COUNCIL MEETING - 27 MARCH 2023 ATTACHMENTS

DEVONPORT CITY COUNCIL
ABN: 47 611 446 016
PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport
Telephone 03 6424 0511
Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

6 March 2023

Mr D Janney
23 Watkinson Street
DEVONPORT TAS 7310

Dear Mr Janney

Response to Questions Without Notice raised Monday 27 February 2023

I write in response to your question without notice, taken on notice at the Council Meeting on Monday, 27 February 2023, as outlined below.

Q1. Pages 87 – 89 of the agenda – when will the council publish the agenda that is readable - look at the graphs?

Response
Council has been providing an increasing number of graphs to provide greater access to meaningful information for Councillors and the community. This information is produced in a digital format and best viewed in this manner, however we will continue to work to also ensure that the content is as clear and easy to read as possible in hardcopy.

Yours sincerely

Matthew Atkins

GENERAL MANAGER



The City with Spirit

Office use
Application no. _____
Date received: _____
Fee: _____
Permitted/Discretionary

Devonport City Council

Land Use Planning and Approvals Act 1993 (LUPAA)

Tasmanian Planning Scheme - Devonport

Application for Planning Permit

Use or Development Site

Street Address: 131 & 133 Steele Street, Devonport

Certificate of Title Reference No.: 64352/3

Applicant's Details

Full Name/Company Name: Lachlan Walsh Design

Postal Address: PO Box 231, Devonport

Telephone: 6424 8053

Email: admin@lachlanwalshdesign.com

Owner's Details (if more than one owner, all names must be provided)

Full Name/Company Name: 129 Steele Street Pty Ltd

Postal Address: _____

Telephone: _____

Email: _____

ABN: 47 611 446 016
PO Box 604
137 Rooke Street
Devonport TAS 7310
Telephone 03 6424 0511
www.devonport.tas.gov.au
council@devonport.tas.gov.au

Sufficient information must be provided to enable assessment against the requirements of the planning scheme.

Please provide one copy of all plans with your application.

Assessment of an application for a Use or Development

What is proposed?:

131 Steele Street - Commercial building

133 Steele Street - Consulting Rooms.

Description of how the use will operate:

131 Steele Street - retail premises

133 Steele Street - Consulting rooms

Use Class (Office use only):

Applications may be lodged by email to Council - council@devonport.tas.gov.au The following information and plans must be provided as part of an application unless the planning authority is satisfied that the information or plan is not relevant to the assessment of the application:

Application fee	
Completed Council application form	
Copy of the current certificate of title, including title plan and schedule of easements	
Any written permission and declaration of notification required under s.52 of LUPAA	
A site analysis and site plan at an acceptable scale on A3 or A4 paper (1 copy) showing:	
• The existing and proposed use(s) on the site	
• The 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 including any known threatened species, and trees and vegetation to be removed	
• The location, capacity and connection point of any existing services and proposed services	
• The location of easements on the site or connected to the site	
• Existing pedestrian and vehicle access to the site	
• The location of existing and proposed buildings on the site	
• The 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, parking areas and footpaths within the site	
• Any proposed open space, common space, or facilities on the site	
• Proposed subdivision lot boundaries (where applicable)	
• Details of any proposed fencing	
Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 on A3 or A4 paper (1 copy) showing:	
• Setbacks of buildings to property (title) boundaries	
• The internal layout of each building on the site	
• The private open space for each dwelling	
• External storage spaces	
• Parking space location and layout	
• Major elevations of every building to be erected	
• The relationship of the elevations to existing ground level, showing any proposed cut or fill	
• 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	
• Materials and colours to be used on roofs and external walls	
Details of any signage proposed	

Value of use and/or development

$ 980,000 (estimate)

Notification of Landowner/s (s.52 *Land Use Planning and Approvals Act 1993*)

If land is not in applicant's ownership

I, Lachlan Walsh declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: _____ Date: 23/01/2023

If the application involves land owned or administered by the Devonport City Council

Devonport City Council consents to the making of this permit application.

General Manager's signature: _____ Date: _____

If the application involves land owned or administered by the Crown

Crown consent must be included with the application.

Signature

I apply for consent to carry out the use and development described in this application. I declare that all the information given is true and correct. I also understand that:

- if incomplete, the application may be delayed or rejected; and
- more information may be requested in accordance with s.54 (1) of LUPAA.

PUBLIC ACCESS TO PLANNING DOCUMENTS - *DISCRETIONARY* PLANNING APPLICATIONS (s.57 of LUPAA)

I understand that all documentation included with a discretionary application will be made available for inspection by the public.

Applicant's signature: _____ Date: 23/01/2023

PRIVACY ACT

The personal information requested on this form is being collected by Council for processing applications under the *Land Use Planning and Approvals Act 1993* and will only be used in connection with the requirements of this legislation. Council is to be regarded as the agency that holds the information.

Fee & payment options

DD **Pay by Direct Deposit –** BSB: 067-402 Account No. 000 000 13 – Please quote your application number.

Tasmanian Government **Pay in Person at Service Tasmania –** Present this notice to any Service Tasmania Centre, together with your payment. See www.service.tas.gov.au for opening hours.

Pay by Phone – Please contact the Devonport City Council offices on 64240511 during office hours, Monday to Friday.

Pay by Post – Cheques should be made payable to Devonport City Council and posted to PO Box 604, Devonport, Tasmania, 7310.

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

S. M. O'Rourke Conv. 40/1102

Owner K. O. LYONS & E. M. BEAUMONT

Title Reference Conv. 37/92 42-4 23/32.04

Areas of Parcels

Lot Number	Area	Lot Number	Area
1 ~~1A~~	0A - 1R - 28 2/10P		
4 ~~1B~~	0A - 1R - 17 5/10P		
~~Lot 1~~	~~0A - 3R - 5 7/10P~~		
2	0A - 2R - 6 8/10P		
3	32 5/10P		
Total		Total	

PLAN OF SURVEY

by Surveyor N. D. LESTER 107/1

of land situated in the

TOWN OF DEVONPORT

Grantee : Part of Lot 282, 500Ac., Charles Stanhope Thomas, Pur.

Scale 50 Feet to an inch

Registered Number

S.P.2559

For Office Use

Filed by : Council Clerk

on Dec. 1.61 at

Receipt No. 00110

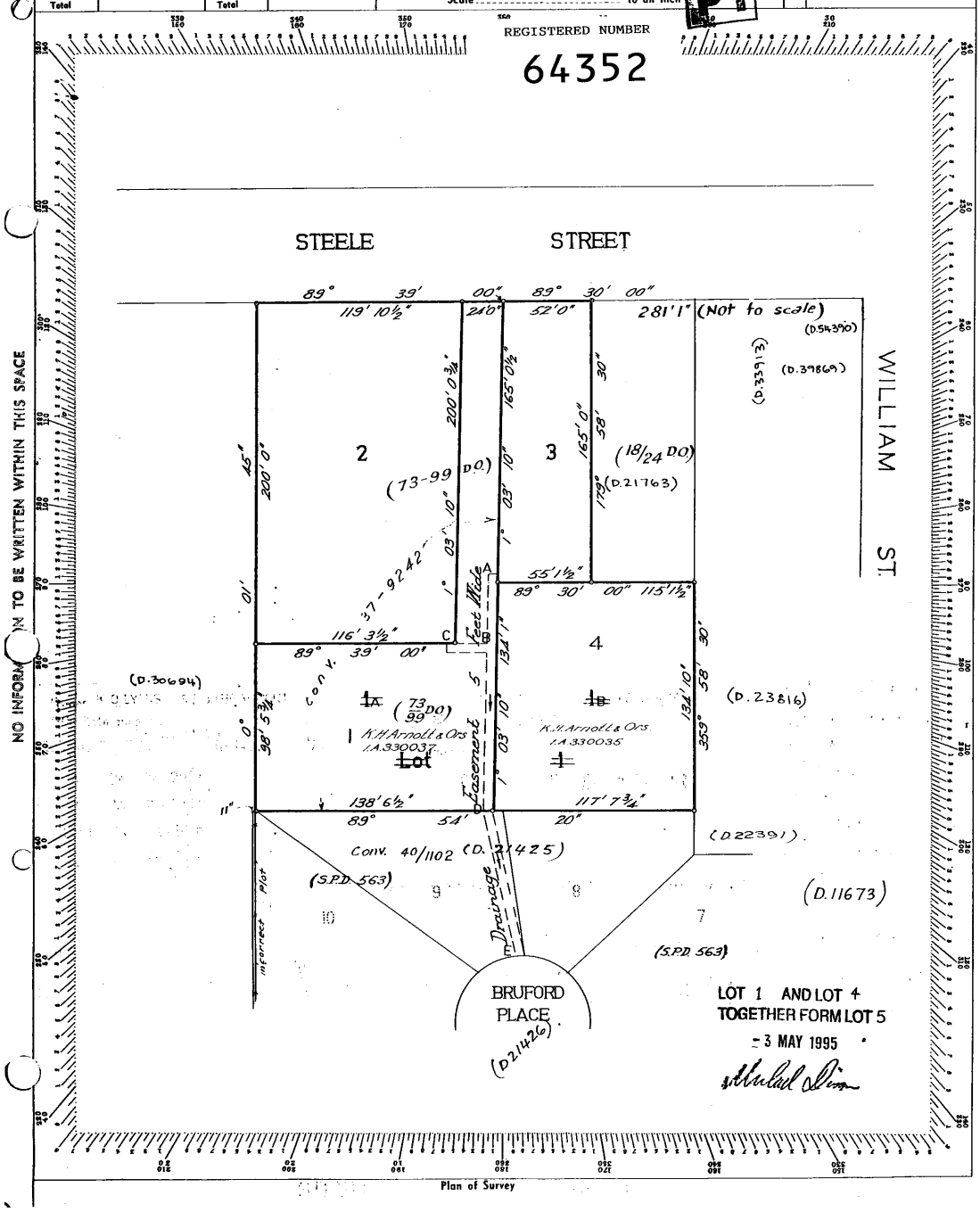
Receiving Clerk

Effective from 28-1-1970

Recorder of Titles / Registrar of Deeds

REGISTERED NUMBER

64352



NO INFORMATION TO BE WRITTEN WITHIN THIS SPACE

Plan of Survey

FOLIO PLAN

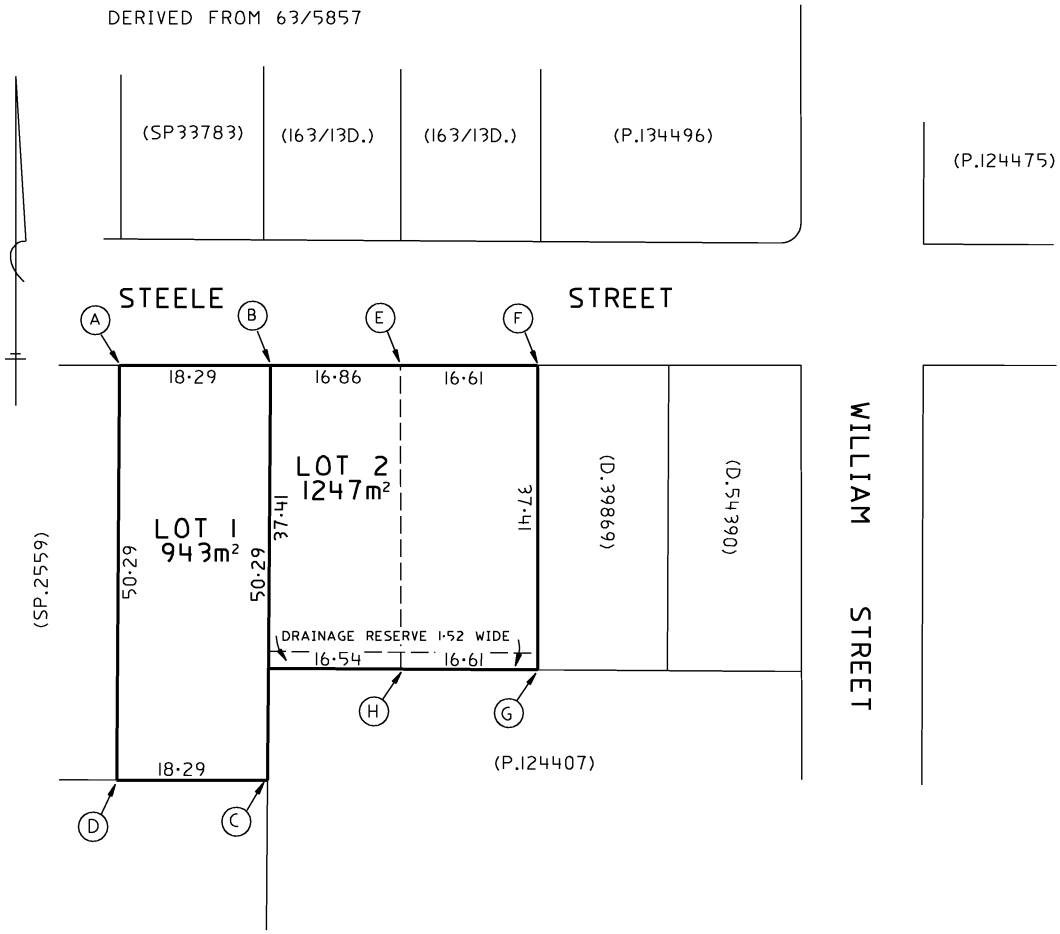
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER	PLAN OF TITLE	Registered Number
FOLIO REFERENCE CT.138016/1	LOCATION CITY OF DEVONPORT	P.158957
GRANTEE PART OF LOT 282 (500A-0R-0P) GTD TO CHARLES STANHOPE THOMAS	FIRST SURVEY PLAN No. DEV 3/80 L.O. COMPILED BY LDRB SCALE 1: 500 LENGTHS IN METRES	APPROVED 17 FEB 2010 Alice Kawa Recorder of Titles

MAPSHEET MUNICIPAL CODE No.	LAST UPI No	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
4444-52 (108)	4604462	P.138016	

SKETCH BY WAY OF ILLUSTRATION ONLY
AS RELATES TO LAND MARKED A,B,C,D.
DERIVED FROM 58/9414 AND E,F,G,H.
DERIVED FROM 63/5857



NC

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
158957	1
EDITION	DATE OF ISSUE
5	30-Aug-2022

SEARCH DATE : 23-Jan-2023
SEARCH TIME : 10.09 AM

DESCRIPTION OF LAND

City of DEVONPORT
Lot 1 on Plan 158957
Derivation : Part of Lot 282 Gtd. to C.S. Thomas.
Prior CT 138016/1

SCHEDULE 1

M974069 TRANSFER to 129 STEELE STREET PTY LTD Registered 30-Aug-2022 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E311676 MORTGAGE to Westpac Banking Corporation Registered 30-Aug-2022 at 12.03 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
64352	3
EDITION	DATE OF ISSUE
6	11-Jan-2022

SEARCH DATE : 01-Apr-2022
SEARCH TIME : 04.02 PM

DESCRIPTION OF LAND

City of DEVONPORT
Lot 3 on Sealed Plan 64352 (formerly being SP2559)
Derivation : Part of Lot 282 Gtd to C S Thomas
Prior CT 2593/38

SCHEDULE 1

M938464 TRANSFER to 129 STEELE STREET PTY LTD Registered 11-Jan-2022 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 64352 EASEMENTS in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

[redacted]

SCHEDULE OF EASEMENTS

107/1

PLAN NO. S.P.2559

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

Each Lot in Column A is:

1. TOGETHER WITH a right of drainage over the drainage easement shown hereon passing through the Lots and land specified thereto in Column B; and

2. SUBJECT TO a right of drainage over the drainage easement passing through that Lot as appurtenant to the Lots shown hereon and specified opposite thereto in Column C.

COLUMN A	COLUMN B	COLUMN C
2	1*, DE	Nil
3	1°, DE	Nil
1	DE	2*, 3°
4	DE	Nil.

Interpretation:
* means affected easement marked CBD
° means affected easementmarked ABD
DE means the easement so lettered on the plan passing through Lot 9 on the Sealed Plan registered in the Registry of Deeds, Hobart, registered number S.P.D. 563.

SIGNED by KEVIN ORCHARD LYONS the ~~registered~~ beneficial owner of the land comprised in Indenture of Conveyance No. 37/9242 in the presence of:

John Grant
Solicitor
Burnie

THE COMMON SEAL of the LAUNCESTON SAVINGS INVESTMENT AND BUILDING SOCIETY, as mortgagee under mortgage No. 37/9243, was hereunto affixed in the presence of:

DIRECTORS

V. Rowland Kenn

SECRETARY

SIGNED by SHEILA MARLEEN O'ROURKE the ~~registered~~ beneficial owner of Lot 9 on Sealed Plan registered in the Registry of Deeds, Hobart, No. S.P.D.563 in the presence of:

40/102

{the beneficial owner of the land comprised in Indenture of Conveyance No 23/5204 (as acquiring joint tenant)

SIGNED by EDITH M. BEAUMONT in the presence of:

E. M. Beaumont

MEMBER OF PARLIAMENT.
135 STEELE ST. DEVONPORT.

