



Devonport City Council

# PUBLIC NOTICE

## APPLICATION FOR PLANNING PERMIT

*Section 57(3) Land Use Planning Approvals Act 1993*

An application for a planning permit has been made which may affect you.

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### Application Details

Application Number:	<b>PA2024.0007</b>
Proposed Use or Development:	<b>Subdivision (14 lots)</b>
Address of the Land:	<b>86a Gunn Street, Devonport</b>
Date of Notice:	<b>20/04/2024</b>

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You are invited to view the application and any documents and plans accompanying it on the ground floor of the paranaple centre at 137 Rooke Street, Devonport or on Council's website [www.devonport.tas.gov.au](http://www.devonport.tas.gov.au)

**Any person may make a representation relating to the application in accordance with section 57(5) of the *Land Use Planning Approvals Act 1993*, during a period of 14 days commencing on the date of this notice.**

Your representation must:

- be received by close of business on **06/05/2024**;
- be in writing; and
- addressed to the General Manager, Devonport City Council:
  - P.O. Box 604, Devonport, Tasmania, 7310; or
  - [council@devonport.tas.gov.au](mailto:council@devonport.tas.gov.au)

If you make a representation then Council must consider your submission before making its decision on the application.

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**PA2024.0007 - 86a Gunn Street Devonport**

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# Super lot subdivision: Devonport Showgrounds **Enrich Ventures**

Supporting planning report | 24 January 2024

ERA Planning and Environment acknowledge *palawa* as the Traditional Owners of *lutruwita* (Tasmania).

They are the original custodians of our land, sky and waters. We respect their unique ability to care for country and deep spiritual connection to it.

We honour and pay our respect to Elders past and present, whose knowledge and wisdom has and will ensure the continuation of culture and traditional practices.

We acknowledge that their sovereignty has never been ceded.

Always was, always will be.

## ERA Planning Pty Ltd trading as ERA Planning and Environment

ABN 67 141 991 004

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**Job Number:** 2223-098

### Document Status

Document Version	Date	Author	Reviewer
DRAFT_V1	16 October 2023	Sarah Silva	Emma Riley
DRAFT_V2	9 January 2024	Sarah Silva	Emma Riley
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DRAFT_V5	23 January 2024	Sarah Silva	client
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# Permit overview

## Permit application details

<b>Applicant</b>	ERA Planning and Environment
<b>Owner</b>	W and W Group Ventures Pty Ltd
<b>Address</b>	86A Gunn Street, Devonport
<b>Lot description</b>	Folio of the Register 52055, Lot 1
<b>Description of proposal</b>	Subdivision to create 15 perimeter super lots

## Relevant Planning Provisions

<b>Applicable planning scheme</b>	Tasmanian Planning Scheme - Devonport
<b>Zone(s)</b>	General Residential Zone
<b>Specific Area Plan</b>	Devonport Showground Specific Area Plan
<b>Codes</b>	C3.0 Road and Railway Assets Code C16.0 Safeguarding of Airports Code
<b>Discretions</b>	C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area (P1)

# Contents

<b>Permit overview</b>	<b>3</b>
Permit application details	3
Relevant Planning Provisions	3
<b>1 Introduction</b>	<b>6</b>
<b>1.1 Preamble</b>	<b>6</b>
<b>1.2 Purpose of the report</b>	<b>6</b>
1.2.1 Enquiries	6
<b>1.3 Name of planning authority</b>	<b>6</b>
<b>1.4 Name of planning scheme</b>	<b>7</b>
<b>1.5 Title documentation</b>	<b>7</b>
<b>2 The proposal</b>	<b>8</b>
<b>2.1 Project description</b>	<b>8</b>
<b>2.2 Application documentation</b>	<b>9</b>
<b>3 Site description and surrounds</b>	<b>10</b>
<b>3.1 The site</b>	<b>10</b>
<b>3.2 Surrounding area</b>	<b>10</b>
<b>3.3 Photos</b>	<b>11</b>
<b>4 Assessment framework</b>	<b>14</b>
<b>4.1 Zoning</b>	<b>14</b>
<b>4.2 Specific area plan</b>	<b>14</b>
<b>4.3 Overlays</b>	<b>15</b>
<b>4.4 General provisions</b>	<b>15</b>
<b>5 General residential zone assessment</b>	<b>16</b>
5.1.1 Applicable standards	16
5.1.2 Clause 8.6.1 Lot design	16
5.1.3 Clause 8.6.3 Services	17
<b>6 Specific area plan assessment</b>	<b>19</b>
6.1.1 Applicable standards	19
6.1.2 Clause DEV-S4.10.1 Lot design	19
6.1.3 Clause DEV-S4.10.2 Roads	21
<b>7 Code assessment</b>	<b>23</b>
<b>7.1 Applicable codes</b>	<b>23</b>
<b>7.2 C3.0 Road and Railway Assets Code</b>	<b>23</b>
7.2.1 Application of the code	23
7.2.2 Applicable standards	24
7.2.3 Clause C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area	24
<b>7.3 C16.0 Safeguarding of Airports Code</b>	<b>25</b>

7.3.1	Application of the code	25
7.3.2	Use or development exempt from this code	25
<b>8</b>	<b>Conclusion</b>	<b>26</b>
	<b>Appendix A: Title documentation</b>	<b>28</b>
	<b>Appendix B: Proposed subdivision plans</b>	<b>29</b>
	<b>Appendix C: Outer ring design report</b>	<b>29</b>
	<b>Appendix D: Noise assessment</b>	<b>30</b>

# 1 Introduction

## 1.1 Preamble

The Devonport Showground is to be repurposed and reinvented to make a meaningful and high-quality contribution to community life and housing supply in Devonport, after a long history serving the community as the home of the Devonport Agricultural and Pastoral Society.

Enrich Ventures, as the new owner, has a vision to create a new urban village precinct, offering attainable homes that are environmentally sound and within an inclusive community and in a way that allows many of the existing community uses on the site to continue into the future.

To guide this vision, Enrich Ventures engaged Studio GL to prepare a site master plan and progress a planning scheme amendment which has now been approved. The master plan is now represented in the planning scheme through a specific area plan. Throughout the process there has been ongoing community and stakeholder engagement.

The new vision is an important opportunity to contribute to community life in Devonport and strengthen the city's vitality, building on the Devonport City Council's success with the Living City Program. In doing so it will contribute to the role of Devonport as one of Tasmania's major settlements' supporting the north-west community with diverse, attainable, future focused housing and community infrastructure. It also represents a project of regional economic significance, being one the largest private infill developments in Tasmania with expected value of construction across the master plan implementation period of over \$100 million.

## 1.2 Purpose of the report

ERA Planning and Environment have been engaged by Enrich Ventures to seek a planning permit for the initial subdivision of the Devonport Showgrounds site known as 86A Gunn Street (C.T. 52055/1).

The proposal will comprise the creation of 15 super lots that will be located around the perimeter of the site. The proposal is part of the implementation of the Devonport Showground redevelopment master plan and is the first step towards realisation of agreed vision represented in the planning scheme through the Devonport Showground Redevelopment Specific Area Plan.

The super lots are being proposed in order to create development parcels of a suitable size to support Enrich Ventures and its partners' progressing the orderly and efficient release of residential dwellings and other non-residential activities having regard to the purpose and range of dwelling typologies supported by the site-specific provisions in the planning scheme.

This report considers the proposal against the relevant planning scheme requirements, specifically identifying where the proposal complies with acceptable solutions or relies on performance criteria.

### 1.2.1 Enquiries

Enquiries relating to this planning report should be directed to:

Sarah Silva  
Senior Planner  
ERA Planning and Environment  
L1, 125a Elizabeth Street, Hobart, 7000  
Phone: 03 6165 0443  
Email: sarah@eraplanning.com.au

## 1.3 Name of planning authority

The relevant planning authority is the Devonport City Council (the Council).

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<sup>1</sup> Throughout the redevelopment process, Enrich Ventures will partner with institutions; Governments; Businesses; and community organisations to realise the master plan vision. The super lots in this Development Application seek to establishment a clear and effective basis to facilitate arrangements across a range of development partners.



## 1.4 Name of planning scheme

The application must be considered against the provisions of the *Tasmanian Planning Scheme – Devonport* (the planning scheme) and specifically the requirements of both the General Residential Zone and the Devonport Showground Redevelopment Specific Area Plan (specific area plan).

## 1.5 Title documentation

The proposal relates to a single parcel of land contained in C.T. 52055/1 known as 86A Gunn Street, Devonport as shown in Figure 1.

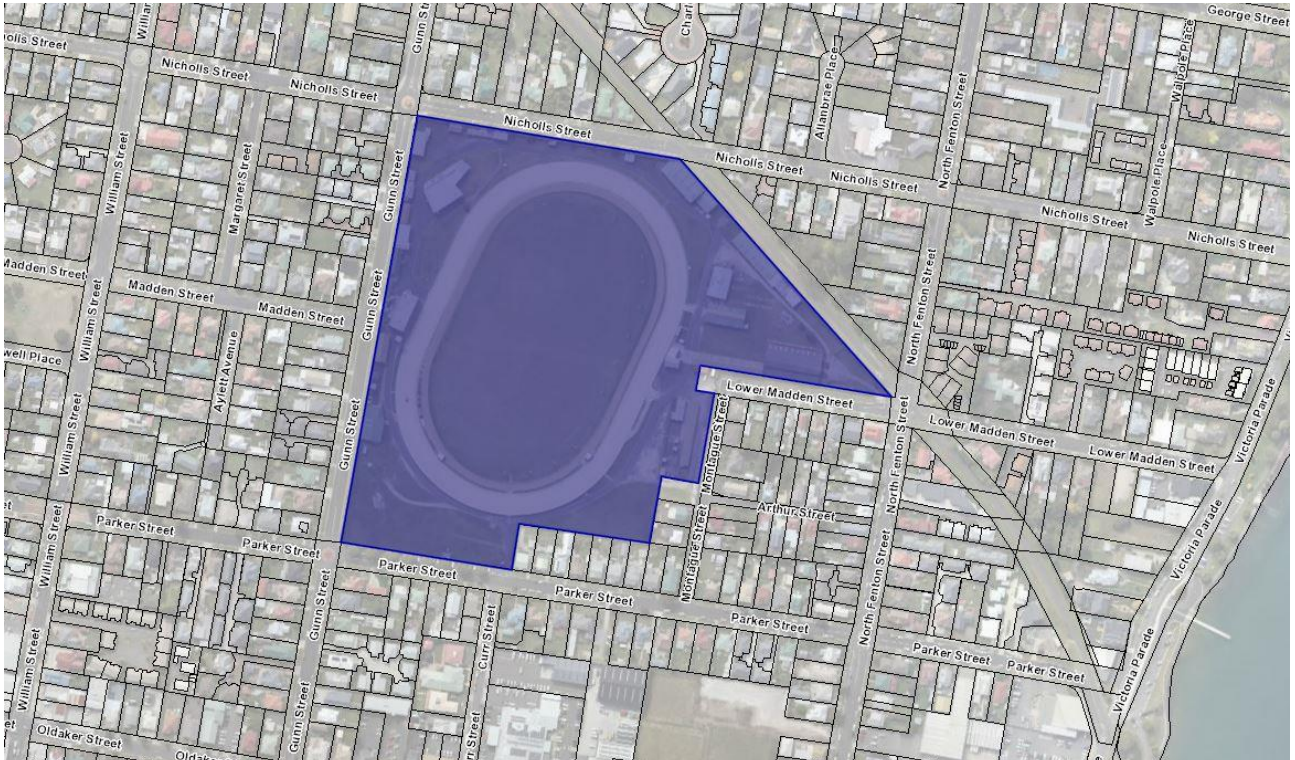


Figure 1 Land subject to the application (source: LISTmap)

## 2 The proposal

### 2.1 Project description

The proposal seeks approval for 15 perimeter super lots. The purpose of the proposed perimeter super lots is to facilitate the initial implementation of the Devonport Showground redevelopment in accordance with the specific area plan and endorsed masterplan for the site.

The relationship between the proposed super lot subdivision and the Devonport showground masterplan represented in Clause DEV-S4, Devonport Showground Redevelopment Specific Area Plan is outlined in a supporting report prepared by GL Studio and attached at Appendix C. In summary, the proposed outer ring super lot subdivision seeks to take advantage of the existing street frontages and direct access to local infrastructure and roads to develop the site from the outside as the first stage with retention of future access corridors into the centre part of the site with lot boundaries set to align with the developable land areas specified at Clause DEV-S4.

A breakdown of the super lot designations and sizes are provided in Table 1 below. The proposed plan of subdivision is at Figure 1 and Appendix B.

As part of the proposal, demolition of some existing structures is proposed where they will be located across proposed boundaries as shown in the building schedule prepared by Studio GL and included at Appendix C.

Table 1: proposed lot sizes

Lot Designation	Size (m <sup>2</sup> )	Sub-precinct area measurements minus easement for access (m <sup>2</sup> )
1	5,432	No change as no easement for access proposed.
2	3,247	2,497 (750 m <sup>2</sup> easement provided from Nicholls Street).
3	2,750	2,000 (750 m <sup>2</sup> easement provided from Nicholls Street).
4	4,985	No change as no easement for access proposed.
5	8,592	4650 (3942 m <sup>2</sup> easement provided from Lower Madden Street Street).
6	3,945	No change as no easement for access proposed.
7	1,839	No change as no easement for access proposed.
8	1,852	No change as no easement for access proposed.
9	2,715	No change as no easement for access proposed.).
10	1,904	No change as no easement for access proposed.
11	2,616	1,856 (760 m <sup>2</sup> easement provided from Gunn Street).
12	3,552	No change as no easement for access proposed.
13	1,311	No change as no easement for access proposed.
14	1,641	No change as no easement for access proposed.
15 (balance)	5.06 ha	No change as no easement for access proposed at this stage.



Figure 2: proposed plan of subdivision (source: PDA, 19/01/2024)

## 2.2 Application documentation

The planning permit application includes the following documents that are provided separately to this report:

- Planning application form
- Title documentation as contained at Appendix A
- Proposed subdivision plan, prepared by PDA Surveyors at Appendix B
- Outer ring design report, prepared by GL Studio at Appendix C.
- Noise assessment, prepared by Noise Vibration Consulting at Appendix D.

