



DEVELOPMENT APPLICATION

PDPLANPMTD-2023/041256

PROPOSAL: Change of Use to Gym (Sports and Recreation)

LOCATION: 76 Howrah Road, Howrah

RELEVANT PLANNING SCHEME: Tasmanian Planning Scheme - Clarence

ADVERTISING EXPIRY DATE: 19 March 2024

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 19 March 2024. In addition to legislative requirements, plans and documents can also be viewed at www.ccc.tas.gov.au during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to clarence@ccc.tas.gov.au. Representations must be received by Council on or before 19 March 2024.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at www.ccc.tas.gov.au or at the Council offices.

Clarence City Council



APPLICATION FOR DEVELOPMENT / USE OR SUBDIVISION

The personal information on this form is required by Council for the development of land under the Land Use Planning and Approvals Act 1993. We will only use your personal information for this and other related purposes. If this information is not provided, we may not be able to deal with this matter. You may access and/or amend your personal information at any time. How we use this information is explained in our **Privacy Policy**, which is available at www.ccc.tas.gov.au or at Council offices.

Proposal:

Change of use and new toilet

Location:

Address Shop 5 76 Howrah Road

Suburb/Town Howrah

Postcode 7018

Current
Owners/s:

Applicant:

Personal Information Removed

Tax Invoice for
application fees to
be in the name of:
(if different from
applicant)

Estimated cost of development

\$ 5,000

Is the property on the Tasmanian Heritage Register?

Yes

☐

No

☒

(if yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal)

If you had pre-application discussions with a Council Officer, please give their name

Current Use of Site:

Does the proposal involve land administered or owned by the Crown or Council?

Yes

☐

No

☒


Declaration:

- *I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.*
- *I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council's representatives to enter the land to assess this application*
- *I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached. Where the application is submitted under Section 43A, the owner's consent is attached.*
- *I declare that the information in this declaration is true and correct.*

Acknowledgement:

- *I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.*

Applicant's
Signature:

	21.12.23
Signature.....	Date.....

**PLEASE REFER TO THE DEVELOPMENT/USE AND SUBDIVISION CHECKLIST
ON THE FOLLOWING PAGES TO DETERMINE WHAT DOCUMENTATION MUST
BE SUBMITTED WITH YOUR APPLICATION.**

x
x
x

Documentation required:

1. **MANDATORY DOCUMENTATION**

This information is required for the application to be valid. An application lodged without these items is unable to proceed.

- ☐ Details of the location of the proposed use or development.
- ☐ A copy of the current Certificate of Title, Sealed Plan, Plan or Diagram and Schedule of Easements and other restrictions for each parcel of land on which the use or development is proposed.
- ☐ Full description of the proposed use or development.
- ☐ Description of the proposed operation.
May include where appropriate: staff/student/customer numbers; operating hours; truck movements; and loading/unloading requirements; waste generation and disposal; equipment used; pollution, including noise, fumes, smoke or vibration and mitigation/management measures.
- ☐ Declaration the owner has been notified if the applicant is not the owner.
- ☐ Crown or Council consent (if publically-owned land).
- ☐ Any reports, plans or other information required by the relevant zone or code.
- ☐ Fees prescribed by the Council.

Application fees (please phone 03 6217 9550 to determine what fees apply). An invoice will be emailed upon lodgement.

2. **ADDITIONAL DOCUMENTATION**

In addition to the mandatory information required above, Council may, to enable it to consider an application, request further information it considers necessary to ensure that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or specific area plan, applicable to the use or development.

- ☐ **Site analysis plan and site plan**, including where relevant:
 - *Existing and proposed use(s) on site.*
 - *Boundaries and dimensions of the site.*
 - *Topography, including contours showing AHD levels and major site features.*
 - *Natural drainage lines, watercourses and wetlands on or adjacent to the site.*
 - *Soil type.*
 - *Vegetation types and distribution, and trees and vegetation to be removed.*
 - *Location and capacity of any existing services or easements on/to the site.*
 - *Existing pedestrian and vehicle access to the site.*
 - *Location of existing and proposed buildings on the site.*
 - *Location of existing adjoining properties, adjacent buildings and their uses.*
 - *Any natural hazards that may affect use or development on the site.*
 - *Proposed roads, driveways, car parking areas and footpaths within the site.*
 - *Any proposed open space, communal space, or facilities on the site.*
 - *Main utility service connection points and easements.*
 - *Proposed subdivision lot boundaries.*

Clarence City Council

DEVELOPMENT/USE OR SUBDIVISION CHECKLIST



- ☐ Where it is proposed to erect buildings, **detailed plans** with dimensions at a scale of 1:100 or 1:200 showing:
 - *Internal layout of each building on the site.*
 - *Private open space for each dwelling.*
 - *External storage spaces.*
 - *Car parking space location and layout.*
 - *Major elevations of every building to be erected.*
 - *Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites.*
 - *Relationship of the elevations to natural ground level, showing any proposed cut or fill.*
 - *Materials and colours to be used on rooves and external walls.*
- ☐ Where it is proposed to erect buildings, a plan of the proposed **landscaping** showing:
 - *Planting concepts.*
 - *Paving materials and drainage treatments and lighting for vehicle areas and footpaths.*
 - *Plantings proposed for screening from adjacent sites or public places.*
- ☐ Any additional reports, plans or other information required by the relevant zone or code.

This list is not comprehensive for all possible situations. If you require further information about what may be required as part of your application documentation, please contact Council's Planning Officers on (03) 6217 9550 who will be pleased to assist.

SEARCH OF TORRENS TITLE

VOLUME 123529	FOLIO 16
EDITION 6	DATE OF ISSUE 03-Aug-2011

SEARCH DATE : 08-Jul-2020

SEARCH TIME : 03.41 PM

DESCRIPTION OF LAND

City of CLARENCE

Lot 16 on Plan 123529

Derivation : Part of 56 Acres Gtd to L Fielder, J Kelly and S
R Dawson

Derived from A15,343

SCHEDULE 1

C735873 & C715802 TRANSFER to TOULA SPILIOPOULOS, CON
SPILIOPOULOS and GEORGE SPILIOPOULOS as tenants in
common in equal shares Registered 11-Aug-2006 at 12.
04 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

42/7879 CONVEYANCE: BENEFITING EASEMENT: Drainage right over
the Drainage Easement marked A.B.C. on Plan No. 12352942/7879 CONVEYANCE: BURDENING EASEMENT: Drainage right
(appurtenant to Lots 14 & 15 on Deeds Office Plan
570) over the Drainage Easement passing through the
said land within describedD22527 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 03-Aug-2011 at 12.01 PMUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SEARCH OF TORRENS TITLE

VOLUME 123529	FOLIO 12
EDITION 6	DATE OF ISSUE 03-Aug-2011

SEARCH DATE : 08-Jul-2020

SEARCH TIME : 03.40 PM

DESCRIPTION OF LAND

City of CLARENCE

Lot 12 on Plan 123529

Derivation : Part of 56 Acres Gtd to L Fielder, J Kelly and S
R Dawson

Derived from A15,343

SCHEDULE 1

C735873 & C715802 TRANSFER to TOULA SPILIOPOULOS, CON
SPILIOPOULOS and GEORGE SPILIOPOULOS as tenants in
common in equal shares Registered 11-Aug-2006 at 12.
04 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
D22527 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 03-Aug-2011 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SEARCH OF TORRENS TITLE

VOLUME 123529	FOLIO 11
EDITION 6	DATE OF ISSUE 03-Aug-2011

SEARCH DATE : 08-Jul-2020

SEARCH TIME : 03.38 PM

DESCRIPTION OF LAND

City of CLARENCE

Lot 11 on Plan 123529

Derivation : Part of 56 Acres Gtd to L Fielder, J Kelly and S
R Dawson

Derived from A15,343

SCHEDULE 1

C735873 & C715802 TRANSFER to TOULA SPILIOPOULOS, CON
SPILIOPOULOS and GEORGE SPILIOPOULOS as tenants in
common in equal shares Registered 11-Aug-2006 at 12.
04 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
D22527 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 03-Aug-2011 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

