated construction depending on the option is 2-3 months. Further liaison with Crown Land Services is required.

## **2.14. Impact on Proposed Toilet Block**

The design of the new public toilet is on hold at present until the proposed location of the Roches Beach access is resolved. Preliminary site plans have been completed for the public toilet to be located at the south-east corner of the existing carpark. This can be seen in the Option 3 plan in Attachment 3.

**2.15. Surf Life Saving Tasmania – Aquatic Risk and Safety Audit**

Surf Life Saving Tasmania (SLST) have previously provided Council with an Aquatic Risk and Safety Audit of Council's beaches.

SLST were requested to undertake an assessment of Roches Beach following the previous vehicular beach access being closed to vehicles.

SLST are still completing their final report, but they have provided Council Officers with their preliminary findings:

- SLST provided a 7-day a week lifeguard service from 16 January 2018 to 5 February 2018 to collect data on visitation rates, activities, incidents, user clashes and interview beach users;
- the total recorded visitation for this period was 2,803;
- the highest visitation for one day was 520;
- uses included swimming, paddling, water craft, dog walkers, walkers and runners;
- no incidents were recorded;
- SLST recommend a range of signage to be updated or replaced;
- The installation of the timber ramp has seen some users creating their own access way to the beach, for example, taking kayaks to the beach using the dune adjacent to the existing timber ramp; and
- this area is not flagged as a high incident blackspot location.

**2.16.** At the information session, some members of the public queried what form of vehicular access Council can provide to Frederick Henry Bay this summer. A public ramp exists at the Lauderdale Yacht Club (LYC). This location has soft sand between the concrete ramp and the water. To improve accessibility for users a Flex-mat surface could be installed for approximately \$25,000.

Brief discussions have been held with LYC and while being positive with this proposal they have mentioned further car parking is recommended as demand for use of the area has increased this summer. Of note in relation to this, Crown Approval is required for any modification to the beach.

### **3. CONSULTATION**

#### **3.1. Community Consultation**

At its Meeting of 27 November 2017, Council adopted to seek community feedback on the Notice of Motion for Roches Beach Access Options through a public information session.

A public information session was held by Council on 6 December 2017 at the Lauderdale Hall to discuss future access options.

Community feedback forms were available at the public information session and then delivered to approximately 1000 residents in the Lauderdale residential suburb. The feedback period closed on 20 December 2017.

#### **3.2. State/Local Government Protocol**

Approval from Crown Land Services will be required prior to any further work being undertaken at this site.

#### **3.3. Other**

Nil.

### **4. STRATEGIC PLAN/POLICY IMPLICATIONS**

**4.1.** Council's Strategic Plan 2016/2026 under the A well-planned liveable city, Parks and recreation facilities: *"Create safe, well connected and high quality public open spaces that meet the needs of the community and visitors, with a focus on accessibility and safe design principles"*.

**4.2.** Council's Strategic Plan 2016/2026 under the Goal Area An environmentally responsible city: *"developing climate change adaptation and mitigation action plans to meet the agreed response to climate change impacts"*.



**5. EXTERNAL IMPACTS**

- 5.1.** WRL's research has indicated the Roches Beach dune is retreating approximately 200mm each year and is vulnerable to the effects of inundation and storm surge.
- 5.2.** Council's previous decisions on mitigating the effects of coastal erosion at Roches Beach have been consistent with the technical advice received of sand nourishment of the dunes to 3.0m AHD to protect property and infrastructure behind.
- 5.3.** WRL note the installation of an access at Roches Beach foreshore will result in the requirement for continual sand nourishment from impacts of wave action as has been witnessed with the recently built DDA ramp.
- 5.4.** Should one of the proposed Roches Beach Option accesses be installed, Council will hold continual responsibility to undertake this maintenance.
- 5.5.** The cost to Council from this responsibility cannot be quantified as it is dependent upon the frequency and size of storms.
- 5.6.** Council officers will have to seek approval from Crown Land Services for an approved methodology to undertake sand nourishment on a needs basis following storm events.

**6. RISK AND LEGAL IMPLICATIONS**

- 6.1.** Should Council make the decision to re-open the dunes and reinstate the previous access the way it was before the recommendation made by WRL Consultants, then there needs to be an assessment to look at the possibility of exposing persons and property to injury/damage or other financial claims by persons (whether caused by water inundation or erosion of the banks and/or private land).

- 6.2.** LMI believes that it is Council's role to ensure that all the necessary and correct advice has been sought by the right entities, consultants and solicitors etc, in order to back up any decision making by Council.
- 6.3.** Options 1, 2 and 3 presented, maintain the foreshore dune height at the specific location at 3.0m AHD, consistent with the advice received from WRL.
- 6.4.** WRL recommend embedding the Flexmat 0.5m into the sand. There is the possibility of the Flexmat being lifted during a storm event.

## **7. FINANCIAL IMPLICATIONS**

- 7.1.** There are no funds currently approved for this project.
- 7.2.** Burbury Consulting has provided cost estimates for each Option being:
  - Option 1: \$113,040;
  - Option 2: \$85,080;
  - Option 3: \$114,760; and
  - Option 4: \$85,020.
- 7.3.** It is noted Options 1 and 3 are more costly than the other Options as they include \$30,000 to extend the existing timber ramp a further 10m to be buried into the sand.
- 7.4.** The alternatives for funding this project are for Council to consider in the 2018/2019 budget process, or for Council to adopt an allocation of funds from Council's unallocated cash (which is approximately \$1.6 Million at 30 June 2017).

## **8. ANY OTHER UNIQUE ISSUES**

- 8.1.** Residents have expressed concerns in there being no vehicular/trailer beach access to Roches Beach to attend to emergencies and also for amenity reasons.

- 8.2.** Public access is available at Lauderdale Yacht Club and Frederick Henry Bay can be accessed from Cremorne. However, both of these locations do not have the same ease of use as the previous Roches Beach access.
- 8.3.** Options 1 and 3 involve keeping the existing DDA timber ramp. A further approximate 10m length of timber ramp is required to the existing to ensure the public can easily access the beach. Option 2 does not provide DDA access to the beach as the slope of the proposed ramp is 1 in 9 rather than 1 in 14. Option 4 does provide DDA accessibility.

## **9. CONCLUSION**

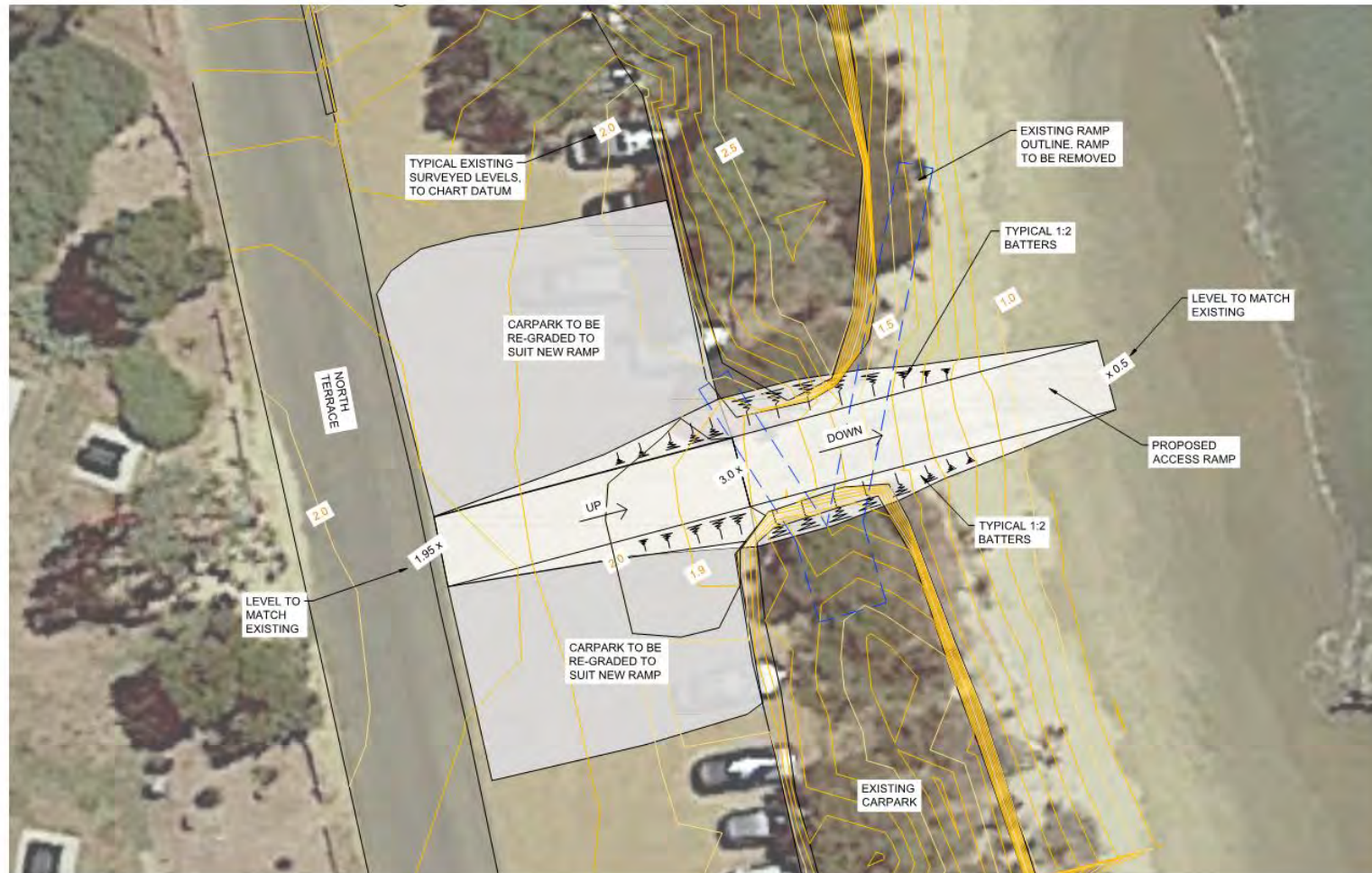
- 9.1.** During the installation of the DDA ramp at the previous access, a number of residents expressed concerns with not being able to launch their kayaks, canoes and dinghies at this location of Roches Beach.
- 9.2.** Council officers presented the results of the community feedback on the Notice of Motion options to Council at its 22 January 2018 Workshop.
- 9.3.** Options 1, 2 or 3 provide vehicular beach access to Roches Beach while being consistent in achieving WRL's advice of providing a dune height of 3.0m AHD.

Attachments: 1. Option 1 – North of Previous Access (1)  
2. Option 2 – At Previous Access (1)  
3. Option 3 – South of Previous Access (1)  
4. Option 4 – Previous Access Reinstated (1)

Ross Graham  
**GROUP MANAGER ENGINEERING SERVICES**







OPTION 2 - GENERAL ARRANGEMENT  
1:200

NOTE: SURVEY SHOWN WAS CONDUCTED BEFORE THE EXISTING BEACH ACCESS RAMP WAS INSTALLED, E.G. EXISTING SURVEY DOESN'T REPLICATE THE EARTHWORKS AROUND RAMP.

**PRELIMINARY**  
NOT FOR CONSTRUCTION

Revisions	Rev No	Revision note	Date	Checked	Approved
	A	FOR CLIENT REVIEW	13/11/17	JB	AM
	B	AMENDED AS PER CLIENT	20/11/17	JB	AM
	C	AMENDED AS PER CLIENT	01/12/17	JB	AM



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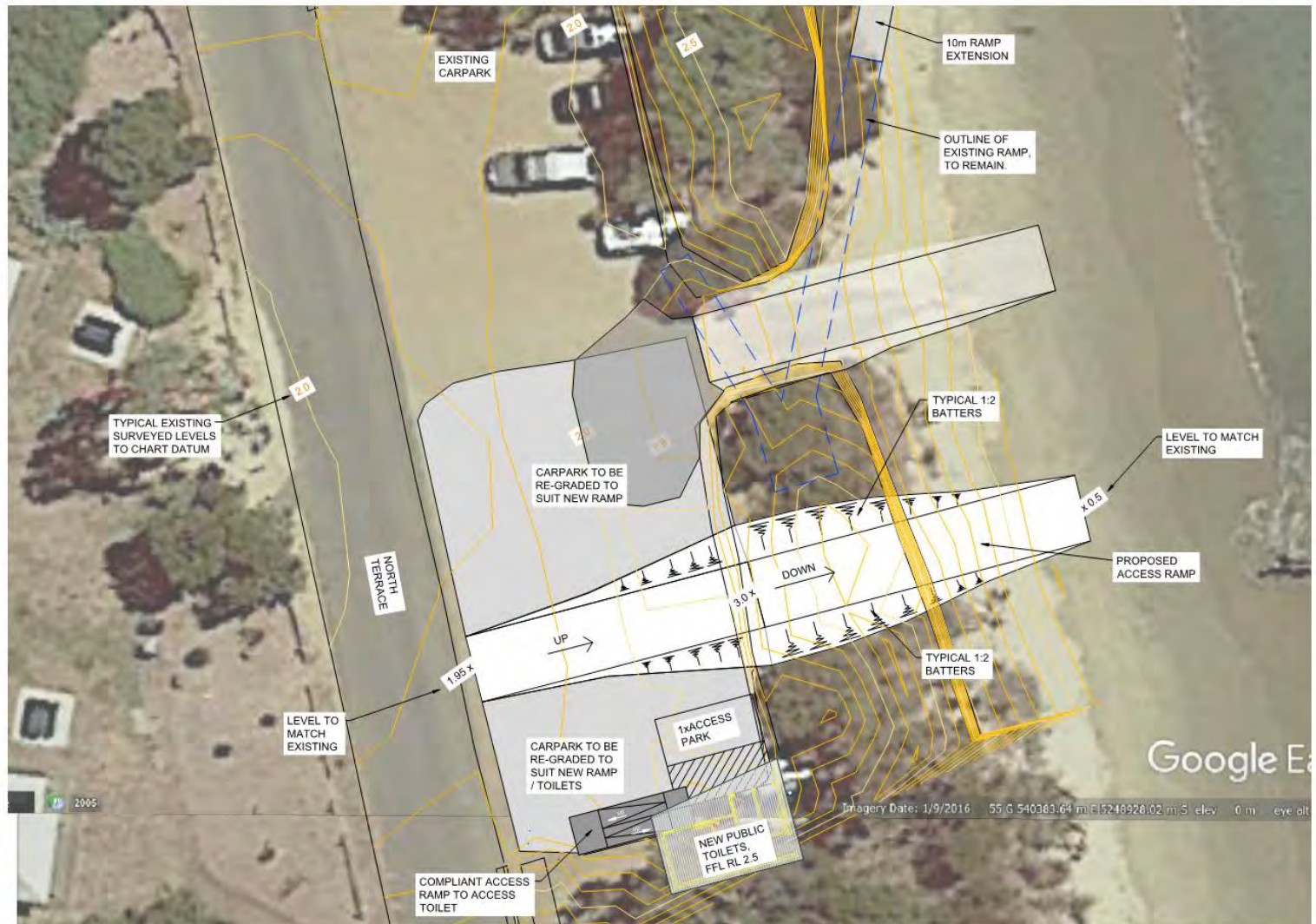
Drawn by	R. PARKER	Date	NOVEMBER 2017
Designed by	JB	Date	NOVEMBER 2017
Checked by	AM	Date	NOVEMBER 2017
Approved by	JB	Date	NOVEMBER 2017

Client: CLARENCE CITY COUNCIL  
Project: LAUDERDALE ACCESS RAMP  
Title: OPTION 2

Scale: AS SHOWN  
Drawing No: 1507 - SK02  
Rev: C



# Attachment 3



OPTION 3 - GENERAL ARRANGEMENT  
1:200

NOTE: SURVEY SHOWN WAS CONDUCTED BEFORE THE EXISTING BEACH ACCESS RAMP WAS INSTALLED, E.G. EXISTING SURVEY DOESN'T REPLICATE THE EARTHWORKS AROUND RAMP.