Certified correct for the purposes of "The Real Property Act, 1862"

John Grant
Solicitor
Burnie

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

This is the schedule of easements attached to the plan of Lots 1 - 4

.....comprising part of the land in

Indentures of Conveyance No. 371942 - 237 3204

(Insert Title Reference)

Sealed by Devonport Municipal Council on 8th July 1969

Council Clerk/~~Town Clerk~~

LACHLAN WALSH DESIGN
Office 3/ 64 Best Street, Devonport TAS, 7310
www.lachlanwalshdesign.com
admin@lachlanwalshdesign.com | 6424 8053

03/02/2023

Devonport City Council

Proposed Development & Change of Use – 131 & 133 Steele Street, Devonport

Dear Council,

We wish to put forward an application for a Proposed Development at 131 Steele Street, along with Proposed Consulting Rooms at 133 Steele Street.

We have spoken with planner Emma Pineiak in relation to this proposed development previously, assist with the application.

Please see on the next page, our response to Devonport City Council's Planning Scheme's requirements for developments within the corresponding zones which 131 & 133 Steele Street fall under.

Please also note that a par 5 agreement is being organised by the owner of 131 & 133 Steele Street for the agreement of allowing shared use of the parking facilities for both properties.

If you have any other questions regarding this application, please don't hesitate to contact our office.

Kind Regards,

Kirsten Walsh
Administration – Lachlan Walsh Design

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Proposed development – 131 Steele Street, Devonport.

13.0 Urban Mixed Use Zone

13.3.1 All Uses

Objective:
That uses do not cause unreasonable loss of amenity to residential zones.

Acceptable Solutions	Performance Criteria	LWD Response
A1	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 or Inner Residential Zone, must be within the hours of: a) 7.00am to 9.00pm Monday to Saturday; and b) 8.00am to 9.00pm Sunday and public holidays.	Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must 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.	**Complies with A1** - operating hours of both premises: Monday – Friday 8:30am – 8pm Saturday & Sunday 9am – 8pm These hours will encompass the provision of emergency services within the rooms.
A2	P2	LWD Response
External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must: a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and b) if for security lighting, be baffled to ensure direct light does not extend into the adjoining property in those zones.	External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: a) the level of illumination and duration of lighting; and	**Performance Solution P2** – The closest residence to this development has a heavily vegetated boundary line which provides a significant amount of shielding of light from the proposed development and also prevents direct visible impact to habitable rooms of the dwelling to the proposed development. Also, external lighting for signage will be a low illumination and also be shielded or directed away from the neighbouring residential

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	b) the distance to habitable rooms of an adjacent dwelling.	property. Security lighting will be installed to prevent direct light affecting habitable rooms of the neighbouring property.
A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of: a) 7.00am to 9.00pm Monday to Saturday; and b) 8.00am to 9.00pm Sunday and public holidays.	P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: a) the time and duration of commercial vehicle movements; b) the number and frequency of commercial vehicle movements; c) the size of commercial vehicles involved; d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; e) any noise mitigation measures between the vehicle movement areas and the residential area; and f) potential conflicts with other traffic.	LWD Response Complies with A3 - operating hours for commercial vehicle movement and the unloading and loading of commercial vehicles will be within the following work hours: Monday – Friday 8:30am – 8pm Saturday & Sunday 9am – 8pm These hours will encompass the provision of emergency services within the rooms.

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13.3.2 Discretionary uses

Objective:
That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.

Acceptable Solutions	Performance Criteria	LWD Response
A1	P1	
No Acceptable Solution.	A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to: a) the characteristics of the site; b) the size and scale of the proposed use; c) the function of the activity centre and the surrounding activity centres; and d) the extent that the proposed use impacts on the other activity centres.	Performance Solution P1 – The proposed building does not compromise or distort the activity centre hierarchy as the characteristics of the site will not change. The function of the activity centre will remain the same (it will continue to be used as a retail premises). There will be limited impact on the other activity centres, rather it will support the existing activity centres (it will provide a direct support to the existing GP & Skin Clinic).

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13.3.3 Retail impact

Objective:
That retail uses do not compromise or distort the activity centre hierarchy

Acceptable Solutions	Performance Criteria	LWD Response
A1	P1	
The gross floor area for Bulky Goods Sales and General Retail and Hire must be not more than 300m² per tenancy.	Bulky Goods Sales and General Retail and Hire must not compromise or distort the activity centre hierarchy, having regard to: a) the degree to which the proposed use improves and broadens the commercial or retail choice with the area; b) the extent that the proposed use impacts on other activity centres of a higher order; and c) any relevant local area objectives contained within the relevant Local Provisions Schedule.	**Complies with A1** – The gross floor area for general retail is 266m$^{2.}$

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13.4.1 Building height

Objective:

That building height:

(a) is compatible with the streetscape; and

(b) does not cause an unreasonable loss of amenity to adjoining residential zones.

Acceptable Solutions	Performance Criteria	LWD Response
A1	P1	
Building height must be not more than 10m.	Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to: a) the topography of the site; b) the height, bulk and form of existing buildings on the site and adjacent properties; c) the bulk and form of proposed buildings; d) the apparent height when viewed from adjoining road and public places; and e) any overshadowing of public places.	**Complies with A1** – The proposed building in this application does not exceed the 10m height limit. The buildings finished roof height from finished ground is 5.5m.
A2	P2	LWD Response
Building height: a) within 10m of a General Residential Zone, must not be more than 8.5m; or b) within 10m of an Inner Residential Zone, must not be more than 9.5m.	Building height within 10m of a General Residential Zone or Inner Residential Zone, must be consistent with building height on adjoining properties and not cause an unreasonable loss of residential amenity, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy; and (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.	**Complies with A1** – The proposed building in this application does not exceed the 8.5m height limit. The buildings finished roof height from finished ground is 5.5m.

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13.4.2 Setback

Objective:
That building setback:
(a) is compatible with the streetscape; and
(b) does not cause an unreasonable loss of amenity to adjoining residential zones.

Acceptable Solutions	Performance Criteria	LWD Response
A1	P1	
Buildings must have a setback from a frontage of: a) not less than 3m; b) not less than existing buildings on the site; or c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	Buildings must have a setback from the frontage that is compatible with the streetscape, having regard to; a) the topography of the site; b) the setback of buildings on adjacent properties; c) the height, bulk and form of existing and proposed buildings; and d) the safety or road users.	**Performance Solution P1** – The placement and setback of the proposed building is positioned to allow clear visibility for entering and existing the property. The bulk/form is in keeping with the bulk/form of the neighbouring building and 127/129 Steele Street as well as moving the building away from the existing building at 133 Steele Street. The position also improves the accessibility into the property due to the existing access being restricted by the existing power pole outside 131 Steele Street.
A2	P2	LWD Response
Buildings must have a setback from an adjoining property within a General Residential Zone or Inner Residential Zone of not less than: a) 3m; or b) half the wall height of the building, whichever is the greater.	Buildings must be sited so there is no unreasonable loss of residential amenity to adjoining properties within a General Residential Zone or Inner Residential Zone, having regard to: a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; b) overlooking and reduction of privacy; or c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.	**Complies with A2** – The proposed building has a setback from a boundary of the General Residential Zone of 6m.

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A3	P3	LWD Response
Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone or Inner Residential Zone. [S16]	Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone or Inner Residential Zone must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to: a) the characteristics and frequency of emissions generated; b) the nature of the proposed use; c) the topography of the site and location of the sensitive use; and d) any proposed mitigation measures.	Complies with A2 – The proposed building will include air conditioning & heating which is designed & located so as not to cause an unreasonable loss of amenity to the adjoining residential zone. (See the provided plans for reference).

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13.4.3 Design

Objective:
That building design and façades promote and maintain high levels of pedestrian interaction, amenity, and safety and are compatible with the streetscape.

Acceptable Solutions	Performance Criteria	LWD Response
A1	**P1**	
New buildings must be designed to satisfy all of the following: a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; c) not include security shutters or grilles over windows or doors on a façade facing a frontage or other public places; and d) provide external lighting to illuminate external vehicle parking areas and pathways.	New buildings must be designed to be compatible with the streetscape, having regard to: a) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places; b) minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.	**Complies with A1 –** The proposed building complies with the following, a) mechanical units (heat pump units, hot water units etc.) will be located behind the building and screened form view within the carpark. b) mechanical plants and services etc. will be contained within the roof space. c) not security shutters or grilles will be installed to the front façade. d) external lighting will be included for car parking and pathways (refer to site plan)
A2	**P2**	**LWD Response**
New buildings or alterations to an existing façade must be designed to satisfy all of the following: a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; b) excluding for Residential, if for a ground floor level façade facing a frontage: (i) have not less than 40% of the total surface area consisting of windows or doorways; or (ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;	New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to: a) how the main pedestrian access to the building will address the street or other public places; b) excluding for Residential, windows on the façade facing the frontage for visual interest and passive surveillance of public spaces; c) excluding for Residential, providing architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as	**Complies with A2 -** The proposed building complies with the following, a) The pedestrian entrance is visible from the street scape and is also visible from within the carpark of the facility. b) The façade facing the road has more than 40% of the surface that is glass in compliance to A2 (b). c) The façade facing the street has a combination of finishes and a variation of surfaces in compliance to A2 (c).

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c) excluding for Residential, if for a ground floor level façade facing a frontage, must: (i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or (ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and d) excluding for Residential, provide awnings over a public footpath if existing on the site or on adjoining properties.	to contribute positively to the streetscape and public spaces; d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and e) excluding for Residential, the need for provision of awnings over a public footpath.	d) No awning was evident on the previous building and no awning will be added to the front façade. Awnings are included for areas over entries into the building.

13.4.4 Fencing

Objective:
That fencing:
(a) is compatible with the streetscape; and
(b) does not cause an unreasonable loss of amenity to adjoining residential zones.

Acceptable Solutions	Performance Criteria	LWD Response
A1	P1	
No Acceptable Solution. [S17]	A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to: a) the height, design, location and extent of the fence; b) the degree of transparency; and c) the proposed materials and construction.	**N/A –** No fence is being added within the first 4.5m of the front boundary.

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A2	P2	LWD Response
Common boundary fences with a property in a General Residential Zone or Inner Residential Zone, if not within 4.5m of a frontage, must: a) have a height above existing ground level of not more than 2.1m; and b) not contain barbed wire.[2]	Common boundary fences with a property in a General Residential Zone or Inner Residential Zone, if not within 4.5m of a frontage, must not cause an unreasonable loss of residential amenity, having regard to: a) the height, design, location and extent of the fence; and b) the proposed materials and construction..	Complies with A2 – The existing south boundary fence will remain. The boundary line to the west will not have a fence added as this boundary line will be included within the Par 5 agreement for sheared access to the parking facility.

13.4.5 Outdoor Storage Areas

Objective:
That outdoor storage areas for non-residential use do not detract from the appearance of the site or surrounding area.

Acceptable Solutions	Performance Criteria	LWD Response
A1	P1	
Outdoor storage areas, excluding for Residential use or for the display of goods for sale, must not be visible from any road or public open space adjoining the site.	Outdoor storage areas, excluding for Residential use or for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.	Complies with A1 – The location of the storage area will be shared under the Par 5 agreement. The storage area is located to the south of the site and is screened by fencing from public view. (Refer to site plan)

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13.4.6 Dwellings

Objective:
To provide adequate and useable private open space and storage for the needs of residents.

Acceptable Solutions	Performance Criteria	LWD Response
A1	**P1**	
A dwelling must have private open space that is not less than: a) 24m² with a minimum horizontal dimension of not less than 4m; or b) 8m² with a minimum horizontal dimension not less than 1.5m, if the dwelling is located wholly above ground floor level.	A dwelling must be provided with sufficient private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining and entertainment.	**N/A –** the proposed development will not be used as a residence.
A2	**P2**	**LWD Response**
Each dwelling must be provided with a dedicated and secure storage space of no less than 6m³.	Each dwelling must be provided with adequate storage space.	**N/A –** the proposed development will not be used as a residence.

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Proposed development – 133 Steele Street, Devonport.

8.0 General Residential Zone (8.5 Development Standards for Non-dwellings)

8.3.1 Discretionary Uses

Objective:
That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.

Acceptable Solutions	Performance Criteria	LWD Response
A1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm.	P1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.	**Complies with A1 –** operating hours of both premises: Monday – Friday 8:30am – 8pm Saturday & Sunday 9am – 8pm These hours will encompass the provision of emergency services within the rooms.
A2 External lighting for a use listed as Discretionary: (a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.	P2 External lighting for a use listed as Discretionary, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (a) the number of proposed light sources and their intensity; (b) the location of the proposed light sources; (c) the topography of the site; and	LWD Response **Performance Solution P2** – The closest residence to this development has a heavily vegetated boundary line which provides a significant amount of shielding of light from the proposed development and also prevents direct visible impact to habitable rooms of the dwelling to the proposed development. Also, external lighting for signage will be a low illumination and also be shielded or

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	(d) any existing light sources.	directed away from the neighbouring residential property. Security lighting will be installed to prevent direct light affecting habitable rooms of the neighbouring property.
A3	P3	LWD Response
Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of: (a) 7:00am to 7:00pm Monday to Friday; (b) 9:00am to 12 noon Saturday; and (c) nil on Sunday and public holidays.	Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any existing or proposed noise mitigation measures between the vehicle movement areas and sensitive use; (f) potential conflicts with other traffic; and (g) existing levels of amenity.	**Complies with A3** - operating hours for commercial vehicle movement and the unloading and loading of commercial vehicles will be within the following work hours: Monday – Friday 8:30am – 8pm Saturday & Sunday 9am – 8pm These hours will encompass the provision of emergency services within the rooms.

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A4	P4	LWD Response
	A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (a) the intensity and scale of the use; (b) the emissions generated by the use; (c) the type and intensity of traffic generated by the use; (d) the impact on the character of the area; and (e) the need for the use in that location.	Complies with P4 – The proposed development will not cause any unreasonable loss of amenity to adjacent sensitive uses. This is due to the following: - the proposed development will not change the existing building, it will remain in its existing form - the proposed development will generate no more emissions than previously generated - the TIA report provided has detailed the likely type & intensity of the traffic generated by the proposed development's use - the impact on the character of the area will not change, the existing structure will remain, only it's use will change - after the construction of the neighbouring GP & Skin Clinic, it was found that there was a need for additional services to compliment those that the clinics provided.

8.5.1 Non-Dwelling Development

Objective:
That all non-dwellings development:
(a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and
(b) does not cause an unreasonable loss of amenity on adjoining residential properties.

Acceptable Solutions	Performance Criteria	LWD Response
A1	P1	
A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions	A building that is not a dwelling, excluding for Food Services and local shop, must have a setback from a	

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that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.	frontage that is compatible with the streetscape, having regard to any topographical constraints.	Complies with A1 – The proposed extension to 133 Steele Street is located to the south of the building and will not affect the front boundary setback.
A2	P2	LWD Response
A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and b) only have a setback less than 1.5m from a side or rear boundary if the building: (i) does	The siting and scale of a building that is not a dwelling must: a) not cause an unreasonable loss of amenity, having regard to: (i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property; (ii))overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.	Complies with A2 – The proposed extension is located within the same building line of the existing building. (Refer to site plan and elevation)

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not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).		
A3	P3	LWD Response
A building that is not a dwelling, must have: a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and b) a site area of which not less than 35% is free from impervious surfaces.	A building that is not a dwelling, must have: a) site coverage consistent with that existing on established properties in the area; and b) reasonable space for the planting of gardens and landscaping.	Complies with A3 – The proposed extension is only adding 10m^2 to the building footprint and is well under the requirements that are stated under A3.
A4	P4	LWD Response
No Acceptable Solution. [S6]	A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must: a) provide for security and privacy while allowing for passive surveillance of the road; and b) be compatible with the height and transparency of fences in the street, having regard to: (i) the topography of the site; and (ii) traffic volumes on the adjoining road.	Complies with A4 – There will not be any fence added within 4.5m of the front boundary.
A5	P5	LWD Response
Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not: a) be visible from any road or public open space adjoining the site; and b) encroach upon parking areas, driveways or landscaped areas.	Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to: a) the nature of the use; b) the type of goods, materials or waste to be stored; c) the topography of the site; and	Complies with A5 – A dedicated storage area is allocated on site (refer to site plan) this area is screened with colourbond fencing and secured with lockable gates.

	d) any screening proposed.	
A6 Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m. [S7]	P6 Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to: a) the characteristics and frequency of any emissions generated; b) the nature of the proposed use; c) the topography of the site and location of the sensitive use; and d) any mitigation measures proposed.	LWD Response Performance Solution P6 – The location of heat pump units will be screened from view and the frequency of use will be during work hours as indicated earlier in this report.

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pitt&sherry

133 Steele Street, Devonport

Traffic Impact Assessment

Prepared for
Lachlan Walsh Design

Client representative
Lachlan Walsh

Date
24 January 2023

Rev00

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Appendices

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00	Traffic Impact Assessment	EGC	LA	RLR	24/01/2023

1. Introduction

A change in use and an extension to an existing building is proposed at 131 – 133 Steele Street in Devonport. As part of the Development Application (DA), Devonport City Council (Council) requires a Traffic Impact Assessment (TIA) to be completed.

Lachlan Walsh Design on behalf of their client have engaged pitt&sherry to undertake a TIA for the proposed development.

This report has been prepared with reference to the *Tasmanian Interim Planning Scheme – Devonport* (the Planning Scheme) and in accordance with the Department of State Growth's Publication *Framework for Undertaking Traffic Impact Assessments* and details the findings of the traffic assessments undertaken for the proposed development.

2. Existing Conditions

2.1 Site Location

The site is located at 131 – 133 Steele Street in Devonport, along the Western boundary of Devonport's Central Business District (CBD). The site has a frontage to Steele Street and is currently unoccupied.

Surrounding land uses generally include 1.0 General Residential to the north and west and 22.0 Central Business to the east and south. Businesses surrounding the site include dine-in restaurants, fast food restaurants and car repair and service shops.