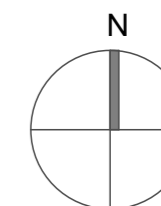
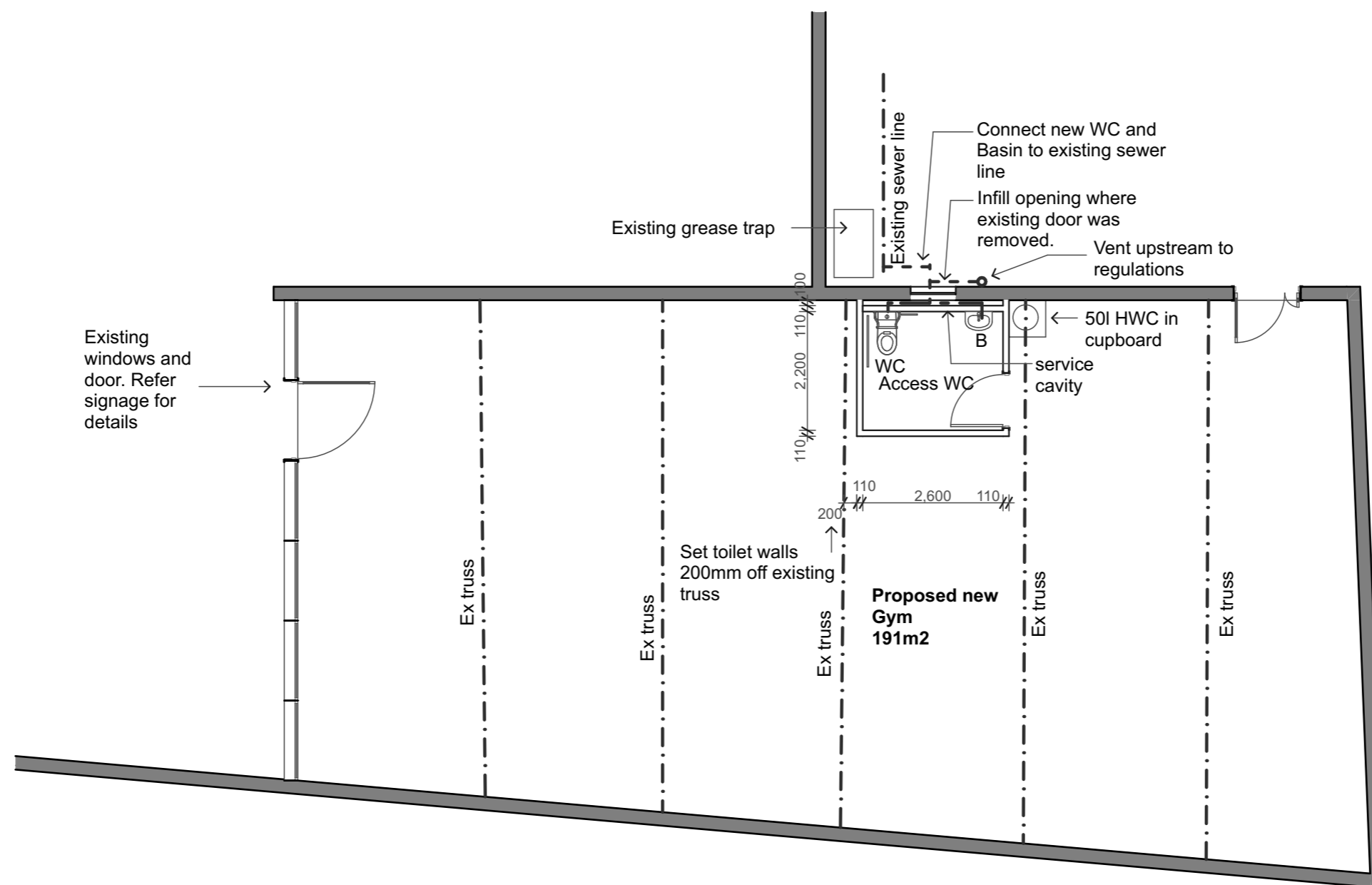
<p>OWNER A.15343 L.T. ACT 1980</p> <p>FOLIO REFERENCE CONV. 42 7879 (1st, 2nd & 3rd Desc.)</p> <p>GRANTEE PART OF 56 ACRES GTD TO LOUISA FIELDER, JAMES KELLY AND SAMUEL ROBINSON DAWSON</p>		<p>PLAN OF TITLE</p> <p>LOCATION CITY OF CLARENCE</p> <p>FIRST SURVEY PLAN No. P.576 D.O.</p> <p>COMPILED BY L.T.O.</p> <p>SCALE 1:400 LENGTHS IN METRES</p>		<p>REGISTERED NUMBER</p> <p>P. 123529</p> <p>APPROVED 24 APR 1996</p> <p><i>M. J. S.</i> Recorder of Titles</p>	
MAPSHEET MUNICIPAL CODE No. 107	LAST UPI No. 412653 412662 412663	LAST PLAN No. P.576 D.O.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

~~BALANCE PLAN~~

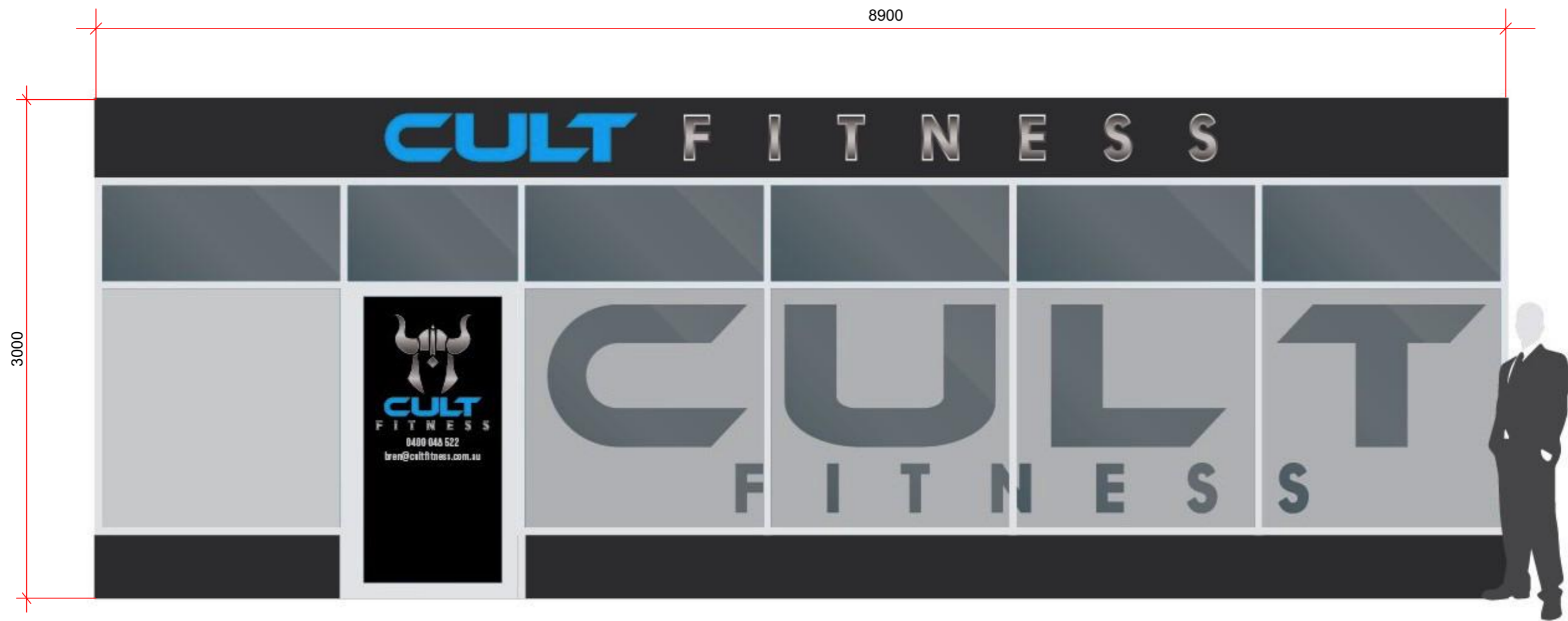
M.J.S.