**PRELIMINARY**  
NOT FOR CONSTRUCTION

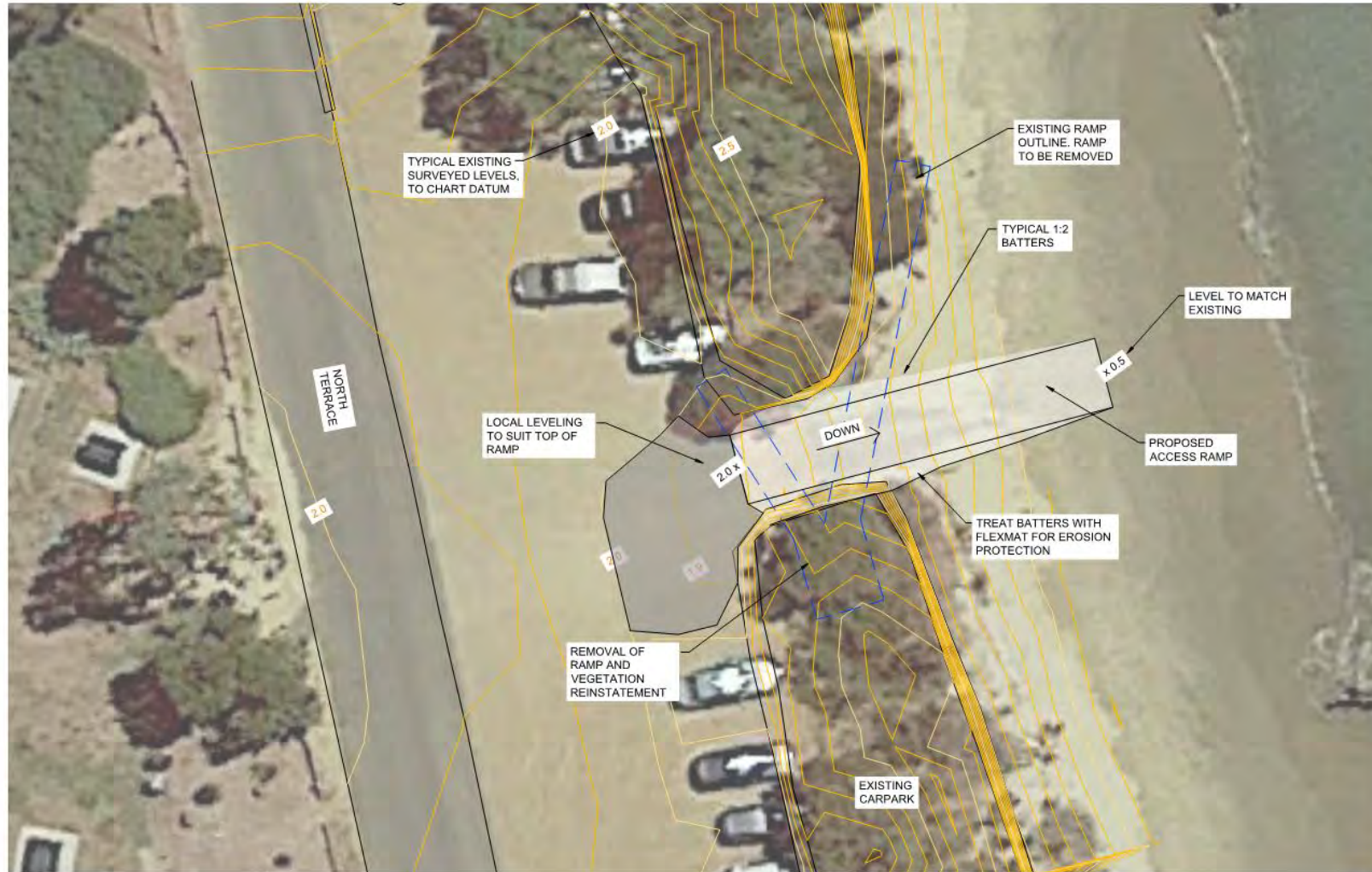
Rev No	Revision Note	Date	Checked	Approved
A	FOR CLIENT REVIEW	20/11/17	JB	AM
B	AMENDMENT AS PER CLIENT	2/12/17	JB	AM

<p><b>BURBURY CONSULTING</b> Sustainable Design Solutions</p>	<p>ABN 75 140 718 808 P.O. BOX 364 SOUTH HOBART, TAS 7504 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au</p>	<p><b>COPYRIGHT</b> © This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document if any way is prohibited.</p>	<p>Drawn By: R.PARKER Checked By: JB Drawn By: AM Approved By: JB</p>	<p>Date: NOVEMBER 2017 Date: NOVEMBER 2017 Date: NOVEMBER 2017 Date: NOVEMBER 2017</p>	<p>Client: CLARENCE CITY COUNCIL Project: LAUDERDALE ACCESS RAMP Title: OPTION 3 Scale: AS SHOWN Drawing No: 1507-SK03 Rev: B</p>
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# Attachment 4



OPTION 4 - GENERAL ARRANGEMENT  
1:200

NOTE: SURVEY SHOWN WAS CONDUCTED BEFORE THE EXISTING BEACH ACCESS RAMP WAS INSTALLED. E.G. EXISTING SURVEY DOESN'T REPLICATE THE EARTHWORKS AROUND RAMP.

**PRELIMINARY**  
NOT FOR CONSTRUCTION

REV	Rev No	Revision note	Date	Checked	Approved
A	1	FOR CLIENT REVIEW	13/11/17	JB	AM
B	2	AMENDED AS PER CLIENT	20/11/17	JB	AM
C	3	AMENDED AS PER CLIENT	21/12/17	JB	AM



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Drawn By R.PARKER	Date NOVEMBER 2017	Client CLARENCE CITY COUNCIL
Designed By JB	Date NOVEMBER 2017	Project LAUDERDALE ACCESS RAMP
Checked By AM	Date NOVEMBER 2017	File OPTION 4
Approved By JB	Date NOVEMBER 2017	Scale AS SHOWN
		Sheet No 1507 - SK04
		Page B

**11.5.2 BELTANA PARK MASTER PLAN**

(File No L019-37a)

**EXECUTIVE SUMMARY****PURPOSE**

To consider the adoption of the Beltana Park Master Plan following community consultation.

**RELATION TO EXISTING POLICY/PLANS**

Council's Strategic Plan 2016-2026 and Community Participation Policy are relevant.

**LEGISLATIVE REQUIREMENTS**

Nil.

**CONSULTATION**

Consultation with the community and Lindisfarne Community Activities Centre was undertaken in accordance with Council's Community Participation Policy.

**FINANCIAL IMPLICATIONS**

The 2016/2017 Annual Plan contains funding totalling \$58,500 towards upgrading of the play equipment, seating and gazebo. It is proposed to stage the development of the Beltana Park Master Plan over 5 stages of construction, total funding \$325,830.00.

With the addition of the funds from Lindisfarne Rotary Club, (\$15,000) and Council's current funding, Stage 1 of this proposal could be constructed with additional funding by Council of \$6,300, which can be considered with Stage 2 for 2018/2019.

**RECOMMENDATION:**

- A. That Council removes the exercise equipment from the draft Beltana Park Master Plan.
- B. That Council adopts the Beltana Park Master Plan as the Master Plan set out in Attachment 1 of the Associated Report and modified by the requirements of "A" above.
- C. That Council stage the development over a number of financial years, subject to funding approval in future Annual Plans.
- D. That Council authorises the General Manager to write to the residents of Lindisfarne advising of Council's decision.



**BELTANA PARK MASTER PLAN /contd...**

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**ASSOCIATED REPORT****1. BACKGROUND**

- 1.1.** In May 2013, Alderman were advised that a Draft Master Plan had been developed by Council Officers for Beltana Park, Lindisfarne. The development of a Master Plan was in response to an increasing number of requests for new elements and infrastructure to be considered within Beltana Park.

The following is part of the memo sent to Alderman:

- “• *Request received from Lindisfarne Rotary Club for Council permission/support to fundraise for the installation of a new shelter/gazebo to Beltana Park. Council officers have met with members of Rotary and have given in principle support to the construction of a new shelter in the park with the location, style and size to be decided through the Master Plan consultation process. Rotary is now awaiting confirmation of the outcomes of the Draft Master Plan consultation process prior to commencing fundraising efforts.*
- *Rotary Club of Lindisfarne would also like to see the Memorial Garden upgraded.*
- *Alderman's Request 26989 for investigations into feasibility for construction of angle parking along the Hume Street edge of Beltana Park to service as overflow parking for Lindisfarne Activity Centre.*
- *Alderman's Request 26989 for investigations into installation of pedestrian lighting to main walkway through Beltana Park”.*

- 1.2.** The Lindisfarne Community Activity Centre was contacted by Council's Landscape Architect in October 2016 and confirmation was received from the Committee of their feedback which was incorporated into the Draft Master Plan.

- 1.3. In March 2017, officers were made aware that there were some concerns regarding the level of expenditure associated with the draft Master Plan given that Simmons Park is a short distance from Beltana Park.
- 1.4. In April 2017, the Rotary Club of Lindisfarne Inc wrote to Council advising that they were very keen to see their previous request for a Gazebo to proceed within the park and that the club is able to fund approximately \$15,000 for the project.
- 1.5. The final version of the Draft Master Plan was prepared so as not to compete with Simmons Park, in that the equipment previously shown in the children's playground and the seniors exercise equipment was rationalised.
- 1.6. Many of the elements included in the final draft Master Plan are to improve the appeal of the park, such as new fencing, improving the memorial/entrance area and providing off-street parking. The goal is to provide equipment that caters for older people and the very young. Given there are aged care homes nearby, Beltana Park would be an ideal quiet location for elderly to meet with their younger family members as opposed to the busier Simmons Park.

## **2. REPORT IN DETAIL**

- 2.1. The consultation period for the draft Beltana Park Master Plan was over 4 weeks commencing on Monday, 20 November 2017 and concluding on Friday, 15 December 2017.
- 2.2. Consultation was undertaken via:
  - display in the Council foyer with feedback forms and box;
  - copy of the draft Master Plan on Council's website with an electronic feedback form;
  - letter to residents, property owners and key stake holders of Lindisfarne with a feedback form;
  - advertisement in "The Mercury" newspaper.

**2.3.** A total of 3,259 letters and feedback forms were mailed to Lindisfarne residents, property owners and key stakeholders and 449 responses were received.

**2.4.** The feedback form sought comment on the following key components of the plan and respondents were asked to circle yes or no and to provide comment.

- upgrade the existing playground and surroundings with new equipment with a focus on young children;
- install a new park shelter and picnic furniture within the playground area;
- provide park seating and footpath connection adjacent to the playground;
- retain and maintain the existing tree avenue along the main footpath;
- retain open lawn area and vegetation screen to eastern park boundary;
- provide new footpath connections along the edge of the new parking area;
- install a new community shelter/gazebo with seating;
- install exercise equipment specifically designed for use by seniors but suitable for all ages;
- redesign the existing Memorial garden to provide level paved hardstand, upgraded dedication seats, new planting and improved setting of memorial stones;
- improve access to the park on the corner of Lincoln Street and Hume Street with upgraded signage and paving;
- install new tree planting along the edge of the new parking area;
- install pedestrian lighting to main pathways;
- replace and upgrade perimeter fence and
- construct new parking area on Hume Street.

**2.5.** Overall all of the key components in the plan were supported at 83% or more.

Of the 449 feedback forms received by Council for the Draft Beltana Park Master Plan, 109 were returned with no comment and just a yes, or no response next to each of the 14 elements. One hundred and twenty two feedback forms were received with a yes, or no comment response next to each element and with a written comment in the section provided.

The remainder of the forms varied with many just having 1 comment on an individual element, to some commenting on all elements and adding additional comments in the comment column provided, and others suggesting ideas not included on the plan.

- 2.6.** The Consultation feedback response to each key component with a summary on the comments received was as follows.

**Upgrade the existing playground and surroundings with new equipment with a focus on young children**

<b>YES</b>	<b>NO</b>	<b>NO COMMENT</b>
398 or 90%	28 or 6%	17 or 4%

**Comments**

The majority of “yes” responses were supportive of the playground being designed for use by younger children. Some suggested relocating the playground or fitness equipment closer to the Esplanade.

Six written “no” responses were received all claiming no need for a playground due to Simmons Park being so close.

**Install a new park shelter and picnic furniture within the playground area**

<b>YES</b>	<b>NO</b>	<b>NO COMMENT</b>
405 or 91%	22 or 5%	7 or 4%

**Comments**

Twenty three written “yes” responses were received including several requests for barbecues and a few asking for sun protection and drinking fountains.

Only 1 “no” response with a comment was received claiming it would become a haven for kids after dark and be subject to graffiti.

**Provide park seating and footpath connection adjacent to the playground**

YES	NO	NO COMMENT
416 or 94%	10 or 2%	17 or 4%

**Comments**

Twelve written “yes” responses were received adding their support with a few requesting seats to have shade and others requesting more seats in different locations.

**Retain and maintain the existing tree avenue along the main footpath**

YES	NO	NO COMMENT
403 or 91%	21 or 5%	19 or 4%

**Comment**

Fifteen written “yes” responses were received generally pointing out how lovely the existing trees on the avenue are when in blossom.

Five written “no” responses were received, all providing a different comment.

Their appeared to be some confusion between the trees along the avenue through the centre of the park as shown on the plan and the pine trees on the road reserve adjacent to Hume Street.

**Retain open lawn area and vegetation screen to eastern park boundary**

YES	NO	NO COMMENT
412 or 93%	11 or 2%	20 or 5%

**Comments**

Eight comments were received supporting this element of the plan all with differing comments other than 2 stating the importance of green space.

One negative comment received stating the space should be used for a community garden.

**Provide new footpath connections along the edge of the new parking area**

YES	NO	NO COMMENT
402 or 91%	18 or 4%	23 or 5%

**Comments**

Six varying positive comments were received, 1 response requesting there be plenty of space for wheelchairs and another suggesting a child proof gate may be required near the playground.

Only 1 negative comment was received stating it is not necessary.

**Install a new community shelter/gazebo with seating**

YES	NO	NO COMMENT
392 or 89%	32 or 7%	19 or 4%

**Comments**

Of the 17 comments received in support of the new community shelter/gazebo with seating, 5 suggested adding a barbecue.

Six comments being not in support were received with 3 stating that the construction of 2 shelters is not necessary.

**Install exercise equipment specifically designed for use by seniors but suitable for all ages**

YES	NO	NO COMMENT
367 or 83%	55 or 12%	21 or 5%

**Comments**

Twenty four comments were received supporting the installation of exercise equipment with 10 very enthusiastic responses supporting it as a high priority and 4 suggesting the equipment be installed in different locations throughout Beltana Park.

Twenty two comments were received stating that exercise equipment at Beltana Park is either not necessary due to there being similar equipment at Simmons Park, or that this type of equipment does not get used.

**Redesign the existing Memorial garden to provide level paved hardstand, upgraded dedication seats, new planting and improved setting of memorial stones.**

YES	NO	NO COMMENT
379 or 86%	27 or 6%	37 or 8%

#### **Comments**

Six comments were received supporting the memorial garden including various comments such as, “Important to preserve heritage and respect residents who initiated this in the past”.

Only 3 various negative comments were received:

- no, surely a gently sloping ramp would be preferable and safer than entrance steps;
- no, there is enough at Anzac Park less than 1km away; and
- no, too many pavers, provide seats around memorials and put in shade trees.

**Improve access to the park on the corner of Lincoln Street and Hume Street with upgraded signage and paving.**

YES	NO	NO COMMENT
387 or 87%	20 or 5%	36 or 8%

#### **Comments**

Seven comments were received supporting access improvements.

Three of the 4 comments received not supporting this element were against, “Bulbing the corner”.

**Install new tree planting along the edge of the new parking area**

YES	NO	NO COMMENT
386 or 87%	30 or 7%	27 or 6%

**Comments**

Nine comments were received supporting this element with a broad range of responses and no clear support for the type of new tree plantings.

Seven comments received not supporting tree planting with comments such as this is not necessary and retain the openness of the park.

**Install pedestrian lighting to main pathways**

YES	NO	NO COMMENT
390 or 88%	25 or 6%	28 or 6%

**Comments**

Nine comments received supported lighting on the main pathways with some seeing this as a priority.

No negative comments received.

**Replace and upgrade perimeter fence**

YES	NO	NO COMMENT
387 or 88%	32 or 7%	24 or 5%

**Comments**

Seventeen responses received supporting the replacement and upgrade of the fence with points of view including: very important, make sure there are openings on each side and gates will be important.

Five negative responses received mainly stating that a new fence is not necessary.

**Construct new parking area on Hume Street**

YES	NO	NO COMMENT
386 or 87%	37 or 8%	24 or 5%



### Comments

Twenty Comments received supporting the proposed new parking area with many supporting angle parking but requesting it not be all day parking.

Six comments received not supporting this with various arguments including; there is plenty of parking already, increase parking at the LCAC, results in loss of parkland and already too busy driving up this awful stretch of road.

- 2.7.** The following correspondence was received from the Lindisfarne Community Activities Centre,;

*“On behalf of Rob Billing Chairman and the LCAC Committee we wish to submit feedback for your consideration regarding the current Beltana Park draft master plan.*

*Committee Concerns; as per numbered on master plan*

- 1. PLAY GROUND - The playground expansion could limit the area required for future Carols in Beltana Park events. We suggest either excluding the senior's fitness equipment altogether or moving it to the bottom of the park nearer to the fence. Or alternatively to move all the playground equipment to the kick about lawn area.*
- 2. PICNIC SHELTER - We ask that the position of the picnic shelter be built to the far right or far left of the of the playground area and not in its current proposed position which will also limit the performing area for future Beltana Park Carols. This plan also indicates removal of the large tree in the current barked area (where the plan shows the new picnic shelter would be built). We suggest that this lovely tree remains untouched for much needed shade to the playground.*

*Suggested Inclusions are;*

- Power outlets, near the playground for a PA system and lights to be plugged into for future Beltana park events, and power near the gazebo for possible Clarence City Band use.*
- Additional water taps. For the use of the Council gardeners to maintain garden beds, as presently there is 1 only for the Centre garden and Park.*
- A public drinking fountain.*

- *An interchangeable sign to advise on upcoming events that is visible from Lincoln Street, for Centre and Community groups to use. To be managed by the LCAC, featuring a welcome and LCAC and CCC logos, approximate cost \$2500.*
- *New tree's to be selected in consideration for decorating at Christmas.*
- *Painting the outside of the LCAC building. The centre has been in its current bare grey brick state for over 25 years and has remained untouched except for patches of blue paint which have been used to cover graffiti. Painting the building will not only immensely improve its appearance in the landscape but aesthetically add to the ambience of beautiful Beltana Park and the adjoining Lindisfarne Bay. We have recently obtained quotes for the exterior to be painted which range from \$12,000 - \$20,000. As a committee, we support and are committed to the ongoing improved use of Beltana Park as a communal green for use and enjoyment for all residents of Lindisfarne.*

*We are delighted with the plan and thank the Clarence City Council progressing this master plan.*

*Best regards*

*Rob Billing and Angela Coutts  
on behalf of the LCAC Committee”.*

## **2.8. Summary of the Beltana Park Master Plan Feedback**

Below is a summary of the most common comments on the feedback forms not included as a key component of the Master Plan.