Figure 1 shows the location of the site in the local context.

Figure 1: Site location (Aerial Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

2.2 Site Access

The site has a single access point off Steele Street, approximately 80m west of the Steele Street/ William Street roundabout.

2.3 Surrounding Road Networks

2.3.1 Steele Street

Steele Street (shown in Figure 2 and Figure 3) is a Council owned collector road that operates in an east-west direction. Steele Street is a two-way street configured with a single lane in each direction.

Steele Street connects the site to Devonport CBD to the east and residential areas to the west. The street is used by several bus routes and wide footpaths are located along both sides of the street. Free, unrestricted parking is permitted along both sides of the street in the vicinity of the site.

Steele Street carries approximately 11,500[1] vehicles a day and has a posted speed limit of 50km/h.

Figure 2:Steele Street (facing east)

Figure 3: Steele Street (facing west)

2.3.2 William Street

William Street (shown in Figure 4 and Figure 5) is a council owned Collector Road that operates in a north-south direction in the vicinity of the site. William Street connects the site with Bass Highway to the south and Mersey Bluff Precinct to the north, operating through the Fourways commercial area.

[1] *Daily traffic volumes calculated using collected peak hour traffic data and assuming a compounding growth rate of 2% and a peak to daily ratio of 10%*

William Street is a two-way street configured with a single lane in each direction. Footpaths are located along both sides of the street. Parking is generally not permitted in the vicinity of the site.

William Street carries approximately 9,500[2] vehicles a day and has a posted speed limit of 50km/h.

Figure 4: William Street (facing north)

Figure 5: William Street (facing south)

2.4 Surrounding Intersection

The Steele Street/ William Street roundabout is located approximately 80m east of the site.

2.5 Traffic Volumes

Traffic surveys at the Steele Street/ William Street roundabout were undertaken by Matrix Traffic and Transport data on Wednesday 26 September 2018 during the AM peak period (7:30am – 9:30am) and PM peak period (4:00pm – 6:00pm). Based on the traffic survey data, it was determined that the AM peak hour occurs between 8:15am – 9:15am and the PM peak hour occurs between 4:15pm – 5:15pm.

In order to calculate 2023 AM and PM peak hour traffic volumes, a compounding growth rate of 2% per year has been applied to the available traffic data.

A summary of the 2023 AM and PM peak hour traffic volumes are presented in Figure 6 and Figure 7.

[2] *Daily traffic volumes calculated using collected peak hour traffic data and assuming a compounding growth rate of 2% and a peak to daily ratio of 10%*

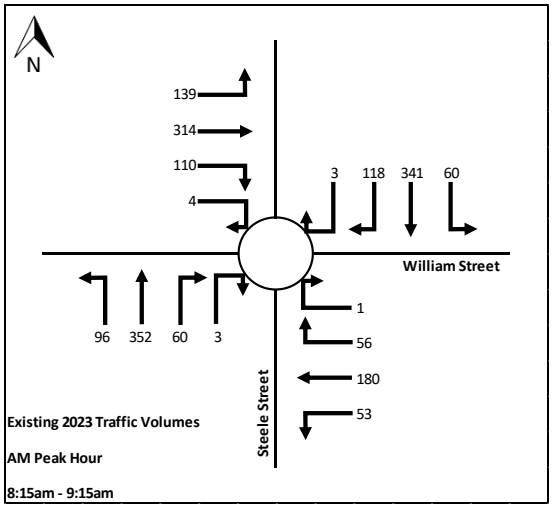

Figure 6: Existing 2023 traffic volumes - AM peak hour

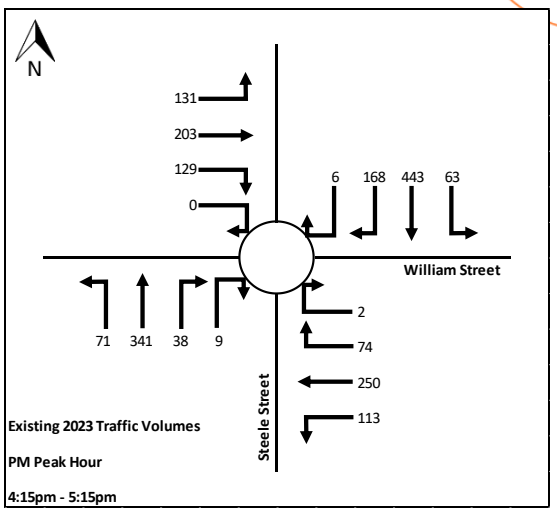

Figure 7: Existing 2023 traffic volumes - PM peak hour

2.6 Roundabout Performance

2.6.1 Traffic Modelling Software

The traffic operation of the Steele Street/ William Street roundabout has been assessed using SIDRA Intersection 9.0 modelling software. SIDRA Intersection rates the performance of the intersection based on the vehicle delay and the corresponding LOS. It is generally accepted that an intersection operates well if it is at LOS D or higher. Table 1 shows the criteria that SIDRA adopts in assessing the LOS.

Table 1: SIDRA Level of Service

LOS	Delay per Vehicle (secs)		
	Signals	Roundabout	Sign Control
A	10 or less	10 or less	10 or less
B	10 to 20	10 to 20	10 to 15
C	20 to 35	20 to 35	15 to 25
D	35 to 55	35 to 50	25 to 35
E	55 to 80	50 to 70	35 to 50
F	Greater than 80	Greater than 70	Greater than 50

2.6.2 Traffic Modelling Layout

The geometry of the Steele Street/ William Street roundabout used for the SIDRA traffic model was developed with reference to aerial photography obtained from the LISTmap and measurements gathered during the site visit undertaken on Tuesday 20 December 2022. The aerial photography and site visit informed the number, width and length of trafficable lanes and speed limits.

The general layout used for the intersection is shown in Figure 8.

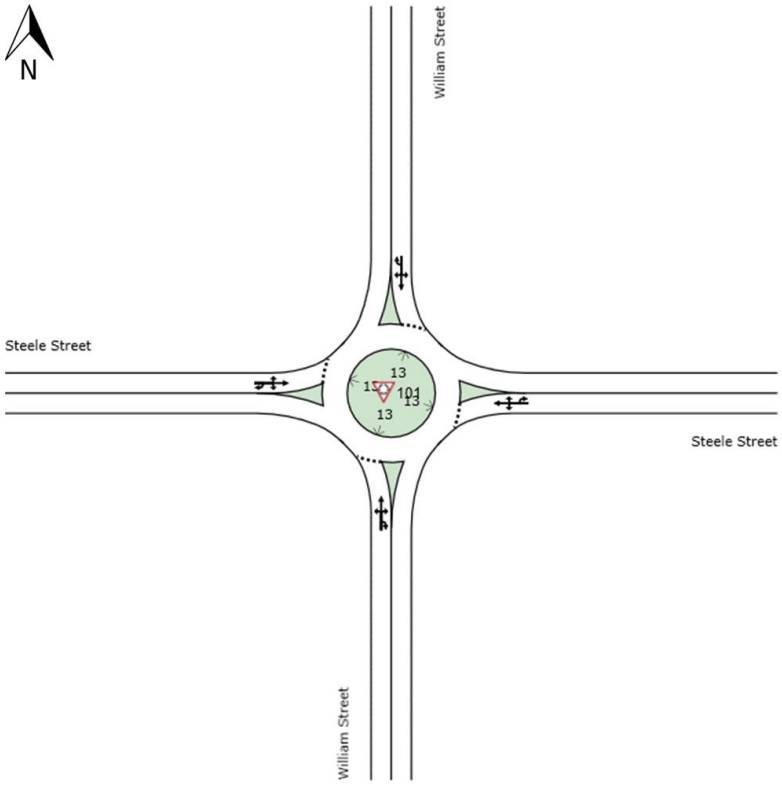

Figure 8: Steele Street/ William Street Roundabout SIDRA layout

2.6.3 Traffic Modelling Results

A summary of the traffic modelling results for each approach of the Steele Street/ William Street intersection, including the Degree of Saturation, Average Delay, 95th Percentile Queue and LOS during the AM and PM peak hours is presented in Table 2.

Full traffic modelling results are presented in Appendix B.

Table 2: Existing 2023 roundabout operation

Approach	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)	LOS
South: William Street	AM	0.598	8.4	40.7	A
East: Steele Street		0.433	9.2	23.6	A
North: William Street		0.736	13.4	59.0	B
West: Steele Street		0.756	14.3	71.7	B
All Vehicles		0.756	11.7	71.7	B
South: William Street	PM	0.633	11.2	47.2	B
East: Steele Street		0.813	27.3	89.0	C
North: William Street		0.817	13.8	84.5	B
West: Steele Street		0.621	10.9	44.3	B
All Vehicles		0.817	15.5	89.0	B

Based on the modelling results presented above, the Steele Street/ William Street intersection currently operates satisfactorily with acceptable queues and delays on all approaches.

The traffic modelling results presented above align with observations made on site.

2.7 Parking Occupancy

A considerable amount of free, unrestricted parking is provided along Steele Street in the vicinity of the site. The Monash University Institute of Transport Studies Publication *Traffic Engineering and Management* quotes that the 'convenient walking distance' for one or two hour parking is 174m. Based on this distance, the on-street car parking supply and demand within the convenient walking distance has been determined.

Car parking occupancy surveys were undertaken on Tuesday 20 December 2022 at several times throughout the day. The results of the car parking occupancy survey are summarised in Table 3.

It is noted that as the on-street parking spaces were unmarked, the supply was calculated by applying the following assumptions:

Each kerbside parallel car parking space is 7 metres in length; and

Each standard driveway crossover is 5 meters in length.

Table 3: Car parking survey results

Location (Restriction)	**Supply**	**Occupancy**							
		8am	9am	11am	12pm	1pm	3pm	4pm	5pm
North (unrestricted)	20	2	2	4	6	5	2	1	1
South (unrestricted)	15	1	2	2	4	3	3	3	2
Total	35	3	4	6	10	8	5	4	3
Percentage Occupancy	-	9%	11%	17%	29%	23%	14%	11%	9%

The results above show that the on-street car parking demand within the convenient walking distance of the site is low at surveyed times.

2.8 Public Transport

Merseylink Buses provide the main mode of public transport in Devonport. Two Merseylink bus stops are currently located within a 5-minute walking distance of the site. Merseylink operates a number of bus services from these bus stops with buses departing every 30 minutes between 7:00am and 7:00pm on weekdays.

2.9 Pedestrian Facilities

Pedestrian paths are located on all major roads within the immediate road network.

A pedestrian refuge island and kerb ramps are provided along all approaches of the Steele Street/ William Street roundabout to assist with crossing the road.

2.10 Cycling Facilities

Cycling infrastructure in Devonport is limited with no on-street cycling routes located in the vicinity of the site.

Council is extending the cycling network within Devonport to include more on-street routes in line with the adopted *2015-2020 Bike Riding Strategy*. One of the cycling routes proposed within the strategy is an east-west cycling route on Oldaker Street, approximately 200m north of the site.

2.11 Road Safety

The Department of State Growth have provided crash history data along Steele Street in the vicinity of the site for the most recent 5-year period. The data provided with the crash locations and severity is shown in Figure 9. Full crash history data is provided in Appendix C.

Figure 9: Crash history

As seen above, although a number of crashes have been recorded at the Steele Street/ William Street intersection, these crashes are typical of a busy roundabout carrying high volumes of traffic.

Four crashes have also been recorded along Steele Street in the vicinity of the site. All recorded crashes along Steele Street were of a crash type that only occurred once and were generally of a low consequence. As such, the crash history does not indicate an existing road safety issue.

3. Development Proposal

3.1 Overview

As discussed, a change in use and an extension to an existing building is proposed at 131 – 133 Steele Street in Devonport. It is understood that the building is currently vacant. Following the change in use and the extension, it is proposed to use the existing buildings for a pharmacy and a pathology.

Lachlan Walsh Design have developed plans for the pharmacy and pathology. The proposed pharmacy will have a ground floor area of 284.4 m^2 and the pathology will have a ground floor area of 104.9m^2. It is proposed that the pathology will have 4 consult rooms and a reception.

An overview of the site plan is shown in Figure 10. Detailed plans are included in Appendix A.

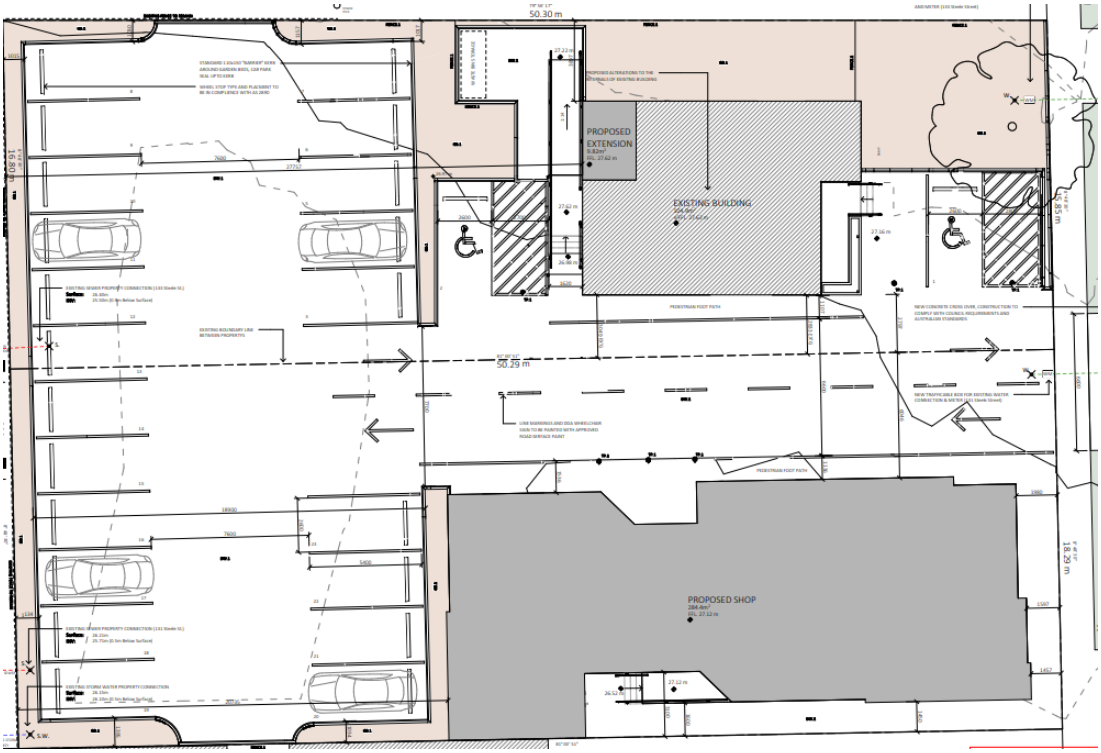

Figure 10: Site plans

3.2 Site Access

Vehicle access to the site is from Steele Street through the middle of the two proposed buildings. The car park has a combined entry and exit width of 6.6m.

3.3 Car Park

The proposed development will provide 22 car parking spaces including 2 DDA accessible car parking spaces.

In addition to the car parking spaces, the proposed development will also provide a loading bay. The loading bay will be accessed by delivery vehicles up to a rubbish truck (i.e. 8.8m medium rigid truck).

4. Transport Assessment

4.1 Traffic Impact Assessment

4.1.1 Traffic Generations

The *Roads and Maritime Services (RMS) Guide to Traffic Generating Developments)* does not provide traffic generation rates for pharmacies or pathologies. Therefore, the traffic generation rates have been sourced from the *Institute of Transport Engineering (ITE) Trip Generation Manual* (ITE Manual). The ITE manual provides traffic generation rates for pharmacies under the land use Retail – Pharmacy/ Drugstore without Drive-through window and pathology rates under the land use Medical – Clinic.

Estimates of peak hourly traffic volumes resulting from the proposed development are presented in Table 4.

Table 4: Traffic generation rates

Land Use	Floor Area	Design Generation Rates		Traffic Generation	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Pharmacy/ Drugstore without Drive-Through Window	284.4m^2	7.71 trips per 1000sq ft (92.9m^2)	11.07 trips per 100sq ft (92.9m^2)	24 vehicle movements	34 vehicle movements
Clinic	114.7m^2	5.22 trips per 1000sq ft (92.9m^2)	4.64 trips per 1000sq ft (92.9m^2)	7 vehicle movements	6 vehicle movements
Total	399.1m^2			31 vehicle movements	40 vehicle movements

Table 4 indicates that the proposed development could be expected to generate up to 31 vehicle movements during the AM peak hour and 40 vehicle movements during the PM peak hour.

4.1.2 Traffic Impacts

As shown in Figure 6 and Figure 7, Steele Street in the vicinity of the site currently carries 960 vehicles during the AM peak hour and 950 vehicles during the PM peak hour. The expected traffic generation of 31 vehicle movements during the AM peak hour and 40 vehicle movements during the PM peak hour is equivalent to 3.2% and 4.2% of the existing traffic volume along Steele Street during the AM and PM peak hour respectively.

The traffic increase as a result of the proposed development is considered to be low and is not anticipated to result in a detrimental impact to the safety or function of the road network.

4.2 Road Safety Impacts

As discussed in Section 2.11 of this report, the existing crash history does not indicate a road safety issue in the vicinity of the site as all crashes are generally of a low consequence.

Increased vehicular traffic generated by the proposed development is not expected to increase the severity of the crashes in the vicinity of the site.