Revision	Date		Project Title	Drawing Title		Drawn	Checked
			New Access WC Shop 5 76 Howrah Road Howrah	<div>MATTHEW BAX</div> <div>A R C H I T E C T</div>		Scale 1:200 @ A3	
						Date January 2024	
						File Number 2331	Printed: Thursday, 11 January 2024
						Drawing No 100	
GENERAL NOTES DO NOT SCALE DRAWINGS CONFIRM DIMENSIONS AND SETOUTS ON SITE PRIOR TO MANUFACTURE AND INSTALLATION ALL WORK IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS AND BCA ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH WRITTEN SPECIFICATION AND ENGINEERS DRAWINGS			Client Brendan Godfrey	ph 0408 522 661 e matt@matthewbaxarchitect.com.au w www.matthewbaxarchitect.com.au			

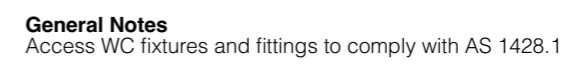


Revision		Date	Project Title		Drawing Title	Drawn	Checked	
			New Access WC Shop 5 76 Howrah Road Howrah	<div>MATTHEW BAX ARCHITECT</div> <div>ph 0408 522 661 e matt@matthewbaxarchitect.com.au w www.matthewbaxarchitect.com.au</div>	Floor Plan	Scale	1:100 @ A3	
						Date	January 2024	
						File Number	2331	Printed: Thursday 11 January 2024
						Drawing No	101	
<div>GENERAL NOTES</div> <div>DO NOT SCALE DRAWINGS</div> <div>CONFIRM DIMENSIONS AND SETOUTS ON SITE PRIOR TO MANUFACTURE AND INSTALLATION</div> <div>ALL WORK IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS AND BCA</div> <div>ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH WRITTEN SPECIFICATION AND ENGINEERS DRAWINGS</div>			Client					
			Brendan Godfrey					



Signage on existing windows and doors

Revision		Date	Project Title	<div>MATTHEW BAX</div> <div>ARCHITECT</div> <div>ph 0408 522 661</div> <div>ew matt@matthewbaxarchitect.com.au</div> <div>www.matthewbaxarchitect.com.au</div>	Drawing Title	Drawn	Checked
			New Access WC Shop 5 76 Howrah Road Howrah		Signage	Scale 1:100 @ A3	
						Date January 2024	
						File Number 2331	Printed: Thursday, 11 January 2024
						Drawing No 102	
<div>GENERAL NOTES</div> <div>DO NOT SCALE DRAWINGS</div> <div>CONFIRM DIMENSIONS AND SETOUTS ON SITE PRIOR TO MANUFACTURE AND INSTALLATION</div> <div>ALL WORK IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS AND BCA</div> <div>ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH WRITTEN SPECIFICATION AND ENGINEERS DRAWINGS</div>			Client Brendan Godfrey				



Document Set ID: 5184557
Version: 1, Version Date: 18/01/2024

MELBOURNE

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T: +61 3 9020 4225

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ADELAIDE

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DARWIN

Building 2, 631 Stuart Highway Berrimah NT 0828
T: +61 8 8484 2331

23 February 2024

Matthew Bax
Matthew Bax Architect
matt@matthewbaxarchitect.com.au

Dear Matthew,

Sustainable Transport Surveys Pty Ltd

ABN: 18 439 813 274

Re: **76 HOWRAH ROAD, HOWRAH – PROPOSED CHANGE OF USE**
Project No: **24036**

www.salt3.com.au

I refer to your request for a Traffic Impact Assessment in relation to the proposed change of use at the above address.

SALT has reviewed the development plans and has undertaken a car parking demand assessment to ensure a satisfactory arrangement from a traffic engineering perspective. Our assessment is provided as follows.

1 EXISTING CONDITIONS

1.1 LOCATION AND LAND USE

The subject site is in Howrah on the eastern side of Howrah Road. The Howrah Point Shopping Centre has been developed on the subject site and has a floor area of $\pm 750\text{m}^2$, and the current proposal relates to 'Shop 5', which is situated in the southern part of the existing development. The location of the site with respect to the surrounding road network is shown in **Figure 1**, followed by an aerial view of the site in **Figure 2** below.

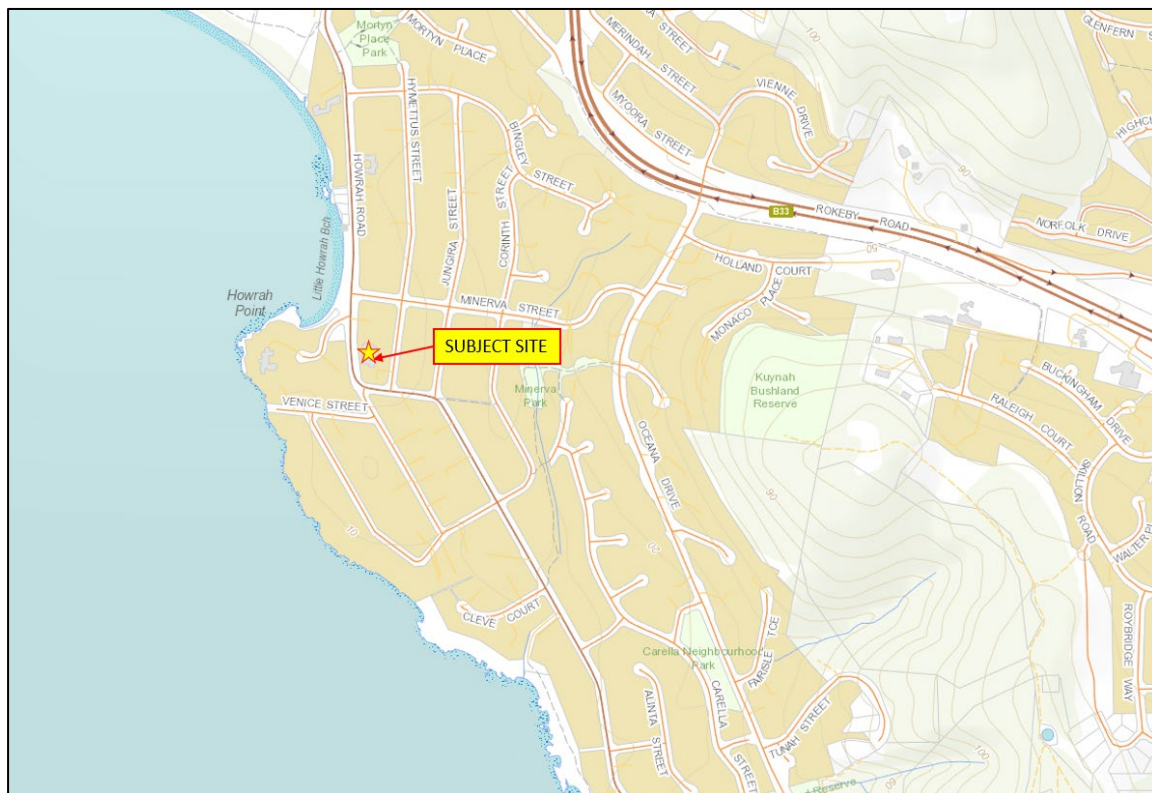


Figure 1 Subject site location (Source: LISTmap – <https://maps.thelist.tas.gov.au/listmap/app/list/map>)



Figure 2 Aerial view of subject site (Source: Nearmap – <https://apps.nearmap.com/maps/>)

The site is irregular in shape and covers an area of approximately 1,913m². It has frontage to both Howrah Road in the west ('front' part of the site) and Hymettus Street in the east ('back' part of the site). Access to the site is via two crossovers to both Howrah Road and Hymettus Street. A vehicular link between the 'front' and 'back' parts of the site has not been provided.

The City of Clarence is the responsible authority, and the zoning of the site is 'Local Business'. The site is subject to the 'Airport obstacle limitation area' and 'Flood-prone areas' overlays. The surrounding land use is residential in nature and mostly comprises single dwellings.