<b>COMMENTS</b>	<b>AMOUNT</b>
General support of Plan	114
Public toilets required for park	27
More seating and tables spread around the park	27
Install barbecues	16
Provide shade either with shelters or trees	14
Not supportive of plan, other priorities, (footpaths in particular)	11

The Lindisfarne Community Activities Centre Committee has asked for the following requests to be included in the plan.

The playground equipment could limit the area required for future carols in the park. We suggest either excluding the fitness equipment or moving it to the bottom of the park or move the playground to the kick about lawn.
The position of the picnic shelter to be built to the far right or far left of the of the playground area.
Power outlets to be installed near the playground and near the gazebo.
Additional water taps for the use of the Council gardeners.
A public drinking fountain.
An interchangeable sign to advise on upcoming events.
New tree's to be selected in consideration for decorating at Christmas.
Painting the outside of the LCAC building.

- 2.9.** The above information on the community consultation was presented at Council's Workshop session held on Tuesday, 13 February 2018. At the presentation, Council queried a number of matters which are addressed below.

### **What is the Strategic Justification for the Project?**

In May 2013, Council received a request from the Lindisfarne Rotary Club seeking permission/support to fundraise for the installation of a new shelter/gazebo in Beltana Park.

In February 2014, Council approved the recommendations within a report entitled, "Open Space Strategy principles". Recommendation E of that report was: *"That Council adopts the principle that Management Plans will be developed for all Council's Public Open Space holdings. The Management Plans are documents which set out the history, uses, objectives and development for the Public Open Space and are generally reviewed every 5 years"*.

Using the Open Space Strategy Principles adopted by Council as guide for the management and development of Council's Public Open Space Network, a Master Plan has been undertaken prior to Council proceeding with the installation of a new shelter/gazebo in Beltana Park. The design is based on the hierarchy of a local park and therefore no toilets or BBQ facilities have been included. These are provided in our Regional parks such as Simmons Park close-by.

**What Playgroups use the Facility to Justify the Playground?**

Following further discussions, LCAC advise no playgroups formally use the centre but do meet nearby.

There is a small playground, seat and bins at the existing park. The goal is to provide equipment that caters for younger children and not to compete with the busier Simmons Park. Given there are aged care homes nearby, Beltana Park is seen as an ideal quiet location for the elderly to meet with their younger family members.

**What Information is available on Usage of Council's Exercise Equipment?**

Council has no factual data on the use of outdoor exercise equipment in this municipality and can only rely on observation. The equipment at Bellerive Beach appears to be used extensively and the equipment at Simmons Park appears to get some use but not as much as at Bellerive. It has been reported that the equipment at the South Arm Oval currently has little use but this may change as the elements of the Master Plan are developed.

The equipment proposed at Beltana Park would be different to these other 3 areas as it is intended for the use of older people and would require less mobility and strength to operate.

**What is the Strategic Justification for the Proposed Lighting?**

The proposed pedestrian lighting along the existing pathway is to improve the safety of those using the path at night; particularly when there are events being held at the LCAC and patrons are parking along the Esplanade.

The pedestrian lighting would be mounted on 5m poles to ensure adequate spread of light and so the lights would be less susceptible to vandalism. Although a lighting design has not been undertaken, based on previous designs it is likely only 3 poles will be required.

**What is the need for developing the Memorial Garden?**

The current memorial garden is in poor condition and requires improvements. The proposal to upgrade the memorial garden is not to the extent that it would compete with Anzac Park but rather to replace the existing worn out furniture and provide level paving and low terrace steps so the area can be safely used.

- 2.10.** Council at its Workshop also provided direction to remove the exercise equipment from the Master Plan and the remaining requests from the Lindisfarne Community Activities Centre can be considered during future budget processes and final detailed design of each Master Plan Stage.

**3. CONSULTATION****3.1. Community Consultation**

Consultation with the community was in accordance with Council's Community Participation Policy.

**3.2. State/Local Government Protocol**

The Beltana Park is owned by Council.

**3.3. Other**

Council officers met with representatives from the Lindisfarne Community Activities Centre to discuss the draft Beltana Park Master Plan in detail and encouraged them to submit their comments to Council.

**4. STRATEGIC PLAN/POLICY IMPLICATIONS**

- 4.1.** Council's Strategic Plan 2016-2026 under the Strategy – A people City has the following Strategy: *“Clarence is a city which values diversity and encourages equity and inclusiveness, where people of all ages and abilities have the opportunity to improve their health and quality of life”.*

- 4.2.** Council’s Strategic Plan 2016-2026 under the Strategy – A well planned liveable city has the following Strategy to: *“Clarence will be a well-planned liveable city with services and supporting infrastructure to meet current and future needs”*.

**5. EXTERNAL IMPACTS**

Nil.

**6. RISK AND LEGAL IMPLICATIONS**

Nil.

**7. FINANCIAL IMPLICATIONS**

- 7.1.** The 2016/2017 Annual Plan contains funding totalling \$58,500 towards upgrading of the play equipment, seating and gazebo. It is proposed to stage the development of the Beltana Master Plan over 5 stages of construction, total funding \$325,830.00.

Stage 1	Gazebo, Entry Node, Signage and Memorial Garden	\$79,800
Stage 2	Children’s Playground, Paths, Shelter and Landscaping	\$140,550
Stage 3	Access Ramp and Tree Lined Path	\$15,780
Stage 4	Perimeter Fencing and Picnic Setting	\$42,200
Stage 5	Irrigation and Lighting	\$47,500
	<b>TOTAL</b>	<b>\$325,830</b>

- 7.2.** With the addition of the funds from Lindisfarne Rotary Club, (\$15,000) and Council’s current funding, Stage 1 of this proposal could be constructed with addition funding by Council of \$6,300. This can be considered by Council for inclusion in Stage 2 funding in the 2018/2019 budget process.

**8. ANY OTHER UNIQUE ISSUES**

Nil.

**9. CONCLUSION**

The Beltana Park Master Plan provides guidance and direction for the future improvement of Beltana Park that meets the needs of the community.

Attachments: 1. Draft Beltana Park Master Plan (2)

Ross Graham

**GROUP MANAGER ENGINEERING SERVICES**

# ATTACHMENT 1



## 1 CHILDRENS PLAYGROUND & WEEDY THE SEA DRAGON

Upgrade existing playground with new equipment and addition of the modified Weedy the Sea Dragon donated by Dragons Abreast Dragon Boating Club. Define boundary of play area with low stone wall and concrete profile edging. Include low native planting and woodchip softfall mulch.

## 2 PICNIC SHELTER

Install new park shelter with picnic furniture beneath. Include generous pavement area beneath and footpath connections to allow for easy universal access. Provide space for parking of mobility scooters, bikes, wheelchairs, prams etc.

## 3 PARK SEATING

Provide park seating with back and arm rests, rubbish bin and low native planting. Pavements to connect to main footpath network.

## 4 EXISTING FOOTPATH AND AVENUE

Retain existing tree avenue along main footpath. Supplementary plant and maintain trees as required. Provide mulch ring and edging to each tree for ease of maintenance and mowing.

## 5 KICK ABOUT LAWN

Retain open lawn area for passive recreation and informal use by the community. Maintain vegetation screen to eastern park boundary with supplementary planting and tree management.

## 6 NEW FOOTPATHS

Provide new footpath connections along edge of car park. Allows for ease of pedestrian access into park and connections to wider Lindisfarne.

## 7 NEW PARK GAZEBO / SHELTER (ROTARY)

Opportunity to install a new community shelter or gazebo with seating. Proposal received by Council for Rotary Club of Lindisfarne to sponsor/donate.

## 8 SENIORS / MULTIGENERATIONAL EXERCISE EQUIPMENT

Opportunity to install exercise equipment specifically designed for use by seniors/the elderly but suitable for all ages. Includes items to encourage balance, low impact movement, stretching and social interaction. Ensure accessibility and user comfort. Provides a facility for use by the community centre, local residents and residents of nearby care homes.

## 9 MEMORIAL GARDEN

Redesign existing Memorial Garden to provide level paved hardstand, upgraded dedication seats, new planting and improved setting of memorial stones. Integrate pavement connections to provide accessible link from road footpath into park. Manage level change with low terrace steps. Opportunity to involve community groups associated with Memorial in redesign works (eg. RSL, Rotary, families of dedicated seats)

## 10 ENTRY 'FORECOURT'

Improve street address of park with upgraded 'Beltana Park' signage, paved forecourt area and improved accessibility and pedestrian connections from road footpaths into park. Retain open and strong view corridor into park towards gazebo.

## 11 TREE PLANTING

Install new tree plantings along car park edge to compliment existing vegetation and partially screen visual impact of the western LCAC wall from within park.

PEDESTRIAN LIGHTING TO MAIN FOOTPATHS  
Improve night safety for park users.



## BELTANA PARK - MATERIALS + FINISHES PRECEDENTS

### MEMORIAL GARDEN



#### FURNITURE / MEMORIAL SEATS

Improve aesthetics and comfort of visitors to the memorial garden through upgrading of furniture. Furniture selection to match seating provided in Lindsfarne streetscape project for ease of maintenance and continuity of aesthetics. Back and arm rests included for ease of use and comfort. Memorial plaques to be upgraded/ relocated in consultation with relevant groups.

#### PAVEMENT + PLANTING

Remove loose gravel and upgrade hardstand with paving treatment for ease of access and maintenance. Replant surroundings with suitable low growing species.

### PARK ENTRY FORECOURT



#### BELTANA PARK SIGNAGE

Replace existing Beltana Park sign with feature wall and signage to improve street presence and appeal of park. Sign to include interpretive information about history of park, park name and Council logo. Opportunity to use material such as sandstone that can be repeated as an element throughout the wider park landscape.

#### PAVEMENT

Utilise pavement treatment from Lindsfarne streetscape works for paths and hardstand areas within park (ie. grey unit pavers).

### PLAYGROUND



#### PLAYGROUND EQUIPMENT

Remove and replace existing playground equipment. Select equipment for a wide range of age groups and integrate playscape into the wider parklands. Provide low, large format boulder walls as edging and native planting. Locate seating and shelter in close proximity to playground area.

### SENIORS / MULTIGENERATIONAL EXERCISE



#### EQUIPMENT

Install equipment specifically designed for the elderly or people undergoing physical rehabilitation (but suitable for use by all ages). Equipment focuses on balance, strength, flexibility, memory and promoting social interaction. Designed to be used by an individual or can be part of a program with a trained exercise provider.

### GAZEBO / SHELTER (ROTARY)



#### SHELTER

The Rotary Club of Lindsfarne has expressed an interest in fundraising to install a new shelter structure for the community. The style of Beltana Park lends itself to the aesthetics of a traditional gazebo structure similar to those shown above. Seating and pavement to be installed beneath shelter.

**11.6 FINANCIAL MANAGEMENT**

Nil Items.

**11.7 GOVERNANCE****11.7.1 QUARTERLY REPORT TO 31 DECEMBER 2017**

(File No 10/02/05)

**EXECUTIVE SUMMARY****PURPOSE**

To consider the General Manager's Quarterly Report covering the period 1 October to 31 December 2017.

**RELATION TO EXISTING POLICY/PLANS**

The Report uses as its base the Annual Plan adopted by Council and is consistent with Council's previously adopted Strategic Plan 2016-2026.

**LEGISLATIVE REQUIREMENTS**

There is no specific legislative requirement associated with regular internal reporting.

**CONSULTATION**

Not applicable.

**FINANCIAL IMPLICATIONS**

The Quarterly Report provides details of Council's financial performance for the period.

**RECOMMENDATION**

That the Quarterly Report to 31 December 2017 be received.

---

**ASSOCIATED REPORT**

**The Quarterly Report to 31 December 2017 has been provided under separate cover.**

Andrew Paul  
**GENERAL MANAGER**

**11.7.2 ALMA'S ACTIVITIES CENTRE UPGRADE AND DESIGN OPTIONS**

(File No A015-17)

**EXECUTIVE SUMMARY****PURPOSE**

To consider options for the possible upgrade of the Alma's Activity Centre.

**RELATION TO EXISTING POLICY/PLANS**

The operations of the facility align with Council's Strategic Plan 2016-2026 goals and strategies to provide for: *"...a people city and...a well-planned liveable city..."*.

**LEGISLATIVE REQUIREMENTS**

Council has established a Management Committee as Special Committees under the provisions of Section 24 of the Local Government Act, 1993 to manage the Alma's Activities Centre.

Works identified for the Centre are necessary to bring the facility into DDA compliance.

The Centre is listed on the Tasmanian Heritage Register and any works proposed must therefore have regard to its heritage values.

**CONSULTATION**

Extensive consultation has occurred with staff and the Centre Management Committee in the preparation of plans and designs to meet functional enhancement of the Centre, as well as DDA compliance. These upgrade options have been the subject of presentation and discussions at an Aldermen's Workshop on 22 January 2018.

**FINANCIAL IMPLICATIONS**

Although some budget allocation for the upgrade works have been committed by Council, further capital funding is required. The level of funding needed will be dependent on the preferred upgrade option chosen by Council and will then be subject to further budget deliberations based on the preferred option.

The determination on the preferred option does not predetermine the Council budget commitment.

**RECOMMENDATION:**

That Council determines the upgrade of the Alma's Activity Centre be based on the Option 2 "Enhancement" (ie upgrading both functionality and DDA compliance works) as its preferred option.

**ALMA'S ACTIVITIES CENTRE UPGRADE AND DESIGN OPTIONS /contd...**

---

**ASSOCIATED REPORT****1. BACKGROUND**

- 1.1.** Council has budgeted the development of an upgrade/design for Alma's Activities Centre and for works to bring the Centre up to date and compliant with DDA standards – ie Design \$80,000 in 2016/17 and Capital Works \$300,000 in 2017/18.
- 1.2.** After completing a consultant quotation process, Preston Lane Architects were briefed to provide the assessment and design report.
- 1.3.** The assessment and design report was presented to the Aldermen's Workshop of 22 January 2018.

**2. REPORT IN DETAIL**

- 2.1.** Given that upgrading to DDA compliance would be a significant undertaking in itself, the brief issued to Preston Lane Architects asked for a review of DDA requirements as well as the functional aspects of the Centre (also identified in the Centre's Strategic Plan) and advised how better use of the facility could be achieved in any upgrade contemplated.
- 2.2.** Preston Lane Architects have prepared the attached design concept and quantity assessment of the works required in response to the brief. The report is prepared in 2 parts. Issues identified for the Centre have been articulated and prioritised in the 2 parts of the reports.
- 2.3.** Part 1: Existing Conditions Report is a condition assessment based on DDA and access compliance and has identified the issues of deficiency at the Centre.

- 2.4.** Currently the Centre is very limited for multiple/simultaneous use as access to the kitchen and toilet facilities are both via the main room. Even staff at the centre cannot gain access to facilities without disruption to any activity being conducted in the main room. Due to access and mobility limitations, some of the Centre's patrons currently are only able to enter the Centre through the kitchen.
- 2.5.** The aspects which deal with DDA compliance and enhancements to the Centre are looked at more closely in the Part 2 report.
- 2.6.** Part 2: Proposed Works + Staging, considers addressing DDA compliance as well as what can be done to the Centre to maximise functionality and flexibility of use. The design looks specifically at how the Centre can be enhanced to enable the facility to be used simultaneously by a number of users.
- 2.7.** The report components have identified considerable capacity for the building to be further modified for relatively little additional cost in a manner which will enable up to 5 user activities to occur at one time, whilst maintaining independent access by those user activities to all core facilities.
- 2.8.** Costings are shown at the end of the Part 2 Report which breaks down the components and sequencing of all identified works. The options are Option 1 - "Make Good for Compliance Cost", which covers all those works that are necessary for DDA compliance to be achieved at the Centre. The works included in Option 2 - "Enhancement Costs" incorporates all the DDA works needed for the Centre (as provided for in Option 1) and further covers the enhancements to the Centre's functionality. In either of the 2 costed options presented, most of the DDA compliance works will be satisfied by the end of Stage 4, with some remaining compliance works in Stage 5. This "Enhancement Costs" option presents the potential for significant improvement to the facility that at present can only provide for one uncompromised activity at a time.