4.3 Parking Assessment

4.3.1 Car Parking Assessment

Table C2.1 of the Planning Scheme specifies car parking rates for the proposed development under the land use "Doctors' surgery, clinic, consulting room" and "General Retail and Hire". The requirements from the Planning Scheme for number of parking spaces are provided below in Table 5.

Table 5: Planning Scheme car park requirements

Use	Floor Area/ Number of Consult Rooms	Requirement	Number of Car Spaces
Doctors' surgery, clinic, consulting room	4 consult rooms	4 spaces per consult room	16
General Retail and Hire	284.4 m^2	1 space per 30m^2 of floor area	95
Total			111

Based on the above, the proposed development is required to provide 111 car parking spaces.

4.3.2 Car Parking Provision

The car parking requirement of 111 car parking spaces determined based on the number of consult rooms in the pathology and the floor area of the pharmacy is considered high for the proposed development based on the following reasons:

- Each consult room has been designed for a specific type of specialist pathology work. Based on operation of other pathologies, it is noted that the number of consult rooms being used at any one time is generally limited to the number of pathologists available on site (noted to generally be one in pathologies across Devonport)
- Pharmacies are noted to have lower parking demands compared to general retail and hire stores. Based on the Parking Standard & Provisions Review completed by James Douglas & Associates Pty Ltd for City of Hobart (council) in the Hobart municipality, pharmacies were noted to generate a steady parking demand at all locations of an average of 7 cars per hour during the busiest period of the day.

Based on the above, there is unlikely to be the need of more than 11 car parking spaces (i.e. 4 for the pathology and 7 for the pharmacy) for the majority of the day.

The proposed development provides 22 car parking spaces which is considered to be higher than what would be required. In the unlikely event additional parking is required, parking survey results show that there are currently numerous parking spaces available within walking distance of the proposed development along Steele Street.

4.3.3 DDA Accessible Car parking

The National Construction Code (NCC) specifies DDA accessible car parking spaces for pathologies under the land use Class 9a and for pharmacies under the land use Class 6. Each land use requires DDA accessible car parking spaces to be provided at a rate of 1 space for every 50 car parking spaces or part thereof.

Based on the above, the proposed development is required to provide 1 DDA accessible car parking space.

As 2 DDA accessible car parking spaces have been provided, the proposed development meets the NCC requirements.

4.4 Site Layout Assessment

4.4.1 Access Layout

The vehicle access widths have been reviewed against the *Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004)* (Australian Standard).

In order to determine the class of parking, Table 1.1 of the Australian Standard has been reviewed. To determine the access facility category and for access driveway widths, Table 3.1 and Table 3.2 of the Australian Standard has been reviewed. Excerpts of Table 1.1, Table 3.1 and Table 3.2 from the Australian Standard are shown in Figure 11 to Figure 13.

TABLE 1.1

CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 11: Table 1.1 of AS/NZS 2890.1:2004

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

Figure 12: Table 3.1 of AS/NZS 2890.1:2004

TABLE 3.2

ACCESS DRIVEWAY WIDTHS

metres

Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

Figure 13: Table 3.2 of AS/NZS2890.1:2004

Based on the above, a User Class 3 parking facility with a Category 2 access driveway is required to provide a combined entry and exit width of 6.0 metres minimum.

As the proposed car park has an entry and exit width of 6.6 metres, it meets Australian Standard requirements.

4.4.2 Car Park Layout

The car parking layout has been reviewed against the User Class 3 requirements set out in the AS/NZS2890.1:2004. The DDA accessible spaces have been assessed against the requirements set out in the Australian *Standard for Off-street Parking for people with Disabilities (AS/NZS2890.6:2022).*

The dimensional requirements for User Class 3 and DDA car park are specified in Table 6.

Table 6: Car park layout requirements

Feature	Minimum Requirement	Proposed
Parking Space Width (90 degree)	2.6m	2.6m
Parking Space Length (90 degree)	5.4m	5.4m
DDA Space Width	2.4m with a shared 2.4m space	2.6m with a shared 2.7-2.8m space
Parking Aisle Width	5.8m	7.6m

Based on the dimensions above, the proposed car park layout meets the requirements of the Australian Standard.

4.4.3 Deliveries

As discussed, the loading bay within the car park will be accessed by delivery vehicles up to a rubbish truck (i.e. 8.8m medium rigid truck). In order to ensure the loading bay operates safely and efficiently, a swept path assessment has been undertaken for an 8.8m rubbish truck.

The swept path assessment shows that a rubbish truck can reverse into the loading bay and exit in a forward direction.

The swept path assessment is attached in Appendix D.

4.5 Sight Distance Assessment

The Safe Intersection Sight Distance (SISD) to the car park accesses has been assessed against the *Austroads Guide to Road Design – Part 4a: Unsignalised and Signalised Intersections* (Austroads Guide). The SISD was measured from a point 5 metres back from the edge of the kerb in accordance with Figure 3.2 of the Austroads Guide.

As discussed, the speed limit on Steele Street is 50km/h. The SISD requirement for a 50km/h road (with a reaction time of 2.5 seconds) is 97 metres.

The observed sight distance from the proposed development was greater than 100m in both directions. As such, the available sight distance at the access exceeds the Austroads Guide requirements.

5. Planning Scheme Assessment

5.1 C2.0 Parking and Sustainable Transport Code

5.1.1 Use Standards

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; b) the site is contained within a parking precinct plan and subject to Clause C2.7; c) the site is subject to Clause C2.5.5; or d) it relates to an intensification of an existing use or development or a change of use where: i. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1. **Performance Criteria P1.1**	**Satisfies Performance Criteria P1.1** As the Planning Scheme requires 111 car parking spaces and only 22 car parking spaces have been provided, it cannot comply with Acceptable Solution A1. It does however Satisfy Performance Criteria P1.1 as follows: a) There are currently no off-street car parking spaces located in the vicinity of the site b) There should be no issues with users of the pharmacy and pathology to share the car parking spaces c) There is a bus service that runs every 30-minutes between 7:00am and 7:00pm on weekdays located within a 5-minute walking distance of the site. d) As discussed, there are bus stops located within a 5-minute walk of the site. e) Both buildings on the site are existing. f) There are currently numerous on-street car parking spaces available in the vicinity of the site. There is good pedestrian connectivity between the site and the on-street car parking spaces through the provided footpaths located on both sides of Steele Street g) There will be no effect on streetscape h) It is expected that it is unlikely to be a need of more than 11 car parking spaces for a majority of the day. Thus, the supplied 22 car parks will be in excess to what would be required.

The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: a) the availability of off-street public car parking spaces within reasonable walking distance of the site; b) the ability of multiple users to share spaces because of: i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; c) the availability and frequency of public transport within reasonable walking distance of the site; d) the availability and frequency of other transport alternatives; e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; g) the effect on streetscape; and h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. **Performance Criteria P1.2** The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: a) the nature and intensity of the use and car parking required; b) the size of the dwelling and the number of bedrooms; and c) the pattern of parking in the surrounding area.	

C2.5.2 Bicycle parking numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Bicycle parking spaces must: a. be provided on the site or within 50m of the site; and b. be no less than the number specified in Table C2.1. **Performance Criteria P1** Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: a. the likely number of users of the site and their opportunities and likely need to travel by bicycle; and b. the availability and accessibility of existing and any planned parking	**Satisfies Performance Criteria P1** As no bicycle parking has been provided on site, the proposed development does not comply with Acceptable Solution A1. It does satisfy Performance Criteria P1 as follows: a) Based on the nature of the development (i.e. pharmacy and pathology), the number of users travelling to the site using a bicycle is expected to be low b) There is currently no existing and/ or planned parking facilities for bicycles in the surrounding area. It is however noted that there is sufficient space on site to provide

facilities for bicycles in the surrounding area.	bicycle parking should the need for bicycle parking arise.

C2.5.3 Motorcycle parking numbers

Objective:

That the appropriate level of motorcycle parking is provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of on-site motorcycle parking spaces for all uses must: a. be no less than the number specified in Table C2.4; and b. if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained. **Performance Criteria P1** Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: a. the nature of the proposed use and development; b. the topography of the site; c. the location of existing buildings on the site; d. any constraints imposed by existing development; and e. the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.	**Satisfies Performance Criteria P1** As no motorcycle parking has been provided on site, the proposed development does not comply with Acceptable Solution A1. It does satisfy Performance Criteria P1 as follows: a) Based on the nature of the development (i.e. pharmacy and pathology), the number of users travelling to the site using a motorcycle is expected to be low b) The site is flat c) Both buildings on the site are existing d) Both buildings on the site are existing and the proposed car park has been developed with consideration to the existing buildings on site e) There is currently no motorcycle parking on Steele Street and/ or surrounding the site. It is however noted that motorcycle parking demand for the proposed development is expected to be low. Should motorcycle parking demand arise, there is expected to be sufficient car parking spaces available to accommodate the motorcycle parking demand.

C2.5.4 Loading bays

Objective:

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy. Performance Criteria P1 Adequate space for loading and unloading of vehicles must be provided, having regard to: a) the type of vehicles associated with the use; b) the nature of the use; c) the frequency of loading and unloading; d) the location of the site; e) the nature of traffic in the surrounding area; f) the area and dimensions of the site; and g) the topography of the site;	**Acceptable Solution A1 Not Applicable** As the proposed development does not have a floor area of more than 1000m² in a single occupancy, Acceptable Solution A1 is not applicable. It is however noted that a loading bay has been provided on site. The loading bay is suitable for vehicles up to an 8.8m medium rigid vehicle.

h) the location of existing buildings on the site; and i) any constraints imposed by existing development.	

5.1.2 Development Standards

C2.6.1 Construction of parking areas	
Objective: That parking areas are constructed to an appropriate standard.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 All parking, access ways, manoeuvring and circulation spaces must: a) be constructed with a durable all weather pavement; b) be drained to the public stormwater system, or contain stormwater on the site; and c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. **Performance Criteria P1** All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: a) the nature of the use; b) the topography of the land; c) the drainage system available; d) the likelihood of transporting sediment or debris from the site onto a road or public place; e) the likelihood of generating dust; and f) the nature of the proposed surfacing.	**Complies with Acceptable Solution A1** The carpark and access ways will be sealed with an all weather pavement and sufficient stormwater systems will be implemented. Thus, it complies with Acceptable Solution A1.

C2.6.2 Design and layout of parking areas	
Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1.1	**Complies with Acceptable Solution A1.1 and A1.2.**

Parking, access ways, manoeuvring and circulation spaces must either: a) comply with the following: i. have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6;* ii. provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; iii. have an access width not less than the requirements in Table C2.2; iv. have car parking space dimensions which satisfy the requirements in Table C2.3; v. have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; vi. have a vertical clearance of not less than 2.1m above the parking surface level; and vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or *b)* comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6.* **Acceptable Solution A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: a) be located as close as practicable to the main entry point to the building; b) be incorporated into the overall car park design; and c) be designed and constructed in accordance with *Australian/ New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.* **Performance Criteria P1** All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: a) the characteristics of the site; b) the proposed slope, dimensions and layout; c) useability in all weather conditions; d) vehicle and pedestrian traffic safety;	The proposed site complies with Acceptable Solution A1.1 and Acceptable Solution A1.2 as it complies with the *Australian Standard AS 2890- Parking facilities, Parts 1-6* and *Australian/ New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.*

e) the nature and use of the development; f) the expected number and type of vehicles; g) the likely use of the parking areas by persons with a disability; h) the nature of traffic in the surrounding area; i) the proposed means of parking delineation; and j) the provisions of *Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*	

C2.6.3 Number of accesses for vehicles

Objective:

That:

a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;

b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and

c) the number of accesses minimise impacts on the streetscape.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of accesses provided for each frontage must: a) be no more than 1; or b) no more than the existing number of accesses, whichever is the greater. **Performance Criteria P1** The number of accesses for each frontage must be minimised, having regard to: a) any loss of on-street parking; and b) pedestrian safety and amenity; c) traffic safety; d) residential amenity on adjoining land; and e) the impact on the streetscape.	**Complies with Acceptable Solution A1** No new accesses have been provided. Thus, the site complies with Acceptable Solution A1.
Acceptable Solution A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed. **Performance Criteria P2** Within the Central Business Zone or in a pedestrian priority street, any new accesses must: a) not have an adverse impact on:	**Acceptable Solution A2 Not Applicable** As the proposed development is not located within the Central Business Zone or in a pedestrian priority street, this code is not applicable.

i. pedestrian safety and amenity; or ii. traffic safety; and b) be compatible with the streetscape.	

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

Objective:

That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:

a) enables easy and efficient use;
b) promotes the safety of users;
c) minimises opportunities for crime or anti-social behaviour; and
d) prevents unreasonable light overspill impacts.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.* **Performance Criteria P1** In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to: a) enabling easy and efficient use of the area; b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; d) any unreasonable impact on the amenity of adjoining properties through light overspill; and e) the hours of operation of the use.	**Can comply with Acceptable Solution A1** Should lighting be provided in accordance with Clause 3.1 of the Australian Standard AS1158.3:2005 Lighting for roads and public spaces Part 3.1 Pedestrian area (Category P) lighting – Performance and design requirements, the proposed development will comply with Acceptable Solution A1.

C2.6.5 Pedestrian access

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solution/ Performance Criteria	Comment

Acceptable Solution A1.1 Uses that require 10 or more car parking spaces must: a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **Acceptable Solution A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building. **Performance Criteria P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: a) the characteristics of the site; b) the nature of the use; c) the number of parking spaces; d) the frequency of vehicle movements; e) the needs of persons with a disability; f) the location and number of footpath crossings; g) vehicle and pedestrian traffic safety; h) the location of any access ways or parking aisles; and i) any protective devices proposed for pedestrian safety.	**Complies with Acceptable Solution A1.1 and Acceptable Solution A1.2.** As a 1m wide footpath is provided on both sides of the access way it complies with Acceptable Solution A1.1. 1.5m wide footpaths are provided between the accessible parking spaces and the back entrances of both building, thus, it also complies with Acceptable Solution A1.2

C2.6.6 Loading bays	
Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 The area and dimensions of loading bays and access way areas must be designed in accordance with	**Complies with Acceptable Solution A1** The proposed site complies with Acceptable Solution A1 as the loading bay and access way areas have been

Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site. **Performance Criteria P1** Loading bays must have an area and dimensions suitable for the use, having regard to: a) the types of vehicles likely to use the site; b) the nature of the use; c) the frequency of loading and unloading; d) the area and dimensions of the site; e) the topography of the site; f) the location of existing buildings on the site; and g) any constraints imposed by existing development.	designed in accordance with *Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities*, for the type of vehicles likely to use the site
Acceptable Solution A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.* **Performance Criteria P2** Access for commercial vehicles to and from the site must be safe, having regard to: a) the types of vehicles associated with the use; b) the nature of the use; c) the frequency of loading and unloading; d) the area and dimensions of the site; e) the location of the site and nature of traffic in the area of the site; f) the effectiveness or efficiency of the surrounding road network; and g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.	**Complies with Acceptable Solution A2** The proposed site complies with Acceptable Solution A2 as the commercial vehicles likely to use the site are able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.*

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Objective:

That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:	**Acceptable Solution A1 Not Applicable** As no bicycle parking has been provided on site, this code is not applicable.

a) be accessible from a road, cycle path, bicycle lane, shared path or access way; b) be located within 50m from an entrance; c) be visible from the main entrance or otherwise signed; and d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of *Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.* **Performance Criteria P1** Bicycle parking must be provided in a safe, secure and convenient location, having regard to: a) the accessibility to the site; b) the characteristics of the site; c) the nature of the proposed use; d) the number of employees; e) the users of the site and the likelihood of travel by bicycle; f) the location and visibility of proposed parking for bicycles; g) whether there are other parking areas on the site; and h) the opportunity for sharing bicycle parking on nearby sites.	
Acceptable Solution A2 Bicycle parking spaces must: a) have dimensions not less than: i. 1.7m in length; ii. 1.2m in height; and iii. 0.7m in width at the handlebars; b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and *c)* include a rail or hoop to lock a bicycle that satisfies *Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.* **Performance Criteria P2** Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to: a) the characteristics of the site; b) the space available;	**Acceptable Solution A2 Not Applicable** As no bicycle parking has been provided on site, this code is not applicable.

c) the safety of cyclists; and d) the provisions of *Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.*	

C2.6.8 Siting of parking and turning areas

Objective:

That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line. **Performance Criteria P1** Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to: a) topographical or other site constraints; b) availability of space behind the building line; c) availability of space for vehicle access to the side or rear of the property; d) the gradient between the front and the rear of existing or proposed buildings; e) the length of access or shared access required to service the car parking; f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; g) the visual impact of the vehicle parking and access on the site; h) the streetscape character and amenity; i) the nature of the zone in which the site is located and its preferred uses; and j) opportunities for passive surveillance of the road.	**Complies with Acceptable Solution A1** All parking spaces are located behind the building line. Thus, it complies with Acceptable Solution A1.