## 3 Site description and surrounds

### 3.1 The site

The site, known as Devonport Showground is located at 86A Gunn Street and is approximately 9.6ha in area. Title details and site aerial are provided in section 1.5. Existing development on the site includes a racing track, central oval, and numerous buildings associated with the property's former use by the Devonport Agricultural and Pastoral Society for community farmers markets, agricultural shows, function centre, restaurant, and events. Since the transfer of the site to our client, the site has been used regularly for the Devonport Farmers Market as a temporary site activation in the interim, while the long-term use of the site is further developed. It is highlighted that several existing buildings are to be removed or relocated on the site to facilitate the future development of the site.

There are currently no publicly accessible areas of the site. However, private access to the site is available from several streets which surround the property, including Gunn Street, Parker Street, Montague Street, Lower Madden Street and Nicholls Street.

The site is serviced by reticulated stormwater, water, sewerage power, gas and NBN infrastructure.

### 3.2 Surrounding area

Devonport Showground is in the heart of the City of Devonport's urban population, less than 200m north of the central business district and less than 400m west of the Mersey River. Figure 3 and Figure 4 below broadly show that land inside an 800m walkable catchment of Devonport Showground includes a mixture of uses in a variety of zones, including general residential, inner residential, central business, general business, urban mixed use, open space, recreation, community purpose, utilities, and port and marine. There are few comparable sites in the municipality that offer this level of accessibility.

Immediately adjacent to the site is existing residential development: a mix of single and multiple dwellings (villa units). To the north-east the rail corridor directly adjoins the site.



Figure 3: Locality Plan (source: LISTmap)

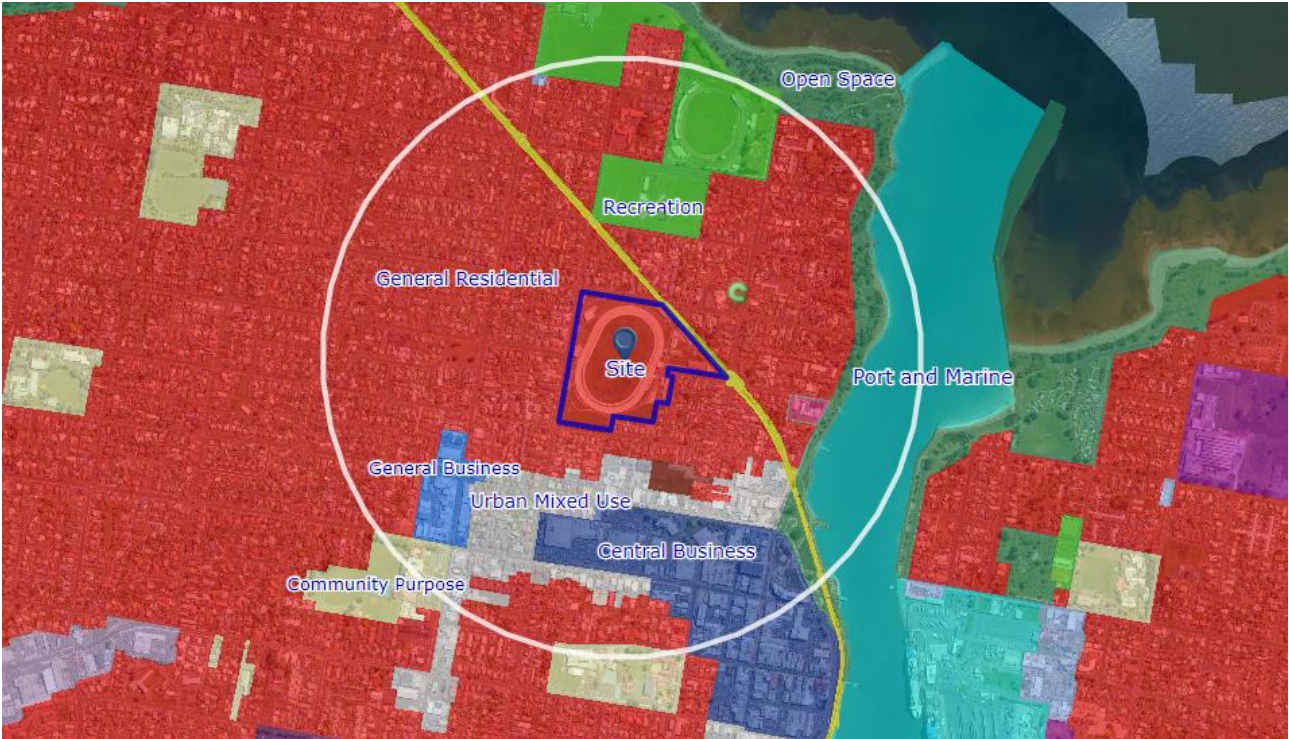


Figure 4: Zoning (source: LISTmap)

### 3.3 Photos



Figure 5: View of site looking north from Parker Street site entry



Figure 6: View of site looking west from Lower Madden Street



Figure 7: View of site looking northeast from Gunn Street footpath near Madden Street



Figure 8: View of railway line looking south from Nicholls Street crossing (site on right hand side of image)

## 4 Assessment framework

### 4.1 Zoning

The site is subject to the provisions of the *Tasmanian Planning Scheme – Devonport* (the planning scheme). Specifically, the site is zoned General Residential as shown in Figure 9.

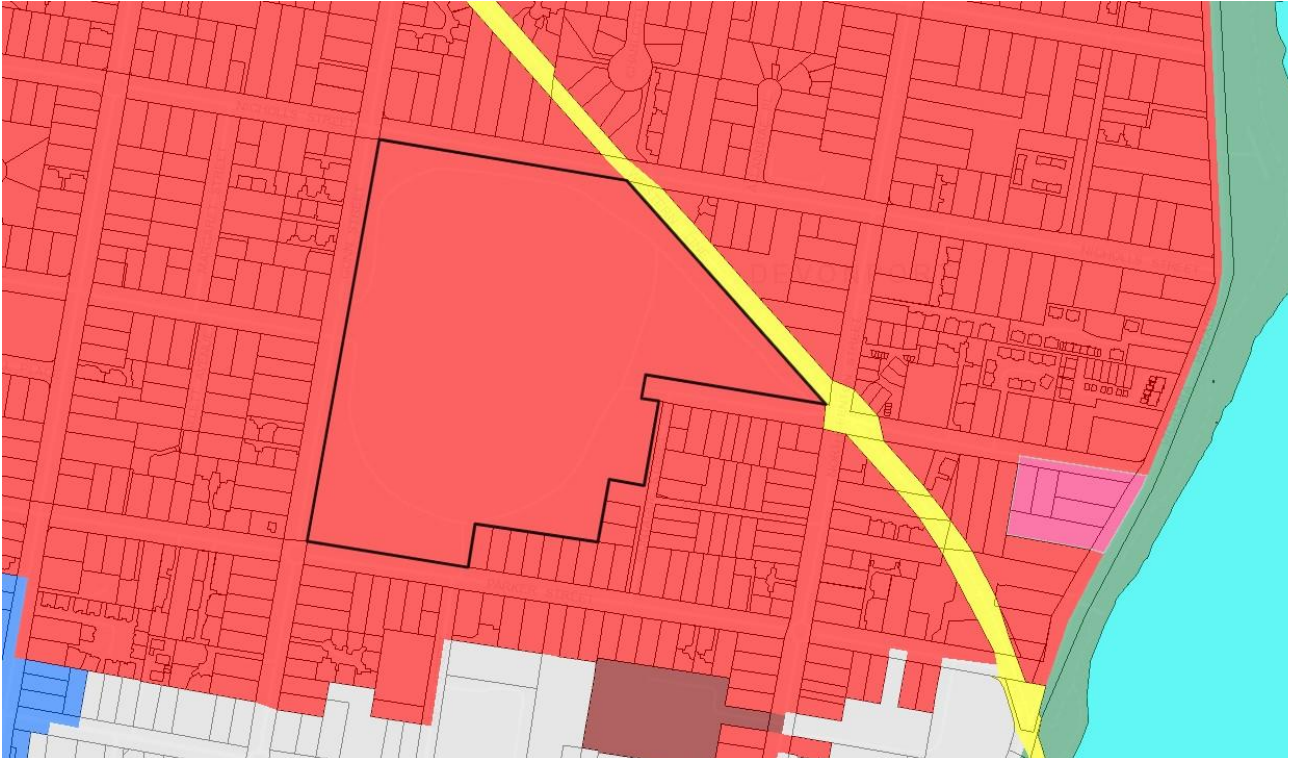


Figure 9 Zoning of the land

### 4.2 Specific area plan

In addition to the zoning, primary use and development controls for the site are through the Devonport Showground Redevelopment Specific Area Plan (SAP).

In the area of land this specific area plan applies to (Figure 10), the provisions of the specific area plan are in substitution for or are in addition to the provisions of the General Residential Zone and Parking and Sustainable Transport Code.





Figure 10 Area subject to the Devonport Showground Redevelopment Specific Area Plan

### 4.3 Overlays

The site is only affected by the Airport obstacle limitation area overlay. This is considered further in section 7.3 of the report in the context of the provisions of Clause C16.0 Safeguarding of Airports Code.

There are no other overlays which apply to the site.

### 4.4 General provisions

The proposed subdivision includes the demolition of the existing buildings associated with the property's former use by the Devonport Agricultural and Pastoral Society for community farmers markets, agricultural shows, and events. Accordingly, clause 7.9 Demolition applies to the demolition of the subject buildings.

Clause 7.9.1 states the following:

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

As 'subdivision' is considered 'development' under the *Land Use Planning and Approvals Act 1993*, the proposed demolition is to be considered in conjunction with planning application for the subdivision of the site, which is subject to Council's discretion.

# 5 General residential zone assessment

## 5.1.1 Applicable standards

Not all standards in the General Residential Zone are applicable to the Project. Table 2 identifies the applicable standards. An assessment of the applicable standards is provided in the following sections.

Table 2- Applicable standards in the General Residential Zone

Clause	Applicability
<b>Development Standards for subdivision</b>	
Clause 8.6.1 Lot design (A1/P1)	Not applicable. Lot size, building envelopes, setbacks use and, consolidation is considered under the SAP (clause DEV-S4.10.1 Lot design).
Clause 8.6.1 Lot design (A2/P2)	Not applicable. Minimum frontage is considered under the SAP (clause DEV-S4.10.1 Lot design).
Clause 8.6.1 Lot design (A3/P3)	Applicable
Clause 8.6.1 Lot design (A4/P4)	Applicable
Clause 8.6.2 Roads (A1/P1)	Not applicable. Road layout is considered under the SAP (clause DEV- S4.10.2 Roads) which overrides this clause.
Clause 8.6.3 Services (A1/P1)	Applicable
Clause 8.6.3 Services (A2/P2)	Applicable
Clause 8.6.3 Services (A3/P3)	Applicable

## 5.1.2 Clause 8.6.1 Lot design

### PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
<p><b>A3</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority</p>	<p><b>P3</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> <li>(a)the topography of the site;</li> <li>(b)the distance between the lot or building area and the carriageway;</li> <li>(c)the nature of the road and the traffic;</li> <li>(d)the anticipated nature of vehicles likely to access the site; and</li> <li>(e)the ability for emergency services to access the site.</li> </ul>

#### Planner Response

All proposed lots have direct road frontage. Existing access to the site is available from several streets which surround the property, including Gunn Street, Parker Street, Montague Street, Lower Madden Street and Nicholls Street. Several access easements are proposed to ensure access to the balance site is not restricted.

**The acceptable solution (A3) is satisfied.**

<p><b>A4</b></p>	<p><b>P4</b></p> <p>A garage or carport not forming part of a dwelling, Subdivision must provide for solar orientation of lots</p>
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Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.

adequate to provide solar access for future dwellings, having regard to:

- (a) the size, shape and orientation of the lots;
- (b) the topography of the site;
- (c) the extent of overshadowing from adjoining properties;
- (d) any development on the site;
- (e) the location of roads and access to lots; and
- (f) the existing pattern of subdivision in the area.

**Planner Response**

No new roads are proposed, given the subdivision is to create super lots only. For this reason, this clause is not considered applicable at this stage.

**Not applicable.**

**5.1.3 Clause 8.6.3 Services**

**PLANNING SCHEME REQUIREMENT**

Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service</p>	<p><b>P1</b></p> <p>A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to:</p> <ul style="list-style-type: none"> <li>(a) flow rates;</li> <li>(b) the quality of potable water;</li> <li>(c) any existing or proposed infrastructure to provide the water service and its location;</li> <li>(d) the topography of the site; and</li> <li>(e) any advice from a regulated entity.</li> </ul>

**Planner Response**

The site is currently serviced by reticulated water and all new lots proposed are capable of connecting to this service.

**The acceptable solution (A1) is satisfied.**

<p><b>A2</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p>	<p><b>P2</b></p> <p>No Performance Criterion</p>
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**Planner Response**

The site is currently serviced by reticulated sewerage and all new lots proposed are capable of connecting to this service.

**The acceptable solution (A2) is satisfied.**

<p><b>A3</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</p>	<p><b>P3</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the size of the lot;</li> <li>(b) topography of the site;</li> <li>(c) soil conditions;</li> <li>(d) any existing buildings on the site;</li> </ul>
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- 
- (e) any area of the site covered by impervious surfaces;  
and
  - (f) any watercourse on the land.
- 

**Planner Response**

The site is currently serviced by reticulated stormwater and all new lots proposed are capable of connecting to this service.

**The acceptable solution (A3) is satisfied.**

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## 6 Specific area plan assessment

### 6.1.1 Applicable standards

Table 3 identifies the applicable standards of the specific area plan. An assessment of the applicable standards is provided in the following sections.

Table 3- Applicable standards in the specific area plan

Clause	Applicability
<b>Use standards</b>	
<b>Development Standards for subdivision</b>	
DEV-S4.10.1 Lot design (A1/P1)	Applicable. This clause is a substitution for the General Residential Zone - clause 8.6.1 Lot design.
DEV-S4.10.1 Lot design (A2/P2)	Applicable. As per above.
DEV-S4.10.1 Lot design (A3/P3)	Applicable. As per above.
DEV-S4.10.2 Roads (A1/P1)	Applicable. This clause is in substitution for the General Residential Zone - clause 8.6.2 Roads.