- 2.9.** Centre to the Aldermen's Workshop discussions was the need to further consider and formalise the preferred Option prior to the Council budget deliberation process. This would include considering:
- A. the extent to which the implementation of DDA compliance works identified for Option 1 would facilitate and/or compromise the enhancement of the Centre as contemplated in Option 2, in the event that these enhancement works are to be undertaken subsequently;
  - B. the current level of use of facilities provided at the Centre; and
  - C. the level of funds expended by the Management Committee on Centre enhancements in recent years.
- 2.10.** The consultants have been requested to provide a clarification on the level of interdependency between the 2 Options being considered. The advice received from Preston Lane is contained in the email attached (Attachment 2).
- 2.11.** In effect, the advice confirms that both options are in the main mutually exclusive as the extent of Option 1 DDA "Compliance" works that can be undertaken without compromising the Option 2 "Enhancement" works is limited to building ingress and egress issues only. The cost of these works total just \$159,627 of the total costing of \$552,827 for the DDA Option 1 "Compliance" work.
- 2.12.** The remaining "Compliance" work would still include the key deficiency need for the building; namely, DDA toilet facilities. These toilet facilities cannot be addressed under Option 1 without significantly compromising the outcomes of the Option 2 "Enhancement" works. This is because Option 1 relies on the DDA toilets being located in the current toilet footprint, whereas Option 2 would relocate these as well as relocate the existing kitchen facilities in order to create the core thoroughfare for the building.

- 2.13.** It is further noted that the Preston Lane advice also states that some of the ramp work contemplated under Item 11 would not be necessary if Council chose to fully implement Option 2 “Enhancement” works. The advice further confirms that the make good “Compliance” works will only provide the same limited functionality as currently exists in these premises.
- 2.14.** It is clear from the advice received that were Council to embark on implementing Option 1, it would miss an opportunity to take advantage of the significant enhancement potential for the facility that can be delivered under Option 2 and further, would not meet the Centre’s Strategic Plan objectives.
- 2.15.** The use figures for the Centre (refer Attachment 3) in the main reflect that the Centre is a single use space available for its users. By and large there is a diversified use of the Centre at present; however, it is considered that there remains considerable scope for expanding this use if the facility was brought up to date and with different spaces able to be used.
- 2.16.** A greater diversification of the uses and users could be accommodated at Alma’s Activity Centre under Option 2 in a very similar way to the highly successful multi-user facilities provided by Council at the Lindisfarne Citizens Activity Centre and the Howrah Community Centre. Like Alma’s Activities Centre, these facilities provide for a different use to Council’s local community halls, although all these facilities are actively cross promoted between the Council officers and the respective Management Committees.
- 2.17.** Both the Lindisfarne and Howrah multi-user facilities are heavily used and now close to capacity. The Alma’s Activity Centre can readily enhance this community need as it is well located being central to the City and, with recent changes to nearby roads and traffic management, is able to provide a facility with easy access for users. The Alma’s Activity Centre also, already enjoys valuable car parking for its users; which is a resource that is otherwise in short supply and difficult to source.



**3. CONSULTATION****3.1. Community Consultation**

Not applicable.

**3.2. State/Local Government Protocol**

Not applicable.

**3.3. Other**

Extensive consultation has occurred with staff and the Centre Management Committee in the preparation of plans and designs to meet functional enhancement of the centre as well as DDA compliance. These upgrade options have been the subject of presentation and discussions at an Aldermen's Workshop of 22 January 2018.

**4. STRATEGIC PLAN/POLICY IMPLICATIONS**

**4.1.** The operations of the facility align with Council's Strategic Plan 2016-2026 goals and strategies to provide for: *"...a people city and...a well-planned liveable city..."*.

**4.2.** The Management Committee's strategic objective is to broaden its focus and for the Centre to provide for a broader community use of its facility. There is clear potential for Alma's Activity Centre to provide an important community service and cultural precinct asset for the Clarence community into the future.

**5. EXTERNAL IMPACTS**

Nil.

**6. RISK AND LEGAL IMPLICATIONS**

**6.1.** Council has established a Management Committee as Special Committees under the provisions of Section 24 of the Local Government Act, 1993 to manage the Alma's Activities Centre.

**6.2.** Works identified for the Centre are necessary to bring the facility into DDA compliance. Council has a statutory obligation to bring all of its public facilities into compliance with these DDA requirements over time and has done so with other facilities. Any substantial building works undertaken at the Centre will trigger the delivery of this obligation.

**6.3.** The Centre is listed on the Tasmanian Heritage Register and any works proposed must therefore have regard to building's heritage values.

## **7. FINANCIAL IMPLICATIONS**

**7.1.** Although some budget allocation for the upgrade works have been committed by the Council, further capital funding is required. The level of funding needed will be dependent on the preferred upgrade option chosen by Council and will then be subject to further budget deliberations based on the preferred option.

**7.2.** The options are:

- A. Option 1 - "Make Good for Compliance Cost" \$552,827.00; and
- B. Option 2 - "Enhancement Costs" \$ 811,695.00.

The determination on the preferred option does not predetermine Council's budget commitment.

**7.3.** The funding allocation approved to-date for design and building works is \$380,000.

## **8. ANY OTHER UNIQUE ISSUES**

**8.1.** The Alma's Activity Centre has played an important community role for many years and has in the past been extensively used by the residence of Clarence as a functions centre and catering venue.

- 8.2.** Over the years this use has lessened to a degree due to alternative venues being available and because the facilities available at the Centre have become outdated. The Centre is a good medium sized capacity facility and it is considered that with careful enhancement, the Centre could once again be a focal point for the community and be frequently used in the same manner as has occurred with the Howrah and Lindisfarne Centres in recent years.

## **9. CONCLUSION**

- 9.1.** The purpose of this report is to facilitate Council's consideration of the most suitable Option for the upgrading of the Alma's Activity Centre. Two options have been developed:

Option 1: to simply bring the facility into DDA compliance; or an alternative

Option 2: to enhance the facility which would deliver on DDA compliance as well as significantly increase its use potential as a multi-use facility.

- 9.2.** Were Council to commit to the implementation of Option 1 the effect will be to limit the future use of the Centre to a single function/single user facility only and the opportunity for significant enhancement of the premises will be lost or be rendered cost prohibitive.

- 9.3.** Given the significant cost involved in DDA compliance requirements and the difficulty in separating these requirements without compromising the identified "enhancements", it is considered that the full implementation of Option 2 would be strategically the best option available to Council.

Attachments: 1. Copy of Assessment Report – Preston Lane Architects (36)  
2. Copy of Supplementary Advice from Preston Lane Architects regarding Implication of Undertaking and Interdependency of the Options (2)  
3. Centre Use Profile (2)

Andrew Paul  
**GENERAL MANAGER**

## ATTACHMENT 1

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## PART 1: EXISTING CONDITIONS REPORT

Prepared for Clarence City Council  
By Preston Lane Architects

January 2018

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## INTRODUCTION

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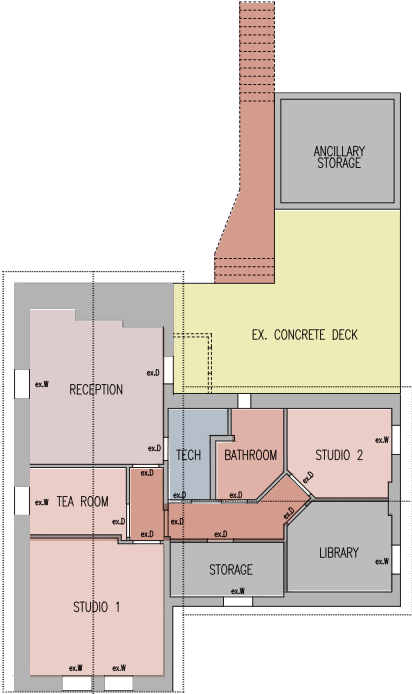
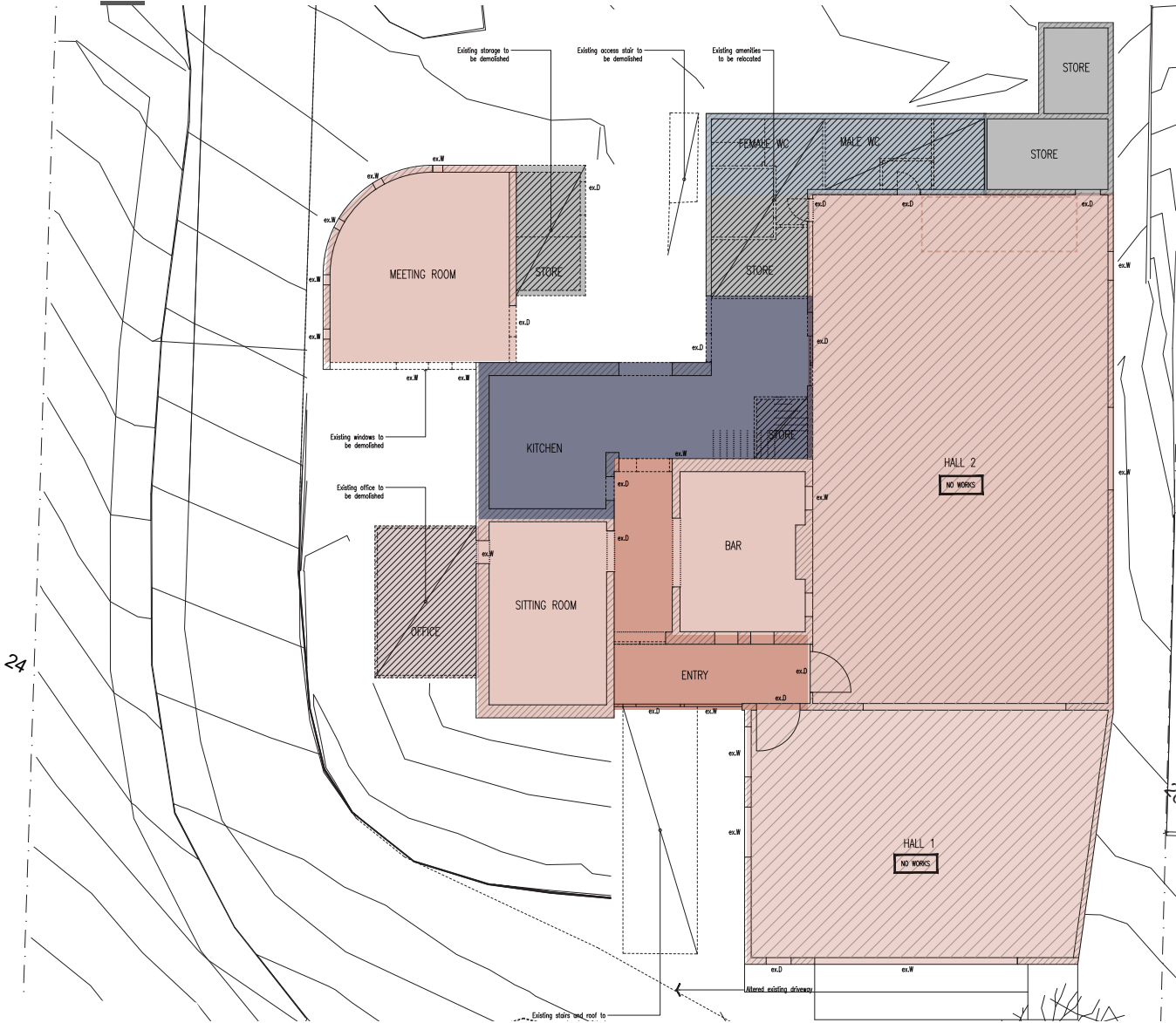
This report has been compiled by Preston Lane Architects for the Clarence City Council.

‘Almas’ is located at 17 Alma Street, Bellerive. The facility is currently used as a community and leisure centre offering hall spaces, meeting rooms and a commercial kitchen. The centre is also home to Hobart FM 96.1 on the upper level.

This report outlines the existing conditions of the centre and areas in need of make good for compliance upgrades or modification due to non-compliance with access determined by Australian Standards. There are a number of areas identified in this report which require attention for compliance reasons, these are outlined in part one of this report.

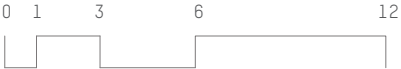


EXISTING CONDITIONS



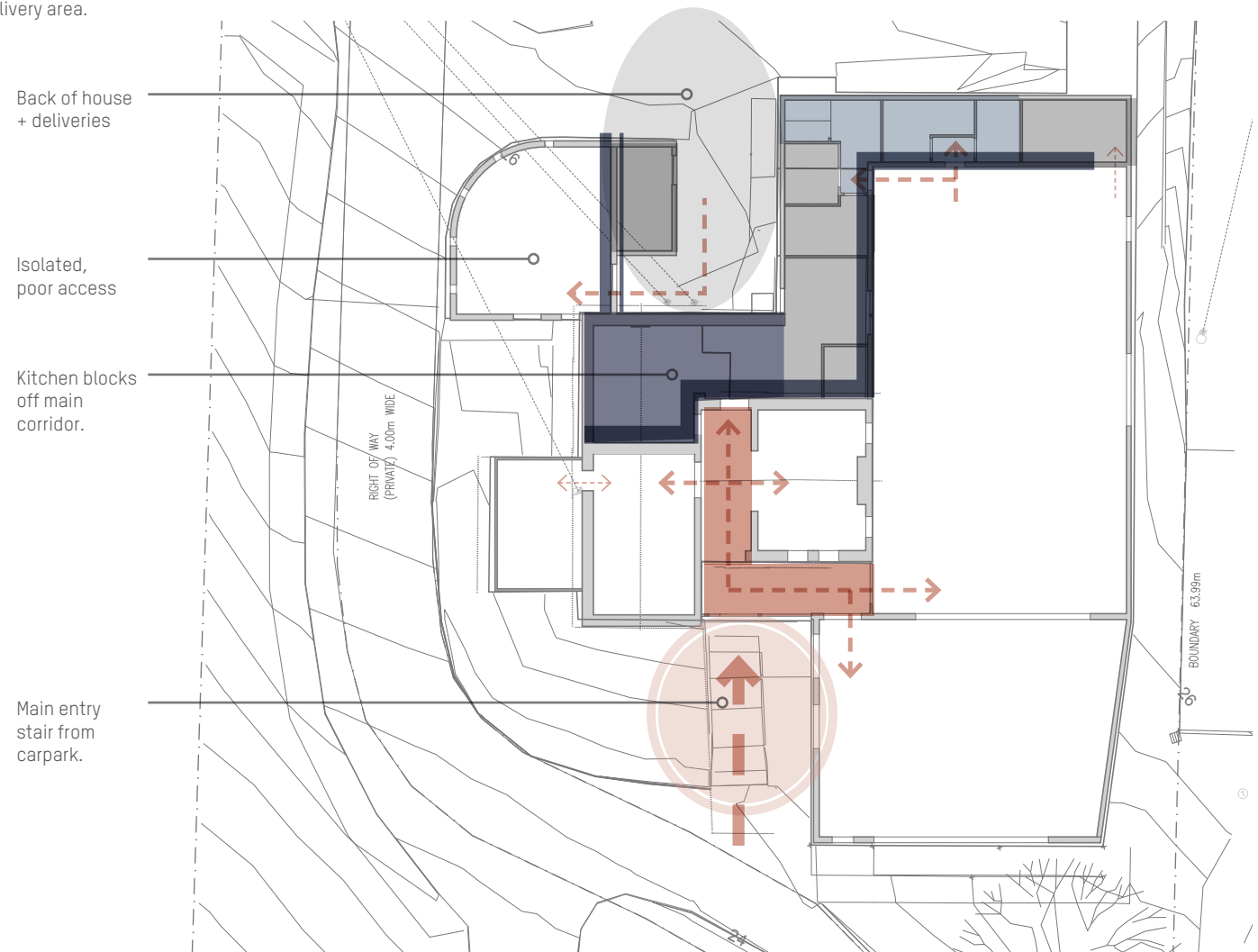
**LEGEND**

	Circulation		Kitchen
	Social Spaces		Storage
	Amenities		Administration
			Deck / Courtyard



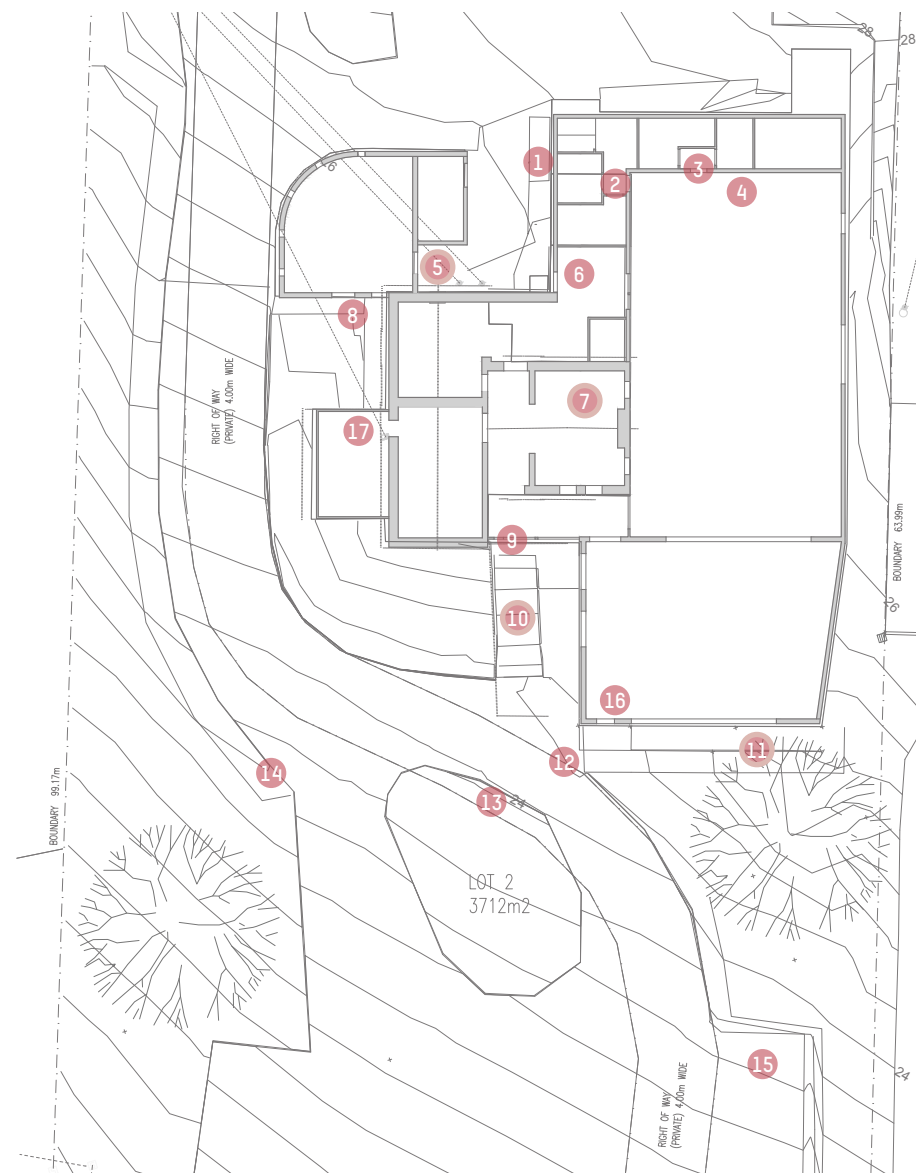
## CIRCULATION

The building is accessed from the main carpark at the south. The existing corridor provides access to the sitting room, bar, hall 1 and hall 2. The kitchen, store and amenities act as a barrier between function spaces. The meeting room is accessed off the delivery area. There is limited connection between the spaces



There are a number of key issues arising relating to access standards and compliance in the existing building.