5.2 C3.0 Road and Railway Assets Code

5.2.1 Use Standards

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

Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: a) a new junction; b) a new vehicle crossing; or c) a new level crossing. **Acceptable Solution A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **Acceptable Solution A1.3** For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **Acceptable Solution A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: a) the amounts in Table C3.1; or b) allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road. **Acceptable Solution A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction. **Performance Criteria P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: a) any increase in traffic caused by the use;	**Acceptable Solution A1.1, A1.2, A1.3 Not applicable. Complies with Acceptable Solution A1A1.5. Satisfies Performance Criteria P1 in place of Acceptable Solution A1.4.** As the proposed development is not located along a Category 1 road, a limited access road or in the vicinity of the rail network and does not include any new junctions, Clauses A1.1, A1.2 and A1.3 are not applicable. As the proposed development is expected to generate 31 vehicle movements during the AM peak hour and 40 vehicle movements during the PM peak hour, it is unable to comply with Acceptable solution A1.4. It does however satisfy Performance Criteria P1 as follows: a) As discussed within this report, the traffic increase as a result of the proposed development is considered to be low and is not anticipated to result in a detrimental impact to the safety or function of the road network b) The proposed development is expected to generate predominantly light vehicles which are currently catered for in the road network c) The frontage road Steele Street is a collector road and has spare capacity to accommodate the expected traffic generation of the proposed development d) Steele Street is subject to a speed limit of 50km/h. It was observed during the site visit that traffic flows well along Steele Street e) There are no alternative accesses to the road f) The proposed development will provide pharmacy and pathology services in the local neighbourhood g) This Traffic Impact Assessment has been prepared for the proposed development and identifies that the proposed development is not expected to have any negative impact on the safety and operation of the road network h) Devonport Council own and maintain the local road network in the vicinity of the site. No written advice has been received from Council at this stage.

b) the nature of the traffic generated by the use; c) the nature of the road; d) the speed limit and traffic flow of the road; e) any alternative access to a road; f) the need for the use; g) any traffic impact assessment; and h) any advice received from the rail or road authority.	As vehicles can enter and exit the site in a forward direction from Steele Street, the proposed development complies with Acceptable Solution A1.5.

5.2.2 Development Standards

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	
Objective: To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution 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, 2nd edition, July 2008*. **Performance Criteria 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;	**Complies with Acceptable Solution A1** As the proposed development does not entail the addition of new buildings or extensions that extend towards the major road, it complies with Acceptable Solution A1.

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.	

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

Objective:

To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution 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. **Performance Criteria 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 the 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) any buffers created by natural or other features; c) the location of existing or proposed buildings on the site; d) the frequency of use of the rail network; e) the speed limit and traffic volume of the road; f) any noise, vibration, light and air emissions from the rail network or road; g) the nature of the road; h) the nature of the intended uses; i) the layout of the subdivision; j) the need for the subdivision; k) any traffic impact assessment;	**Acceptable Solution A1 Not Applicable** As the proposed development does not include a building area for a sensitive use within a road or railway attenuation area, this code is not applicable.

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.	

6. Conclusion

pitt&sherry have been engaged to undertake a Traffic Impact Assessment for a proposed development at 131-133 Steele Street in Devonport. The Traffic Impact Assessment has been undertaken with reference to the Department of State Growth's Publication *Traffic Impact Assessment (TIA) Guideline* and with reference to the *Tasmanian Planning Scheme - Devonport.* The results of the assessment presented within this report may be summarised as follows:

- The additional traffic volumes generated by the development are low and expected to have minimal impact on the safety and operation of the surrounding road network
- The proposed development provides 22 car parking spaces which is considered to be higher than what would be required based on the use of the development
- The DDA accessible car parking provision satisfies the Building Code of Australia requirements
- The proposed car park access and layout meets the Australian Standard requirements
- The swept path assessment shows that a rubbish truck is able to reverse into the loading bay and exit in a forward direction
- All vehicles are able to enter and exit the site in a froward direction; and
- The available sight distance at the access exceeds the Austroads Guide requirements.

Site Plans

Appendix A

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NOTES

CONTRACTOR RESPONSIBLE TO CHECK ALL DIMENSIONS ON SITE BEFORE START OF CONSTRUCTION, THIS INCLUDES DIMENSIONS FROM BOUNDARY, FLOOR PLAN DIMENSIONS, FINISH FLOOR HEIGHTS AND SITE RL's. coNTRACTOR MAKE GOOD AT THERE OWN EXPENSE ANY ERRORS ARISING FROM INACCURACIES OF THE SET OUT.

FINISHED GROUND LEVELS AROUND BUILDING TO BE MINIMUM 150mm BELOW GROUND FLOOR SLAB AND GRADE AWAY FROM BUILDING FOR A MINIMUM DISTANCE OF 1500mm.

SOIL & WATER MANAGEMENT

DOWN PIPES TO BE CONNECTED INTO COUNCIL STORM WATER OR TO SITE STORM WATER DISCHARGE AREA AS SOON AS ROOF IS INSTALLED.

EXCAVATED MATERIAL TO HAVE SEDIMENT CONTROL BARRIER TO BE INSTALLED DOWN-SLOPE. EXCAVATED MATERIAL TO BE REMOVED AT COMPLETION OF BUILDING WORKS AND/OR USED AS FILL ON SITE FOR ANY LOW POINTS.

CRUSHED ROCK TO BE APPLIED AT ENTRY TO SITE FOR SEDIMENT CONTROL AND TO PREVENT TRANSFERRING DEBRIS ONTO STREET. REAPPLY CRUSHED ROCK TO ENTRY IF EXCESSIVE SEDIMENT BUILD-UP OCCURS.

SYMBOLS

- WATER MAIN (Tas Water)
- STORM WATER MAIN (Council)
- SEWER MAIN (Tas Water)
- PROPOSED SEWER MAIN
- PROPOSED STORM WATER MAIN
- GARDEN BEDS (LANDSCAPING)
- GRASS AREA
- WM — WATER METER, INSTALLED BY TAS WATER AT DEVELOPERS COST
- PROPERTY CONNECTION POINT
- FH — FIRE HYDRANT
- TN — TAS NETWORKS IN GROUND BOX
- P.P. — POWER POLE / LIGHT POLE

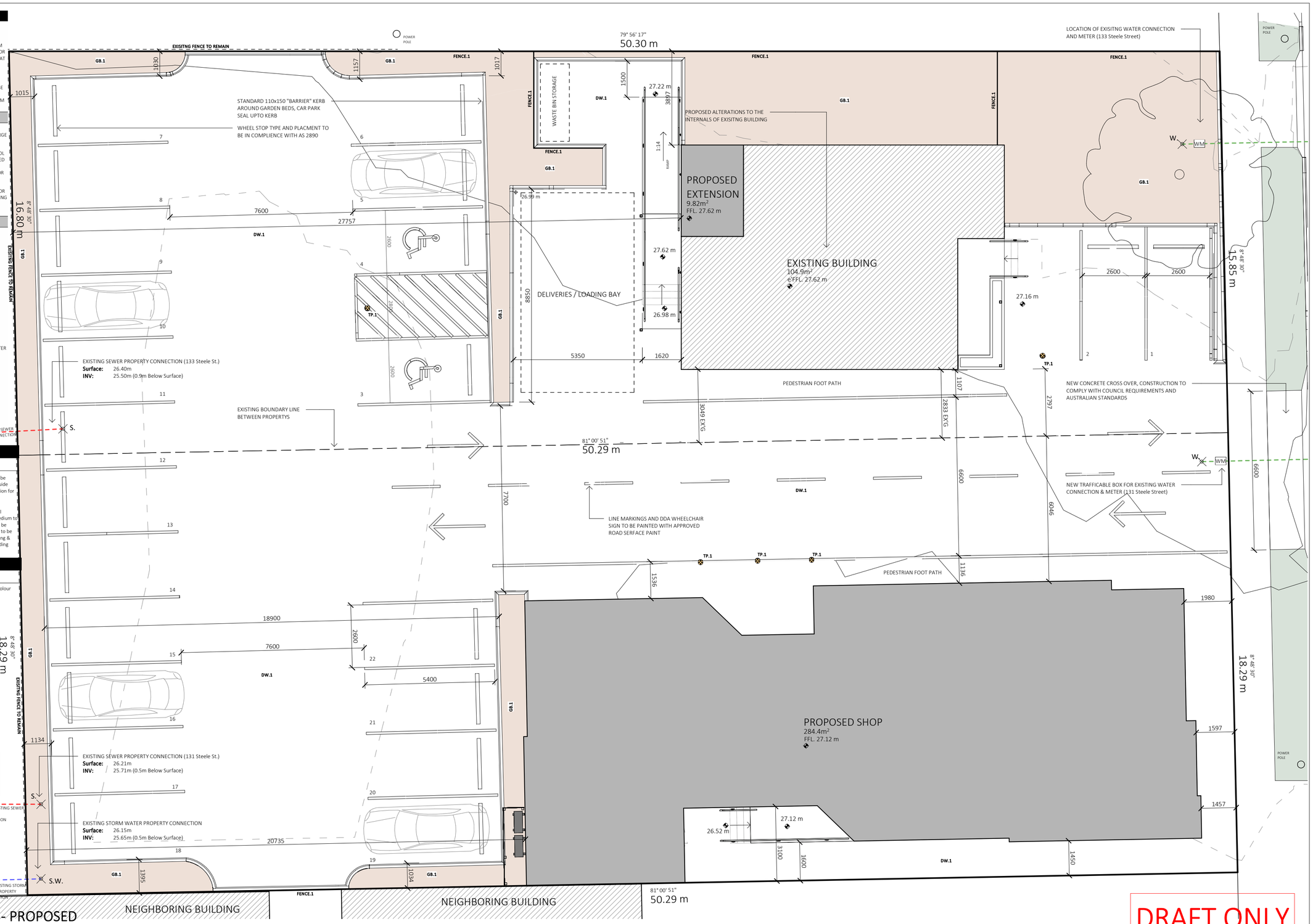
SITE FINISHES SCHEDULE

CODE	SPECIFICATION
DW.1	Carpark Surface - 2 Coat Seal Finish, (to be confirmed) Carpark serface RL:s are a guide only, refer to civil engineer documentation for requiered hights
GB.1	Garden Beds - top soil to be added to all lowlying garden beds, top layer with medium to large 'white' coloured rocks, planting to be selected by client, finished garden beds to be 200mm below finish floor level of building & 150mm away from bottom of light cladding

SITE FIXTURES SCHEDULE

CODE	SPECIFICATION
Fence.1	Colourbond fencing up to 1.8m hight, colour 'monument'
TB.1	1m high Yellow Trafic Bollard

NOTE:
LOCATION OF SEWER AND STORM WATER MAINS AND CONNECTIONS WHERE LOCATED BY NUFLO, REFER TO DEMOLITION PLAN FOR LOCATION OF BOUNDARYS



SITE PLAN - PROPOSED

SCALE: 1:200

0 1 2 3 4 5 6 7 8 9 10 15 20

PROJECT NO.	PAGE NO.
22-814	0.2

LACHLAN WALSH DESIGN
PO Box 231, Devonport TAS, 7310
www.lachlanwalshdesign.com
Email: admin@lachlanwalshdesign.com
Phone: 6424 8053
Tasmania Accreditation Number: CC 6162 E

PROJECT: EXISTING BUILDING
PROPOSED CHANGE OF USE, FITOUT & EXTENSION
LOCATION: 131 & 133 STEELE STREET, DEVONPORT
CLIENT: DR. MIRZA BAIG

PAGE TITLE: SITE PLAN - PROPOSED
DRAWINGS SCALE: As indicated
PAPER SIZE: A2

DRAWN BY: L.WALSH
CHECKED BY: L.WALSH
DATE: 9th November, 2022
DRAWINGS SET: DA SET
REV. NO.: 1

NO.	DATE	REVISION
1	01.08.2022	DEVELOPMENT APPLICATION

E:\2022\22-814 - Baig - 133 Steele - Change of Use\CAD\Single Story_Baig_rev 9 - BA Set.rvt

SIDRA Results – existing roundabout operation

Appendix B

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MOVEMENT SUMMARY

Site: 101 [Steele Street/ William Street - Existing 2022 AM Peak Hour (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

08:15-09:15
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: William Street															
1	L2	All MCs	98	5.0	98	5.0	0.568	7.4	LOS A	5.0	36.2	0.76	0.68	0.83	44.4
2	T1	All MCs	356	5.0	356	5.0	0.568	7.4	LOS A	5.0	36.2	0.76	0.68	0.83	44.6
3	R2	All MCs	60	2.0	60	2.0	0.568	11.0	LOS B	5.0	36.2	0.76	0.68	0.83	44.1
3u	U	All MCs	3	2.0	3	2.0	0.568	12.6	LOS B	5.0	36.2	0.76	0.68	0.83	44.1
Approach			517	4.6	517	4.6	0.568	7.8	LOS A	5.0	36.2	0.76	0.68	0.83	44.5
East: Steele Street															
4	L2	All MCs	54	2.0	54	2.0	0.405	7.8	LOS A	2.9	21.0	0.81	0.70	0.81	44.0
5	T1	All MCs	182	5.0	182	5.0	0.405	8.0	LOS A	2.9	21.0	0.81	0.70	0.81	44.2
6	R2	All MCs	57	5.0	57	5.0	0.405	11.7	LOS B	2.9	21.0	0.81	0.70	0.81	43.7
6u	U	All MCs	1	2.0	1	2.0	0.405	13.1	LOS B	2.9	21.0	0.81	0.70	0.81	43.7
Approach			294	4.4	294	4.4	0.405	8.7	LOS A	2.9	21.0	0.81	0.70	0.81	44.1
North: William Street															
7	L2	All MCs	60	10.0	60	10.0	0.691	11.3	LOS B	6.8	50.1	0.79	0.94	1.02	42.3
8	T1	All MCs	345	5.0	345	5.0	0.691	11.0	LOS B	6.8	50.1	0.79	0.94	1.02	42.6
9	R2	All MCs	119	5.0	119	5.0	0.691	14.7	LOS B	6.8	50.1	0.79	0.94	1.02	42.1
9u	U	All MCs	3	2.0	3	2.0	0.691	16.2	LOS B	6.8	50.1	0.79	0.94	1.02	42.1
Approach			527	5.6	527	5.6	0.691	11.9	LOS B	6.8	50.1	0.79	0.94	1.02	42.4
West: Steele Street															
10	L2	All MCs	140	5.0	140	5.0	0.711	11.8	LOS B	8.5	60.6	0.93	0.90	1.23	42.0
11	T1	All MCs	318	2.0	318	2.0	0.711	11.7	LOS B	8.5	60.6	0.93	0.90	1.23	42.3
12	R2	All MCs	112	2.0	112	2.0	0.711	15.4	LOS B	8.5	60.6	0.93	0.90	1.23	41.8
12u	U	All MCs	4	2.0	4	2.0	0.711	17.0	LOS B	8.5	60.6	0.93	0.90	1.23	41.8
Approach			574	2.7	574	2.7	0.711	12.5	LOS B	8.5	60.6	0.93	0.90	1.23	42.1
All Vehicles			1912	4.3	1912	4.3	0.711	10.5	LOS B	8.5	60.6	0.83	0.82	1.00	43.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Organisation: PITT & SHERRY CONSULTING ENGINEERS | Licence: PLUS / FLOATING | Processed: Thursday, 12 January 2023 8:42:39 AM
Project: C:\Users\ecalvert\Downloads\P.22.1123 Steele William Street Traffic Modelling (1).sip9

MOVEMENT SUMMARY

Site: 101 [Steele Street/ William Street - Existing 2022 PM Peak Hour (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

16:15-17:15
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: William Street															
1	L2	All MCs	73	10.0	73	10.0	0.599	10.0	LOS B	5.7	41.8	0.86	0.80	1.04	43.1
2	T1	All MCs	345	5.0	345	5.0	0.599	9.8	LOS A	5.7	41.8	0.86	0.80	1.04	43.4
3	R2	All MCs	38	2.0	38	2.0	0.599	13.3	LOS B	5.7	41.8	0.86	0.80	1.04	42.9
3u	U	All MCs	8	2.0	8	2.0	0.599	14.9	LOS B	5.7	41.8	0.86	0.80	1.04	42.9
Approach			464	5.5	464	5.5	0.599	10.2	LOS B	5.7	41.8	0.86	0.80	1.04	43.3
East: Steele Street															
4	L2	All MCs	114	2.0	114	2.0	0.741	20.0	LOS B	9.7	68.7	1.00	1.11	1.57	38.5
5	T1	All MCs	253	2.0	253	2.0	0.741	20.0	LOS C	9.7	68.7	1.00	1.11	1.57	38.7
6	R2	All MCs	75	2.0	75	2.0	0.741	23.7	LOS C	9.7	68.7	1.00	1.11	1.57	38.3
6u	U	All MCs	2	2.0	2	2.0	0.741	25.3	LOS C	9.7	68.7	1.00	1.11	1.57	38.3
Approach			443	2.0	443	2.0	0.741	20.6	LOS C	9.7	68.7	1.00	1.11	1.57	38.5
North: William Street															
7	L2	All MCs	63	10.0	63	10.0	0.773	11.2	LOS B	9.7	70.3	0.80	0.94	1.06	42.3
8	T1	All MCs	448	5.0	448	5.0	0.773	11.0	LOS B	9.7	70.3	0.80	0.94	1.06	42.5
9	R2	All MCs	169	2.0	169	2.0	0.773	14.5	LOS B	9.7	70.3	0.80	0.94	1.06	42.1
9u	U	All MCs	6	2.0	6	2.0	0.773	16.2	LOS B	9.7	70.3	0.80	0.94	1.06	42.1
Approach			687	4.7	687	4.7	0.773	12.0	LOS B	9.7	70.3	0.80	0.94	1.06	42.4
West: Steele Street															
10	L2	All MCs	133	5.0	133	5.0	0.586	9.1	LOS A	5.4	39.0	0.85	0.79	0.99	43.2
11	T1	All MCs	206	2.0	206	2.0	0.586	9.0	LOS A	5.4	39.0	0.85	0.79	0.99	43.5
12	R2	All MCs	131	2.0	131	2.0	0.586	12.7	LOS B	5.4	39.0	0.85	0.79	0.99	43.0
12u	U	All MCs	1	2.0	1	2.0	0.586	14.3	LOS B	5.4	39.0	0.85	0.79	0.99	43.0
Approach			471	2.8	471	2.8	0.586	10.0	LOS B	5.4	39.0	0.85	0.79	0.99	43.3
All Vehicles			2065	3.9	2065	3.9	0.773	13.0	LOS B	9.7	70.3	0.87	0.91	1.15	41.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Organisation: PITT & SHERRY CONSULTING ENGINEERS | Licence: PLUS / FLOATING | Processed: Thursday, 12 January 2023 8:42:51 AM
Project: C:\Users\ecalvert\Downloads\P.22.1123 Steele William Street Traffic Modelling (1).sip9