### 6.1.2 Clause DEV-S4.10.1 Lot design

#### PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding lots in the interface overlay in Figure DEV-S4.1, must:</p> <p>(a) have an area of not less than 200m<sup>2</sup> and:</p> <p>(i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of:</p> <p>a. all setbacks required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2; and</p> <p>b. easements or other title restrictions that limit or restrict development; and</p> <p>(ii) existing buildings are consistent with the setback required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2;</p> <p>(iii) be consistent with the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework shown in Figure DEV-S4.1.</p> <p>(b) be required for public use by the Crown, a council or a State authority;</p> <p>(c) be required for the provision of Utilities; or</p> <p>(d) be for the consolidation of a lot with another lot provided each lot is within the Specific Area Plan.</p>	<p><b>P1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <p>(a) the relevant requirements for development of buildings on the lots;</p> <p>(b) the intended location of buildings on the lots;</p> <p>(c) the topography of the site;</p> <p>(d) the presence of any natural hazards;</p> <p>(e) adequate provision of private open space;</p> <p>(f) the pattern of development existing on established properties in the area;</p> <p>(g) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1; and</p> <p>(h) the adaptable lot size strategy and housing typologies in Figures DEV-S4.4, DEV-S4.5, DEV-S4.6 and DEV-S4.7.</p>

#### Planner Response

Some of the proposed super lots are within, or partially within the interface overlay identified in Figure DEV-S4.1. Considering that the proposal is to create initial perimeter super lots and that additional subdivision will be proposed in the future to further divide each lot, the objective of this clause is indirectly achieved by this first stage subdivision.

Each of the 15 super lots can comply with A1(a) as each will have a minimum area exceeding 200 m<sup>2</sup>, are flat, do not have any title restrictions, and are consistent with the pattern of development envisaged in the Devonport

Showground Redevelopment Master Plan Development Framework shown in Figure DEV-S4.1 as demonstrated in Appendix C.

Some existing buildings on-site are intended to be demolished through the redevelopment of the site and for this reason, no reduction to the setbacks stipulated in clause DEV-S4.7.3 are proposed.

**The acceptable solution (A1) is satisfied.**

<p><b>A2</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, in the interface overlay in Figure DEV-S4.1, must:</p> <ul style="list-style-type: none"> <li>(a) have an area of not less than 400m<sup>2</sup> and:           <ul style="list-style-type: none"> <li>(i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of:               <ul style="list-style-type: none"> <li>a. all setbacks required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2; and</li> <li>b. easements or other title restrictions that limit or restrict development; and</li> </ul> </li> <li>(ii) existing buildings are consistent with the setback required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.7.2 A1 and A2; and</li> </ul> </li> <li>(b) be consistent with the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Framework shown in Figure DEV-S4.1.</li> <li>(c) be required for public use by the Crown, a council or a State authority;</li> <li>(d) be required for the provision of Utilities; or</li> <li>(e) be for the consolidation of a lot with another lot provided each lot is within the specific area plan.</li> </ul>	<p><b>P2</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the relevant requirements for development of buildings on the lots;</li> <li>(b) the intended location of buildings on the lots;</li> <li>(c) the topography of the site;</li> <li>(d) the presence of any natural hazards;</li> <li>(e) adequate provision of private open space;</li> <li>(f) the pattern of development existing on established properties in the area;</li> <li>(g) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1; and</li> <li>(h) the adaptable lot size strategy and housing typologies in Figures DEV-S4.4, DEV-S4.5, DEV-S4.6 and DEV-S4.7.</li> </ul>
--	--

**Planner Response**

As per the discussion in A1 above, some of the proposed super lots are within, or partially within the interface overlay identified in Figure DEV-S4.1. Each super lot is capable of complying with A2(a). It is noted that the grandstand contained within proposed super lot 13 is existing and is not proposed for demolition. This is also the case for the Devonport Brass Band building located on super lot 1. Both of these buildings have an existing nil setback to the Gunn Street frontage. The building located directly to the south of the existing grandstand is to be retained in the short term, although may be demolished / relocated in the future. Nonetheless, the proposed new boundary can achieve A2(b)(i), as the existing grandstand will not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property. These buildings are shown in the building schedule prepared by Studio GL, included at Appendix C. The existing setbacks to Gunn Street will not change as a result of any new title boundary. The GL report contained at Appendix C demonstrates that A2(b) is achieved. Subclauses A2 (c), (d) and (e) are not applicable.

**The acceptable solution (A2) is satisfied.**

<p><b>A3</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than that specified for the relevant housing typology in Figure DEV-S4.4, DEV-S4.5, DEV-S4.6 or DEV-S4.7.</p>	<p><b>P3</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the width of frontage proposed, if any;</li> <li>(b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;</li> <li>(c) the topography of the site;</li> <li>(d) the functionality and useability of the frontage;</li> <li>(e) the ability to manoeuvre vehicles on the site;</li> <li>(f) the pattern of development existing on established properties in the area; and</li> <li>(g) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1.</li> </ul>
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## Planner Response

Proposed super lots have the following proposed frontage (approximate):

Lot No.	Primary frontage (m)	Secondary frontage (m)
1	70 (Nicholls Street)	77.5 (Gunn Street)
2	64.9 (Nicholls Street)	nil
3	55 (Nicholls Street)	nil
4	27.5 (Nicholls Street)	nil
5	50 (Lower Madden Street)	nil
6	107.9 (Lower Madden Street)	nil
7	15 (Lower Madden Street)	37.1 (Montague Street)
8	30 (subdivision road)	37.1 (Montague Street)
9	72.5 (Parker Street)	nil
10	38 (Gunn Street)	50.2 (Parker Street)
11	52 (Gunn Street)	nil
12	70.9 (Gunn Street)	nil
13	34 (Gunn Street)	nil
14	46.5 (Gunn Street)	nil
15 (balance)	10.9 (Gunn Street)	14.6 (Gunn Street), 20.4 (Lower Madden Street), 18 (Parker Street), and 18.43 (Montague Street)

Specific housing typologies are not yet designated; however the proposed frontages are not less than those specified for any of the housing typologies.

Additionally, the proposed subdivision includes lot dimensions and access easements that are consistent with the street hierarchy identified within Figure DEV-S4.8 and will support enable future lots to comply with the frontage requirement for each future housing typology identified in Figure DEV-S4.4, DEV-S4.5, DEV-S4.6 or DEV-S4.7. Further subdivision of the site will be the subject of a future planning application.

**The acceptable solution (A3) is satisfied.**

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### 6.1.3 Clause DEV-S4.10.2 Roads

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#### PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
<b>A1</b> The layout of new roads must be consistent with: (a) the street hierarchy shown in Figure DEV-S4.8; (b) one of the street typologies shown in Figure DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12, or DEV-S4.13; and (c) the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1.	<b>P1</b> The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists, having regard to: (a) any relevant road network plan adopted by the Council; (b) the existing road hierarchy surrounding the Specific Area Plan; (c) the need for connecting roads and pedestrian paths to common boundaries with adjoining land, to facilitate future subdivision potential; (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;

---

- 
- (e) minimising the travel distance between key destinations such as shops and services and public transport routes;
  - (f) access to public transport;
  - (g) the efficient and safe movement of pedestrians, cyclists and public transport;
  - (h) the need to provide for bicycle infrastructure on new arterial and collector roads in accordance with Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;
  - (i) the topography of the site; and
  - (j) the future subdivision potential of any balance lots on adjoining or adjacent land; and
  - (k) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1.
  - (l) compatibility with the street hierarchy in DEV-S4.8.
  - (m) compatibility with the street typologies in Figure DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12 or DEV-S4.13.
- 

**Planner Response**

No new roads are proposed as part of this initial subdivision and for this reason this clause is not applicable.

**The acceptable solution (A1) is satisfied.**

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# 7 Code assessment

## 7.1 Applicable codes

The following codes apply to the Project and have been considered below:

- Clause C3.0 Road and Railway Assets Code
- Clause C16.0 Safeguarding of Airports Code

## 7.2 C3.0 Road and Railway Assets Code

### 7.2.1 Application of the code

Clause C3.2.1 of the planning scheme outlines when the Road and Railway Assets Code applies to use or development. It states:

*This Code applies to use or development of land:*

- (a) *will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;*
- (b) *will require a new vehicle crossing, junction or level crossing; or*
- (c) *involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.*

The planning scheme defines a road or railway attenuation area as being:

*means a road or railway attenuation area shown on an overlay map in the relevant Local Provisions Schedule or, if not shown, an area within 50m of the boundary of:*

- (a) *a major road with a speed limit above 60km/h;*
- (b) *the rail network;*
- (c) *a future major road; or*
- (d) *a future railway*

There are no roads surrounding the site with a speed limit above 60 km/h and for this reason no road attenuation area applies to the site. The proposed subdivision does include some lots, specifically Lots 3 through to 6, within 50m of a railway corridor operated by TasRail, known as the 'western line', borders the north-eastern corner of the site. The western line is infrequently used, with onsite measurements over three days recording an average of around 2.5 trains per day. There are many existing residences in the area that are abutting the western line without any noise barriers being present.

At this time, it is unknown what specific uses will be proposed within the railway attenuation area and whether this will include any sensitive uses. It is assumed however that any future development on the site will include sensitive uses and that an associated access will be provided for each lot. Accordingly, an assessment against the code standards is provided below.

## 7.2.2 Applicable standards

Table 4 identifies the applicable standards of the code. An assessment of the applicable standards is provided in the following sections.

Table 4: Applicable standards in the code

Clause	Applicability
<b>Use standards</b>	
<b>Development Standards for Buildings or Works</b>	
<b>Development Standards for subdivision</b>	
C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area (A1/P1)	Applicable.

## 7.2.3 Clause C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

### PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.</p>	<p><b>P1</b></p> <p>A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) any buffers created by natural or other features;</li> <li>(c) the location of existing or proposed buildings on the site;</li> <li>(d) the frequency of use of the rail network;</li> <li>(e) the speed limit and traffic volume of the road;</li> <li>(f) any noise, vibration, light and air emissions from the rail network or road;</li> <li>(g) the nature of the road;</li> <li>(h) the nature of the intended uses;</li> <li>(i) the layout of the subdivision;</li> <li>(j) the need for the subdivision;</li> <li>(k) any traffic impact assessment;</li> <li>(l) any mitigating measures proposed;</li> <li>(m) any recommendations from a suitably qualified person for mitigation of noise; and</li> <li>(n) any advice received from the rail or road authority.</li> </ul>

### Planner Response

Some of the proposed super lots are within, or partially within the railway attenuation area and there is potential that sensitive uses will be located on these lots in the future. For this reason, the proposed subdivision is unlikely to meet the permitted standards and must be considered against the performance criteria.

In response to the performance criteria, as part of the previous rezoning application for the site, a noise assessment was undertaken by Noise Vibration Consulting and dated 28 October 2021, to gauge whether future development on the site can meet the requirements of the Road and Railway Assets Code. This assessment concluded that most of the site meets the relevant acceptable solution requirements. Any future sensitive use in proximity to the railway was capable of meeting the corresponding performance criterion subject to recommended noise mitigation measures being applied at development stage.

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Provided that noise mitigation measures implemented for the future development, which is safeguarded through application of this code at the permit stage, it is considered that any future development within the attenuation area can satisfy the performance criteria. A copy of the previous noise assessment is provided at Appendix D.

**The performance criteria (P1) is satisfied.**

---

## 7.3 C16.0 Safeguarding of Airports Code

### 7.3.1 Application of the code

Clause C16.2.1 of the planning scheme outlines when the Safeguarding of Airports Code applies to use or development. It states:

*This Code applies to use or development of land:*

- (a) *a sensitive use within an airport noise exposure area; and*
- (b) *development within an airport obstacle limitation area.*

The Project site is within an airport obstacle limitation area ranging from a height of 95m AHD to 120m AHD.

The *Land Use Planning and Approvals Act 1993* defines 'development' as including:

- (a) *the construction, exterior alteration or exterior decoration of a building; and*
- (b) *the demolition or removal of a building or works; and*
- (c) *the construction or carrying out of works; and*
- (d) *the subdivision or consolidation of land, including buildings or airspace; and***
- (e) *the placing or relocation of a building or works on land; and*
- (f) *the construction or putting up for display of signs or hoardings*

Accordingly, the subdivision of land is considered development and this code applies.

### 7.3.2 Use or development exempt from this code

Clause C16.4.1 of the planning scheme outlines the use or development is exempt from Safeguarding of Airports Code. It states:

*The following use or development is exempt from this code:*

- (a) *development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.*

As the application is for subdivision only and no buildings or structures are proposed, the development can exempt from the code under Clause C16.4.1 and no further assessment is required.

## 8 Conclusion

The planning permit application seeks approval for subdivision to create 15 perimeter super lots. The purpose of the creating the initial perimeter super lots is to facilitate the overall Devonport Showground redevelopment in accordance with the specific area plan and endorsed masterplan for the site.

The proposal is subject to the provisions of the General Residential Zone and the Devonport Showground Redevelopment SAP. The proposal has also been considered under the following planning scheme codes:

- Clause C3.0 Road and Railway Assets Code
- Clause C16.0 Safeguarding of Airports Code

An assessment against all relevant standards is outlined in section 5 to section 7 of this report. A total of eight separate standards apply, and the proposal is compliant with all of the acceptable solutions for each standard, with the exception of clause C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area, Road and Railway Code. The relevant standards are outlined in Table 5 including whether the proposal can comply with the acceptable solution (AS), can exempt from the standard, or if it has been determined that the standard is not applicable.

Table 5 Summary of relevant standards and whether the Project relies on the acceptable solution (AS), can exempt from the standard, or if it has been determined that the standard is not applicable.

Clause	Standard	AS, PC, or no Council assessment
<b>General Provisions</b>		
7.9.1	Demolition	The proposed demolition is to be considered in conjunction with planning application for the subdivision of the site, which is subject to Council's discretion.
<b>General Residential Zone</b>		
8.6.1	Lot design (A1/P1)	No Council assessment required - SAP prevails
8.6.1	Lot design (A2/P2)	No Council assessment required - SAP prevails
8.6.1	Lot design (A3/P3)	Complies with AS
8.6.1	Lot design (A4/P4)	Complies with AS
8.6.2	Roads (A1/P1)	No Council assessment required - SAP prevails
8.6.3	Services (A1/P1)	Complies with AS
8.6.3	Services (A2/P2)	Complies with AS
8.6.3	Services (A3/P3)	Complies with AS
<b>Devonport Showground Redevelopment SAP</b>		
DEV-S4.10.1	Lot design (A1/P1)	Complies with AS
DEV-S4.10.1	Lot design (A2/P2)	Complies with AS
DEV-S4.10.1	Lot design (A3/P3)	Complies with AS
DEV-S4.10.2	Roads (A1/P1)	Not applicable
<b>Road and Railway Assets Code</b>		
C3.7.1	Subdivision for sensitive uses within a road or railway attenuation area (A1/P1)	Can satisfy P1.
<b>Safeguarding of Airports Code</b>		

Clause	Standard	AS, PC, or no Council assessment
C16.4.1	Use or development exempt from this code	Meets exemption criteria.