1.2 ROAD NETWORK

Howrah Road is a Sub Arterial Road that follows a north-south alignment and is under the care and management of Council. The carriageway width varies along the site frontage; it is ±11.9m wide at the widest point and narrows to ±10.0m at the narrowest point, and includes a single traffic lane in each direction, which also have varying widths, but are generally about 3.5 – 6.7m wide in front of the site, as well as a ±1.9m wide median turning lane and pedestrian refuge island. Footpaths that are about 1.2 – 1.5m wide have been provided on both sides. On-street parking is prohibited in front of the site, however, is permitted on both sides further north. The posted speed limit is 60 km/h.

Hymettus Street is a Local Road that follows a north-south alignment and is under the care and management of Council. The carriageway is about 7.2m wide, does not include a centreline marking, and on-street parking is permitted on both sides. Footpaths that are about 1.3m wide have been provided on both sides. There are no posted speed limits and the default speed limit of 50 km/h in urban areas thus applies.

1.3 SUSTAINABLE TRANSPORT

1.3.1 Walkability

The site has good access to pedestrian facilities with paved footpaths provided along both of the site's frontages as well as on the opposite sides of Howrah Road and Hymettus Street. The wider study area also encompasses a well-connected footpath network, providing pedestrians with convenient access to the surrounding areas. A paved footpath has also been provided along the northern boundary of the site that provides a direct pedestrian connection between Howrah Road and Hymettus Street.

The walkability of the area has been assessed using the 'Walk Score' and 'TravelTime' performance tools, which are web-based assessment tools that provide indications on the walkability of an area. 'Walk Score' provides a numerical score between 0 and 100, with a score close to 100 indicating that various facilities/amenities are easily accessible to the site, including the following categories:

- Drinking & dining;
- Groceries;
- Shopping;
- Errands;
- Parks;
- Schools; and
- Culture & entertainment.

The subject site has been designated as *car dependant* with a 'score' of 40, meaning that "most errands require a car". The approximate 15-minute walking catchment is shown in **Figure 3** below.

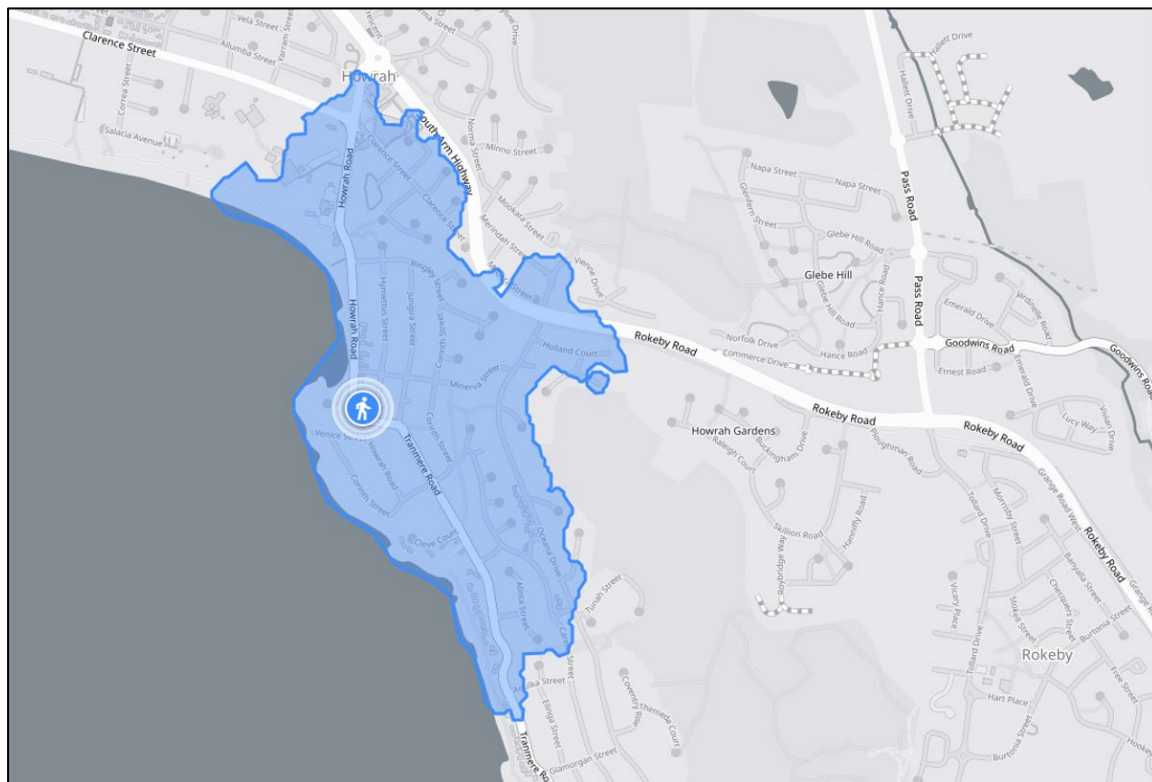


Figure 3 Approximate 15-minute walking catchment (Source: TravelTime – <https://app.traveltime.com/search/>)

1.3.2 Cycling

There are no bicycle lanes or paths in the vicinity of the site and cycling occurs as a shared mode of transport on the roadways and footpaths.

The approximate 15-minute cycling catchment is shown in **Figure 4** below.

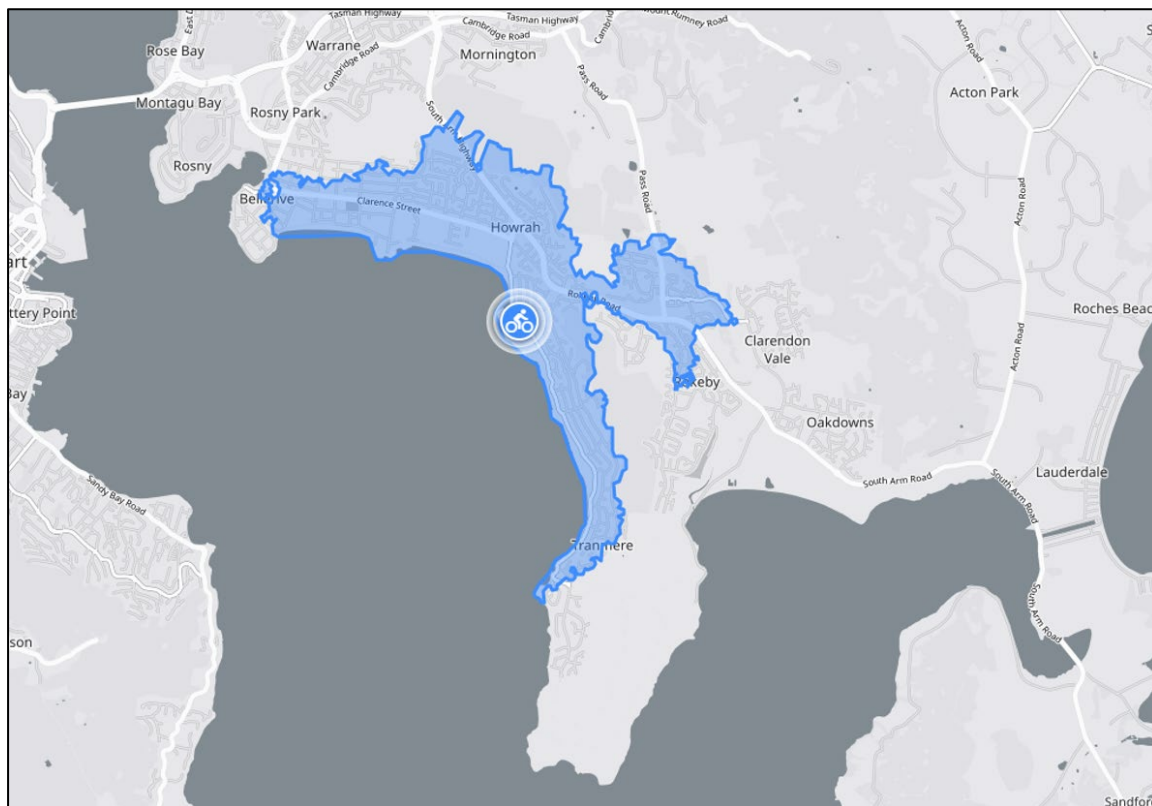


Figure 4 Approximate 15-minute cycling catchment (Source: TravelTime – <https://app.traveltime.com/search>)

1.3.3 Bus Network

The site has good connectivity to the bus network with several services operating in the area. The closest stops are in Howrah Road, approximately 90 – 120m (± 1 to 2-minutes' walk) from the subject site, which serve the following routes:

- 605 – Tranmere via Rosny Park, Elizabeth Street, Glenorchy (limited service);
- 615 – Tranmere via Rosny Park, Shoreline, Tranmere Road; and
- X15 – Tranmere Express via Tasman Highway, Shoreline, Tranmere Road.