- 1 Non-compliant stairs to upper level.
- 2 Access and number of female WC for centre.
- 3 Access and number of male WC for centre.
- 4 Non-compliant access to stage.
- 5 Compliant but visually substandard access to meeting room.
- 6 Compliant but visually substandard access to kitchen.
- 7 Change in floor level / trip hazard in bar area.
- 8 Poor connection to outdoor spaces from enclosed meeting room.
- 9 Non-compliant clear open door width and landing for entry doors.
- 10 Non-compliant entrance stair.
- 11 Non-compliant ramp.
- 12 Poor surface transition and level changes from road to path.
- 13 Vehicles are pushed close to entrance, limiting pedestrian space.
- 14 Poor transition from footpath to asphalt.
- 15 Access to building from accessible carparking spaces is steep.
- 16 Non-compliant door width from hall to ramp.
- 17 Non-compliant door with into managers office.





View from existing visitor carpark



Compliant but visually substandard access to meeting room.



Change in floor level / trip hazard in bar area.










Non-compliant entrance stair.



Non-compliant ramp.

ISSUE NO.	LOCATION	CONDITION OF ITEM	RECOMMENDED INTERVENTIONS	PRIORITY: L M H	MAKE GOOD COST
1 10	Stairs	Non-compliant entrance stairway with varying tread/riser depths, narrow landings and trip hazards.	Upgrade stairway, landing and handrails to be compliant. Incorporate tactile indicators and nosings.		\$ 24,303.00
		External stairway to upper level is non-compliant due to open risers, handrail, lack of tactile indicators and no safety nosings.	Upgrade stair to meet standards or consider new access location, possibly internal, for greater connection and integration to upper level.		\$ 43,118.00
11	Ramps	Ramp does not meet compliance due to insufficient circulation space, non-compliant handrails, no tactile indicators, length of incline and inadequate landing.	Upgrade ramp to meet 1:14 gradient with compliant landings, transitions, tactile indicators, handrails and circulation.		\$ 93,785.00
8 9 16 17	Doorways + Openings	Entrance doorway width and landing are inadequate.	Ensure at least one of the double leaf doors has a minimum clear opening of 850mm and has a compliant landing to open out onto.		\$ 9,449.00
		Solid, narrow doors in internal spaces create a disconnect between indoor/outdoor spaces.	Consider creating connections between indoor and outdoor spaces.		\$ 13,686.00
		Non-compliant door width at entry to hall from external ramp.	Increase door width.		\$ 6,636.00
		Non-compliant door width to Managers office.	Increase door width.		\$ 4,490.00
4 7	Surfaces + Level Changes	Non-compliant access stairs onto stage.	Upgrade stair to include new balustrade, nosings and tactile indicators.		\$ 12,293.00
		Trip hazard in bar service area.	Modify access to bar service area to eliminate trip hazard.		\$ 13,264.00
2 3	Amenities	Poor access to amenities through main hall space only.	Consider modifying access to WCs off main hall or relocate amenities within the centre.		\$ 12,033.00
		Limited number of WCs for capacity and no equal access WC in centre.	Increase the number of WCs for the centre to meet building codes and incorporate an equal access WC.		\$ 109,027.00

ISSUE NO.	LOCATION	CONDITION OF ITEM	RECOMMENDED INTERVENTIONS	PRIORITY: L M H	MAKE GOOD COST
6	Kitchen	The existing kitchen has been retrofitted into the building resulting in an inefficient layout. The location of the kitchen also limits movement throughout the facility and acts as a barrier. Existing kitchen requires upgrade.	Consider relocation of the kitchen and storage spaces to enable a layout to accommodate multiple facility users and external caterers. Upgrade existing kitchen in existing location as a first option.		\$ 129,749.00
5	Signage + Wayfinding	There is a lack of braille and tactile signage internally and externally. This is non-compliant.	Ensure signage is upgraded to include braille and visually compliant signage.		\$ 1,779.00
		General circulation and wayfinding in the building is unclear and confusing.	Implement a wayfinding strategy to ensure clear, legible directions through the building for visitors.		\$ 2,594.00
15	Carparking	There is ample carparking for the facility and shared DDA parking spaces with surrounding facilities. The gradient from these parking spaces is too steep to get to the entry.	Consider relocating or introducing new DDA compliant carparking spaces that are on grade with the entrance.		\$ 47,738.00
12 13 14	Pedestrian Safety	Lack of pedestrian connection from Alma Street to the main entrance (at rear of building).	Explore opportunities to create a new entrance on the street side of the building.		\$ 0.00
		Existing traffic island in carpark at the rear entrance pushes cars close to the stairs/ramp, creating a narrow landing for pedestrians.	Modification to the traffic island at the carpark entrance to push cars away from the entry landing would increase safety for pedestrians.		\$16,359.00
		Poor surface transition and level changes from road to path.	Modify surfaces to ensure smooth transition from ramp/footpath to asphalt.		\$3,438.00
6	Deliveries	Deliveries to the existing kitchen are generally unloaded on the street frontage. There is limited access for delivery vehicles in this area and the location presents a undesirable 'face' to the street.	Upgrade back of house to include step ramp into building. Consider a new delivery location which is separated from pedestrian areas and can be accessed without detracting from the entry of the building.		\$ 9,088.00



- 11 Access ramp to be modified for compliance.  
16

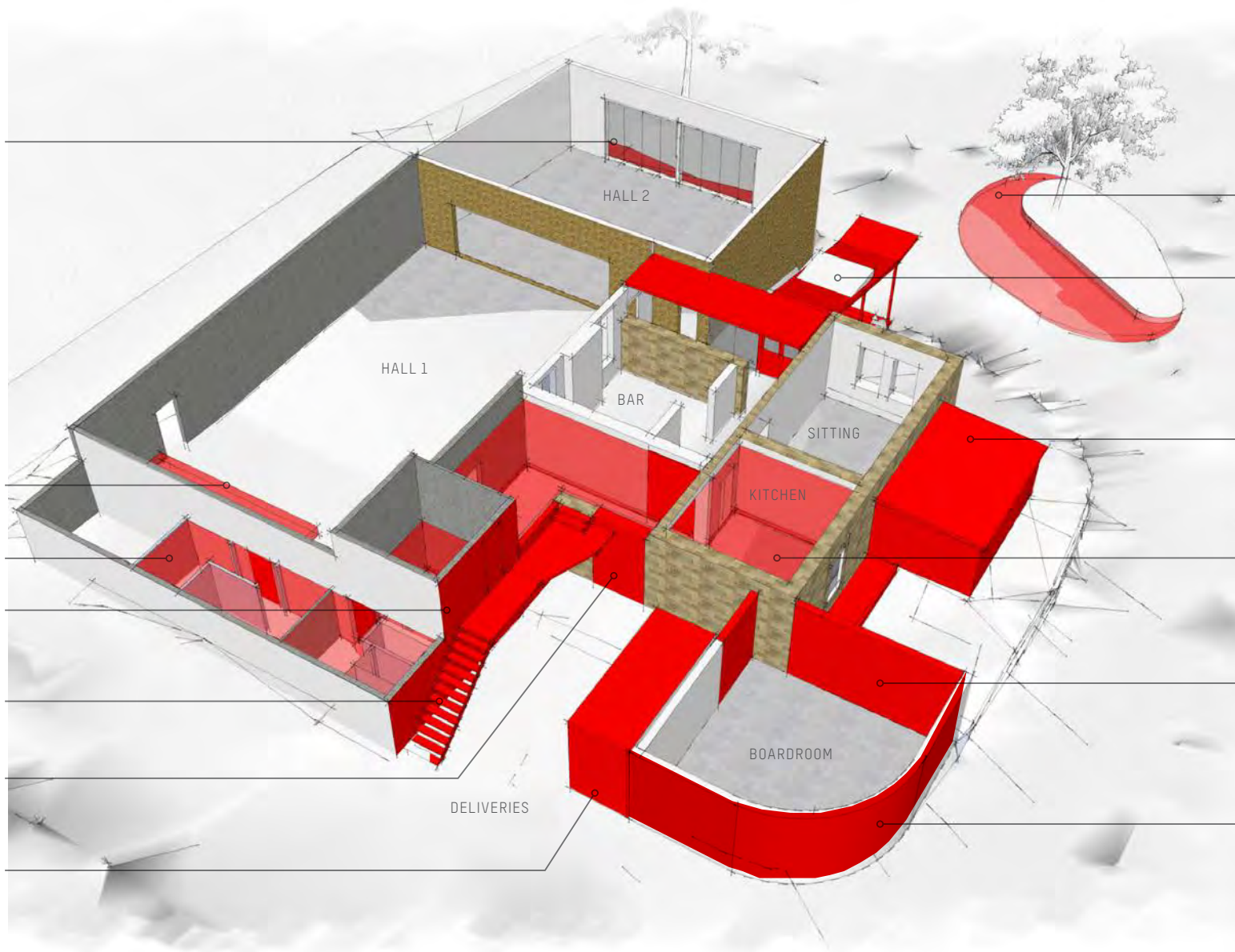
- 4 Stage required to be modified to include compliant stairs.  
3 Amenities are only accessible from Hall 1.

Ancillary storage at first level is dominating and unpleasant to the eye.

- 1 External stairs to first floor are in need of an upgrade.

Building lacks an inviting entrance from the street. Existing is enclosed and austere.

External storage shed creates a congested, tired space on the street edge.



- Island pushes cars close to entrance stairs. 13

- Entrance stairs and doors are non-compliant. 9 10

- Administration to be modified externally as part of new works.

- Kitchen creates a barrier, restricting movement between spaces.

- Meeting room has restricted access and aspect. 8

- Austere curved wall

# PROPOSED MAKE GOOD FOR COMPLIANCE UPGRADES

The proposed make good for compliance upgrades have been itemised and costed by EXSTO Management. Please refer to costing documents provided by EXSTO Management for full list of works breakdowns and exclusions.

ISSUE NO.	LOCATION / ISSUE AREA	MAKE GOOD FOR COMPLIANCE COST
1 10	ISSUE A - Stairs	\$ 67,421.00
11	ISSUE B - Ramps	\$ 93,785.00
8 9 16 17	ISSUE C - Doorways and Openings	\$ 34,261.00
4 7	ISSUE D - Surface and Level Changes	\$ 25,557.00
2 3	ISSUE E - Amenities	\$ 121,060.00
6	ISSUE F - Kitchen	\$ 129,749.00
5	ISSUE G - Signage and Wayfinding	\$ 4,373.00
15	ISSUE H - Carparking	\$ 47,738.00
12 13 14	ISSUE I - Pedestrian Safety	\$ 19,797.00
6	ISSUE J - Deliveries	\$ 9,088.00
TOTAL MAKE GOOD COST:		\$ 552,827.00





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## PART TWO: PROPOSED WORKS + STAGING

Prepared for Clarence City Council  
By Preston Lane Architects

January 2018

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## INTRODUCTION

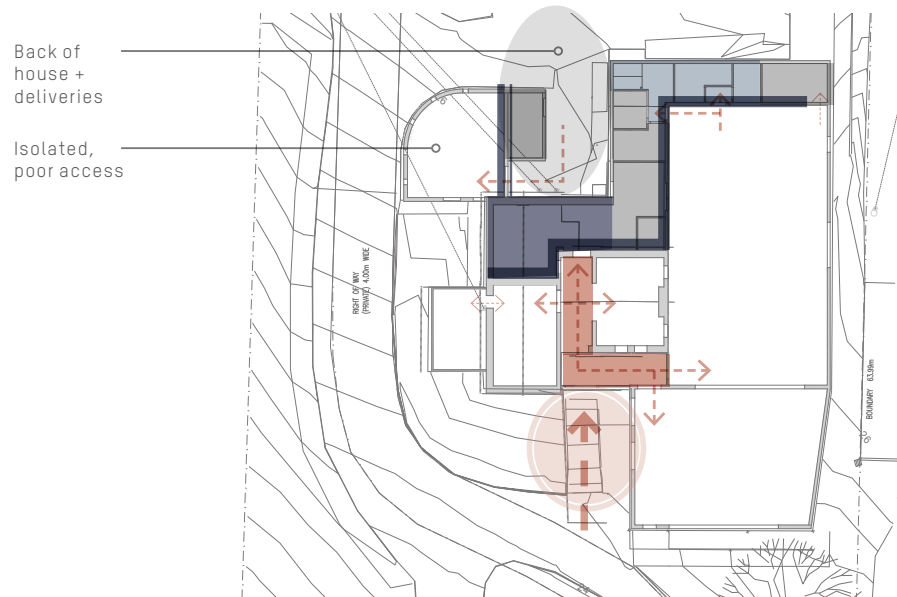
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Part two of this report presents potential building modification works which will addresses circulation, movement and functionality of the centre. Many of these works will also overcome the access and compliance issues identified in Part 1 of this report.

The proposed works have been broken down into six stages. These stages have been identified to ensure that the centre can continue to operate with limited disruption whilst construction is occurring.

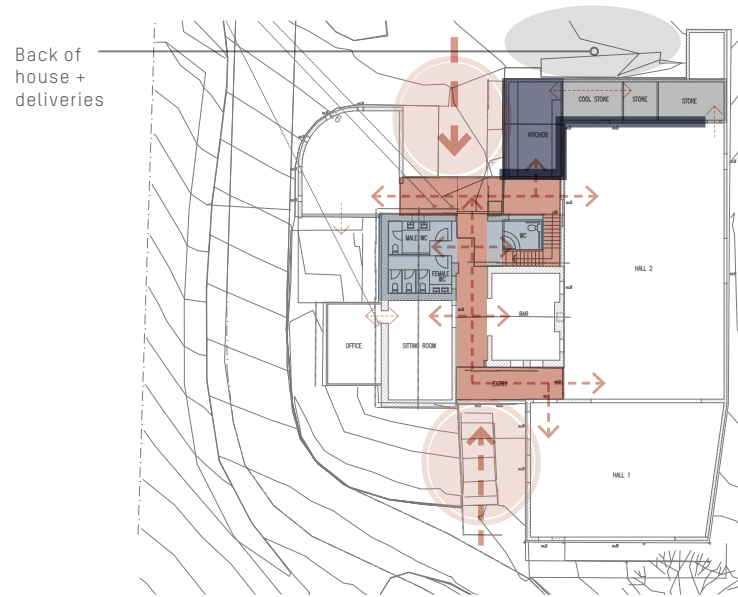
## CIRCULATION

The existing facility can be improved through modifications to the circulation paths inside and outside the building. A comparison between the existing and proposed circulation highlights opportunities to simplify movement for building users.



EXISTING CIRCULATION

The building is accessed from the main carpark at the south. The existing corridor provides access to the sitting room, bar, hall 1 and hall 2. The kitchen, store and amenities act as a barrier, creating a disconnect between the function spaces of the building.