---

# Appendix A Title documentation

SEARCH OF TORRENS TITLE

VOLUME 52055	FOLIO 1
EDITION 4	DATE OF ISSUE 15-Feb-2023

SEARCH DATE : 23-Jan-2024

SEARCH TIME : 11.26 AM

DESCRIPTION OF LAND

City of DEVONPORT  
 Lot 1 on Diagram 52055  
 Derivation : 1A-1R-9Ps. Gtd. to H.H. McFie & Ors., Lot 3  
 Section B.3 Gtd. to J.H. McCall, Parts of Lots 1,2 and 3  
 Section B.4 Gtd. to H.T.A. Murray and Part of Lot 2 Section B.  
 3 Gtd. to J. Scott & Anor.  
 Prior CT 3149/13

SCHEDULE 1

M953130 TRANSFER to W & W GROUP VENTURES PTY LTD Registered  
 08-Jun-2022 at 12.02 PM

SCHEDULE 2

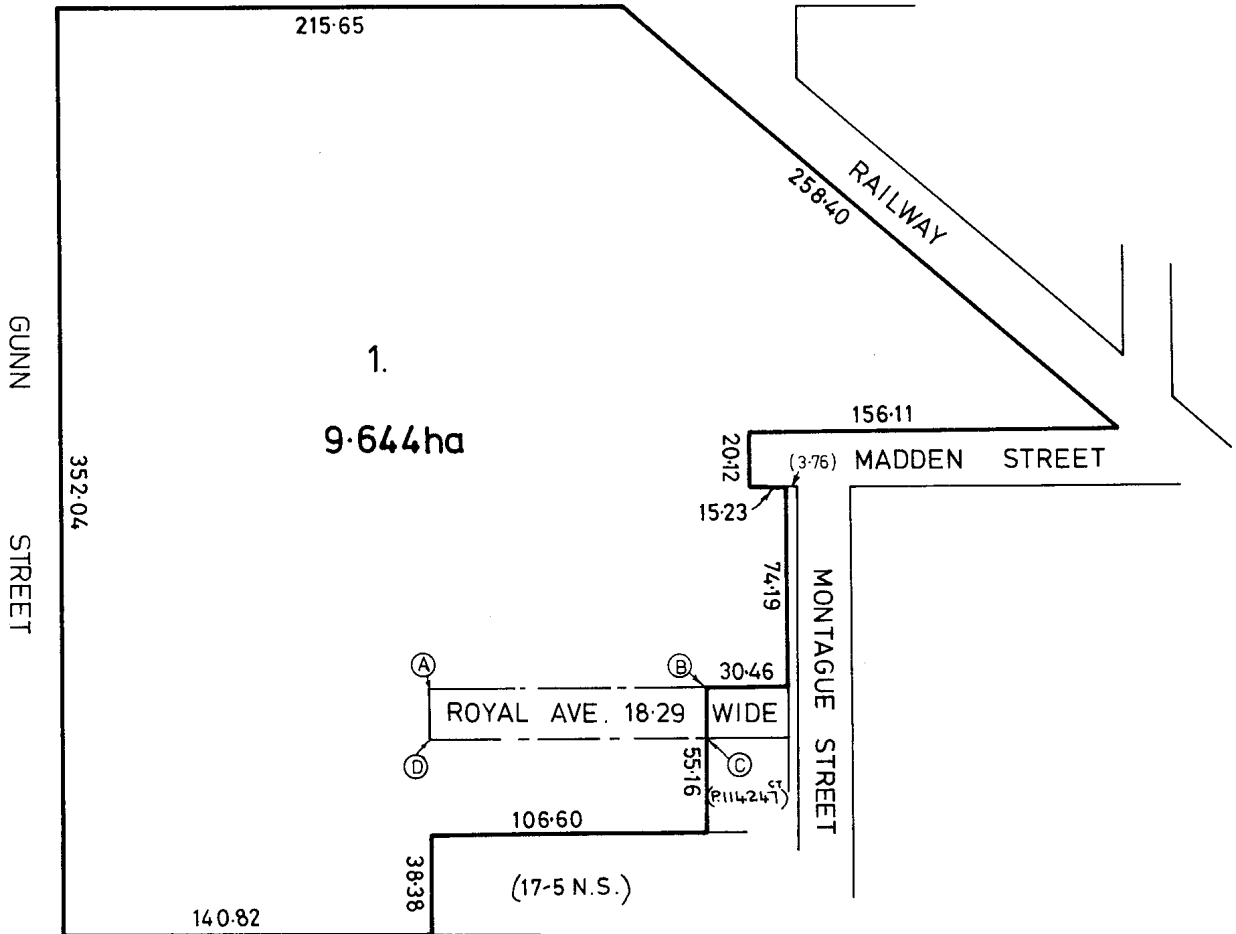
Reservations and conditions in the Crown Grant if any  
 BURDENING EASEMENT: right of carriage way over the roadway  
 marked A.B.C.D. on Diagram No. 52055  
 A840166 LEASE to HYDRO-ELECTRIC COMMISSION of portion of the  
 within land as shown by a diagram on the said lease  
 together with a right of carriage way of a leasehold  
 estate for the term of 99 years from 1-Nov-1979  
 Registered 27-May-1983 at noon  
 E326529 MORTGAGE to Impact Asset Management Pty Ltd  
 Registered 15-Feb-2023 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

E208787 APPLICATION under section 84C of the Conveyancing and  
 Law of Property Act 1884 Lodged by HWL EBSWORTH on  
 09-Aug-2022 BP: E208787

OSK 3910

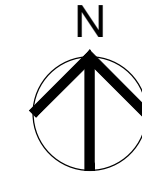
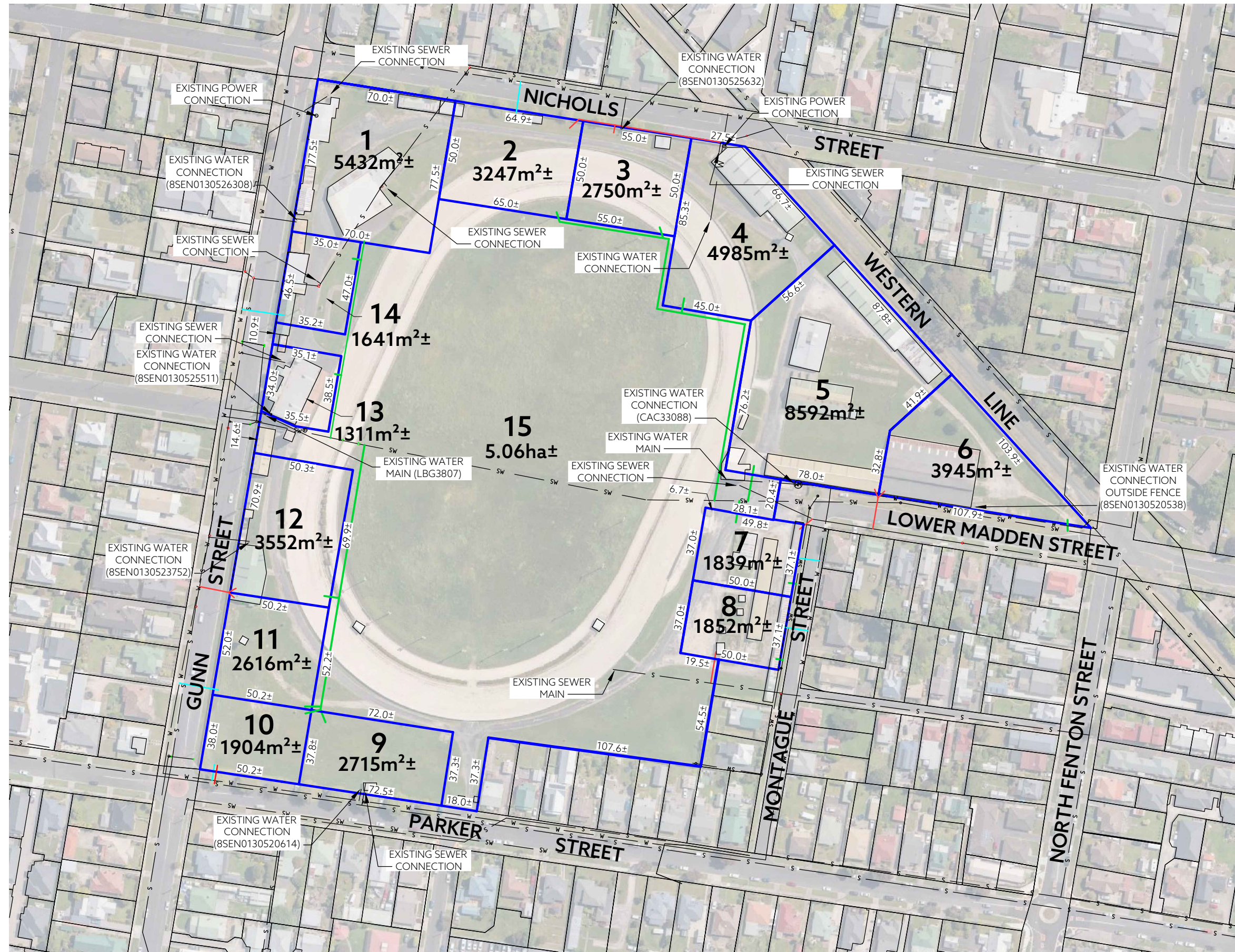
Owner:	<b>PLAN OF TITLE</b> of land situated in the <b>CITY OF DEVONPORT</b>  COMPILED FROM.....  SCALE 1:2000    MEASUREMENTS IN METRES	Registered Number:  <b>D.52055</b>
Title Reference: C.T. 3149-13		Approved.....
Grantee:		Recorder of Titles



*[Handwritten mark]*



# Appendix B Proposed subdivision plans



**1 SITE PLAN**  
 1:2000  
 0 .227 .455 .909 2.273m

**LEGEND:**

- Proposed Boundary
- Existing Boundary
- Existing Sewer
- Existing Stormwater
- Existing Water
- Design Sewer
- Design Stormwater
- Design Water

**STAGING:**  
 Each lot is a stage in no particular order.

<b>Owners</b> W & W GROUP VENTURES PTY LTD		<b>Title References</b> FR 52055/1		<b>PID</b> 6292737	<b>Council</b> Devonport City	<b>Planning scheme</b> Tasmanian Planning Scheme	<b>Zone</b> 8.0 General Residential	<b>Zone Codes</b> 16.0 S.A.C, 3.0 RRAC	<b>Schedule of Easements (Existing easements to be retained unless noted otherwise.)</b> Nil.					
- - - -		- - - -		This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.		<b>PLANNER:</b> PP	<b>REVIEWED:</b> -	<b>CLIENT:</b> DEVONPORT COUNCIL DEVELOPMENT APPLICATION 86A GUNN STREET, DEVONPORT		<b>PDA</b> SURVEYORS, ENGINEERS & PLANNERS <small>6 Queen Street          Burnie, Tasmania, 7320          PHONE: +61 03 6431 4400          FAX: +61 03 6431 6663          EMAIL: pda.bne@pda.com.au          www.pda.com.au          Also at: Launceston, Devonport,          Hobart &amp; Kingston</small>				
C Dimension amended		MF 19/01/24 AE		This sheet may be printed using colour and may be incomplete if copied.		<b>DRAWN:</b> CB	<b>REVIEWED:</b> AE	<b>PROJECT DESCRIPTION:</b> 86A GUNN STREET, DEVONPORT <b>PLAN OF SUBDIVISION</b> MULTIPLE LOTS			SCALE 1:2000	PAPER (A3)		
B Adding missing building footprints and reconfiguring lot 15		CB 17/01/24 AE				<b>JOB MANAGER:</b> ADRIAN EBERHARDT		<b>DRAWING TITLE:</b>			JOB NUMBER 49787	DISCIPLINE DA	SHEET 01	REVISION C
A Reconfigure and add existing connections		CB 21/12/23 AE				<b>PRINTED DATE:</b> 19/01/2024								

# Appendix C Outer ring subdivision design report



**DEVONPORT SHOWGROUND**  
**OUTSIDE RING**  
**SUPER LOT DA**

Prepared by Studio GL for Enrich Ventures

23 January 2024



# TABLE OF CONTENTS



Document Information	
Job title	Devonport Showground
Client	Enrich Ventures
Job number	19024
Report title	Devonport Showground Master plan
File name	19024_Devonport_Showground_Outside Ring_Super_Lot_DA

Revision	Date	Prepared by	Reviewed/Approved by
Issue	31/10/2023	DG, AN	DG, FL
Issue 1	28/11/2023	DG, AN	DG, FL
Issue 2	10/01/2024	AN	DG
Final	23/01/2024	AN	DG

Note: This document takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party. The report layout is designed to be printed at A4 landscape booklet.



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Chippendale NSW 2008

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**Chapter 1 - Introduction**

1-1 The Site .....4  
1-2 The Master plan .....5

**Chapter 2 - The Outside Ring**

2-1 The Opportunity .....6  
2-2 The Approach .....7  
2-3 The Plan of Subdivision .....8  
2-4 Example of Future Subdivision potential ....9  
2-5 Outside and Inside Rings ..... 10



## Chapter 1 Introduction

1-1 The Site

1-2 The Master plan

### 1-1 The Site



Figure 1 Devonport Showgrounds site

The 9.7 ha Devonport Showgrounds site is located on the west side of the Mersey River, a short walk from the Devonport Central Business District (CBD) to the south and the Devonport Foreshore to the east of the site. The area surrounding the site is predominantly single storey detached residential development in a predominant street grid with blocks that are approximately 200m x 150m in size.

The Devonport Showground site has an irregularly-shape with street frontages on Nicholls Street to the north, Montague Street to the east, Lower Madden Street and Parker Street to the south and Gunn Street to the west.

## 1-2 The Master plan

A Master plan for the Devonport Showgrounds was prepared to support a Rezoning and Specific Area Plan (SAP) that was submitted in 2021 and approved in 2022.

The Master plan supports the project vision of a place that will be a great place to live, offering sustainable, attainable living options for people of varied ages and demographics.

The centrally located site presents an opportunity to create a new place within walking distance of the Devonport central business district which is effectively integrated into the surrounding area. The project envisions a broad range of dwelling sizes and dwelling types.

At the centre, or heart of the precinct, are large areas of community open space and facilities that will give new life to existing buildings on the site and provide amenity to the local area.