1.4 PARKING AVAILABILITY

SALT has undertaken a review of the parking availability on the streets in the vicinity of the site (up to about 250m from the site). Spot parking surveys were conducted on Saturday 10th February 2024 (8:15 – 8:30am), Wednesday 14th February 2024 (9:15 – 9:30am), and Thursday 15th February 2024 (5:45 – 6:00pm) which coincide with the peak operating times of the proposal.

All the streets that were included in the parking demand surveys accommodated parking on both sides of the carriageway. Furthermore, no parking restrictions have been implemented on any of these streets.

The results of the spot surveys are summarised in **Table 1**, followed by **Figure 5** below, which shows the area that was investigated.

Table 1 Parking demand spot survey results (on-street)

Road	Section	Capacity for car parking (spaces)	No. of parked cars		
			Saturday 10/02/2024 8:15 – 8:30am	Wednesday 14/02/2024 9:15 – 9:30am	Thursday 15/02/2024 5:45 – 6:00pm
Howrah Rd	Tranmere Rd – Corinth St	21	2	1	13
Minerva St	Howrah Rd – Corinth St	23	3	2	3
Hymettus St	Minerva St – Tranmere Rd	20	4	3	6
Jungira St	Minerva St – Tranmere Rd	23	3	2	1
Venice St	Corinth St – Howrah Rd	23	2	2	2
Total Cars		110	14	10	25
No. of car spaces available			96	100	85



Figure 5 On-street parking in the study area

The results in **Table 1** above indicate that the on-street parking demand in relation to the availability is very low in the vicinity of the site, with a maximum of only 25 out of 110 ($\pm 23\%$) spaces occupied; at peak observed parking demand, at least 85 on-street spaces were available.

In addition to the on-street parking surveys, the on-site parking demand was also investigated, and the results are summarised in **Table 2** below.

Table 2 Parking demand spot survey results (on-site)

Parking Area	Capacity for car parking (spaces)	No. of parked cars		
		Saturday 10/02/2024 8:15 – 8:30am	Wednesday 14/02/2024 9:15 – 9:30am	Thursday 15/02/2024 5:45 – 6:00pm
Front (formal)	16	0	4	12
Rear (informal)	16 ¹	3	2	2
Total	32	3	6	14

¹ Refer to **Section 3.2.1**.

From **Table 2** above, it is evident that the parking demand is low during the peak operational periods of the proposal. It is however noted that some shops were observed to be vacant, which has some bearing on the low parking demand.

During the weekday PM peak period, the front car park was close to being fully occupied. Conversely, very few parked cars were observed at the rear car park during all the periods. It was also observed that significantly more spaces were occupied on Howrah Road during the weekday PM peak period than any other period. Furthermore, this only occurred on Howrah Road, and not on any of the other roads in the area.

It has been determined that the increased parking demand was due to election activities the previous day (Wednesday, 14/02/2024) – the office for the Tasmanian Labor member for Pembroke is currently a tenant at the Howrah Point Shopping Centre, and an irregular meeting was held at this office on Thursday, 15/02/2024, which accounts for the unusual parking demand. With that said, the parking demand was still significantly lower than the availability on-street.

2 PROPOSAL

The proposal comprises a change in use for 'Shop 5', which is situated in the southern part of the subject site and has a floor area of ±200m², from an existing post office to a gym. The proposed gym will accommodate a maximum of 12 people for small group training sessions, limited to the following times:

- Monday – Thursday: 6:00–7:00am, 9:00–10:00am, and 5:30–6:30pm;
- Friday: 6:00–7:00am and 9:00–10:00am; and
- Saturday: 8:00–9:00am.

Outside of these times, only 1-on-1 training (i.e., 2 people) will take place.

Refer to the proposed design layouts attached as **APPENDIX 1** at the end of this letter.

2.1 COUNCIL RFI

Council has issued an RFI that requires, among other things, an assessment with respect to the Parking and Sustainable Transport Code (Code C2.0 of the Tasmanian Planning Scheme – State Planning Provisions), more specifically Clause C2.5.1 (Car parking numbers). The RFI states the following:

"Upon an analysis of the existing uses, a total of 25 car parking spaces are required to satisfy the demands of all five tenancies and their uses. Currently, there are 16 car parking spaces shared between the tenancies. As such, there is a nine-space parking shortfall a response to the performance criteria (P1.1) is required."

3 CAR PARKING PROVISION

3.1 STATUTORY REQUIREMENTS

Statutory car parking requirements for developments are provided in Table C2.1 to Clause C2.5.1 of the Planning Scheme. The applicable parking requirements are outlined in **Table 3** below.

Table 3 Statutory car parking requirements (Tasmanian Planning Scheme – State Planning Provisions)

Use	Floor Area	Parking Rate	Requirement	Provision
General Retail and Hire	±750 m ²	1 space per 30m ² of floor area	25 spaces	16 spaces

From **Table 3** there is a shortfall of 9 (nine) spaces. A reduction is thus sought.

3.2 EMPIRICAL PARKING ASSESSMENT

3.2.1 First Principles Assessment

Based on the operational information provided by the client in **Section 2**, a maximum of 12 people will be in each group training class. Some participants may choose to walk, cycle, or arrive via bus (about 1–2 minutes away). Assuming that 10 participants drive and park, plus the instructor, this equates to 11 car spaces.

Based on the availability of on-site and on-street car parking, this peak demand can be accommodated.

3.2.2 Informal On-site Car Parking Area

The adjacent lot that has frontage to Hymettus Street is also part of the subject site – this lot is situated between numbers 2 & 6 Hymettus Street.

This lot is currently vacant and is being used as an informal parking area. Aerial imagery suggest that as many as 16 – 20 cars can park in this area at a time, however, it is recognised that this area does not comply with the relevant requirements of the Planning Scheme and AS2890.1-2004.

It has been confirmed that this parking area is considered temporary and that this lot may accommodate a development in future, even though there is currently no clear indication of timeline. Accordingly, this parking area is not considered as contributing to the on-site parking provision and as such is not included in this assessment. Nevertheless, in the short to medium term, this informal parking provision will supplement the formal on-site parking and will thus accommodate any potential overflow.

3.2.3 RTA Guide

The RTA Guide to Traffic Generating Developments also provides parking rates for various land uses. This guide has been developed by the Roads and Traffic Authority in NSW. The RTA Guide includes the following rates for gymnasiums:

- Minimum provision: 4.5 spaces per 100 m² gross floor area; and
- Desirable provision: 7.5 spaces per 100 m² gross floor area.

Applied to the current proposal, the above parking rates result in a parking requirement of about 9 – 15 spaces for the ±200 m² gymnasium. Based on the information obtained from the client (refer to **Section 2**), parking that complies with the minimum requirement as per the RTA Guide would be commensurate with the first principles assessment.

The above assessment considers the proposed gymnasium in isolation and does not account for potential multi-purpose trips due to the gymnasium being included within a larger development on the subject site and is therefore a conservative approach. The same also holds true for the first principles assessment (refer to **Section 3.2.1**).