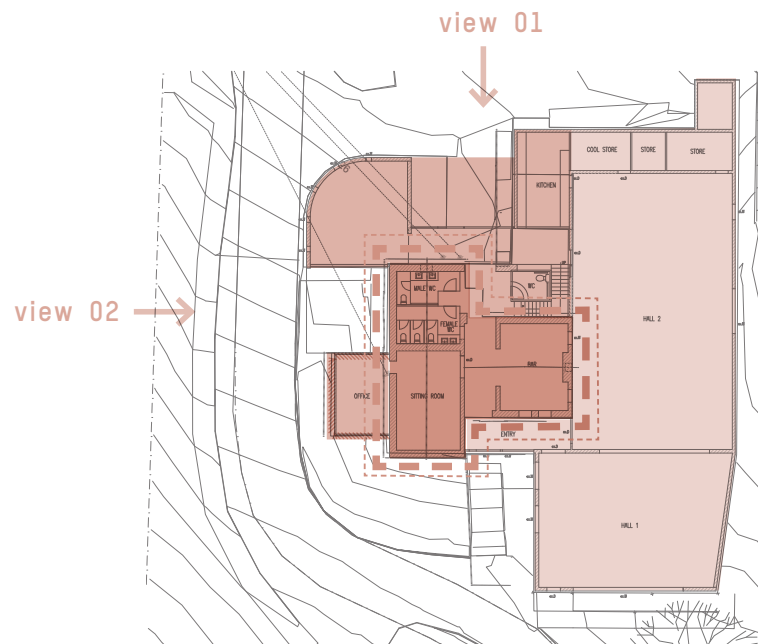


PROPOSED CIRCULATION

A central corridor slices through the building, connecting all social and community spaces. Amenities, Kitchen and storage are rearranged to be accessed centrally but not impede on the movement through the building. Centrally located amenities allows for easy access for all users without interrupting other spaces.

## HERITAGE CONSIDERATIONS

All new works should be sympathetic yet showcase the heritage character of the existing double storey building. New elements offer consistency and should be used to pare back the clutter of the existing conditions, allowing the heritage character to be the highlight. New works on the driveway edge should be clipped to a datum, offering a softer human scale. A new form (to screen the ancillary storage space on the upper level) is proportional to the existing heritage form. The gable form reaches out to the street edge. Modifications to the curved exterior wall draw visitors towards the street entrance.



view 01



view 02

## ENHANCEMENT CONCEPT + FORM

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Conceptually, works to the building should endeavour to draw visitors into the building - creating an identifiable entry from Alma Street. New forms should be simplistic to showcase the heritage character beyond.







# PROPOSED ENHANCEMENT STAGE 1

\$51, 093.00 building works

Stage 1 introduces an access WC into the facility into part of the existing kitchen. This stage would see some disruption to the kitchen facility however all other areas within the facility would be operational as usual.

## WORKS IN STAGE 1

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
1 10	Stairs	Upgrade stairway, landing and handrails to be compliant. Incorporate tactile indicators and nosings.	H
		Upgrade stair to meet standards or consider new access location, possibly internal, for greater connection and integration to upper level.	H
11	Ramps	Upgrade ramp to meet 1:14 gradient with compliant landings, transitions, tactile indicators, handrails and circulation.	H
8 9 16 17	Doorways + Openings	Ensure at least one of the double leaf doors has a minimum clear opening of 850mm and has a compliant landing to open out onto.	M
		Consider creating connections between indoor and outdoor spaces.	M
		Increase door width.	H
		Increase door width.	H
4 7	Surfaces + Level Changes	Upgrade stair to include new balustrade, nosings and tactile indicators.	H
		Modify access to bar service area to eliminate trip hazard.	H
2 3	Amenities	Consider modifying access to WCs off main hall or relocate amenities within the centre.	M
		Increase the number of WCs for the centre to meet building codes and incorporate an equal access WC.	H

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
6	Kitchen	Consider relocation of the kitchen and storage spaces to enable a layout to accommodate multiple facility users and external caterers. Upgrade existing kitchen in existing location as a first option.	H
5	Signage + Wayfinding	Ensure signage is upgraded to include braille and visually compliant signage.	H
		Implement a wayfinding strategy to ensure clear, legible directions through the building for visitors.	M
15	Carparking	Consider relocating or introducing new DDA compliant carparking spaces that are on grade with the entrance.	H
12 13 14	Pedestrian Safety	Explore opportunities to create a new entrance on the street side of the building.	M
		Modification to the traffic island at the carpark entrance to push cars away from the entry landing would increase safety for pedestrians.	H
		Modify surfaces to ensure smooth transition from ramp/footpath to asphalt.	
6	Deliveries	Upgrade back of house to include step ramp into building. Consider a new delivery location which is separated from pedestrian areas and can be accessed without detracting from the entry of the building.	H



# PROPOSED ENHANCEMENT STAGE 2

\$ 131,425.00 building works

Stage 2 relocates the kitchen and associated storage spaces into the existing amenity spaces. A new opening is made from the corridor space into the new amenities area.

WORKS IN STAGE 2      WORKS IN PREVIOUS STAGES

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
1 10	Stairs	Upgrade stairway, landing and handrails to be compliant. Incorporate tactile indicators and nosings.	H
		Upgrade stair to meet standards or consider new access location, possibly internal, for greater connection and integration to upper level.	H
11	Ramps	Upgrade ramp to meet 1:14 gradient with compliant landings, transitions, tactile indicators, handrails and circulation.	H
8 9 16 17	Doorways + Openings	Ensure at least one of the double leaf doors has a minimum clear opening of 850mm and has a compliant landing to open out onto.	M
		Consider creating connections between indoor and outdoor spaces.	M
		Increase door width.	H
		Increase door width.	H
4 7	Surfaces + Level Changes	Upgrade stair to include new balustrade, nosings and tactile indicators.	H
		Modify access to bar service area to eliminate trip hazard.	H
2 3	Amenities	Consider modifying access to WCs off main hall or relocate amenities within the centre.	M
		Increase the number of WCs for the centre to meet building codes and incorporate an equal access WC.	H

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
6	Kitchen	Consider relocation of the kitchen and storage spaces to enable a layout to accommodate multiple facility users and external caterers. Upgrade existing kitchen in existing location as a first option.	H
5	Signage + Wayfinding	Ensure signage is upgraded to include braille and visually compliant signage.	H
		Implement a wayfinding strategy to ensure clear, legible directions through the building for visitors.	M
15	Carparking	Consider relocating or introducing new DDA compliant carparking spaces that are on grade with the entrance.	H
12 13 14	Pedestrian Safety	Explore opportunities to create a new entrance on the street side of the building.	M
		Modification to the traffic island at the carpark entrance to push cars away from the entry landing would increase safety for pedestrians.	H
		Modify surfaces to ensure smooth transition from ramp/footpath to asphalt.	
6	Deliveries	Upgrade back of house to include step ramp into building. Consider a new delivery location which is separated from pedestrian areas and can be accessed without detracting from the entry of the building.	H



# PROPOSED ENHANCEMENT STAGE 3

\$ 79,854.00 building works

Stage 3 introduces new male and female amenities into the location of the existing kitchen, opposite the EA WC from Stage 1.

WORKS IN STAGE 3      WORKS IN PREVIOUS STAGES

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
1 10	Stairs	Upgrade stairway, landing and handrails to be compliant. Incorporate tactile indicators and nosings.	H
		Upgrade stair to meet standards or consider new access location, possibly internal, for greater connection and integration to upper level.	H
11	Ramps	Upgrade ramp to meet 1:14 gradient with compliant landings, transitions, tactile indicators, handrails and circulation.	H
8 9 16 17	Doorways + Openings	Ensure at least one of the double leaf doors has a minimum clear opening of 850mm and has a compliant landing to open out onto.	M
		Consider creating connections between indoor and outdoor spaces.	M
		Increase door width.	H
		Increase door width.	H
4 7	Surfaces + Level Changes	Upgrade stair to include new balustrade, nosings and tactile indicators.	H
		Modify access to bar service area to eliminate trip hazard.	H
2 3	Amenities	Consider modifying access to WCs off main hall or relocate amenities within the centre.	H
		Increase the number of WCs for the centre to meet building codes and incorporate an equal access WC.	H

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
6	Kitchen	Consider relocation of the kitchen and storage spaces to enable a layout to accommodate multiple facility users and external caterers. Upgrade existing kitchen in existing location as a first option.	H
5	Signage + Wayfinding	Ensure signage is upgraded to include braille and visually compliant signage.	H
		Implement a wayfinding strategy to ensure clear, legible directions through the building for visitors.	M
15	Carparking	Consider relocating or introducing new DDA compliant carparking spaces that are on grade with the entrance.	H
12 13 14	Pedestrian Safety	Explore opportunities to create a new entrance on the street side of the building.	M
		Modification to the traffic island at the carpark entrance to push cars away from the entry landing would increase safety for pedestrians.	H
		Modify surfaces to ensure smooth transition from ramp/footpath to asphalt.	
6	Deliveries	Upgrade back of house to include step ramp into building. Consider a new delivery location which is separated from pedestrian areas and can be accessed without detracting from the entry of the building.	H



# PROPOSED ENHANCEMENT STAGE 4

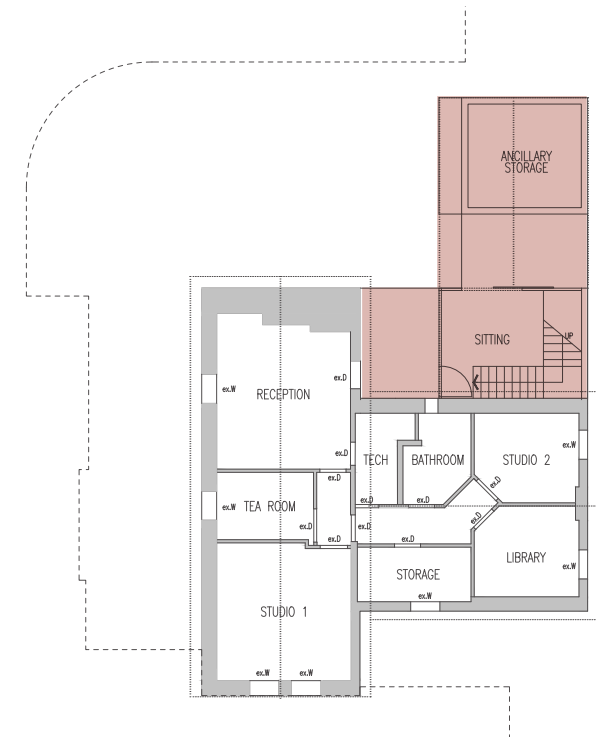
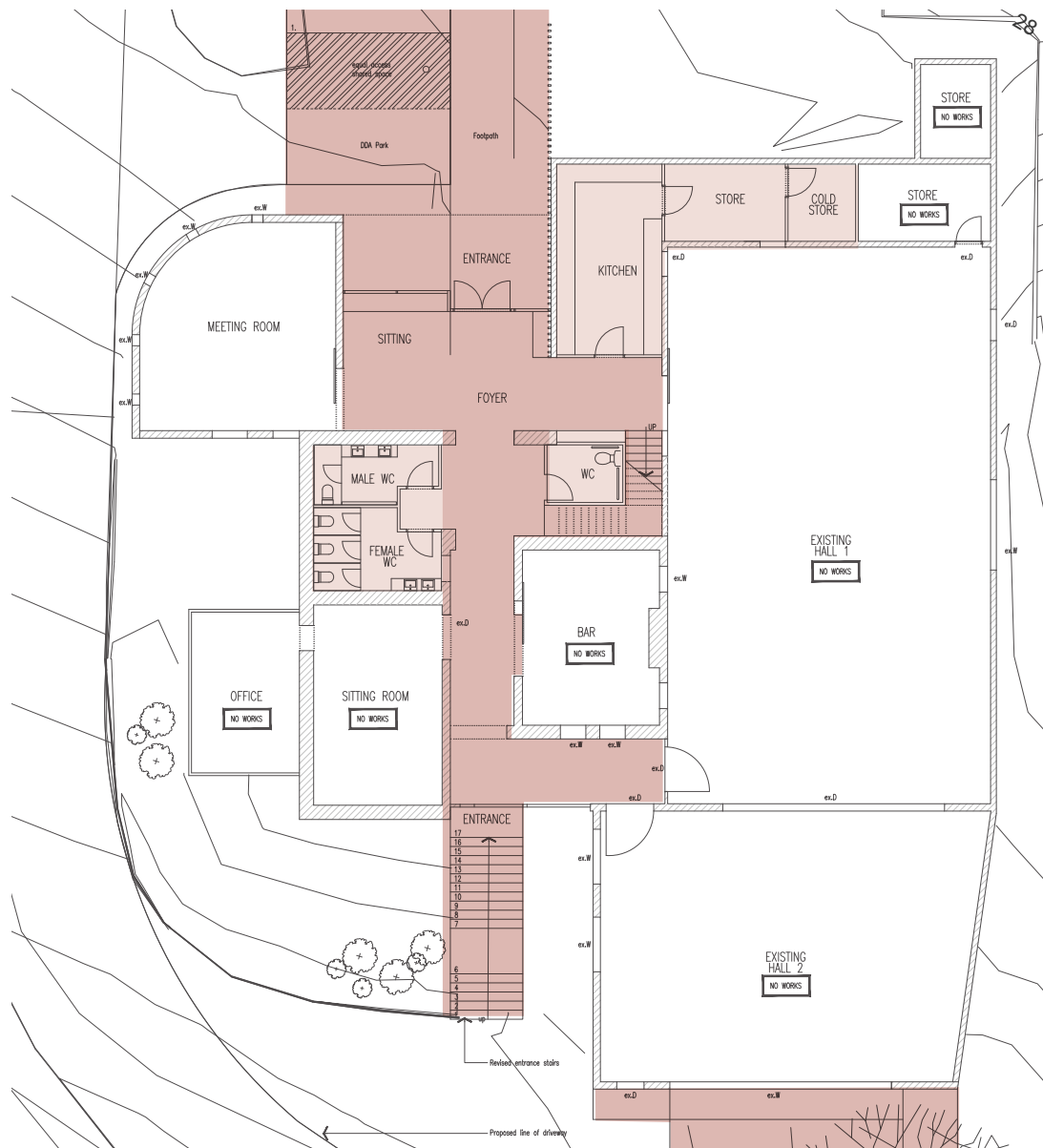
\$ 217,470.00 building works + \$ 83,994.00 external works

Stage 4 includes the upgrades to the circulation spine, introduction of a new foyer space, internal stair, rear stair and two new DDA compliant carparking spaces at the street frontage and some landscaping.

WORKS IN STAGE 4      WORKS IN PREVIOUS STAGES

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
1 10	Stairs	Upgrade stairway, landing and handrails to be compliant. Incorporate tactile indicators and nosings.	H
		Upgrade stair to meet standards or consider new access location, possibly internal, for greater connection and integration to upper level.	H
11	Ramps	Upgrade ramp to meet 1:14 gradient with compliant landings, transitions, tactile indicators, handrails and circulation.	H
8 9 16 17	Doorways + Openings	Ensure at least one of the double leaf doors has a minimum clear opening of 850mm and has a compliant landing to open out onto.	H
		Consider creating connections between indoor and outdoor spaces.	M
		Increase door width.	H
		Increase door width.	M
4 7	Surfaces + Level Changes	Upgrade stair to include new balustrade, nosings and tactile indicators.	H
		Modify access to bar service area to eliminate trip hazard.	M
2 3	Amenities	Consider modifying access to WCs off main hall or relocate amenities within the centre.	M
		Increase the number of WCs for the centre to meet building codes and incorporate an equal access WC.	H

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
6	Kitchen	Consider relocation of the kitchen and storage spaces to enable a layout to accommodate multiple facility users and external caterers. Upgrade existing kitchen in existing location as a first option.	H
5	Signage + Wayfinding	Ensure signage is upgraded to include braille and visually compliant signage.	H
		Implement a wayfinding strategy to ensure clear, legible directions through the building for visitors.	M
15	Carparking	Consider relocating or introducing new DDA compliant carparking spaces that are on grade with the entrance.	H
12 13 14	Pedestrian Safety	Explore opportunities to create a new entrance on the street side of the building.	M
		Modification to the traffic island at the carpark entrance to push cars away from the entry landing would increase safety for pedestrians.	H
		Modify surfaces to ensure smooth transition from ramp/footpath to asphalt.	
6	Deliveries	Upgrade back of house to include step ramp into building. Consider a new delivery location which is separated from pedestrian areas and can be accessed without detracting from the entry of the building.	H



Stage 4 creates an internal connection between the ground and first floors. Ancillary storage is hidden within a new building form which is respectful to the character and form of the existing building.

Internal spaces of the first floor are not altered during this stage, however there will be some disruption the access to these spaces during this stage.



# PROPOSED ENHANCEMENT STAGE 5

\$ 127,465.00 building works + \$ 52,551.00 external works

Stage 5 includes upgrades to the meeting room, office, bar and sitting spaces plus the inclusion of a new deck to connect into the meeting room and office.