*The Master plan for the Devonport Showgrounds does not take a business as usual approach. It provides the framework for a walkable and community focused place that welcomes everyone. It is ambitious, aiming to set a high-quality precedent for future development along the north-west coast.*



Figure 2 Devonport Showground Masterplan diagram





## Chapter 2 The Outside Ring

- 2-1 The Opportunity
- 2-2 The Approach
- 2-3 The Plan of Subdivision
- 2-4 Example of Future Subdivision potential
- 2-5 Outside and Inside Rings

### 2-1 The Opportunity

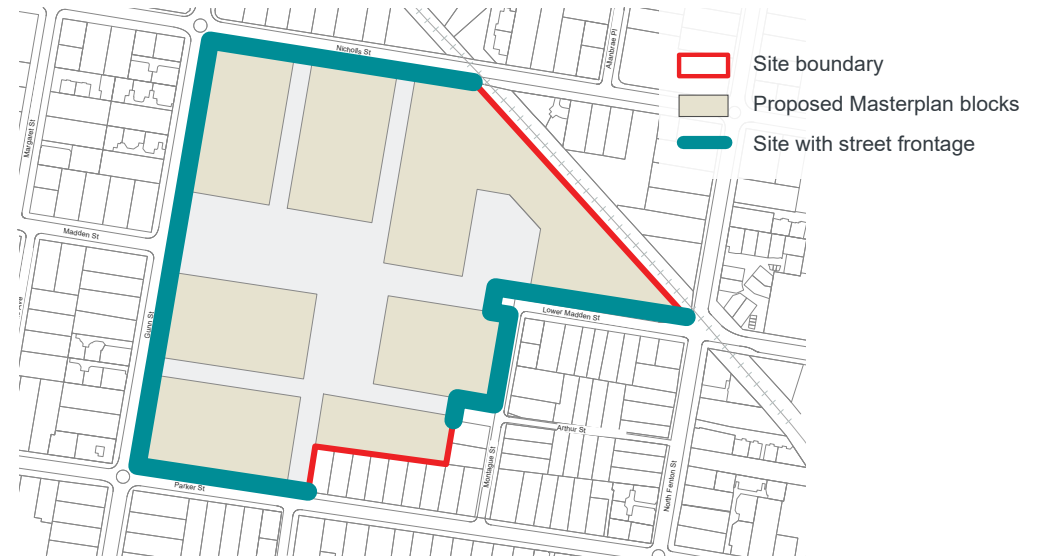


Figure 3 Devonport Showgrounds site showing the proportion of the site with street frontage

The Devonport Showground site has street frontages on multiple sides, Nicholls Street to the north, Montague Street to the east, Lower Madden Street and Parker Street to the south and Gunn Street to the west. The only portion of the site which does not have a street frontage occurs in the north east corner where the rail corridor acts as a barrier and a small section to the south which backs onto existing properties along Parker Street.

Therefore approximately 1,026m (70%) of the 1,465m long site boundary has an existing street frontage and the majority of the site has direct access to local infrastructure and roads. These characteristics are very rare in a site of this size and provides the opportunity for the site to be developed flexibly and from more than one frontage. This submission aims to take advantage of this condition and allow the "Outside Ring" of the site to be developed as the first stage.

## 2-2 The Approach

In order to develop the Outside Ring the following approach has been developed:

- Where the proposed boundary would occur mid block in the masterplan layout the super lots are typically proposed to be 35m deep (which is half of the 70m deep block).
- Where the proposed boundary occurs at the end of a block the super lots are typically 50m deep.
- A separate and individual super lot has been created for the existing Grandstand building.
- Super lots along the railway line have been created to have a frontage to a street and also to facilitate future development in line with the master plan.
- Locations for access have been shown where a super lot includes a future road or pedestrian link identified in the Master plan.

The Master plan facilitates the opportunity for a higher density of residential development to be delivered on this site, however an interface is envisioned around the outside ring of the development to respond sensitively to the surrounding existing built form and context.

The site currently houses over 40 different buildings and structures, varying from small sheds to the large grandstand building. To achieve the proposed super lots shown, some of the existing structures will need to be removed or relocated to remove conflicts with the proposed super lot boundaries.

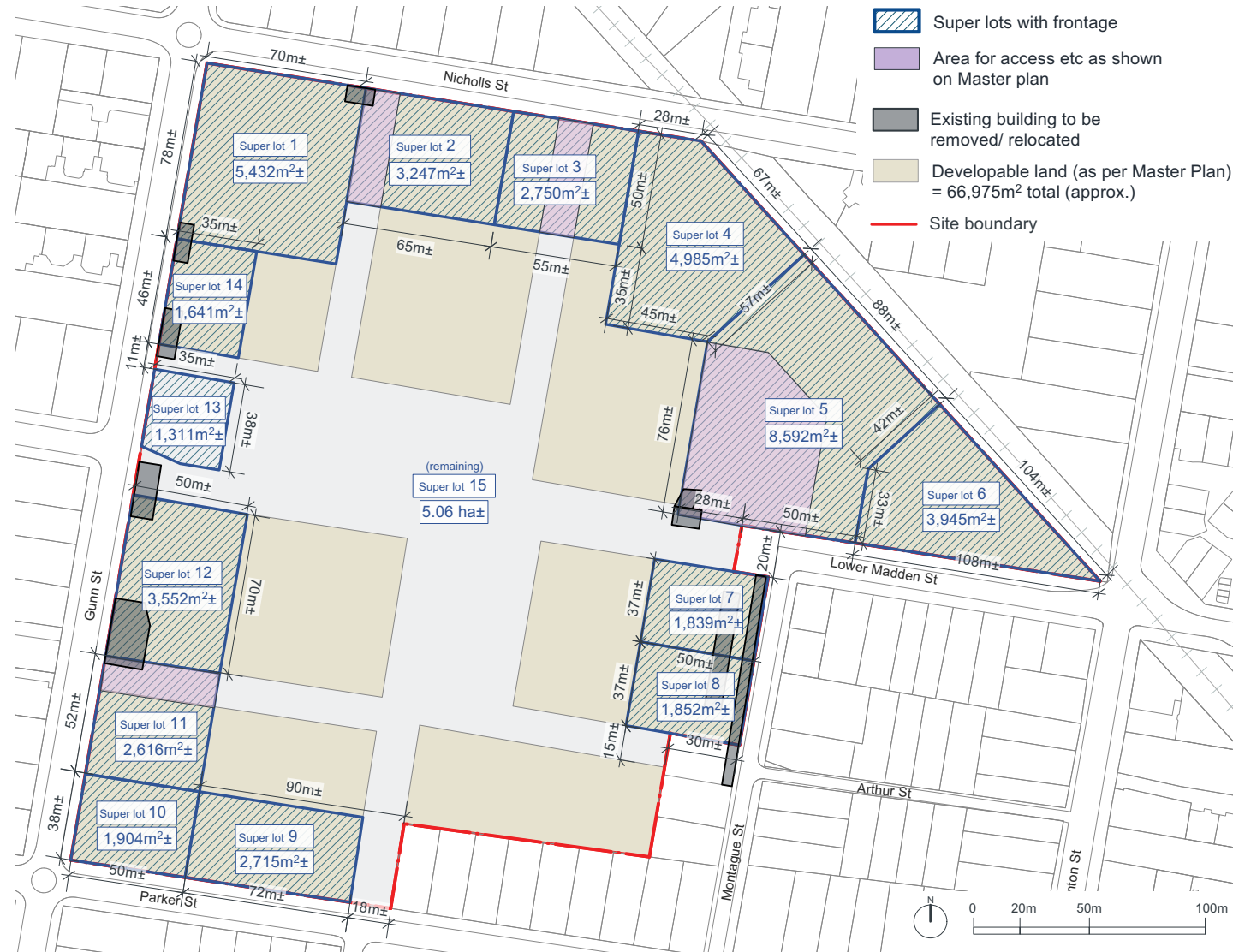


Figure 4 Plan showing the proposed outside ring super lots (annotated)

### 2-3 The Plan of Subdivision

Following this approach to the development of the Outside Ring, 14 super lots have been created:

- Super lot 1 - This area is to the north west on the corner of Nicholls Street and Gunn Street. It is approx 5,432m<sup>2</sup> and facilitates retention of the existing sewage line.
- Super lot 2 - To the north on Nicholls Street. It is approx 3,247m<sup>2</sup> and includes an access easement of 750m<sup>2</sup>.
- Super lot 3 - To the north on Nicholls Street. It is approx 2,750m<sup>2</sup> and includes an access easement of 750m<sup>2</sup>.
- Super lot 4 - This area is to the east, accessed off Nicholls Street and adjoining the railway line. It is approx 4,985m<sup>2</sup>.
- Super lot 5 - This area is to the east, accessed from Lower Madden Street. It is approx 8,592m<sup>2</sup> and includes approx 3,942m<sup>2</sup> of easement for access and open space.
- Super lot 6 - This area is to the east, accessed off Lower Madden Street and adjoining the railway line. It is approx 3,945m<sup>2</sup>.
- Super lot 7 - This area is to the east accessed off Montague Street and is approx 1,839m<sup>2</sup>.
- Super lot 8 - This area is to the east accessed off Montague Street and is approx 1,852m<sup>2</sup>.

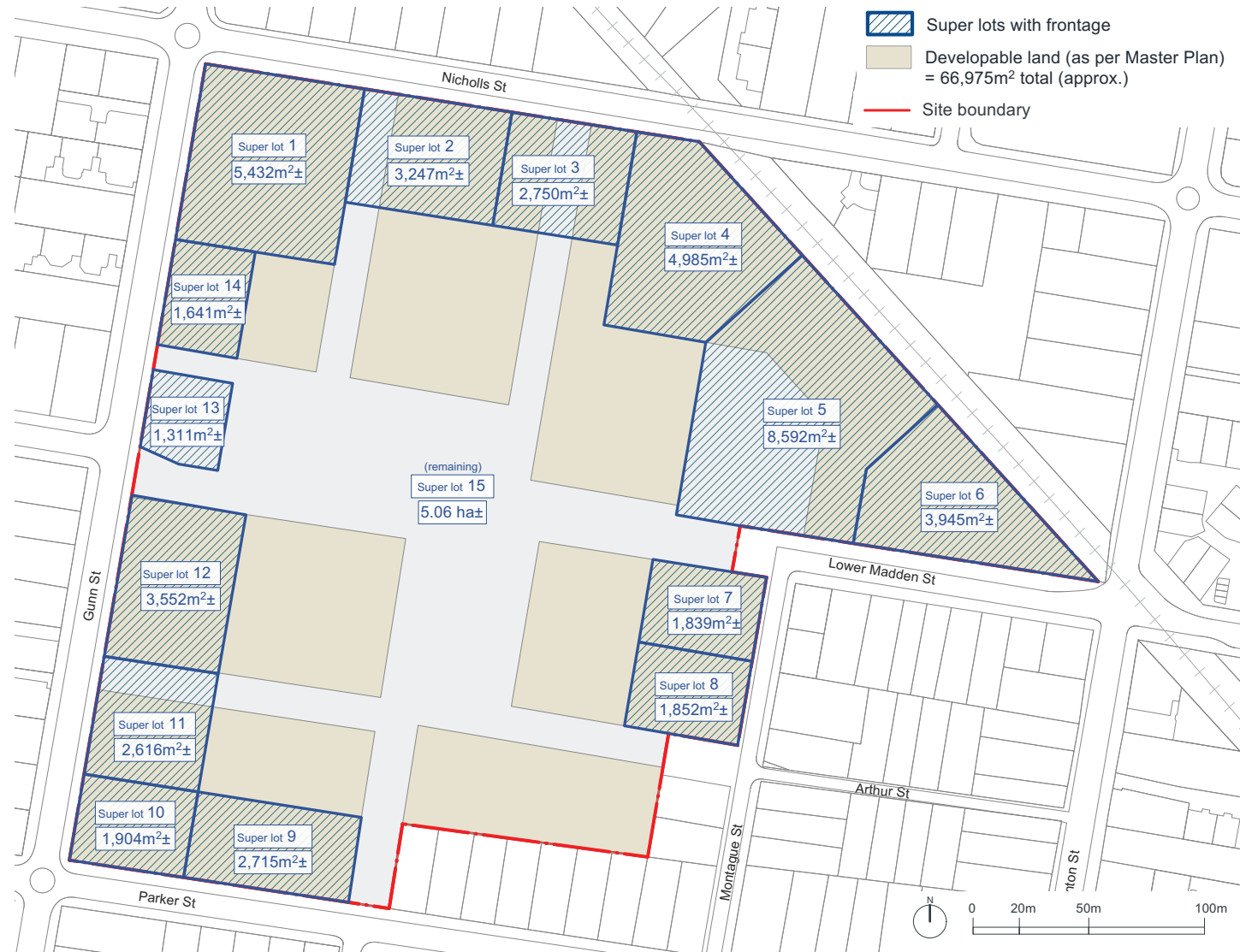


Figure 5 Plan showing the proposed outside ring super lots (Super Lots 1-15)

## 2-4 Example of Future Subdivision potential

- Super lot 9 - This area is to the south on Parker Street. It is approximately 2,715m<sup>2</sup>.
- Super lot 10 - This area is to the south on the corner of Parker Street and Gunn Street. It is approximately 1,904m<sup>2</sup>.
- Super lot 11 - This area is to the west on Gunn Street. It is approx 2,616m<sup>2</sup> and includes an access easement of 760m<sup>2</sup>.
- Super lot 12 - This area is to the west on Gunn Street. It is approximately 3,552m<sup>2</sup>.
- Super lot 13 - This area is to the west on Gunn Street and it contains the existing grandstand building. It is approximately 1,311m<sup>2</sup>.
- Super lot 14 - This area is to the west on Gunn Street. It is approximately 1,641m<sup>2</sup>.
- Super lot 15 - This area is the remaining land which is not an 'Outside Ring' super lot and is approximately 5.06ha. It includes a mix of internal developable land, roads and open space.

The proposed super lots allow future development and subdivision which is in keeping with the approved Master plan. It enables the delivery of the various building typologies and lots proposed in the Master plan across both the outside ring and the remaining inside ring.