3.2.4 Adequacy of Parking Supply

The results of the parking demand spot surveys undertaken by SALT indicate that there is sufficient on-street parking available in the surrounding area near the site to accommodate the shortfall in on-site parking spaces. A minimum of 85 unoccupied spaces were observed within a ±250m distance of the site, which translates into an on-street parking availability of approximately 77%.

It is thus clear that the shortfall of on-site parking can readily be accommodated on-street. Furthermore, the peak operational times of the proposed gymnasium (see **Section 2**) will generally not coincide with the typical peak periods of retail/shop tenancies. Some overlap in peak periods may be possible during the weekday PM peak period; nevertheless, any potential parking shortage is anticipated to be minor and can be accommodated on-street.

3.3 CAR PARKING ASSESSMENT

SALT has assessed the statutory car parking requirements and car parking provisions on the site, as well as in the surrounding area. Clause C2.5.1 of the Planning Scheme sets out the Acceptable Solutions regarding the number of car parking spaces provided on site. The objective of Clause C2.5.1 is: *“That an appropriate level of car parking spaces are provided to meet the needs of the use.”* If the Acceptable Solutions cannot be achieved, a response to the relevant Performance Criteria is required, which is provided in **Table 4** below.

Table 4 Clause C2.5.1 Performance Criteria P1.1

Requirement	Response
<i>Performance Criteria P1.1 – The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i>	
<i>(a) The availability of off-street public car parking spaces within reasonable walking distance of the site;</i>	<p>A total of 16 formal on-site spaces have been provided on the site, as well as an informal car parking area that can accommodate approximately 16 – 20 cars. The informal car parking area is however considered temporary and may accommodate a new development in future.</p> <p>There are no other off-street public car parking spaces in the vicinity of the site.</p>
<i>(b) The ability of multiple users to share spaces because of:</i>	
<i>i. Variations in car parking demand over time; or</i>	Multiple users/tenants will be able to share spaces given that the peak operational periods of the proposed gymnasium generally do not coincide with the peak periods of the retail/shop tenancies.
<i>ii. Efficiencies gained by consolidation of car parking spaces;</i>	
<i>(c) The availability and frequency of public transport within reasonable walking distance of the site;</i>	<p>Bus stops have been provided on Howrah Road, approximately 90 – 120m (±1 to 2-minutes' walk) from the subject site, which serve the 605, 615, and X15 routes (operated by Metro).</p> <p>Buses arrive at these stops in approximately 30 – 60-minute intervals, depending on the time and day.</p>
<i>(d) The availability and frequency of other transport alternatives;</i>	The availability and frequency of public transport are described in the preceding point (c). In addition, the surrounding area includes a well-connected footpath network that adequately serves active transport alternatives.
<i>(e) Any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</i>	The site is occupied by an established development with existing structures, car parking areas, etc.
<i>(f) The availability, accessibility and safety of on-street parking, having regard to the</i>	Spot surveys of on-street parking was undertaken during the peak operational periods of the proposal, and it was observed that adequate on-street parking

Requirement	Response
<i>nature of the roads, traffic management and other users in the vicinity;</i>	will be available to accommodate any shortfall of parking on-site. Refer to Section 1.4 and Section 3.2.2 .
<i>(g) The effect on streetscape; and</i>	Not applicable.
<i>(h) Any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</i>	An assessment of the car parking demand is provided in the preceding sections and includes various considerations, including the Planning Scheme requirements, existing parking provisions, parking requirements based on the RTA Guide, a first principles assessment, availability of on-street parking, and alternative modes of transport.

Based on the response to Performance Criteria P1.1 above, the site will be self-sufficient for car parking and accordingly a reduction in the Planning Scheme car parking requirement is justified.

3.4 ACCESSIBLE PARKING

The Building Code of Australia specifies the number of accessible parking spaces required for various land uses. As per the NCC, the existing development on the subject site can be classified as a Class 6 building, i.e., "a shop or other building used for the sale of goods by retail or the supply of services direct to the public". The applicable requirement is the following:

- 1 space for every 50 car parking spaces or part thereof, up to 1,000 car parking spaces; and
- 1 space for each additional 100 car parking spaces or part thereof in excess of 1,000 car parking spaces.

The requirement is thus 1 accessible space, and 1 existing accessible space is available on the subject site, which means that the development complies with the accessible parking requirement.

4 BICYCLE PARKING

Table C2.1 to Clause C2.5.2 of the Planning Scheme specifies the relevant bicycle parking rates for various land uses. **Table 5** below details the relevant bicycle parking requirements.

Table 5 Statutory bicycle parking requirements

Land Use	Floor Area	Statutory Requirement	Requirement	Provision
General Retail and Hire	±750 m ²	1 space per 100m ² of floor area	8 spaces	0 spaces
General Retail and Hire ¹	±200 m ²	1 space per 100m ² of floor area	2 spaces	2 spaces

¹ Applicable to the proposal only.

From **Table 5** above, the entire development on the subject site has a bicycle parking requirement of 8 spaces, although no formal bicycle parking has been provided. Conversely, the proposed change of use of "Shop 5" from a post office to a gym means that 2 bicycle parking spaces are required to serve the current proposal. A total of 2 bicycle parking spaces will be provided, which complies with the requirement.

The above parking assessment is based on the general retail and hire land use, given that the proposed gym is part of a larger development, namely the Howrah Point Shopping Centre. The Planning Scheme specifies that a fitness centre land use does not have a requirement in terms of bicycle parking; the provision of 2 spaces is therefore considered adequate in case any clients choose to cycle.

5 TRAFFIC IMPACT

Based on the RTA Guide to Traffic Generating Developments, a daily traffic generation rate of 45 trips per 100 m² gross floor area, and 9 trips per 100 m² gross floor area during the evening peak hour, are appropriate for gymnasiums.

Applying these rates to the proposed change in use, with a gross floor area of ±200 m², results in the following:

- 90 daily trips; and
- 18 evening peak hour trips.

Given that the proposed gym will accommodate a maximum of 12 people at a time, a first principles approach would be more appropriate to determine the expected peak hour traffic generation. The following is noted:

- Group training sessions will each be one (1) hour long;
- Group training sessions will not be consecutive, with at least one (1) hour between successive sessions; and
- Based on the previous first principles assessment (**Section 3.2.1**), with substantiation by the provisions of the RTA Guide (**Section 3.2.3**), the proposal can typically be expected to generate a parking demand of eleven (11) vehicles.

Based on the above, the proposed change in use is expected to result in generating a maximum of eleven (11) trips during the relevant peak hours, which is considered negligible and will be readily accommodated by Howrah Road and the surrounding road network and intersections, without resulting in any adverse impacts.

6 CONCLUSION

Based on the assessments outlined above, we find no traffic engineering reason to inhibit the granting of a planning permit for the proposed change in use from a post office to a gymnasium.

If there are any queries in relation to this assessment, I can be contacted on the number below.