Crash history

Appendix C

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ID_2	VCRN	DESCRIPTION	CRASH_DATE	CRASH_TI	SEVERITY	VISITED	SURFACE_	LIGHT_COI	CENTRELIN	SPEED_ZO	LOCATION_D	UNIT_NO	UNIT_TYPE	UNIT_NO	UNIT_TYPE	UNIT_NO	UNIT_TYPE	LATITUDE	LONGITUD	Date
2022799	17001541	130 - Vehicles in same lane/ rear end	15-Mar-2017	15:15	Minor	No	Sealed	Daylight	Single brok	050	Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehic	3	Light Vehic	########	########	########
2034245	17002090	131 - Vehicles in same lane/ left rear	15-Apr-2017	13:50	Property Damage Only	No	Sealed	Daylight	Not knowr	050	William Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
2042370	17002473	110 - Cross traffic	09-May-2017	18:30	Property Damage Only	No	Sealed	Darkness (\	Not knowr	050	Intersection of Steele Street and William Street, Devonport, Devonport	1	Light Vehic	2	Motorcycle			########	########	########
2061213	17003354	130 - Vehicles in same lane/ rear end	26-Jun-2017	09:30	Property Damage Only	Yes	Sealed	Daylight	Single brok	050	Intersection of William Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
2074533	17003973	149 - Other maneuvering	28-Jul-2017	13:30	Property Damage Only	Yes	Sealed	Daylight	Single Con	060	William Street, Devonport, Devonport	1	Light Vehicle					########	########	########
2082242	17004335	130 - Vehicles in same lane/ rear end	17-Aug-2017	08:30	First Aid	Yes	Sealed	Daylight	Single brok	050	Intersection of Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
2094675	17004918	130 - Vehicles in same lane/ rear end	19-Sep-2017	09:00	Minor	Yes	Sealed	Daylight	Single Con	060	Intersection of Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
2103485	17005334	119 - Other adjacent	11-Oct-2017	18:00	Minor	Yes	Sealed	Dawn / Du	Single brok	050	Intersection of Steele Street and William Street, Devonport, Devonport	1	Motorcycle	2	Light Vehicle			########	########	########
48813508	18000019	120 - Wrong side/other head on (not overtaking)	24-Dec-2017	10:00	Property Damage Only	No	Sealed	Daylight	Double brc	050	William Street, Devonport, Devonport	1	Light Vehic	2	Motorcycle			########	########	########
49158130	18001505	130 - Vehicles in same lane/ rear end	15-Mar-2018	08:30	Property Damage Only	Yes	Sealed	Daylight	Single brok	050	Intersection of Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
49432297	18004124	121 - Right through	23-Jul-2018	15:00	Minor	Yes	Sealed	Daylight	Single Con	060	William Street, Devonport, Devonport	1	Light Vehic	2	Motorcycle			########	########	########
49968684	19002296	110 - Cross traffic	17-Apr-2019	21:30	Property Damage Only	Yes	Sealed	Darkness (\	None	050	Intersection of William Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
50021133	19003092	110 - Cross traffic	21-May-2019	12:15	Property Damage Only	No	Sealed	Daylight	None	050	Intersection of Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
50178284	19004392	110 - Cross traffic	26-Jul-2019	21:20	Property Damage Only	Yes	Sealed	Darkness (\	Other	Not known	Intersection of William Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
50238558	19005215	110 - Cross traffic	07-Sep-2019	00:29	Property Damage Only	Yes	Sealed	Darkness (\	Single brok	Not known	Intersection of William Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
50476173	20000326	102 - Far side	17-Jan-2020	14:35	Serious	Yes	Sealed	Daylight	Single brok	050	William Street, Devonport, Devonport	1	Light Vehic	2	Pedestrian			########	########	########
50586126	20000898	147 - Emerging from driveway or lane	13-Feb-2020	15:50	Property Damage Only	Yes	Sealed	Daylight	None	050	William Street, Devonport, Devonport	1	Light Vehic	2	Bicycle			########	########	########
50618360	20002051	110 - Cross traffic	12-Apr-2020	13:30	Property Damage Only	Yes	Sealed	Daylight	Other	060	Intersection of Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
50621015	20002099	160 - Parked	18-Apr-2020	15:55	Property Damage Only	Yes	Sealed	Daylight	Single brok	050	Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
50661202	20002510	130 - Vehicles in same lane/ rear end	23-May-2020	18:25	Property Damage Only	No	Sealed	Darkness (\	Single Con	060	William Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
50750145	20003811	110 - Cross traffic	07-Aug-2020	07:30	First Aid	Yes	Sealed	Daylight	Other	050	Intersection of Steele Street, Devonport, Devonport	1	Motorcycle	2	Light Vehicle			########	########	########
50782132	20003953	120 - Wrong side/other head on (not overtaking)	15-Aug-2020	12:10	Property Damage Only	Yes	Sealed	Daylight	Double - o	050	Intersection of Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
51039089	21002558	130 - Vehicles in same lane/ rear end	23-Apr-2021	18:24	Property Damage Only	Yes	Sealed	Dawn / Du	Single Con	050	William Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
51373901	21005477	110 - Cross traffic	27-Aug-2021	05:40	Property Damage Only	No	Sealed	Dawn / Du	None	Not known	Intersection of Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
51374928	21005515	140 - U turn	29-Aug-2021	19:45	Property Damage Only	No	Sealed	Darkness (\	Single Con	050	Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
51457762	21007133	139 - Other same direction (including vehicle rolling backwards)	17-Nov-2021	10:20	First Aid	Yes	Sealed	Daylight	Single brok	050	Intersection of William Street, Devonport, Devonport	1	Light Vehic	2	Light Vehic	3	Light Vehic	########	########	########
51691345	22003162	169 - Other on path	04-Jun-2022	12:04	Minor	Yes	Sealed	Daylight	Single Con	050	Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehic	3	Light Vehic	########	########	########
51698075	22003294	110 - Cross traffic	10-Jun-2022	11:35	Property Damage Only	Yes	Sealed	Daylight	None	050	Intersection of Steele Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########
51727466	22004123	130 - Vehicles in same lane/ rear end	18-Jul-2022	13:55	Property Damage Only	No	Sealed	Daylight	Single Con	050	Intersection of William Street, Devonport, Devonport	1	Light Vehic	2	Light Vehicle			########	########	########

Swept path assessment

Appendix D

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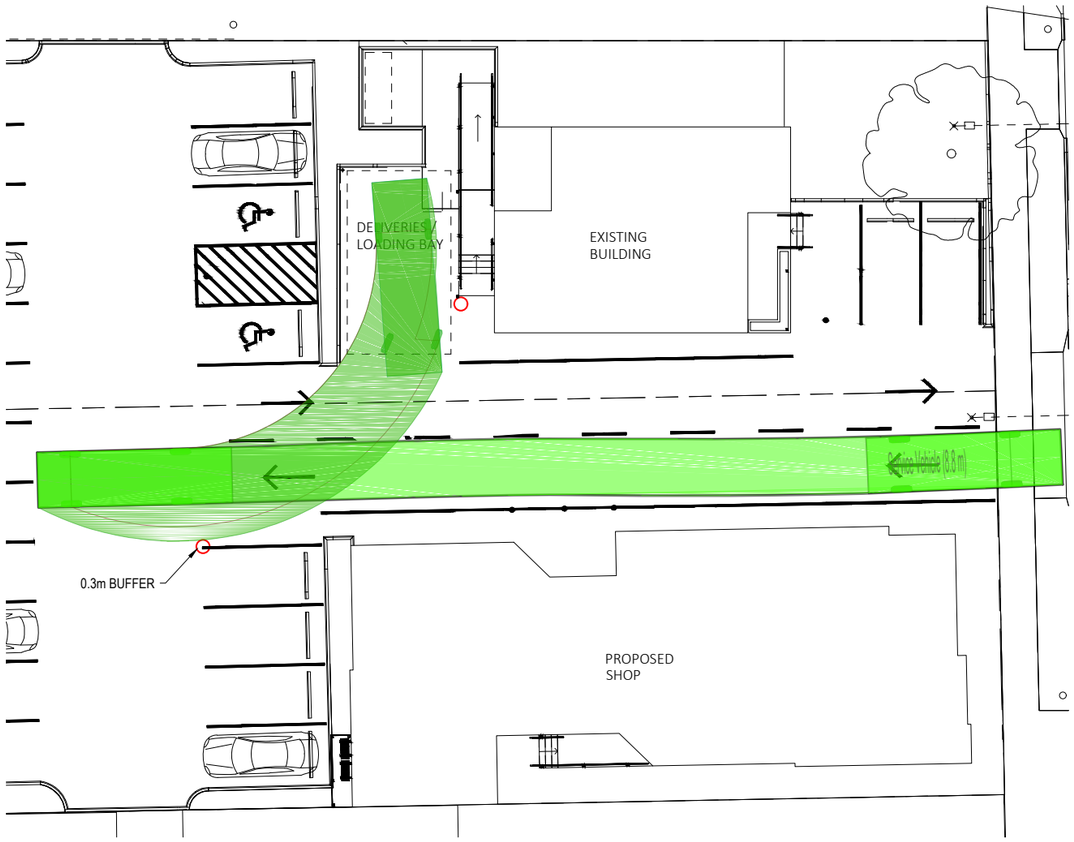
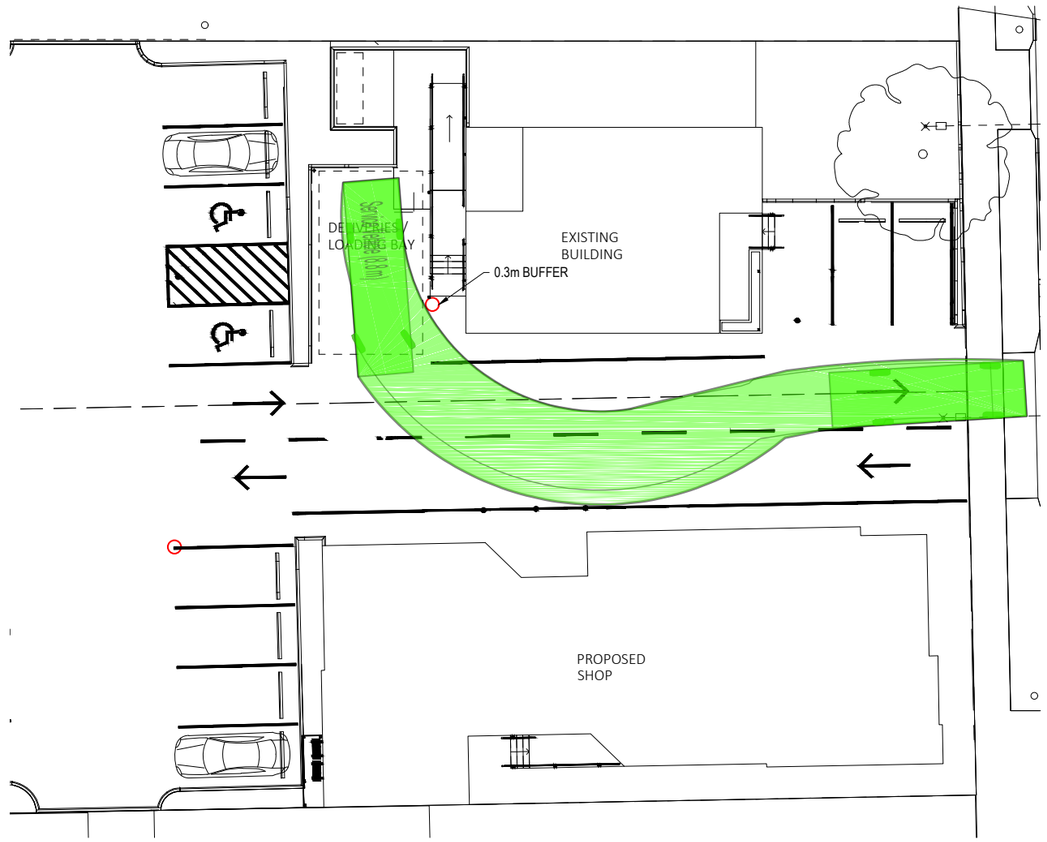


REVERSING INTO LOADING BAY



LEAVING LOADING BAY

REFERENCE FILES ATTACHED:

P&S FORM DRG-A3 REV - 10

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
A	PRELIMINARY	OVH	OVH	LA	20/01/2023
		OVH	OVH	LA	17/01/2023

APPROVED

ORIGINAL COPY ON FILE "e" SIGNED BY

SIGNED

DATE

SCALE (PLOTTED FULL SIZE): AS SHOWN

SHEET SIZE: A3

2.5 0 2.5 5 7.5 10

SCALE IN METRES - 1:250

pitt&sherry

pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

CLIENT: LACHLAN WALSH DESIGN

PROJECT: 133 STEELE STREET DEVONPORT TRAFFIC IMPACT ASSESSMENT

STATUS: **PRELIMINARY**

DRAWING TITLE: 8.8m MRV SWEPT PATHS

DATUMS: AHD / MGA

CLIENT No.: -

DRAWING No.: P.22.1123-00-TRA-SKT-1001

REVISION: A

PRINT IN COLOUR

Jan. 20, 23 - 14:46:07 Name: P.22.1123-00-TRA-SKT-1001.dwg

pitt&sherry

133 Steele Street, Devonport

Pitt & Sherry (Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
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Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

pitt&sherry | ref: P.22.1123-TRA-REP-133 Steele St-001-Rev00/LA/ab

131 & 133 STEELE STREET, DEVONPORT

PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP

DR. MIRZA BAIG

INDEX

DA Application

PROJECT NO.
22-814

LACHLAN WALSH DESIGN
PO Box 231, Devonport TAS, 7310
www.lachlanwalshdesign.com
Email: admin@lachlanwalshdesign.com
Phone: 6424 8053
Tasmania Accreditation Number: CC 6362 E

DATE
21st December, 2022
DRAWINGS SET
DA SET
REV. NO.
3

GENERAL INFORMATION

LAND TITLE REFERENCE NUMBER
64352 / 3 & 158957/1
COUNCIL
Devonport City Council
PROPERTY ZONE
General Residential

CLIMATE ZONE
Zone 7

DESIGNED WIND CATEGORY
T.B.A.
SOIL CLASSIFICATION
T.B.A.
BUSH FIRE ATTACK LEVEL
T.B.A.

E:\2022\22-814 - Baig - 133 Steele - Change of Use\CAD\Baig_Version 12_Rev 3.2 - DA Set.rvt

NOTES

DEMOLITION IS NOT TO COMMENCE UNTIL DEMOLITION CONTRACTOR HAS BEEN ADVISED THAT ALL ELECTRICAL SUPPLIES HAVE BEEN DISCONNECTE...

ALL DEMOLITION IS TO BE CARRIED OUT IN A SAFE AND WORKMAN LIKE MANNER.

IT IS THE DEMOLITION CONTRACTORS RESPONSIBILITY TO PROVIDE SUFFICIENT PROPS, STAYS & THE LIKE TO PROTECT REMAINING STRUCTURE. IF IN DOUBT SEEK ADVICE FROM A STRUCTURAL ENGINEER.

THE DEMOLISHER IS TO PREVENT BUILDING MATERIAL AND DEBRIS FROM FALLING ONTO OR INTO ADJACENT STREETS AND PROPERTIES.