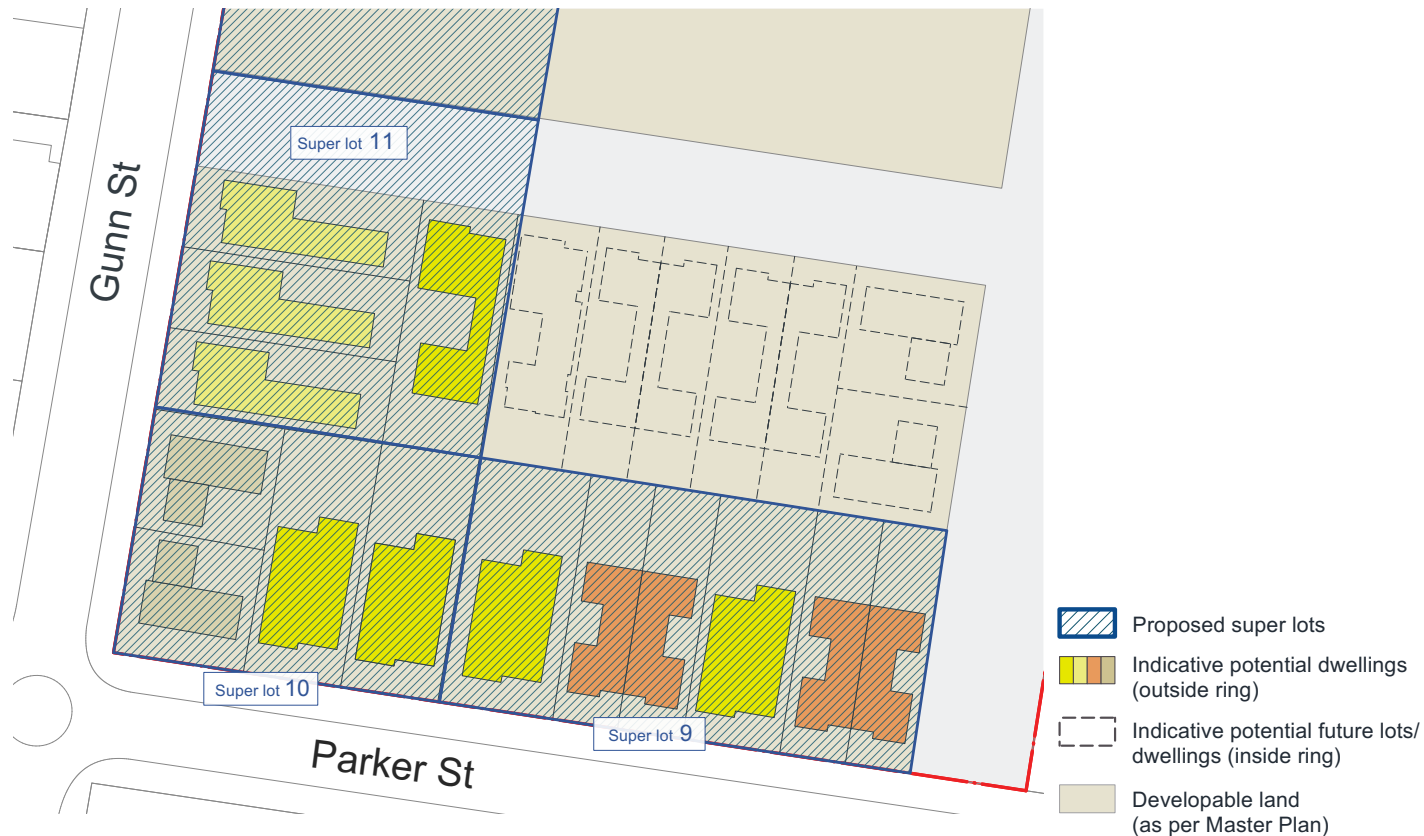


Figure 6 Diagram showing potential for future dwellings and lots in keeping with both the Master plan and the proposed Super Lots

### 2-5 Outside and Inside Rings

Approval of the Outside Ring would equate to approximately 46,384m<sup>2</sup> (47% of the total site area) and includes the Grandstand site (1,311m<sup>2</sup>).

The Inside Ring of the site has an area of 50,616m<sup>2</sup> (53% of the total site area).

Use	Area (approx)	% of total site
Outside Ring	4.6 ha	47%
Inside Ring	5.1 ha	53%
<b>Total</b>	<b>9.7 ha</b>	<b>100%</b>



Figure 7 Outside and Inside Ring Land Budget diagram



Total site area existing:  
approx. 97,000m²

Super lots with frontage  
Total = 46,384m²  
= 48% of total site area (approx.)

Area for access etc as shown on Master plan  
Total = 6,202m²

Super lots with frontage -  
easement for access  
= 46,384m² - 6,202m²  
= 40,182m²  
= 41% of total site area (approx.)

Existing building to be removed/ relocated


Developable land (as per Master Plan)  
= 66,975m² total (approx.)


Site boundary





Total site area existing:  
approx. 97,000m<sup>2</sup>

 Super lots with frontage  
Total = 46,384m<sup>2</sup>  
= 48% of total site area (approx.)

 Developable land (as per Master Plan)  
= 66,975m<sup>2</sup> total (approx.)

 Site boundary



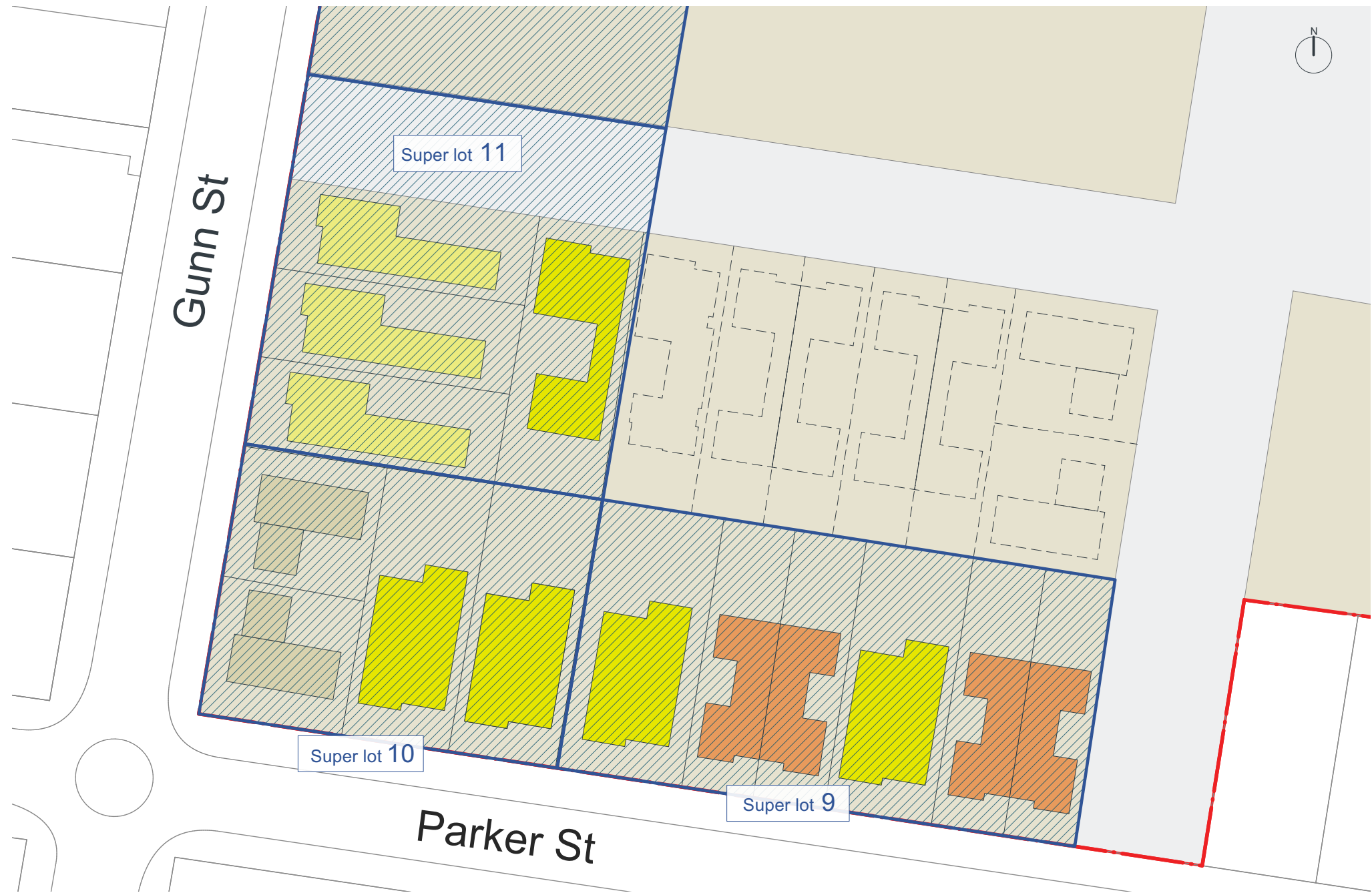


Total site area existing:  
approx. 97,000m<sup>2</sup>

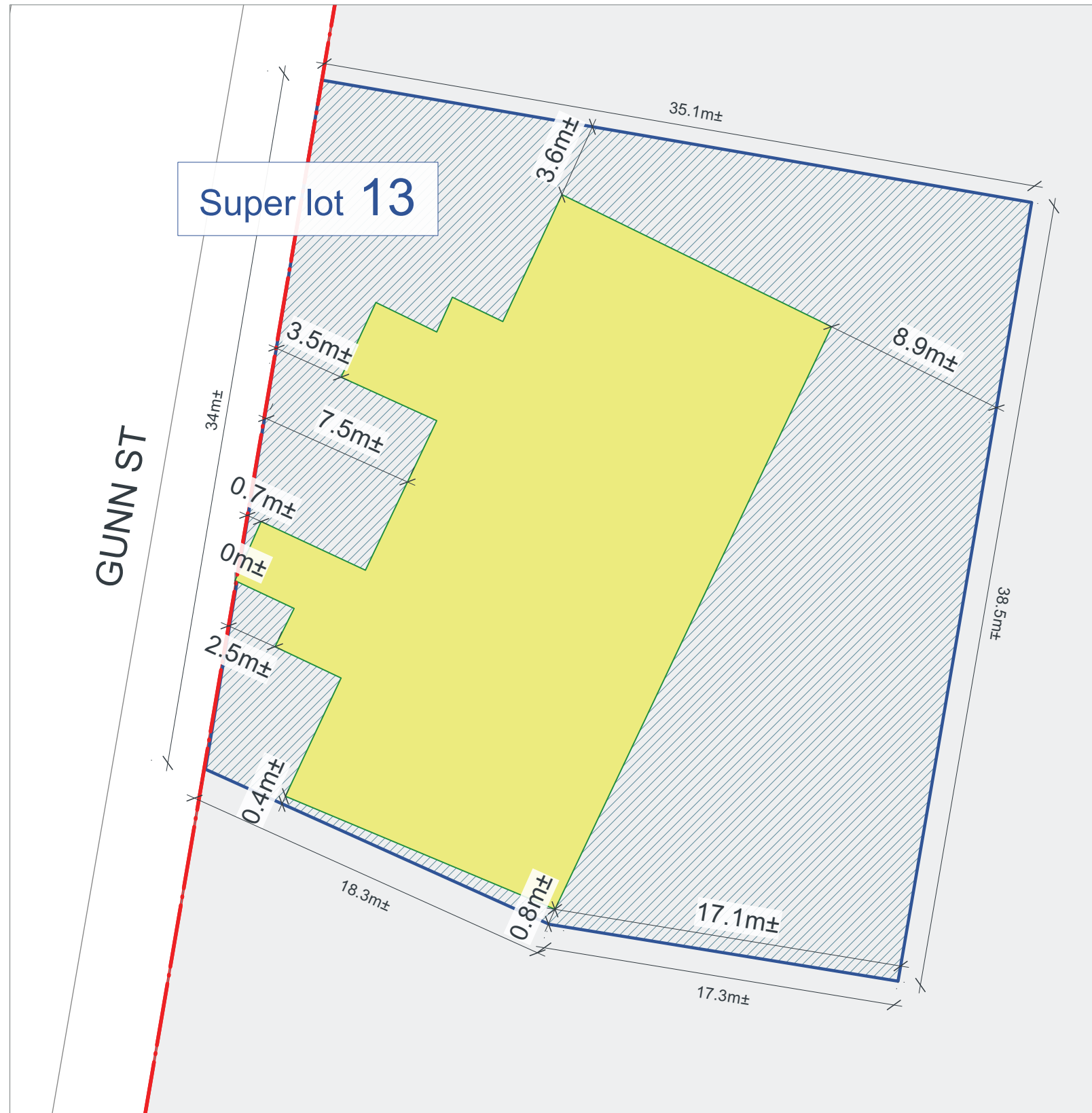
- Outside Ring
- Inside Ring (Super lot 15)