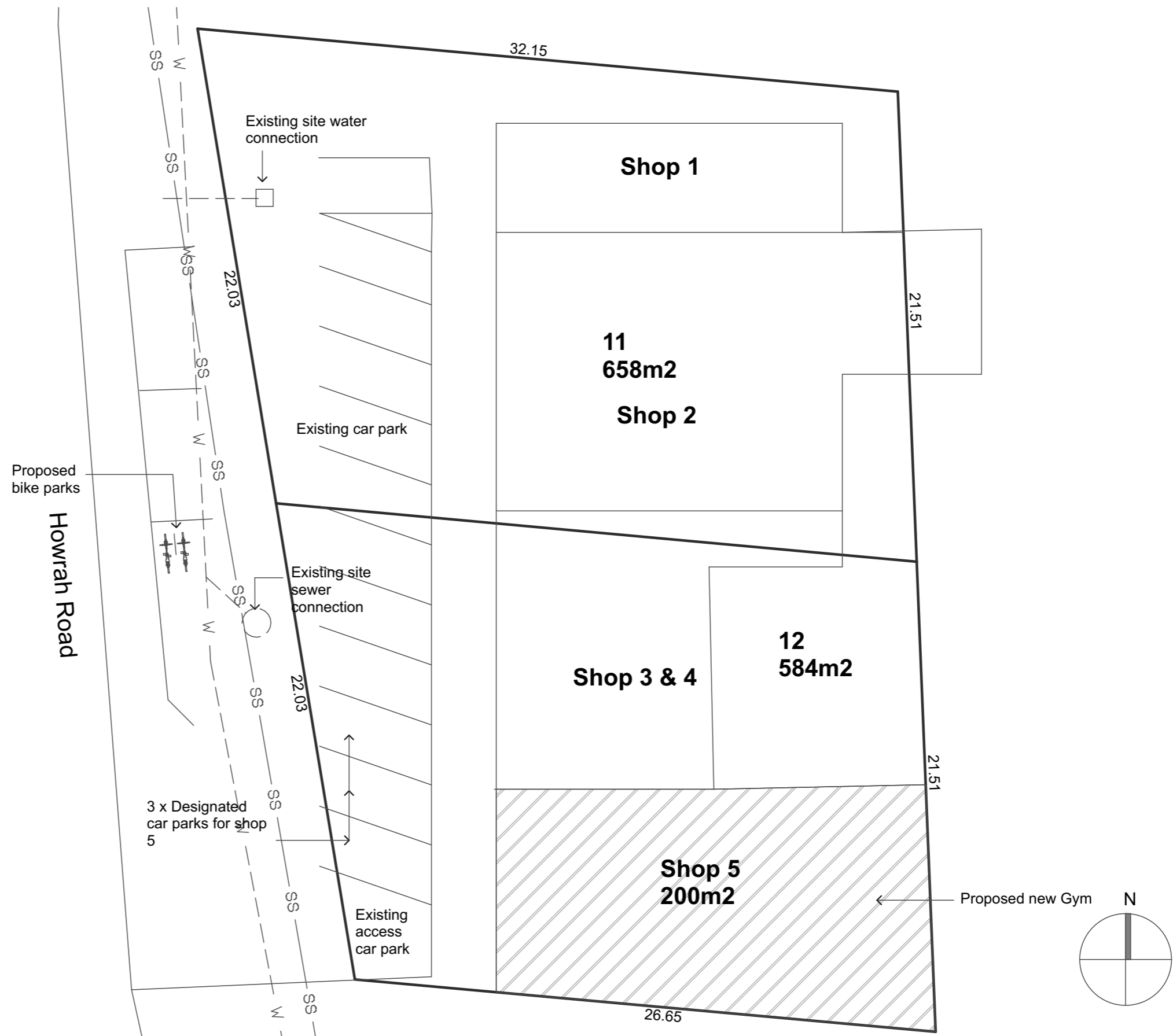
Yours sincerely,



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APPENDIX 1 PROPOSED SITE PLAN





Revision	Date	Project Title	Drawing Title		Drawn	Checked
		New Access WC Shop 5 76 Howrah Road Howrah	Site Plan		Scale	1:200 @ A3
					Date	February 2024
					File Number	2331
					Drawing No	100
GENERAL NOTES DO NOT SCALE DRAWINGS CONFIRM DIMENSIONS AND SETOUTS ON SITE PRIOR TO MANUFACTURE AND INSTALLATION ALL WORK IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS AND BCA ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH WRITTEN SPECIFICATION AND ENGINEERS DRAWINGS		Client Brendan Godfrey	ph 0408 522 661 e matt@matthewbaxarchitect.com.au w www.matthewbaxarchitect.com.au		Printed: Wednesday, 21 February 2024	



Revision	Date	Project Title	Drawing Title		Drawn	Checked
		New Access WC Shop 5 76 Howrah Road Howrah	Site Plan		Scale	1:200 @ A3
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Matthew Bax Architects
76 Howrah Road
Howrah, TAS 7018

15 February 2024

Ref: 24010 Howrah Gym Noise Assessment

Attention: Matthew Bax

HOWRAH GYM – NOISE ASSESSMENT

A gym facility is proposed within an existing building at 76 Howrah Road, Howrah. Due to the potential for noise emissions to impact the amenity of neighbouring residents, Clarence Council have requested a noise assessment to determine the likely compliance with clause 14.3.1 of the Tasmanian Planning Scheme (the Scheme). This letter presents the results of such an assessment, conducted by NVC in January and February 2024.

1. BACKGROUND

1.1. Site and Surrounding Area

The site is located at 76 Howrah Road, Howrah, and is shown outlined with the broken white line in Figure 1.1.



FIGURE 1.1: SITE AND SURROUNDING AREA

The site is located in a Local Business Zone (light blue overlay in Figure 1.1), just off Howrah Road, surrounded by General Residential Zone, as seen above in Figure 1.1.

The nearest sensitive receivers to the site are the residential dwellings located adjacent to the southern boundary. The most exposed of these to site is location 1 (see Figure 1.1), which thus becomes the focus of the remainder of this noise assessment.

1.2 Proposed Development

The proposed development comprises a new gym, Cult Fitness, within the existing building on site, as seen above in Figure 1.1.

The gym is primarily to provide equipment for individual weight and group training. The owner is proposing to conduct group gym classes up to a maximum of 12 patrons. No amplification of instructors' voices is proposed.

Low level background music will be playing internally, with no external amplified music from the building.

The building is constructed primarily of masonry, with a significant glazing area (primarily fixed float glass measured at 6mm thick) on the front facade. The ceiling is suspended fixed plasterboard, with a cavity between it and the roof. As such, the front glazing area will be the dominant path of noise breakout from the building.

The proposed hours of operation for the gym are as follows:

0600 - 1930 hours, Monday to Friday

0800 - 1930 hours, Saturday

2. CRITERIA

Section 14 of the Tasmanian Planning Scheme 2024 contains criteria for Local Businesses within 50m of a residential zone. Specifically relevant is clause 14.3.1 *All uses*, which is reproduced below.

14.3.1 All uses

Objective:	That uses do not cause unreasonable loss of amenity to residential zones.	
Acceptable Solutions		Performance Criteria
A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.		P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.

The proposed hours of operation of Cult Fitness are outside the Acceptable Solutions hours stated under criteria 14.3.1 - A1, specifically the early morning hours of 0600 - 0700. Operations outside of the Acceptable Solutions hours must, therefore, be assessed against clause 14.3.1-P1. This becomes the focus of the remainder of this assessment. To achieve compliance with the Performance Criteria, noise emissions from the proposed use “...*must not cause an unreasonable loss of amenity to the residential zones...*”.

To define a noise level which constitutes an *unreasonable loss of amenity*, the Noise EPP¹ is referred to. In Table 1 of the Noise EPP, a list of Acoustic Environmental Indicator levels are given for which the environmental values specified in the Noise EPP “...*will be protected for the majority of the human population where the acoustic environment indicator levels are not exceeded...*” A section of that table is reproduced here in Table 2.1.

TABLE 2.1: ACOUSTIC ENVIRONMENTAL INDICATOR LEVELS - TAS NOISE EPP

Specific Environment	Critical Health Effect	LAeq	Time	LAmix
		dBA	hrs	dBA
Outdoor living area	Serious annoyance, daytime and evening	55	16	-
	Moderate annoyance, daytime and evening	50	16	-
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

It is noted that the ‘sleep disturbance’ criterion is deemed applicable during the 0600 - 0700 hours period, specifically the noise level of 45 dBA Leq_{8-hour}. Applying this level over a 1-hour period (rather than the 8-hour period from the Noise EPP) results in a more conservative criterion.

Comparison with the existing background (L90) noise level in the area is also deemed relevant. Noise exceeding the L90 is typically taken as the threshold of audibility, and noise exceeding the L90 by over 5dB is typically taken as the lowest level at which noise is likely to be considered intrusive.

The existing background (L90) noise level is 42.5 dBA (see Table 3.1, below). The criteria for this project to protect residential amenity between 0600 and 0700 hours, then becomes the following:

Threshold of audibility	42.5 dBA
Noise EPP criterion	45 dBA
Threshold of potential intrusiveness	47.5 dBA

¹ Tasmanian Environmental Protection Policy (Noise) 2009.