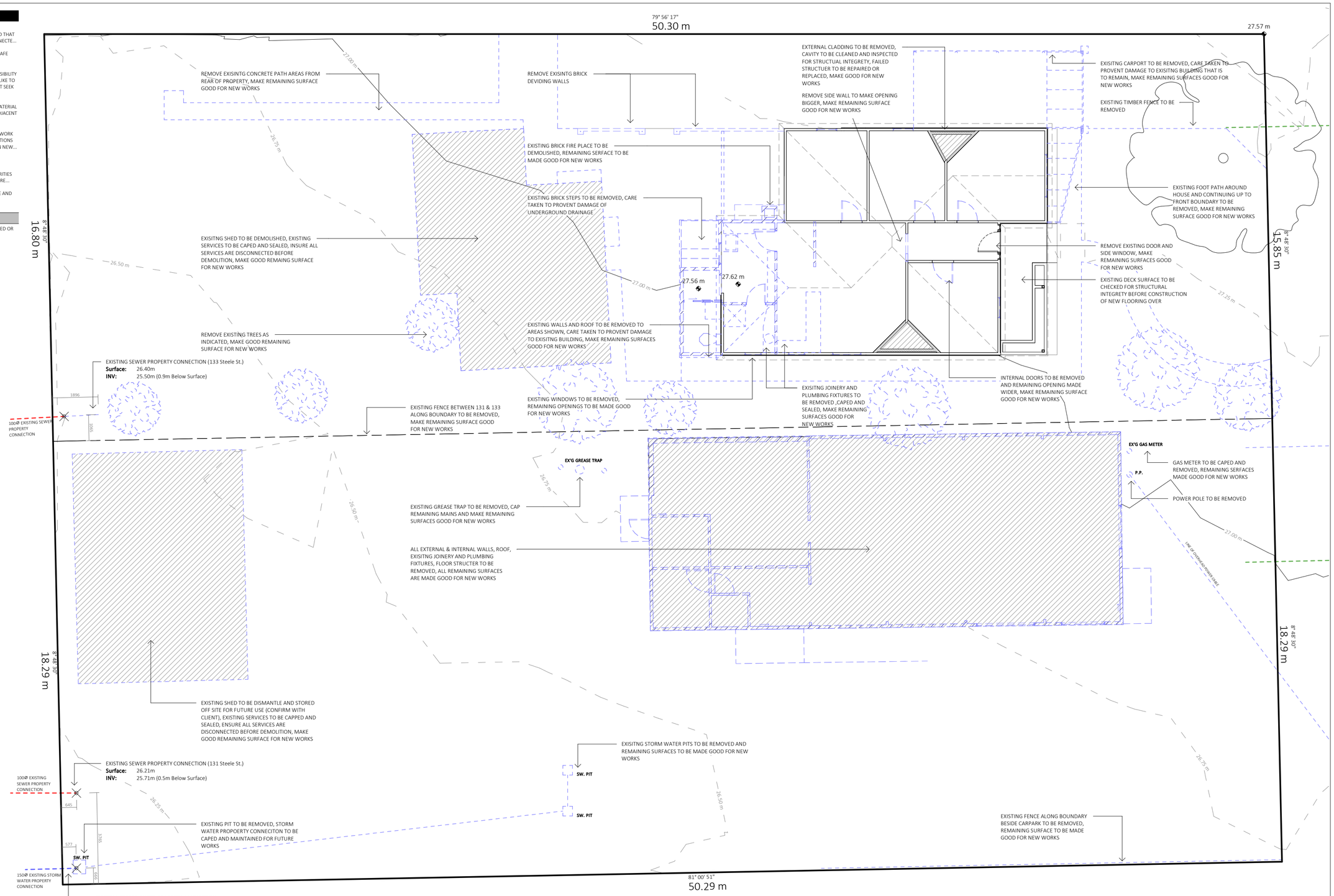
CAP ALL REDUNDANT SERVICES, REMOVE PIPEWORK WHERE PRACTICAL & LOCATE AND MARK POSITIONS OF PIPEWORK/SERVICES REQUIRED FOR USE IN NEW...

ALL ASBESTOS MATERIAL FOUND IS TO BE CONTROLLED AND REMOVED FROM SITE IN ACCORDANCE WITH ALL REGULATORY AUTHORITIES HAVING JURISDICTION OF THESE WORKS BEFORE...

IT IS THE BUILDERS RESPONSIBILITY TO LOCATE AND PROTECT ALL EXISTING SERVICES PRIOR TO COMMENCING ANY EXCAVATIONS.

SYMBOLS

WALLS OR OBJECTS TO BE REMOVED OR DEMOLISHED



DEMOLITION PLAN

SCALE: 1:100

0 0.5 1 1.5 2 2.5 3 4 5 10

DA Application

PROJECT NO.	PAGE NO.	
22-814	0.1	

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Tasmania Accreditation Number: CC 6162 E

PROJECT: PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP
LOCATION: 131 & 133 STEELE STREET, DEVONPORT
CLIENT: DR. MIRZA BAIG

PAGE TITLE: DEMOLITION PLAN
DRAWINGS SCALE: 1 : 100
PAPER SIZE: A2

DRAWN BY	CHECKED BY
L.WALSH	L.WALSH
DATE: 21st December, 2022	
DRAWINGS SET: DA SET	REV. NO.: 3

NO.	DATE	REVISION
1	21.12.2022	Tender Set 1
2	24.01.2023	Development Application
3	03.02.2023	Amended Development Application - Rev 2

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NOTES

CONTRACTOR RESPONSIBLE TO CHECK ALL DIMENSIONS ON SITE BEFORE START OF CONSTRUCTION, THIS INCLUDES DIMENSIONS FROM BOUNDARY, FLOOR PLAN DIMENSIONS, FINISH FLOOR HEIGHTS AND SITE RL's. coNTRACTOR MAKE GOOD AT THERE OWN EXPENSE ANY ERRORS ARISING FROM INACCURACIES OF THE SET OUT.

FINISHED GROUND LEVELS AROUND BUILDING TO BE MINIMUM 150mm BELOW GROUND FLOOR SLAB AND GRADE AWAY FROM BUILDING FOR A MINIMUM DISTANCE OF 1500mm.

SOIL & WATER MANAGEMENT

DOWN PIPES TO BE CONNECTED INTO COUNCIL STORM WATER OR TO SITE STORM WATER DISCHARGE AREA AS SOON AS ROOF IS INSTALLED.

EXCAVATED MATERIAL TO HAVE SEDIMENT CONTROL BARRIER TO BE INSTALLED DOWN-SLOPE. EXCAVATED MATERIAL TO BE REMOVED AT COMPLETION OF BUILDING WORKS AND/OR USED AS FILL ON SITE FOR ANY LOW POINTS.

CRUSHED ROCK TO BE APPLIED AT ENTRY TO SITE FOR SEDIMENT CONTROL AND TO PREVENT TRANSFERRING DEBRIS ONTO STREET. REAPPLY CRUSHED ROCK TO ENTRY IF EXCESSIVE SEDIMENT BUILD-UP OCCURS.

SYMBOLS

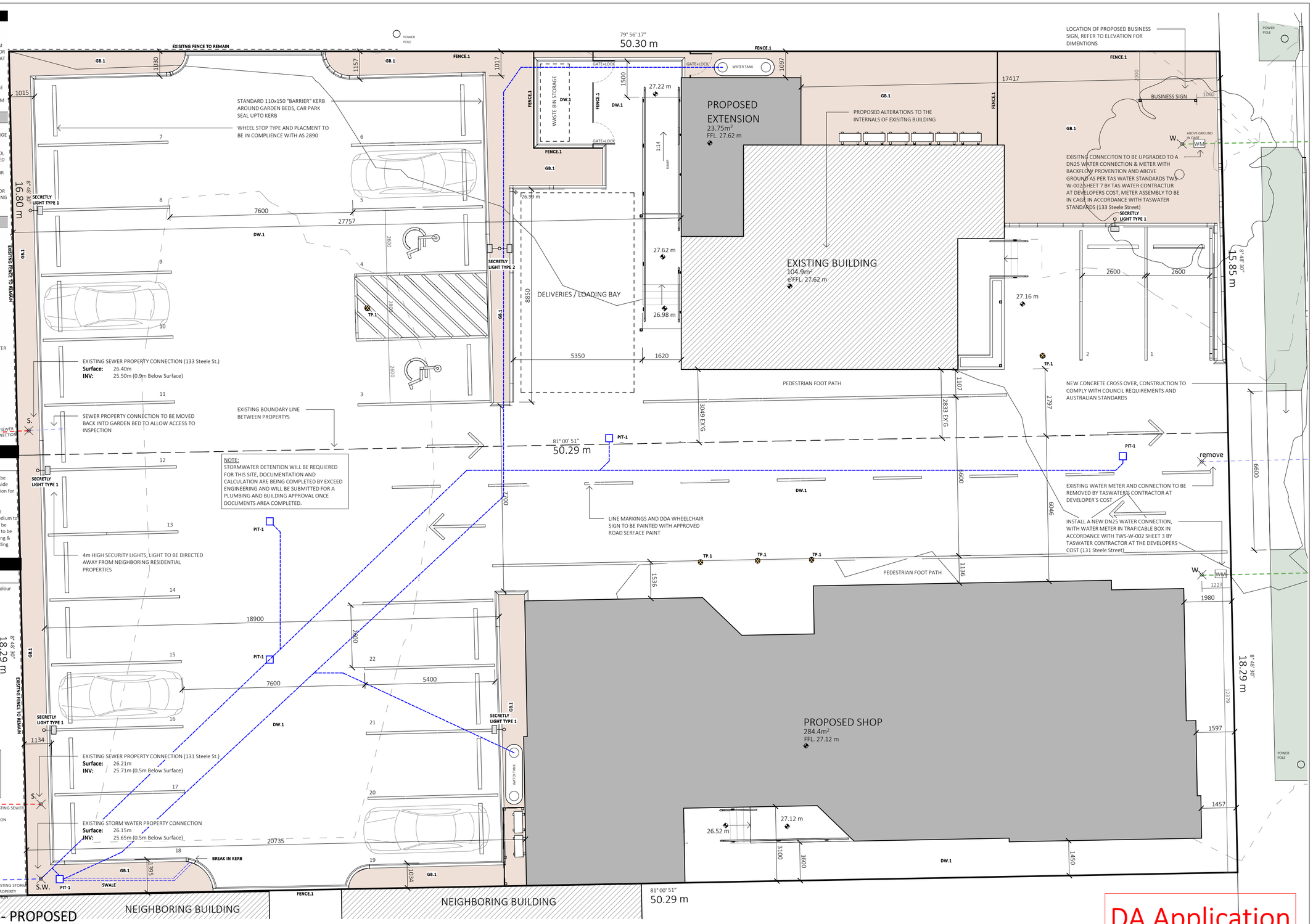
- WATER MAIN (Tas Water)
- STORM WATER MAIN (Council)
- SEWER MAIN (Tas Water)
- PROPOSED SEWER MAIN
- PROPOSED STORM WATER MAIN
- GARDEN BEDS (LANDSCAPING)
- GRASS AREA
- WM — WATER METER, INSTALLED BY TAS WATER AT DEVELOPERS COST
- PROPERTY CONNECTION POINT
- FH — FIRE HYDRANT
- TN — TAS NETWORKS IN GROUND BOX
- P.P. — POWER POLE / LIGHT POLE
- 100Ø EXISTING SEWER PROPERTY CONNECTION

SITE FINISHES SCHEDULE

CODE	SPECIFICATION
DW.1	Carpark Surface - 2 Coat Seal Finish, (to be confirmed) Carpark serface RL.s are a guide only, refer to civil engineer documentation for requiered hights
GB.1	Garden Beds - top soil to be added to all lowlying garden beds, top layer with medium to large 'white' coloured rocks, planting to be selected by client, finished garden beds to be 200mm below finish floor level of building & 150mm away from bottom of light cladding

SITE FIXTURES SCHEDULE

CODE	SPECIFICATION
Fence.1	Colourbond fencing up to 1.8m hight, colour 'monument'
TB.1	1m high Yellow Trafic Bollard



SITE PLAN - PROPOSED

SCALE: 1:200

DA Application

PROJECT NO.	PAGE NO.
22-814	0.2

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PROJECT: EXISTING BUILDING
PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP
LOCATION: 131 & 133 STEELE STREET, DEVONPORT
CLIENT: DR. MIRZA BAIG

PAGE TITLE: SITE PLAN - PROPOSED
DRAWINGS SCALE: As indicated
PAPER SIZE: A2

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1	21.12.2022	Tender Set 1
2	24.01.2023	Development Application
3	03.02.2023	Amended Development Application - Rev 2
3.1	14.02.2023	Updated notation of Water & Sewer Connctions

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NOTES

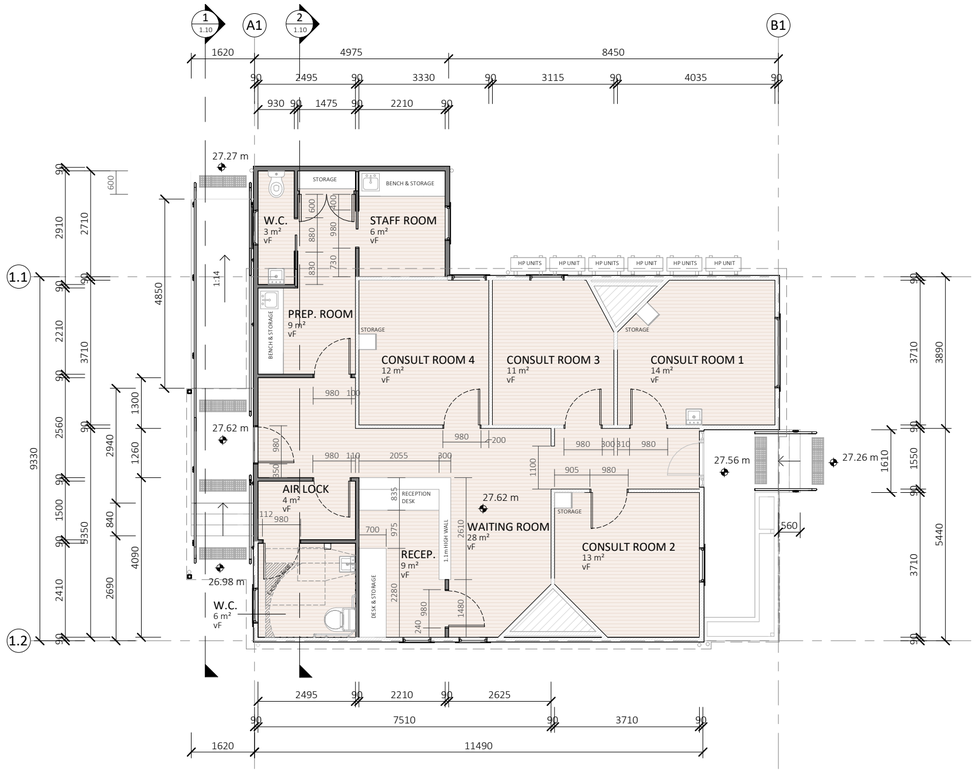
CHECK ALL WINDOW AND DOOR SCHEDULES TO CONFIRM OPENINGS IN FRAMED WALLS

ALL DIMENSIONS TO BE CHECKED ON SITE BY CONSTRACTUER PRIER TO COMENCEMENT OF CONSTRUCTION

ALL DIMENTIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE

SYMBOLS

- 1.00m — FINISHED FLOOR LEVEL MARKER
- 1.00m — SITE REFENCE LEVEL MARKER
- # — WALL DIMENSION (mm)
- # — OPENINGS DIMENSION (mm)
- A — GRID LINE
- 03 N — ELEVATION ORIENTATION (REFER TO RELEVENT PAGE)



FLOOR PLAN - EXTENSION & FIT OUT

SCALE: 1:100

0 0.5 1 1.5 2 2.5 3 4 5 10

DA Application

PROJECT NO. 22-814

PAGE NO. 1.3

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PROJECT: PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP

LOCATION: 131 & 133 STEELE STREET, DEVONPORT

CLIENT: DR. MIRZA BAIG

PAGE TITLE: FLOOR PLAN - DIMENTION

DRAWINGS SCALE: 1 : 100

PAPER SIZE: A2

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3	03.02.2023	Amended Development Application - Rev 2

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NOTES

ALL GLAZED WINDOW AND DOOR ASSEMBLIES IN EXTERNAL WALLS TO COMPLY WITH AS 2047. ALL OTHER GLASS TO COMPLY WITH AS 1288

REFER TO WINDOW SCHEDULES FOR WINDOW SIZE ...

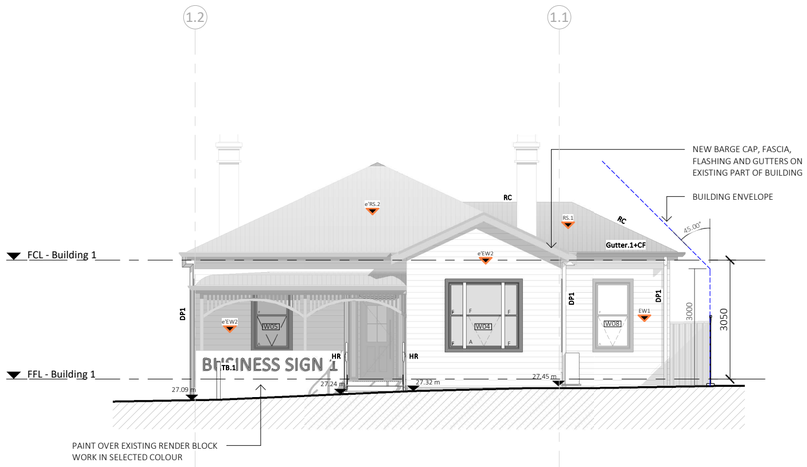
ALL PRODUCTS & MATERIALS NOTED ARE TO BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURES DETAILS, INSTRUCTIONS AND...

FLASHING TO WALL OPENINGS

ALL OPENINGS MUST BE ADEQUATELY FLASHED USING MATERIALS THAT COMPLY WITH AS/NZS 2904. FLASHING TO BE INSTALLED WITH GLAZING MANUFACTURER'S SPECIFICATIONS FOR BRICK VENEER OR LIGHT WEIGHT CLADDING CONSTRUCTION.