Site boundary

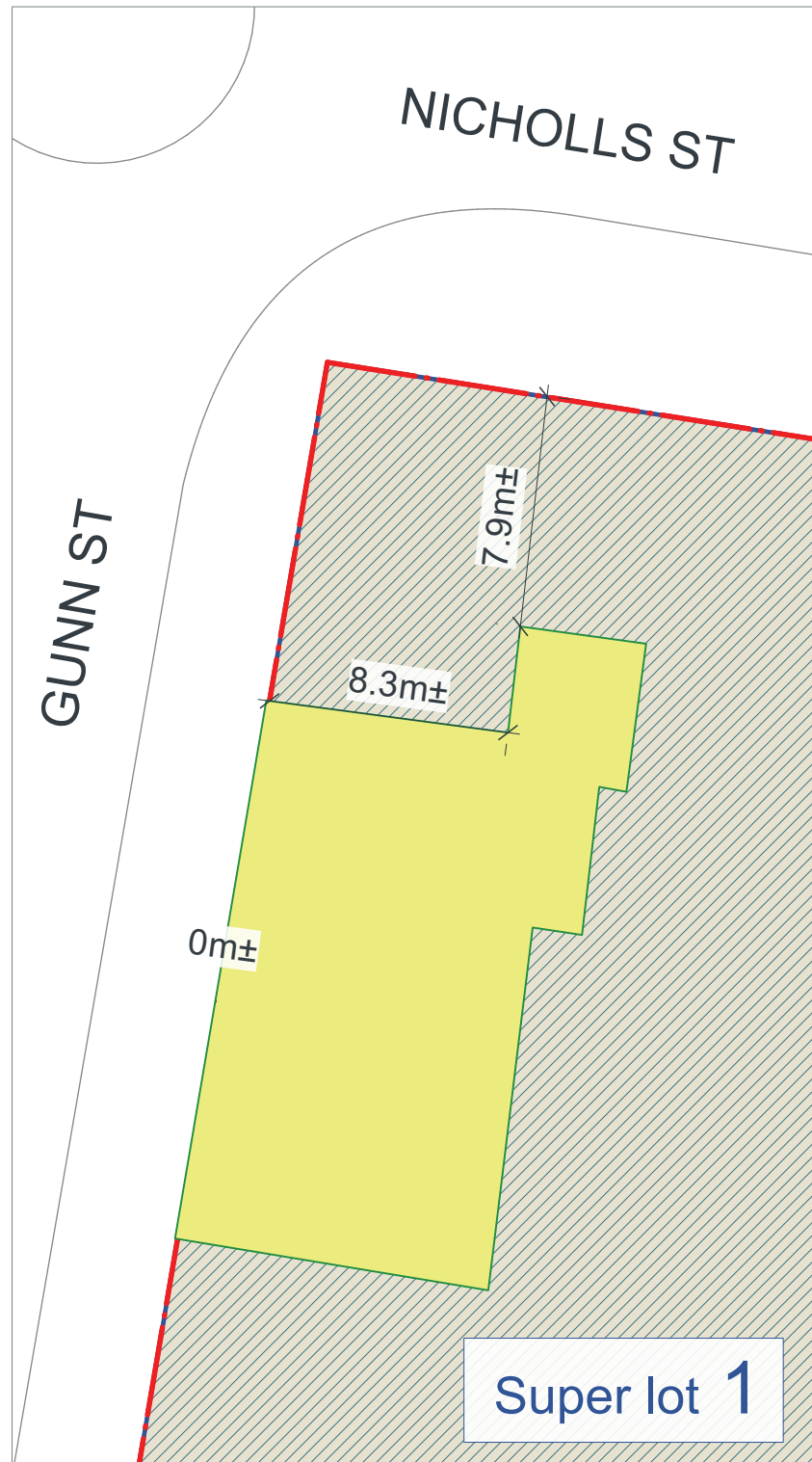




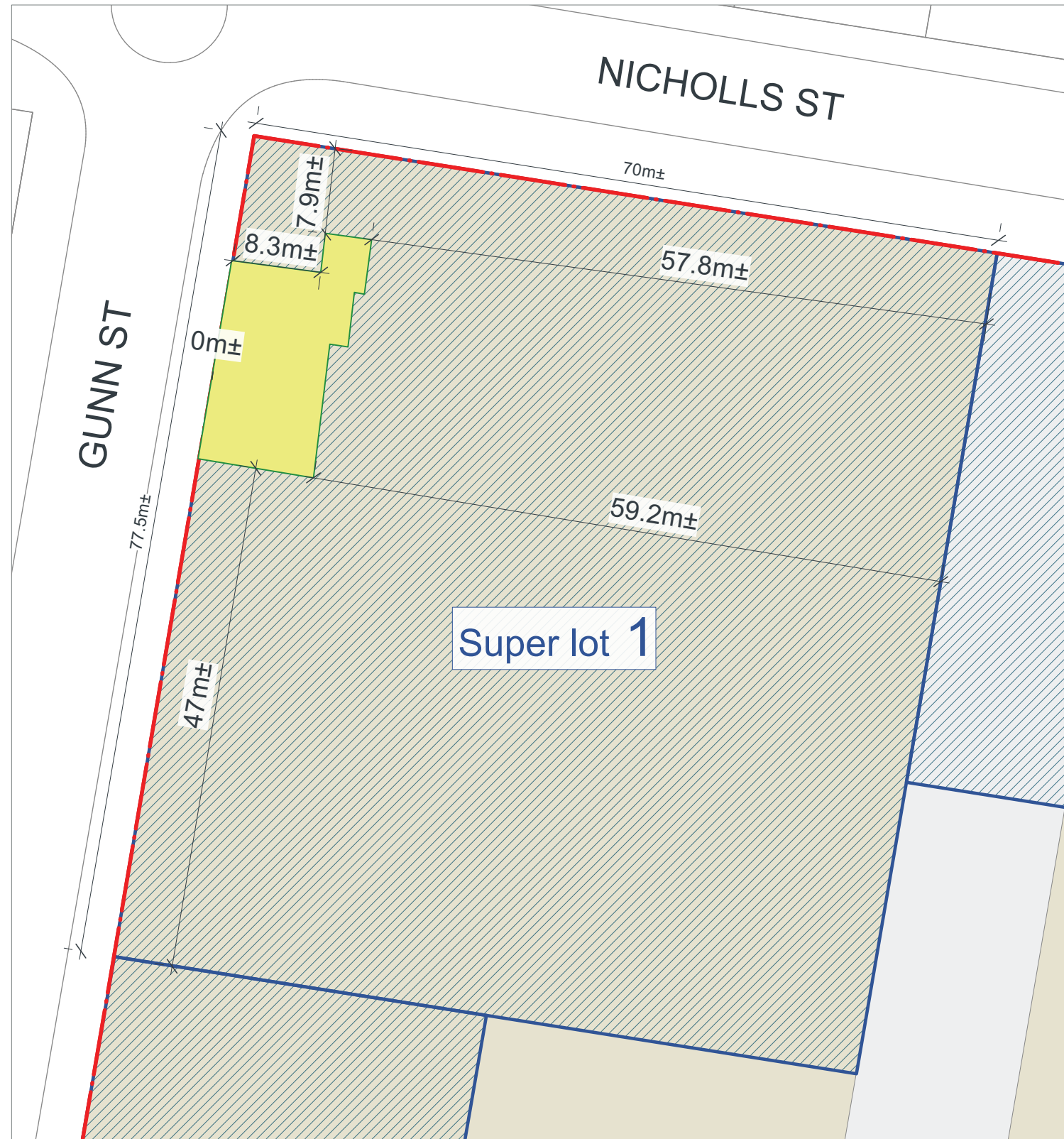
- Proposed super lots
- Indicative potential dwellings (outside ring)
- Indicative potential future lots/dwellings (inside ring)
- Developable land (as per Master Plan)
- Site boundary






-  Super Lot 13
-  Existing Grandstand building to be retained
-  Site boundary

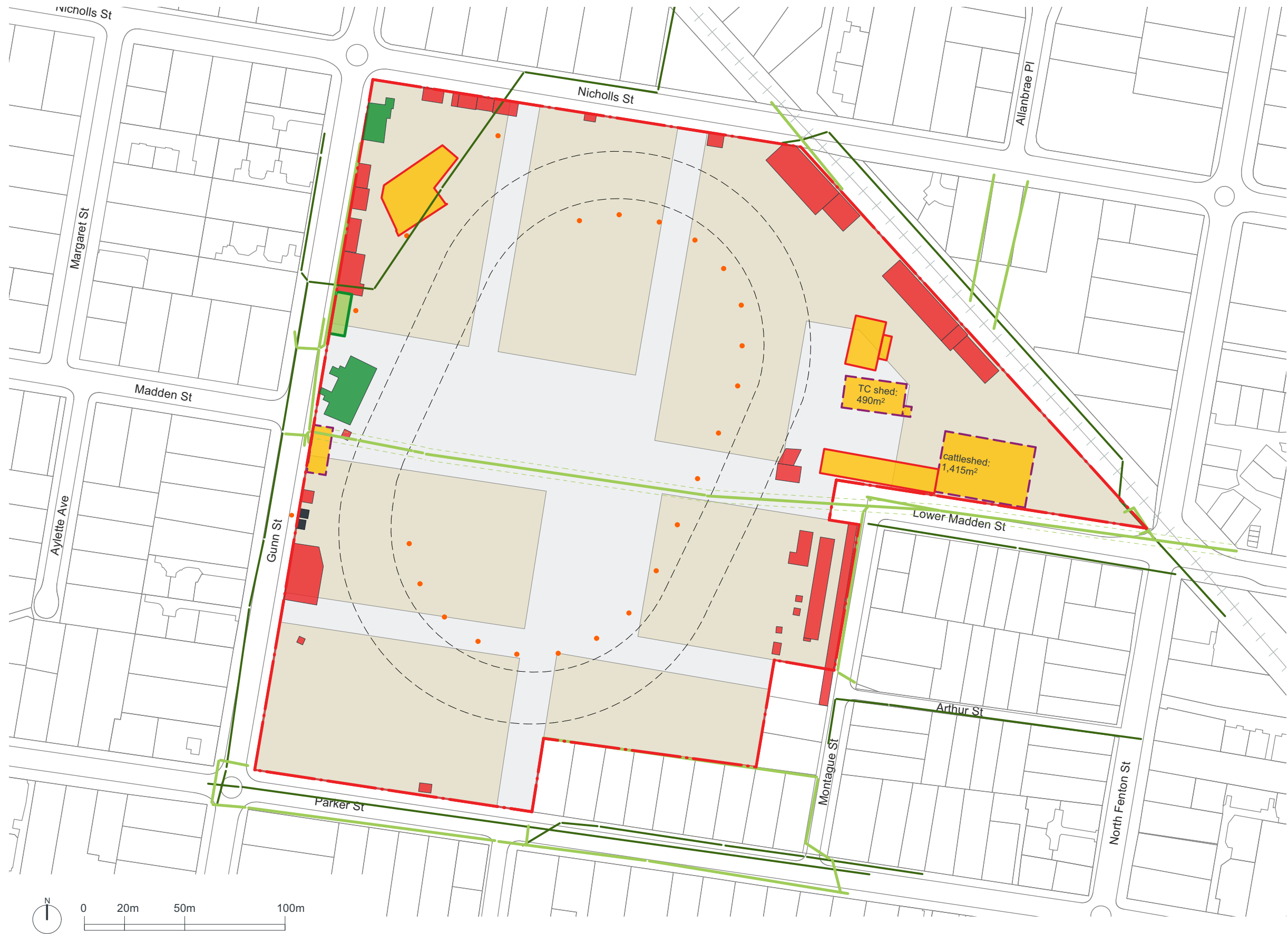


Existing 'Band Room' Setbacks  
(Detail) 1:250



Existing 'Band Room' Setbacks  
1:500

-  Super Lot 1
-  Existing 'Band Room' building to be retained
-  Site boundary



- Existing Building Schedule:**
- Keep
  - Keep but relocate
  - Keep in short term (remove in medium-long term)
  - Keep in short term (long term unknown)
  - Remove
  - Difficult to remove
- Underground sewer line (keep)
  - Underground stormwater (keep)
  - 3m stormwater offset
  - Developable land (as per Master Plan) =66,975m<sup>2</sup> total (approx.)
  - Existing race track
  - Existing power pole with lights
  - Site boundary





# Appendix D Noise Assessment

Attention: Mark O'Brien

## DEVONPORT SHOWGROUND — DA NOISE ASSESSMENT

A mixed use development is proposed for the existing Devonport Showground site. The development is predominantly residential, comprising private residences and residential amenities, as well as a section of outdoor public space / park land. NVC has been engaged to provide a noise assessment against clauses C3.6.1 and C3.7.1 of the *Tasmanian Planning Scheme - Devonport* to accompany the Development Application. The results of this assessment, completed between September 2020 and April 2021, are detailed in this letter.

This document has been updated (as version \_02) to incorporate assessment against the now-current Tasmanian Planning Scheme rather than the previously applicable Devonport Interim Planning Scheme 2015. This version also includes data from noise and vibration measurements made on site as advised by TasRail.

Additional updates (versions \_03 and \_04) include minor revisions of the masterplan; Figure 2.

### 1. BACKGROUND

#### 1.1. Site and Surrounds

Figure 1, below shows an overview of the site and the surrounding area. The site (green in figure) is currently a Recreation zone, and occupied by the Devonport Showground. It is surrounded by a General Residential zone (red in figure). A Utilities zone (yellow in figure) is adjacent the north-east boundary, occupied by a rail corridor, specifically the TasRail 'Western Line'.



**FIGURE 1: SITE AND SURROUNDING AREA**

All roads surrounding the site are within the General Residential zone, and are normal suburban streets, rather than major traffic corridors. Traffic volumes on these roads are not considered high, and thus noise emissions from traffic on these streets is not further considered.

The rail corridor comprises a single rail line, the 'Western line', owned and operated by TasRail. It is believed this corridor is currently utilised for cargo transportation. TasRail were contacted in attempt to obtain a schedule of train movements, but declined to provide this information.

**1.2. Site Details**

The proposed conceptual site layout is shown in Figure 2, below.



**FIGURE 2: PROPOSED SITE LAYOUT**

As shown in the figure, the development is predominantly residential, comprising nominally 300 dwellings (lots shown with tan coloured overlay). It also includes a large public outdoor space / park area, including a grandstand (green in figure), retirement living on the north-eastern corner, and an allied health facility on the eastern corner (both blue in figure).

The closest proposed residential dwellings to the rail line are then the various types proposed along the north-eastern boundary. These include ILU / retirement dwellings on the northern end of the boundary, and detached dwellings and some units further south.

It is noted that in the General Residential zone surrounding the site, several existing residential dwellings are constructed within approximately 5m of the boundary to the rail corridor.



## 2. CRITERIA

Section 3.0 of the Tasmanian Planning Scheme - Devonport, (the Scheme), comprises the Road and Railway Assets Code. Specifically at C3.6.1, it details *development standards for habitable buildings for sensitive uses within a road or railway attenuation area*.

The following Acceptable Solutions criteria are stated under clause C3.6.1-A1:

*“Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:*

- (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;*
- (b) an extension which extends no closer to the existing or future major road or rail network than:
 
  - (i) the existing habitable building; or*
  - (ii) an adjoining habitable building for a sensitive use; or**
- (c) Located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the Noise Measurement Procedures Manual, 2<sup>nd</sup> edition, July 2008.”*

Relevant to this clause, Table C3.2 states acceptable noise levels within a road or railway attenuation area as:

*“Railways: A 24-hour Leq and Lmax noise level of 65dBA and 87 dBA Lmax assessed as a single event maximum sound pressure level”*

If the Acceptable Solutions criteria are not met, the following Performance Criteria are stated under C3.6.1-P1:

*“Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:*

- (a) the topography of the site;*
- (b) the proposed setback;*
- (c) any buffers created by natural or other features;*
- (d) the location of existing or proposed buildings on the site;*
- (e) the frequency of use of the rail network;*
- (f) the speed limit and traffic volume of the road;*
- (g) any noise, vibration, light and air emissions from the rail network or road;*
- (h) the nature of the road;*
- (i) the nature of the development;*
- (j) the need for the development;*
- (k) any traffic impact assessment;*
- (l) any mitigating measures proposed;*
- (m) any recommendations from a suitably qualified person for mitigation of noise; and*
- (n) any advice received from the rail or road authority.”*

Clause C3.7.1 of the Scheme details *development standards for subdivision for sensitive uses within a road or railway attenuation area*. The following Acceptable Solutions criteria are stated under clause C3.7.1-A1:

*“A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.”*

If the Acceptable Solutions criteria are not met, the following Performance Criteria are stated under C3.7.1-P1:

*“A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to: ... [points (a) to (n) as noted under C3.6.1-P1, above].”*

The relevant numerical criteria are then 65 dBA, Leq 24-hr, and 87 dBA, Lmax, applicable at a height of 1.2m, adjacent the boundary of the lot developed for sensitive use, as per the TAS Noise Measurement Procedures Manual.