WORKS IN STAGE 5      WORKS IN PREVIOUS STAGES

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
1 10	Stairs	Upgrade stairway, landing and handrails to be compliant. Incorporate tactile indicators and nosings.	H
		Upgrade stair to meet standards or consider new access location, possibly internal, for greater connection and integration to upper level.	H
11	Ramps	Upgrade ramp to meet 1:14 gradient with compliant landings, transitions, tactile indicators, handrails and circulation.	H
8 9 16 17	Doorways + Openings	Ensure at least one of the double leaf doors has a minimum clear opening of 850mm and has a compliant landing to open out onto.	M
		Consider creating connections between indoor and outdoor spaces.	M
		Increase door width.	H
		Increase door width.	H
4 7	Surfaces + Level Changes	Upgrade stair to include new balustrade, nosings and tactile indicators.	H
		Modify access to bar service area to eliminate trip hazard.	H
2 3	Amenities	Consider modifying access to WCs off main hall or relocate amenities within the centre.	M
		Increase the number of WCs for the centre to meet building codes and incorporate an equal access WC.	H

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
6	Kitchen	Consider relocation of the kitchen and storage spaces to enable a layout to accommodate multiple facility users and external caterers. Upgrade existing kitchen in existing location as a first option.	H
5	Signage + Wayfinding	Ensure signage is upgraded to include braille and visually compliant signage.	H
		Implement a wayfinding strategy to ensure clear, legible directions through the building for visitors.	M
15	Carparking	Consider relocating or introducing new DDA compliant carparking spaces that are on grade with the entrance.	H
12 13 14	Pedestrian Safety	Explore opportunities to create a new entrance on the street side of the building.	M
		Modification to the traffic island at the carpark entrance to push cars away from the entry landing would increase safety for pedestrians.	H
		Modify surfaces to ensure smooth transition from ramp/footpath to asphalt.	
6	Deliveries	Upgrade back of house to include step ramp into building. Consider a new delivery location which is separated from pedestrian areas and can be accessed without detracting from the entry of the building.	H



# PROPOSED ENHANCEMENT STAGE 6

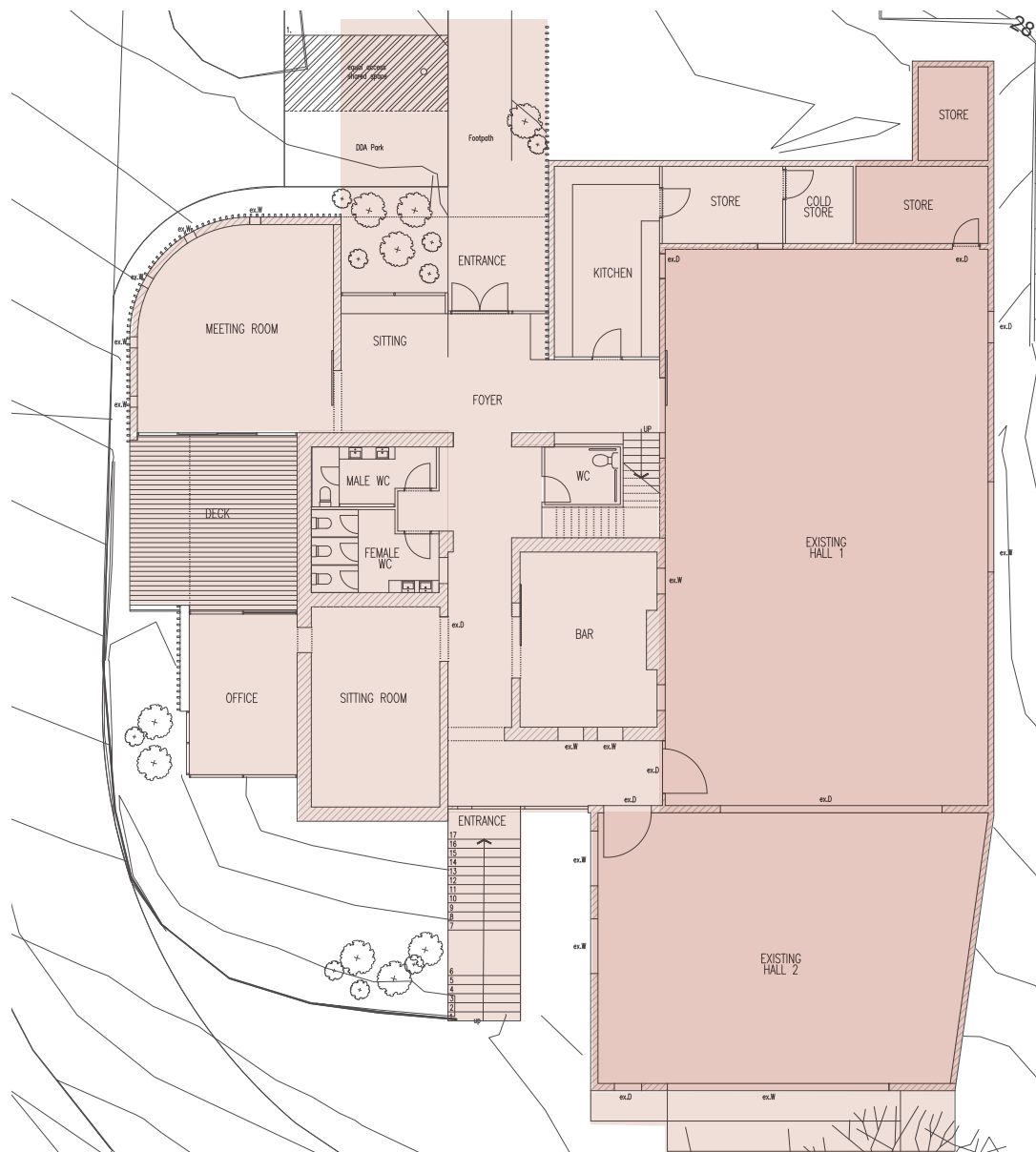
\$ 67,844.00 building works

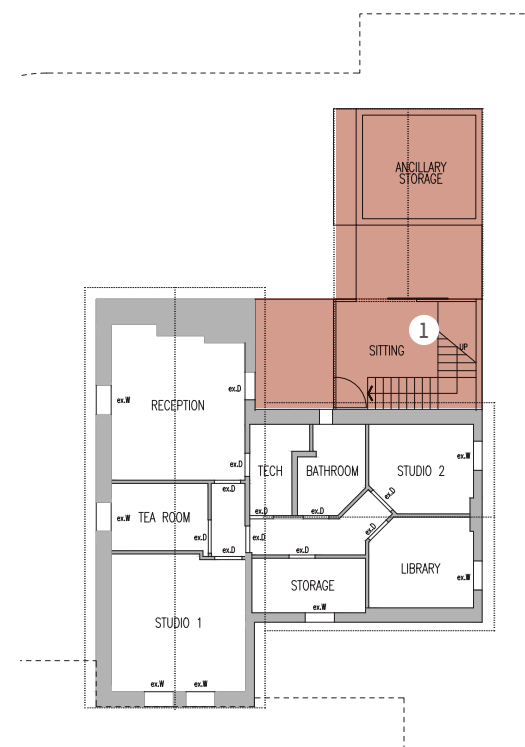
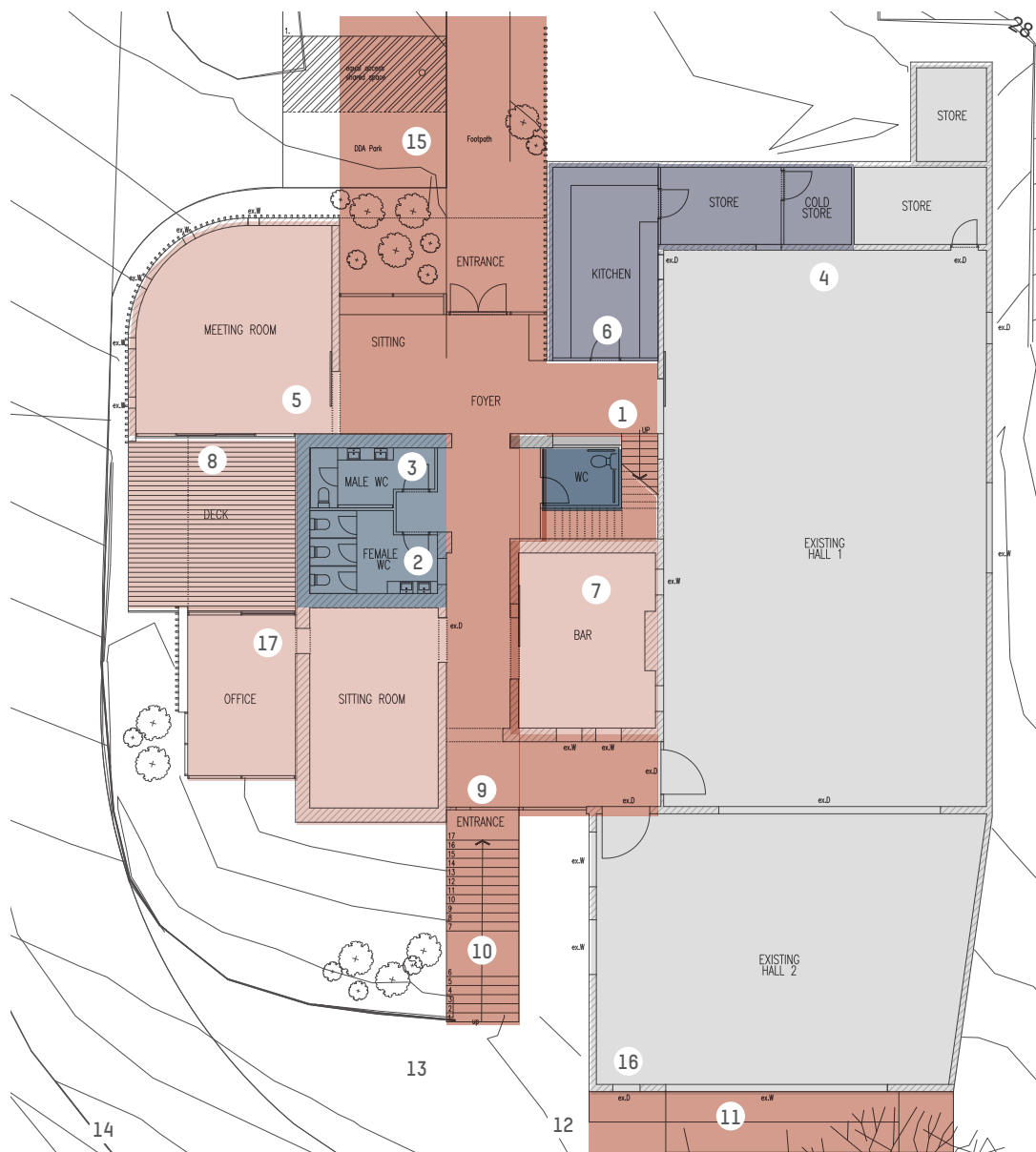
Stage 6 includes a general refresh, repaint and make good of the hall and storage spaces.

WORKS IN STAGE 6      WORKS IN PREVIOUS STAGES

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
1 10	Stairs	Upgrade stairway, landing and handrails to be compliant. Incorporate tactile indicators and nosings.	H
		Upgrade stair to meet standards or consider new access location, possibly internal, for greater connection and integration to upper level.	H
11	Ramps	Upgrade ramp to meet 1:14 gradient with compliant landings, transitions, tactile indicators, handrails and circulation.	H
8 9 16 17	Doorways + Openings	Ensure at least one of the double leaf doors has a minimum clear opening of 850mm and has a compliant landing to open out onto.	M
		Consider creating connections between indoor and outdoor spaces.	M
		Increase door width.	H
		Increase door width.	H
4 7	Surfaces + Level Changes	Upgrade stair to include new balustrade, nosings and tactile indicators.	H
		Modify access to bar service area to eliminate trip hazard.	H
2 3	Amenities	Consider modifying access to WCs off main hall or relocate amenities within the centre.	M
		Increase the number of WCs for the centre to meet building codes and incorporate an equal access WC.	H

ISSUE NO.	LOCATION	RECOMMENDED INTERVENTIONS	PRIORITY: L M H
6	Kitchen	Consider relocation of the kitchen and storage spaces to enable a layout to accommodate multiple facility users and external caterers. Upgrade existing kitchen in existing location as a first option.	H
5	Signage + Wayfinding	Ensure signage is upgraded to include braille and visually compliant signage.	H
		Implement a wayfinding strategy to ensure clear, legible directions through the building for visitors.	M
15	Carparking	Consider relocating or introducing new DDA compliant carparking spaces that are on grade with the entrance.	H
12 13 14	Pedestrian Safety	Explore opportunities to create a new entrance on the street side of the building.	M
		Modification to the traffic island at the carpark entrance to push cars away from the entry landing would increase safety for pedestrians.	H
		Modify surfaces to ensure smooth transition from ramp/footpath to asphalt.	
6	Deliveries	Upgrade back of house to include step ramp into building. Consider a new delivery location which is separated from pedestrian areas and can be accessed without detracting from the entry of the building.	H





# LEGEND

- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Stage 6

# PROPOSED STAGING

An indicative cost plan has been provided by EXSTO Management based upon staging drawings prepared by Preston Lane Architects. Please refer to the costing documents provided by EXSTO Management for full list of works breakdowns and exclusions.

ISSUE NO.	STAGE BREAKDOWN	ENHANCEMENT COST	MAKE GOOD FOR COMPLIANCE COST
2	STAGE 1 - Access WC	\$ 51,093.00	2 see main amenities
6	STAGE 2 - Kitchen + Deliveries	\$ 131,425.00	6 \$ 138,837.00
3	STAGE 3 - Main Amenities	\$ 79,854.00	3 \$ 121,060.00
SUB TOTAL (Stages 1-3)		\$ 262,372.00	\$ 259,897.00
1 4 9 10 11 12 14 15 16	STAGE 4 - Circulation incl. Foyer, Stairs, Carparking	\$ 217,470.00 \$ 83,994.00 (external)	1 \$ 24,303.00 4 \$ 12,293.00 9 \$ 9,449.00 10 \$ 43,118.00 11 \$ 93,785.00 12 \$ 0.00 14 \$ 3,438.00 15 \$ 47,738.00 16 \$ 4,490.00
SUB TOTAL (Stage 4)		\$ 301,464.00	\$ 238,612.00
5 7 8 13 17	STAGE 5 - Meeting, Deck, Office, Bar, Sitting Room	\$ 127,465.00 \$ 52,551.00 (external)	5 \$ 4,373.00 7 \$ 13,264.00 8 \$ 13,686.00 13 \$ 16,359.00 17 \$ 6,636.00
SUB TOTAL (Stage 5)		\$ 180,016.00	\$ 54,318.00
SUB TOTAL (STAGE 1-5)		\$ 743,851.00	\$ 552,827.00
STAGE 6 Halls and Stores		\$ 67,844.00	not included
TOTAL ALL STAGING WORKS COST:		\$ 811,695.00	\$ 552,827.00

## RECOMMENDATION

Whilst the make good for compliance cost is lower than the enhancement cost, it is important to note that this upgrade does not rectify the circulation issues present in the building. The make good cost addresses non-compliant areas only and is, in many ways, a short term solution only.

In comparison, the enhancement costs are wholistic, considering the functionality and longevity of the building to ensure all areas of the building are easy to access at all times of the day. The building will be able to be occupied by a number of different users at any given time, with full access and function remaining. We believe that the six-stage plan addresses not only the compliance issues but also the functionality of the spaces. This approach is recommended as a long term plan for the facility.



45 Goulburn Street Hobart Tas 7000

T 61 3 6231 2923

[daniel@prestonlane.com.au](mailto:daniel@prestonlane.com.au)

## ATTACHMENT 2

### Melinda Crothers

---

**From:** Alex VanDerHek  
**Sent:** Tuesday, 20 February 2018 2:52 PM  
**To:** Melinda Crothers  
**Subject:** FW: Almas response Attachment 2

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**From:** Consultant.am  
**Sent:** Wednesday, 14 February 2018 1:41 PM  
**To:** 'Daniel Lane'  
**Cc:** Tracy Sparks; Alex VanDerHek  
**Subject:** RE: Almas response

Hello Daniel,  
Thank you for providing this clarification. I will forward through to Tracy and Alex.  
Regards,  
Andrew

---

**From:** Daniel Lane [<mailto:daniel@prestonlane.com.au>]  
**Sent:** Wednesday, 14 February 2018 1:16 PM  
**To:** Consultant.am  
**Subject:** Almas response

Hi Andrew,  
I write with respect to your enquiry relating to Alamas, and the identification of what items could be complete now without overlap,  
Those items are primarily the external items such as:

4 - Non-compliant access to stage \$12,293.00  
9 - Non-compliant clear open door width and landing for entry doors \$9,449.00  
10 - Non-compliant entrance stair \$24,303.00  
11 - Non-compliant ramp \$93,785.00  
12 - Poor surface transition and level changes from road to path \$3,438.00  
13 - Vehicles are pushed close to the entrance, limiting pedestrian space \$16,359.00  
\$159,627.00

Whilst these items can be complete prior to the enhancement works, they will provide very little value in terms of enabling the centre to function better – the same limited functionality will be maintained.  
It is only the enhancement items which will enable the centre to operate with a number of functions operating concurrently.

It should also be noted: with respect to item 11(\$93,785), whilst it can be completed prior to any enhancement works, the extent required is far greater than what would be required if the completion of the new entry was completed as part of the enhancement works.

Unfortunately the make good works (\$552k) will only provide the same limited functionality. The Enhancement works will enable a diverse range and number of functions to take place at the centre at the one time.