3. NOISE MEASUREMENTS & PREDICTIONS

3.1 Noise Measurements

Unattended noise measurements were made on site between the 31st of January and 7th of February 2024, to quantify the existing noise levels in the area. Measurements were made at the boundary to the nearest residential dwelling, Location A (see Figure 1.1). Measurements used a Svan Type 1 sound level meter, logging in A-weighted decibels with a *Fast* response time. The data set comprised overall levels, one-third octave spectra and full statistical data at 10 minute intervals. Location A was chosen as it was on the boundary to the nearest residential zone closest to the facade of the site.

The measured noise levels are summarised in Table 3.1, and the noise trend is shown in Figure 3.1 below.

TABLE 3.1: SUMMARY OF MEASURED NOISE LEVELS - LOCATION A

Time Period	Sound Pressure Level, dBA		
	L10	L90	LEQ
Day Time - 7:00AM to 9:00PM	65.8	47.8	61.8
Night Time - 9:00PM to 7:00AM	55.7	39.0	54.3
Early Morning - 6:00AM to 7:00AM	61.3	42.5	57.5

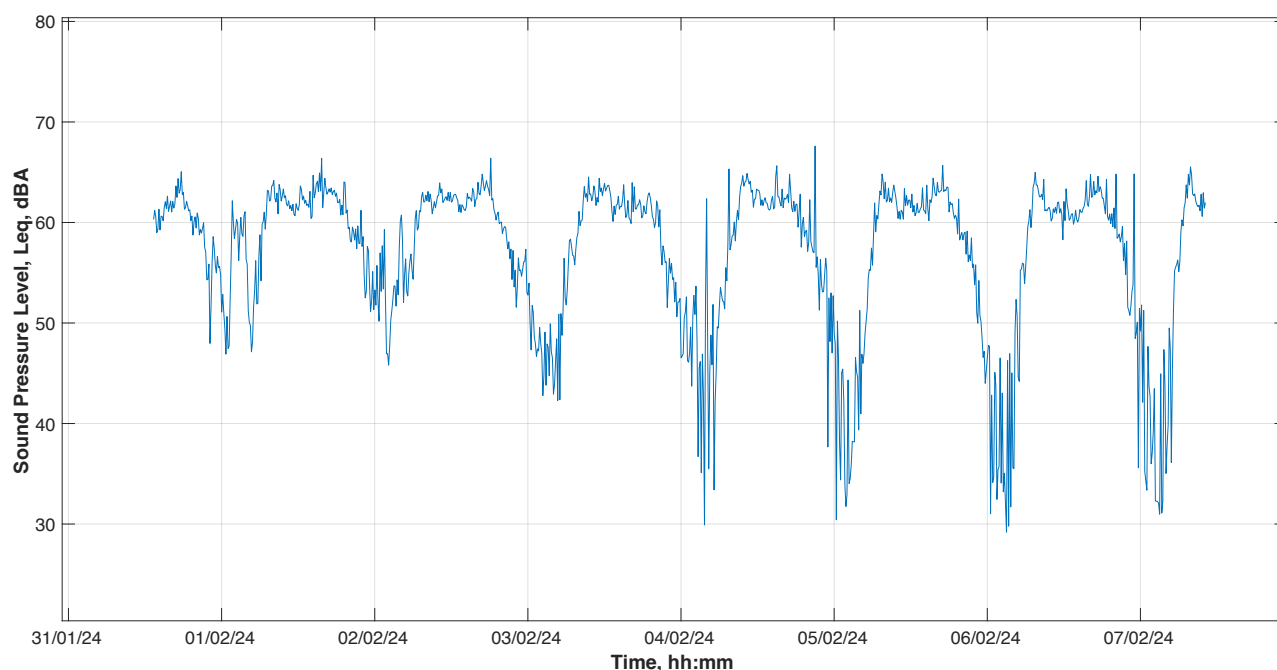


FIGURE 3.1: MEASURED NOISE TREND - LOCATION A

The following comments are relevant to the measurements:

- During both site visits, traffic noise on Howrah Road was the dominant source of noise, with a steady flow of traffic.
- The car park was mostly full during both site visits, with patrons visiting the other business adjacent to the site.

3.2 Noise Predictions

A spreadsheet-based model has been used to calculate noise emissions from the proposed use at the neighbouring residential boundary. The following comments are relevant to the noise predictions:

- The dominant modelled noise source is vehicle movements in the carpark. The vehicle sound power level used in the model was 71 dBA, taken from previous noise measurements by NVC of cars idling.
- Vehicle movements assume four cars manoeuvring in the carpark simultaneously and continuously, spread around the carpark. It is assumed that one of these cars would be utilising the closest park to the gym and therefore also closest to the nearest resident (P1 in Figure 1.1). This is conservative, and more vehicle traffic than would typically be expected continuously.
- Two gym patrons talking in the car park have been modelled to represent patrons entering and exiting the gym, assumed to occur for one minute per 15 minute period. It is also assumed that the patrons will be talking directly outside the building.
- The AAAC guidelines² are used to define sound power levels and spectra for raised voice and normal speech. This is conservative, as raised speech at this level is typical in a crowded, licensed premises.
- Internal noise has been modelled based on previous noise measurements conducted by NVC in a larger gym used for a similar purpose with more than the expected patrons; these measurements are thus a worst-case scenario and are very conservative. Comments on the previous measurements are summarised as follows.
- Noise measurements were conducted throughout a busy period to account for a worst case scenario, with the following being noted:
 - Patrons utilising gym equipment throughout measurement, including treadmills and free weights.
 - Patrons having mild conversation throughout measurement within audible proximity to the sound level meter.
 - Low level background music was present throughout the entire measurement, perceived as the dominant background noise source, with other noise sources becoming dominant intermittently.
 - The measured sound pressure level within the gym was 63 dBA, Leq.
- The transmission loss from the facade has been calculated assuming worst-case (the entire facade being glazing). The existing glazing is to remain, and has been measured during a site visit conducted by NVC as 6mm float glass.
- An existing roof-high brick wall, which drops down to 1.8m high once extending 3m from the building facade, is located along the southern boundary of site, separating the car park and the nearest residence. This has been included in the model.
- Predictions are made at the closest residential receiver (location 1 in Figure 1.1), as this is the worst-affected location.

The predicted noise levels are summarised in Table 3.2.

TABLE 3.2: PREDICTED NOISE LEVELS - LOCATION 1

Predicted Sound Pressure Level, Leq _{15-minute} (dBA)			
	Carpark Traffic	Internal Noise	Overall
Location 1	34	<20	34

² Licensed Premises Noise Assessment Technical Guideline V2, Association of Australasian Acoustic Consultants November 2020

4. ASSESSMENT

Noise emissions from the proposed gym at 76 Howrah Road, Howrah, have been predicted, with the sources including patron and background music internally and noise from patrons and cars within the carpark. These noise sources have been modelled to determine a predicted level at the nearest and worst-affected residential dwelling, denoted Location 1.

The predicted noise level from the proposed use at location 1 is 34 dBA, $Leq_{15-minute}$. This level is significantly below existing ambient and background noise levels between 0600 and 0700 hours of 57.5 and 42.5 dBA respectively. As such, the predicted noise emissions from the proposed use are below the threshold of audibility, and thus noise emissions from the use are generally expected to be inaudible.

Relevant to the assessment, the following points are noted:

- During the unattended noise measurements, the car park was in use throughout the day and generally near full occupancy. As such, noise emissions from the use of the carpark by gym patrons are not expected to differ substantially from current levels.
- With the proposed site being located on a relatively busy road, Howrah Road, the existing noise levels in the area are relatively high, likely due to consistent local traffic.
- The predicted levels are significantly below the existing background noise levels, and thus the proposal is not expected to impact on the overall background noise levels.
- No external amplified music has been proposed; if this is changed, the predictions will need to be updated to reflect this.

As such, the predicted noise emissions from the proposed use are unlikely to cause an environmental nuisance to the nearest resident, and certainly not a nuisance of high impact or wide scale. As such, the proposed use is deemed to comply with clause 14.3.1-P1 of the Tasmanian Planning Scheme.

Should you have any queries, please do not hesitate to contact me directly.

Kind regards,



Samuel Williamson