**TABLE 1: TASMANIAN PLANNING SCHEME - DEVONPORT - NOISE CRITERIA**

Sound Pressure Level, [dBA]	
Leq, 24-hour	Lmax
65	87

### 3. NOISE MEASUREMENTS

Noise measurements have been made on an existing residential lot adjacent the rail line, directly opposite the site, over a period of nominally three days between Saturday 6<sup>th</sup> and Monday 8<sup>th</sup> of February 2021. The measurement location is denoted ‘A’ in Figure 1, and is nominally 12m from the rail line, with direct view of it. The measurements used a Svan Type 1 sound level meter, logging full spectral and statistical data in A-weighted decibels, with a *Fast* response time. As per the relevant criteria, the reported sound pressure levels are the Leq 24-hour and the Lmax over a 24-hour period.

**TABLE 2: MEASURED NOISE LEVELS AT LOCATION A**

Location A	Sound Pressure Level, [dBA]	
	Leq, 24-hr	Lmax
<b>Saturday 6/2/21</b>	51	105
<b>Sunday 7/2/21</b>	52	105
<b>Monday 8/2/21</b>	65	115

The following notes are relevant to the measurements:

- Trains passed on each day of the measurement period. It is noted from the measurements that there were fewer trains on weekend days, and drivers sounded their sirens less frequently.
- Two trains were seen in the measurements per day on Saturday and Sunday. Four trains passed on Monday. The direction of the train travel is unknown.
- Each train on Monday sounded their sirens approximately 6 to 10 times per pass-by. The trains on Saturday/Sunday sounded their sirens 1-2 times per pass-by.
- The precise location of the siren noise varies depending on where the train is located on the track each time the siren is used.
  - The worst-case scenario is when the train is directly adjacent a given receiver.
  - The measured Lmax on Monday the 8<sup>th</sup> is louder than all other events occurring over the measurement period. The time of this event corresponds with the highest level of engine noise measured over this pass-by. It is thus likely that the siren was directly adjacent to the noise logger when sounded.
  - The measured Lmax varied significantly, between 92 and 115 dBA over several pass-by events. It is likely this is primarily due to variation in distance between the measurement location and the siren, as noted above.

### 4. NOISE PREDICTIONS

An acoustic model of the site has been constructed using iNoise software, to predict noise levels from train pass-by at the proposed dwellings. The train sound power levels have been taken from the measurements described in section 3, above. The model implements the ISO 9613 algorithm, accounting for attenuation due to distance, ground reflections, air absorption, topographical screening and screening from the fence on the residential boundary.

The following comments are relevant to the noise predictions:

- Train pass-by sound power data has been taken from the loudest of several measurements made over the measurement period described above. As the variation in train types is unknown, it is assumed this is representative of the worst case seen in general operation.
- Train wheel noise is modelled with the source at a height of 0.5m above ground level.
- Train siren noise is modelled with the source at a height of 4m above ground level.
- The predictions have been validated against the measurements.
- TasRail declined to provide rail movement details to NVC. As such, it is assumed that the line sees four train movements per day, as recorded on Monday 8<sup>th</sup> February 2021. It is noted that the variation in train movement numbers and type/loading of each train is unknown. It is therefore assumed that the variation in train noise measured across the three days is typical of the range of rail operations on the line.
- The model assumes a 2.1m fence on the residential boundary to the rail line. It is assumed that the fence is solid and in good order, with no gaps.
- The external predictions are at a height of 1.2m, as stipulated by the TAS Noise Measurement Procedures Manual.

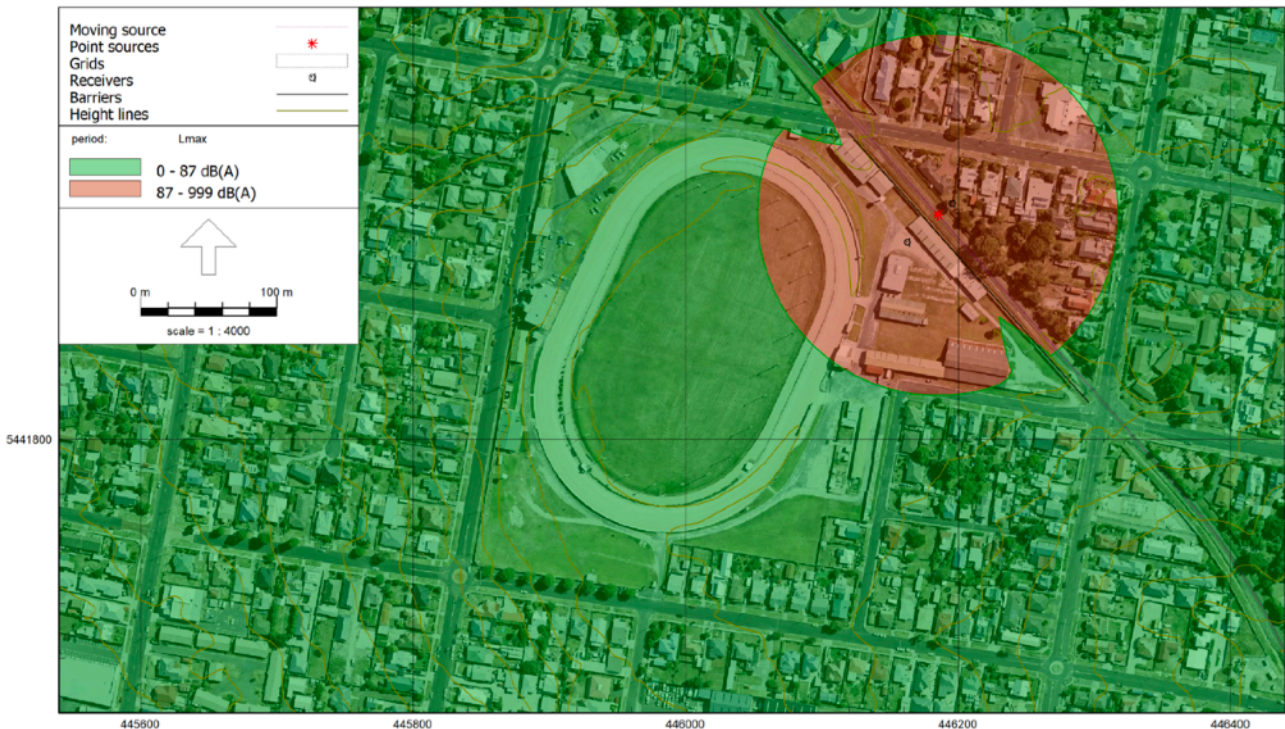
The predicted noise levels on site are shown in figures 3 and 4, describing the predicted Leq 24-hour and Lmax, respectively.



**FIGURE 3: PREDICTED NOISE LEVEL - LEQ 24-HOUR - ENTIRE SITE**

It is noted that the predictions for Lmax (figure 4, below) assume a single location for the siren, as shown in the figure (red asterix). The predicted Lmax is then only relevant to the region directly adjacent the source. It is noted from the figure that the region in which the predicted Lmax exceeds 87 dBA (the relevant criterion) extends 120m beyond the site boundary. It is noted that the barrier on

the site boundary provides limited attenuation of train siren noise, due to the height of the source. It should also be noted that the model does not contain the proposed structures on site. These buildings will provide significant screening for residences which are not directly adjacent the train line.



**FIGURE 4: PREDICTED NOISE LEVEL - LMAX - ADJACENT POINT SOURCE (\*) ONLY**

## 5. ASSESSMENT

From section 4, it is noted that the predicted Leq 24-hour noise level is below the relevant criterion across the whole site, and the predicted Lmax is below the relevant criterion for all areas of site aside from a 120m wide strip adjacent the boundary to the rail line. For the majority of site, the Acceptable Solution under clause C6.3.1-A1 is complied with.

In assessing the predicted Lmax for the region within 120m of the boundary adjacent the rail line, the following points are noted, relevant to the requirements of the Performance Criteria under C3.6.1-P1 and C3.7.1-P1 (see section 2 of this document):

- (a) The site is relatively flat. It is proposed to be relatively densely populated with buildings, which will provide significant screening for areas of site which lie further from the rail line.
- (b) The nearest residential units (development for sensitive use) appear to be located approximately 20m from the boundary with the rail line. This results in a predicted Lmax of 98 dBA. Additionally, NVC was informed by the residents at location A that the train sirens are frequently inaudible - it is thus likely that sirens are seldom operated directly adjacent this location, and are rather operated at the road crossing.
- (c) The proposed barrier will effectively screen the site from train wheel noise, which occurs near to ground level. It is noted this is the longest duration noise source relevant to train pass-by. In addition, the proposed structures on the site will provide additional screening for much of the site.
- (d) Only a small portion of the dwellings proposed on the site are directly adjacent the rail line. Additionally, the greatest residential density on site is located on the opposite side of site to the boundary with the rail line. It is noted that the rail line extends across a substantial region of suburban Devonport, the vast majority of which is zoned General Residential. There are several existing dwellings within approximately 5m of the rail line, and in excess of 200 houses within 120m of the boundary to the rail line.

- (e) Train movements appear to be relatively infrequent (between two and four movements per day during the measurement period) and are thus unlikely to cause significant disturbance.
- (f) Not applicable.
- (g) As described by this document.
- (h) Not applicable.
- (i) Not relevant to NVC's area of expertise.
- (j) Not relevant to NVC's area of expertise.
- (k) Not applicable.
- (l) See section 7 of this document.
- (m) See section 7 of this document.
- (n) NVC contacted TasRail to obtain rail schedules and details of typical rail movements, which they declined to provide. TasRail advised that a noise assessment should include on-site noise measurements over a period of 48-hours. This recommendation has been acknowledged in defining the scope of this assessment. They also advised that the train siren is a safety device, and drivers are instructed to sound their sirens twice per level crossing (once upon entry and once upon exit), and are allowed to sound it at their discretion at any other time they perceive a risk.

It is also noted that, when the train sirens are sounded, it is for a duration of approximately 1 second. Due to this short duration and the low volume of rail traffic, this is unlikely to adversely affect residential occupants during the day time. Rather the L<sub>max</sub> level is primarily of concern during the night time, when it has the potential to cause sleep disturbance. As such, additional recommendations (see section 7 of this document) have been made to mitigate this noise via increasing the sound isolation of residential dwellings.

Taking into account all of the above, the potential for rail noise to adversely effect residential amenity within the development is limited, and in addition, measures have been incorporated to ensure any potential adverse effects are mitigated as far as is reasonable and practicable.

***The proposed development is thus deemed to comply with the Performance Criteria under clauses C3.6.1-P1 and C3.7.1-P1 of the Tasmanian Planning Scheme - Devonport.***

## 6. VIBRATION MEASUREMENTS

Upon advice from TasRail, vibration measurements were also conducted at location A between the 8<sup>th</sup> and 11<sup>th</sup> February 2021. Measurements used a tri-axial geophone, logging peak particle velocity (PPV) in mm/s and the associated vibration frequency at 1 minute intervals.

The Scheme does not contain any objective criteria for the assessment of vibration, nor has TasRail advised on specific criteria to be used. As such, DIN4150<sup>1</sup> is referred to, with the relevant criteria to protect structural integrity reproduced in Table 3.

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<sup>1</sup> DIN4150 part 3 - Structural vibration in buildings: effects on structures, Deutsche Norm, 1986.

**TABLE 3: VIBRATION CRITERIA - DIN4150 PART 3**

Type	Criterion	Metric
<b>Dwellings and buildings of similar design and/or use</b>	5	mm/s, <10Hz
	5 - 15	mm/s, 10-50 Hz
	15 - 20	mm/s, 50-100Hz
<b>Structures that are particularly sensitive to vibration</b>	3	mm/s, <10Hz
	3 - 8	mm/s, 10-50 Hz
	8 - 10	mm/s, 50-100Hz

The highest measured PPV over the measurement period was 1.4mm/s, at a frequency of 21Hz. This is significantly lower than the tightest identified criteria under DIN4150 and implies no impact on structural integrity is likely.

**7. NOISE MITIGATION - RECOMMENDATIONS**

As previously noted, a barrier fence is proposed on the boundary of site adjacent the rail line. This barrier should be 2.1m tall, and of solid construction, with no gaps. The barrier should be constructed of solid material with a minimum surface mass of 15kg/m<sup>2</sup>. 20mm ship-lapped timber, 9mm compressed cement sheet, or commercial noise barriers are examples of acceptable materials.

It is noted that the Scheme noise criteria are intended to protect outdoor amenity, and by extension, indoor amenity. In order to further protect indoor amenity, the following recommendations are relevant.

For buildings for sensitive use between 60 and 120m of the boundary to the rail line:

- Use only double-glazed casement or awning type windows on any bedrooms.
- Where practicable, it is recommended that bedrooms are not located on the side of the dwelling directly adjacent the rail line. Where this is not practicable, it is recommended that one of the glazing elements should use laminated glass.

For buildings for sensitive use within 60m of the boundary to the rail line:

- Where practicable, it is recommended that bedrooms are not located on the side of the dwelling directly adjacent the rail line.
  - Where this is achievable, use only casement or awning type windows on any bedrooms, fitted with glazing either 13mm laminated, or double-glazed with at least one pane being 10mm laminated.
  - Where this is not practicable, it is recommended that windows use double glazing comprising minimum 8mm float glass / 16mm air gap / 10.5mm Viridian Lam Hush glass, Oceania QLam Hush glass or equivalent. Window framing should be solid timber or core-filled aluminium.
- Bedroom internal wall linings should use 13mm thick fire or acoustic rated plasterboard.
- Where buildings are single-storey or bedrooms are located on the top floor, bedroom ceilings should use 13mm thick fire or acoustic rated plasterboard.

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

Kind regards,



**Jack Pitt**

**era**

PLANNING  
& ENVIRONMENT

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