I hope the above provides further clarification and assistance with respect to your consideration.  
Kind Regards  
Daniel Lane





**Daniel Lane**

Director

—

Hobart 45 Goulburn Street Hobart TAS 7000

Melbourne 3 Tivoli Road South Yarra VIC 3141

**M** 0407 556 048 **T** 61 3 62 312 923

[daniel@prestonlane.com.au](mailto:daniel@prestonlane.com.au)

**prestonlane.com.au**

# ATTACHMENT 3

Compiled 14 Feb 2018

<b>INVOICED</b>	Facility	Day	Time
Hobart FM	Upstairs	24hrs/7days	
Hobart FM	Meeting Room	Monthly and as requested	
Meal Machine	Kitchen	Mon, Tues, Thurs	As worked - average 15-18 hrs per week
<b>WEEKLY BOOKINGS:</b>			
Time 4 You - seated & gentle exercise	Main Hall	Monday	10-11.00am
Sarah Peart - Yoga	New Hall	Monday	6.00-7.30pm
Tai Chi	New Hall	Tuesday	2-3.00pm
Clarence Country	Main Hall	Tuesday	6.00-10.30
Karate	New Hall	Tuesday & Thursday	6.30-7.30
Rhythmic Dance	New Hall	Friday	3-5.30pm
Dancing - Des Clark	Main Hall	Friday - weekly	8.00 - 10.30
<b>FORTNIGHTLY:</b>			
ESCB/Rosny Seniors	Main Hall	Tuesday	8.45-11.45
ESCB/Rosny Seniors	Main Hall		
<b>MONTHLY:</b>			
Finnish Club	Meeting Room	2nd Tuesday of month	5.30 - 6.30
Thursdays at Alma's	Meeting Room	3rd Thursday of month	10.00 - 12.00
Country Music Revival		1st Saturday of month	7.00 - 10.30
ARPA (Retirees) - Lunch & Meeting 10.30 - 12.00	Main Hall	4th Wednesday, alternate month	10.00 - 2.00

**Members Regular Bookings:**

Members entry fee \$4.00			
Jean Lawrence - Dance	Main Hall	Monday weekly, alternate Thursday	12.30-3.00pm
Bowls	Main Hall	Tuesday	1.00-3.00pm
Bar		Tuesday	3.00pm
Lunches	Main Hall	Wednesday	12.00-1.00pm
Bingo	Main Hall	Wednesday	1.30-4.00pm
Bowls	Main Hall	Friday	1.00-3.00pm
Bar		Friday	3.00pm

**WEEKEND FUNCTIONS:**

Wedding	1
Birthday Party	4
School Reunion	3
Sunday Afternoon Dance	4
Cantiamo Choir	2
Tassie Rockers	9
Members Christmas Dinner	1
Melbourne Cup Lunch	1
New Years Eve	1
Other Functions	7
Leavers Dinner	2
	<hr/>
	35

**OTHER MEETINGS:**

Positive Ageing Network	4
Miscellaneous	<hr/> 10

**Possibility of 5 day flower show in September**

**11.7.3 GREATER HOBART CITY DEAL**

(File No 10-06-08)

**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to enable Council to note the Heads of Agreement between the Commonwealth and State Government to establish a Hobart City deal; and to consider authorising the General Manager to participate in officer discussions on the formation of a city deal for Greater Hobart, including the scoping of a Greater Hobart Act.

**RELATION TO EXISTING POLICY/PLANS**

Council, at its Meeting of 18 December 2017 resolved that: “...*Council wishes to seek the establishment of a strategic alliance of Clarence, Hobart, Glenorchy and Kingborough Councils to oversee an integrated approach to strategic planning for sustainable and competitive urban growth within metropolitan Hobart, underpinned by a Greater Hobart Act*”.

**LEGISLATIVE REQUIREMENTS**

Nil.

**CONSULTATION**

Nil.

**FINANCIAL IMPLICATIONS**

There are no immediate financial implications. The successful negotiation of a City deal would likely see the provision of significant Commonwealth and State funding committed to Greater Hobart.

**RECOMMENDATION:**

- A. That the Heads of Agreement for a Hobart City Deal, marked as Attachment 1 to the Associated Report, be noted.
- B. That Council endorse the proposed Governance Framework.
- C. That the General Manager be authorised to participate in officer discussions on the formation of a City deal for Greater Hobart, including the scoping of a Greater Hobart Act.
- D. That the General Manager be requested to provide regular reports to Council on the progress of the City deal.

**GREATER HOBART CITY DEAL /contd...**

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**ASSOCIATED REPORT****1. BACKGROUND**

- 1.1.** Council, at its Meeting of 18 December 2017 resolved amongst other matters to: “...seek the establishment of a strategic alliance of Clarence, Hobart, Glenorchy and Kingborough Councils to oversee an integrated approach to strategic planning for sustainable and competitive urban growth within metropolitan Hobart underpinned by a greater Hobart Act”.
- 1.2.** On 16 January 2018, the Prime Minister and Premier signed a Heads of Agreement for a Hobart City deal (refer Attachment 1).

**2. REPORT IN DETAIL**

- 2.1.** The Heads of Agreement signed between the Commonwealth and the State for a Hobart City deal provides for the following objectives:
- fostering an innovative economy that draws on Hobart’s comparative advantages as the gateway to Antarctica and as a world leader in Antarctic and Southern Ocean scientific research and builds capabilities in STEM disciplines;
  - investing in key strategic corridors, linkages and transport modes and infrastructure to provide efficient transport options that embrace accessibility, amenity and liveability;
  - creating targeted clusters of infrastructure, people and capabilities to establish or enhance innovative and thriving hubs and destinations in the city; and
  - building stronger partnerships to promote strategic planning outcomes and service delivery that considers the impact on, and benefits for the Greater Hobart region.

- 2.2.** The 6 main areas of focus are infrastructure and investment, liveability and sustainability, housing, innovation and digital opportunities, governance, city planning and regulation; and jobs.
- 2.3.** City deals provides an opportunity for all 3 levels of government to develop a tailored approach and collective plan for growth that commits to the actions, investments, reforms and governance needed to implement them.
- 2.4.** Consistent with Council's adopted position to develop a strategic alliance to further certain matters, a City deal is a means to provide a co-ordinated and co-operative effort to progressing many of these issues.
- 2.5.** A co-ordinated and co-operative effort is required to scope out the relevant governance issues. In this regard the Commonwealth and State have agreed, in principle, a governance framework which is attached (refer Attachment 2).
- 2.6.** The governance framework provides for the City deal to be overseen by a ministerial committee comprising the Commonwealth and State ministers and the Mayors of the 4 participating Councils.

Noting that prior to any finalisation or agreement of a City deal the 4 Councils would be required to individually consider the final agreement.

- 2.7.** A senior officials group comprising senior officials from the Commonwealth and State and the 4 Council General Managers will be responsible for the negotiation and preparation of the City deal for consideration by the respective Governments and the Councils.
- 2.8.** The City deals Heads of Agreement and the governance framework provide for a Greater Hobart Act as a means of providing a strategic framework for the delivery of a City deal and longer term strategic collaborative initiatives between the 4 Councils and the State Government.

**3. CONSULTATION**

**3.1. Community Consultation**

There has been limited consultation in relation to the detail of a proposed City deal other than the Heads of Agreement negotiated between the Commonwealth and the State.

**3.2. State/Local Government Protocol**

There has been consultation in relation to a strategic alliance between the 4 metropolitan Councils.

**4. STRATEGIC PLAN/POLICY IMPLICATIONS**

The progression of a City deal agreement and a Greater Hobart Act is consistent with Council's policy position of seeking a strategic alliance with the other metropolitan Councils.

**5. EXTERNAL IMPACTS**

There are no immediate external impacts.

**6. RISK AND LEGAL IMPLICATIONS**

Council will need to oversee the development of the City deal and the Greater Hobart Act to ensure that it is consistent with Council's identified objectives.

**7. FINANCIAL IMPLICATIONS**

There are no immediate financial implications. The successful negotiation of a City deal would likely see the provision of significant Commonwealth and State funding committed to Greater Hobart.

**8. ANY OTHER UNIQUE ISSUES**

None apparent.

## **9. CONCLUSION**

The establishment of a City deal and a Greater Hobart Act is consistent with Council's policy position of seeking a strategic alliance and a Greater Hobart Act for Greater Hobart.

Council is recommended to note the Heads of Agreement, endorse the proposed Governance Framework and authorise the General Manager to participate in officer discussions to guide the development of the City deal and a Greater Hobart Act.

Attachments: 1. Heads of Agreement – Hobart City Deal (3)  
2. Proposed Governance Framework (1)

Andrew Paul  
**GENERAL MANAGER**



# ATTACHMENT 1

## **Hobart City Deal**

### **Heads of Agreement**

between

**The Commonwealth of Australia and The State of Tasmania**

executed under the

**Memorandum of Understanding to establish and implement City Deals signed on  
29 September 2016 between the Parties**

#### **Preamble**

Further to the existing Memorandum of Understanding, this Heads of Agreement provides an undertaking by the Commonwealth and Tasmanian Governments to work together to progress a Hobart City Deal consistent with the objectives and initiatives identified in this agreement.

#### **Hobart City Deal Vision and Objectives**

The City Deal will provide a framework to support Hobart as it grows as a vibrant, liveable Capital City, which is part of a connected region linking communities, destinations and precincts. It will improve access to communities, education, employment and emerging opportunities, and stimulate economic growth. The City Deal will leverage Hobart's natural amenity and liveability to continue to position it as a growing, innovative and global city.

The City Deal will focus on harnessing the emerging opportunities and investment occurring in Hobart as it transitions into an increasingly diverse, vibrant and populated global city that is an epicentre for the region's community and visitors, cultural arts and recreational activity, businesses and services. It plays a key role in improving the region's research, education, training and international engagement outcomes and is a key enabler of the ongoing growth in Tasmania's visitor economy.

A Hobart City Deal will do this by:

- fostering an innovative economy that draws on Hobart's comparative advantages as the gateway to Antarctica and as a world leader in Antarctic and Southern Ocean scientific research, and builds capabilities in STEM disciplines;
- investing in key strategic corridors, linkages and transport modes and infrastructure to provide efficient transport options that enhance accessibility, amenity and liveability;
- creating targeted clusters of infrastructure, people, and capabilities to establish or enhance innovative and thriving hubs and destinations in the city; and
- building stronger partnerships to promote strategic planning outcomes and service delivery that considers the impact on, and benefits for, the Greater Hobart region.

## Hobart City Deal – Key Projects

The existing Memorandum of Understanding between the Parties refers to six domains to inform the development of City Deals. These are:

1. Governance, city planning and regulation
2. Infrastructure and investment
3. Housing
4. Jobs and skills
5. Innovation and digital opportunities
6. Liveability and sustainability.

Consistent with the above vision, objectives and with consideration of the key domains, it is agreed to work collaboratively and cooperatively to progress a City Deal for Hobart to:

- examine options to facilitate an Antarctic Precinct at Macquarie Point to harness the unique opportunities presented by the site (**Innovation and digital opportunities; Infrastructure and investment**);
- create a Greater Hobart Transport Vision to guide a coordinated approach to transport planning including assessing the feasibility of future public transport options such as busways, light rail or ferries. This will also include considering ways to support the future use of the northern suburbs rail corridor through improved amenity and greater residential options (**Liveability and sustainability; Housing**);
- establish a Greater Hobart Act, to provide a strategic framework for local councils in the region and the State Government to work together to implement the objectives of the Hobart City Deal and complementary strategic land use planning outcomes (**Governance, City planning and regulation**);
- examine options to facilitate the development of the University of Tasmania's STEM presence in the city, to support both regional and international education, and innovation growth (**Jobs and skills; Innovation and digital opportunities**); and
- explore options to support affordable housing in the Greater Hobart region (**Housing; Liveability and sustainability**).

In addition to these key focus areas, other projects that are consistent with the vision and objectives may also be agreed during the development of the Hobart City Deal.

## Agreement

Further to the Memorandum of Understanding, through this Heads of Agreement the Commonwealth and Tasmanian Governments agree to progress the development of a Hobart City Deal.

Councils will be invited to participate in developing and implementing a Hobart City Deal.

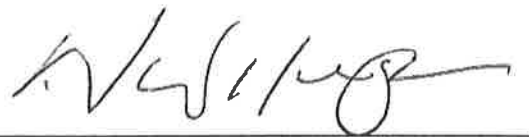
**Signed for and on behalf of the  
Commonwealth of Australia by:**

**Signed for and on behalf of the State of  
Tasmania by:**



The Hon Malcolm Turnbull MP

Prime Minister of the Commonwealth of  
Australia



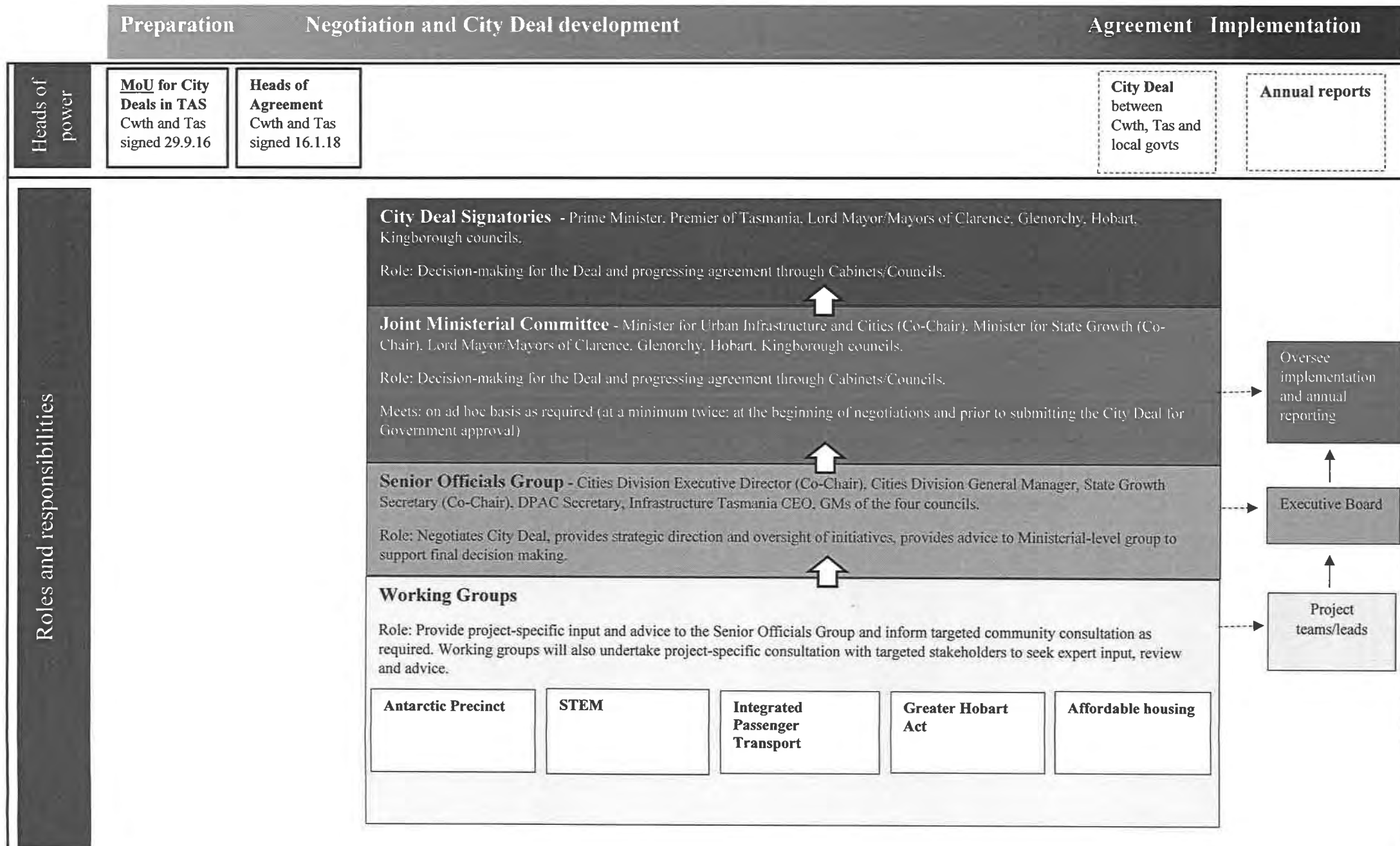
The Hon Will Hodgman MP

Premier of the State of Tasmania

16 January 2018  
Date

16 January 2018  
Date

## **DRAFT Hobart City Deal – Proposed Governance and Process Map (for consultation with councils)**



**12. ALDERMEN'S QUESTION TIME**

An Alderman may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

**12.1 QUESTIONS ON NOTICE**

(Seven days before an ordinary Meeting, an Alderman may give written notice to the General Manager of a question in respect of which the Alderman seeks an answer at the meeting).

Nil.

**12.2 ANSWERS TO QUESTIONS ON NOTICE**

Nil.

**12.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE**

Nil.

**12.4 QUESTIONS WITHOUT NOTICE**

An Alderman may ask a Question without Notice of the Chairman or another Alderman or the General Manager. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will not be recorded in the minutes.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, an Alderman or the General Manager may decline to answer a question without notice.

**13. CLOSED MEETING**

Regulation 15 of the Local Government (Meetings Procedures) Regulations 2015 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matter has been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015.

**13.1 APPLICATIONS FOR LEAVE OF ABSENCE**

This report has been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulation 2015 as the detail covered in the report relates to:

- applications by Aldermen for a Leave of Absence.

**Note: The decision to move into Closed Meeting requires an absolute majority of Council.**

**The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.**

**PROCEDURAL MOTION**

“That the Meeting be closed to the public to consider Regulation 15 matters, and that members of the public be required to leave the meeting room”.