SYMBOLS

1.00m	GROUND AND FLOOR LEVEL HIGHT MARKER
W1	WINDOW No. (REFER TO SCHEDULE)
D1	DOOR No. (REFER TO SCHEDULE)
A	GRID LINE
S	SLIDING WINDOW/DOOR
A	AWNING WINDOW
F	FIXED WINDOW
O/A	OPAQUE AWNING WINDOW
O/F	OPAQUE FIXED WINDOW



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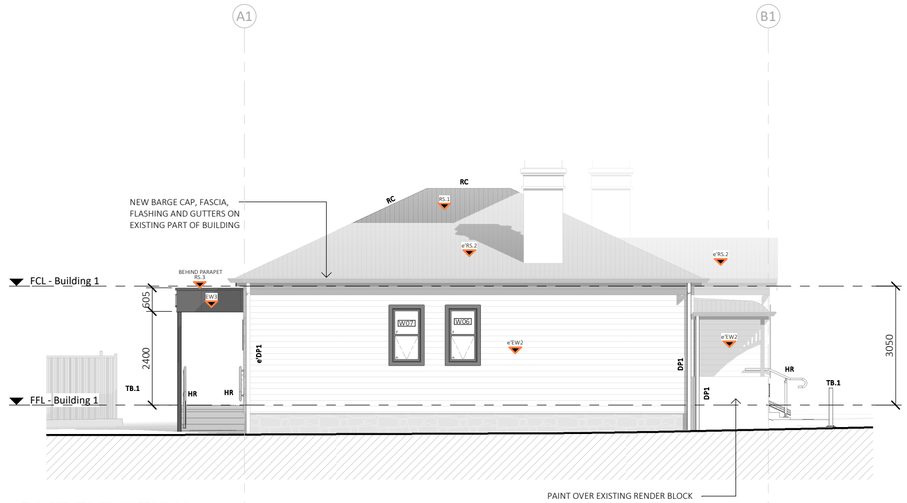
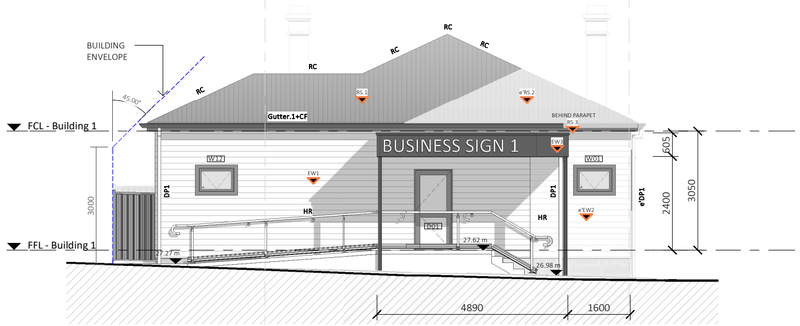
SCALE: 1:100



EAST ELEVATION
SCALE: 1:100



SOUTH ELEVATION
SCALE: 1:100

WEST ELEVATION
SCALE: 1:100

EXTERNAL WALL FINISH SCHEDULE

CODE	SPECIFICATION
EW.1	James Hardie HardiePlank Weatherboards, Old Style with 'Smooth' surface, painted finish
e'EW.2	Remove of existing cladding and replace with New James Hardie HardiePlank Weatherboards, Old Style with 'Smooth' surface, painted finish
EW.3	James Hardie - Scyon Matrix Cladding, Even profile along wall and line up joints with openings, painted finish
EW.4	Cemintel Territory "Savanna" horezontal cladding, colour to be Cloud
EW.5	Adbri smooth stone "steel" block veneer, Morter colour to be "White" with 10mm raked joint finish on morter

ROOF FINISHES SCHEDULE

CODE	SPECIFICATION
RS.1	Colorbond 'Custem Orb' roof sheeting installed to manufacturers specifications, 'Monument' finish
e'RS.2	Remove existing roof sheeting and replace with new Colorbond 'Custem Orb' roof sheeting installed to manufacturers specifications, 'Monument' finish, or if exisintg is in good condition then paint in Monument finish
RS.3	Colorbond 'Trimdek' roof sheeting installed to manufacturers specifications, 'Monument' finish

FASCIA & FLASHING SCHEDULE

CODE	SPECIFICATION
CF	Colorbond 'Clickfast' fascia board, 'Monument' finish
RC	Colorbond Folded Ridge Cap, 'Monument' finish
BC	Colorbond Folded Barge Capping, 'Monument' finish
VF	Colorbond Valley Flashing, 'Monument' finish
FPF	Colorbond Parapet Flashing, 'Monument' finish
TR	Colorbond Transer Flashing, 'Monument' finish

DRAINAGE SCHEDULE

DOWN PIPES

CODE	SPECIFICATION
DP1	90Ø PVC Downpipe, painted finish to match wall
DP2	100Ø PVC Downpipe, painted finish to match wall

GUTTERS

CODE	SPECIFICATION
Gutter.1	Colorbond 'Trimline' Gutter (slotted Front), colour 'Monument'
Gutter.2	200x300 S.S. box gutter with sump/Rain Head, Overflow and Rain Head to be colured to match wall

SITE DRAINAGE & PITS

CODE	SPECIFICATION
PIT-1	Drainage pit with trafficable galvanised grate (size & location to be checked with civil engineer, refer to engineer drawings)
Open Drain-1	120mm min. Wide strip drain with trafficable galvanised steel grate over (size & location to be checked with civil engineer, refer to engineer drawings)

FIXTURES SCHEDULE

CODE	SPECIFICATION
Trh.	Toilet Roll Holder - to be selected
M.1	6mm Toughened polished mirror, size to comply with AS 1428
Tw.	Hand Dryer, Type to be Selected by Client
TF.	Tactile Floor Indicator to comply with AS 1428, Colour Black
GR.	Bradley Satin Stainless Steel Combind Grab Rail with white Integrated Backrest (Right Hand), Confirm with client, Type to be complent with...
HR.	Fabucated Stainless Steel Hand rail, Located on each side of ramp and Stairs, hand rail to be fully complient to AS 1428

DA Application

0 0.5 1 1.5 2 2.5 3 4 5 10

PROJECT NO 22-814 | PAGE NO 1.9

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PROJECT
PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP
LOCATION
131 & 133 STEELE STREET, DEVONPORT
CLIENT
DR. MIRZA BAIG

PAGE TITLE
ELEVATIONS - Extension & Fitout
DRAWINGS SCALE 1 : 100
PAPER SIZE A2

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2	24.01.2023	Development Application
3	03.02.2023	Amended Development Application - Rev 2
3.2	17.03.2023	Note added regards to Opaque Windows

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NOTES

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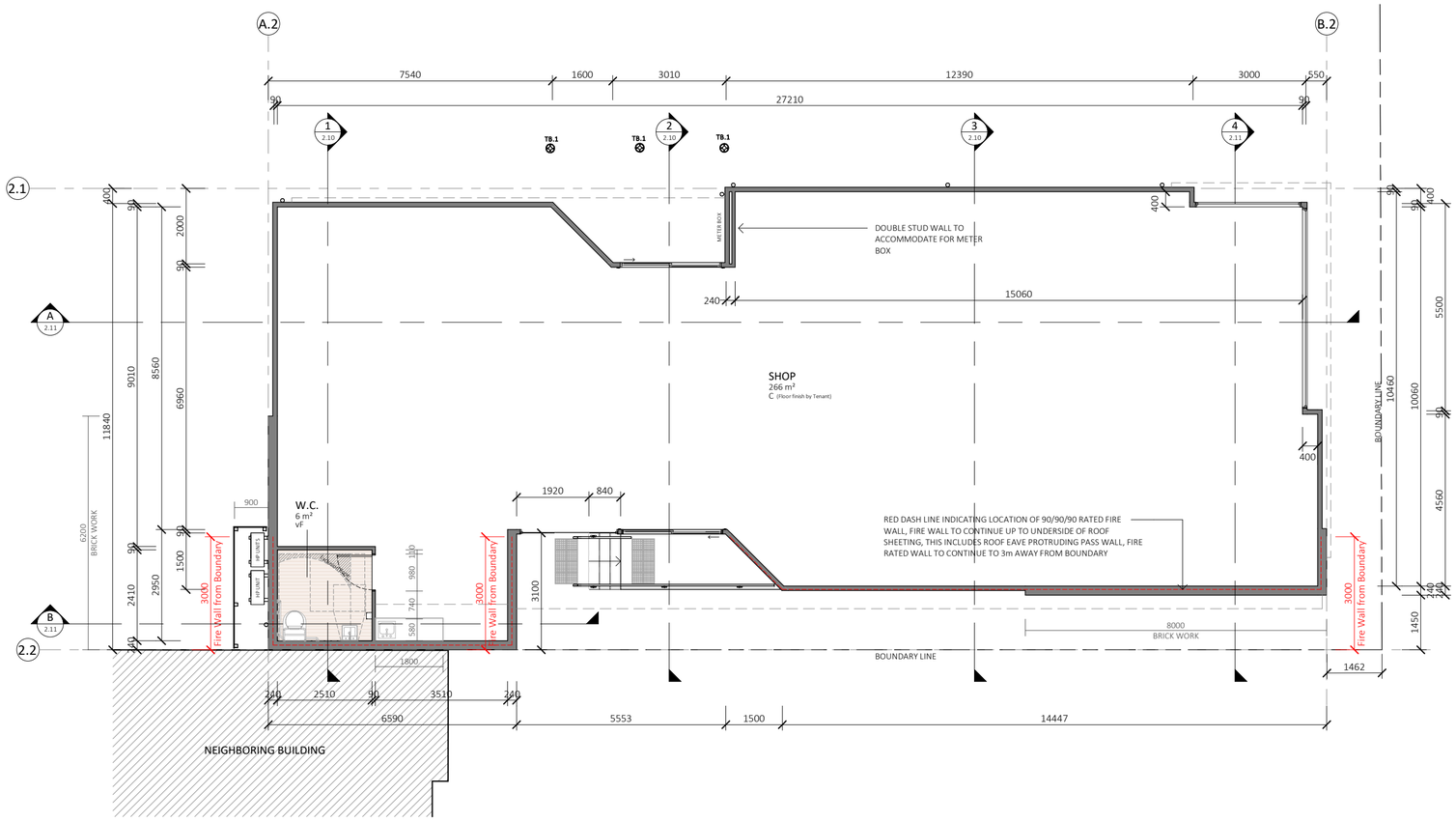

FLOOR PLAN - SHOP

SCALE: 1:100

0 0.5 1 1.5 2 2.5 3 4 5 10

DA Application

PROJECT NO.	PAGE NO.
22-814	2.3

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PROJECT: PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP
LOCATION: 131 & 133 STEELE STREET, DEVONPORT
CLIENT: DR. MIRZA BAIG

PAGE TITLE: FLOOR PLAN - DIMENTION
DRAWINGS SCALE: 1 : 100
PAPER SIZE: A2

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L.WALSH	L.WALSH

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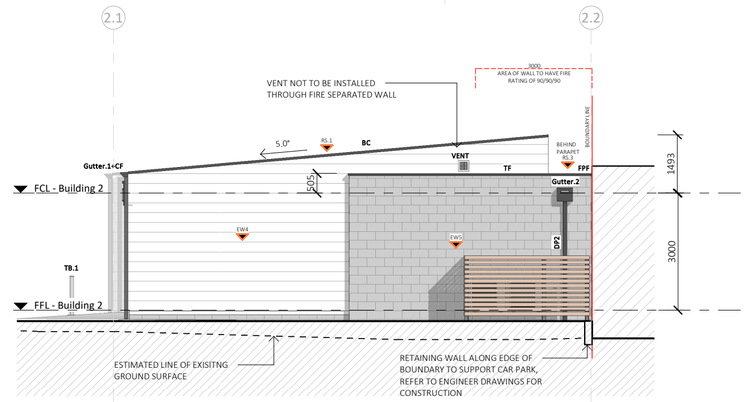
EAST ELEVATION
SCALE: 1:100

NORTH ELEVATION
SCALE: 1:100



SOUTH ELEVATION
SCALE: 1:100

WEST ELEVATION
SCALE: 1:100

EXTERNAL WALL FINISH SCHEDULE

CODE	SPECIFICATION
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DA Application

0 0.5 1 1.5 2 2.5 3 4 5 10

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PROJECT: PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP
LOCATION: 131 & 133 STEELE STREET, DEVONPORT
CLIENT: DR. MIRZA BAIG

PAGE TITLE: ELEVATIONS - Shop
DRAWING SCALE: 1 : 100
PAPER SIZE: A2

DRAWN BY: L.WALSH | CHECKED BY: L.WALSH
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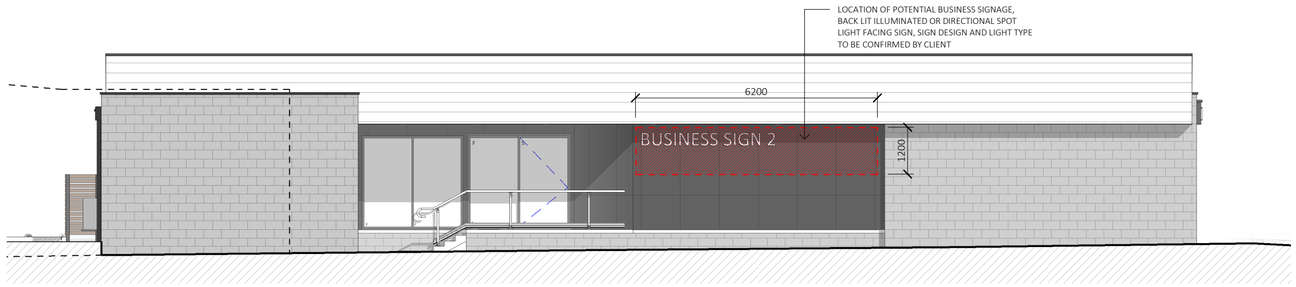

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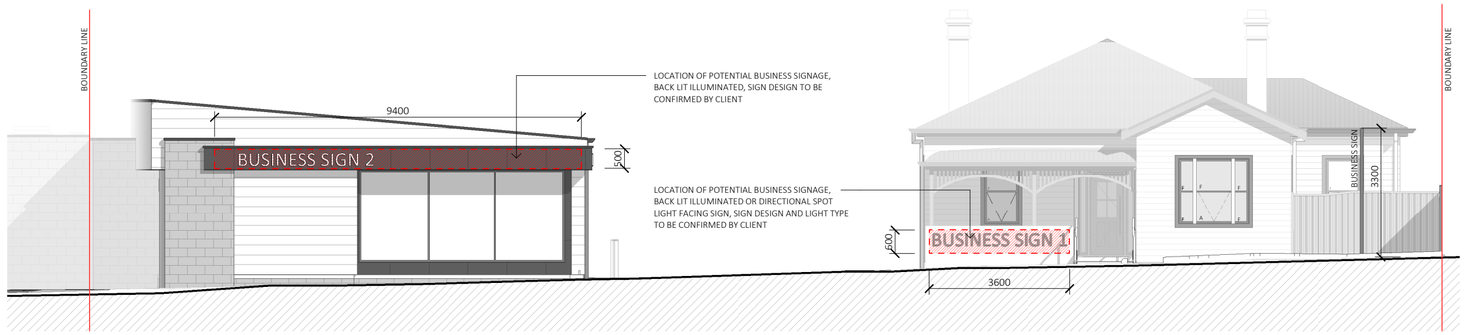
SCALE: 1:100



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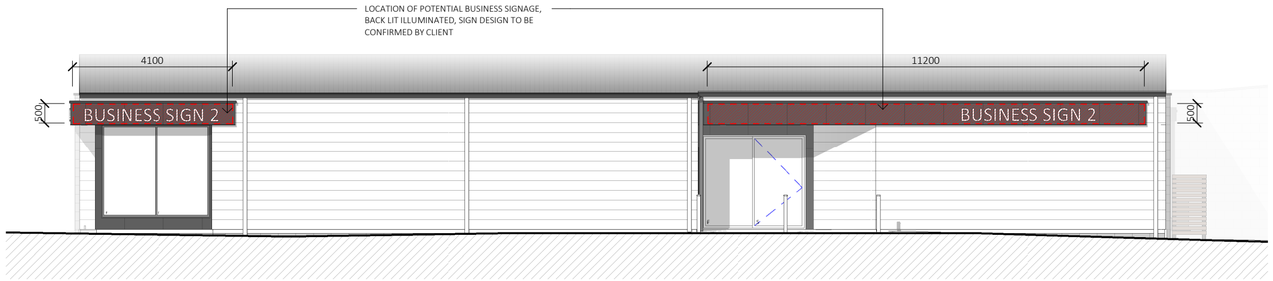

WEST ELEVATION
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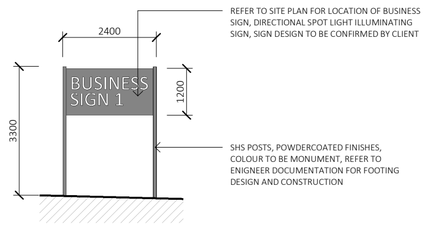

FREE STANDING BUISNESS SIGN
SCALE: 1:100

SOUTH ELEVATION
SCALE: 1:100

DA Application

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22-814	2.13	

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PROJECT
PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP
LOCATION
131 & 133 STEELE STREET, DEVONPORT
CLIENT
DR. MIRZA BAIG

PAGE TITLE
SIGNAGE ELEVATIONS
DRAWINGS SCALE
1 : 100
PAPER SIZE
A2

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L.WALSH	L.WALSH
DATE: 21st December, 2022	
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SAFETY NOTES

FALLS, SLIPS, TRIPS

A) Working at Heights

During Construction

Wherever possible, components for this building should be prefabricated off-site or at ground level to minimise the risk of workers falling more than two meters. However, construction of this building will require workers to be working at heights where a fall in excess of two meters is possible and injury is likely to result from such a fall. The builder should provide a suitable barrier wherever a person is required to work in a situation where falling more than two meters is a possibility.

During Operation or Maintenance

For houses or other low-rise buildings where scaffolding is appropriate:

Cleaning and maintenance of windows, walls, roof or other components of this building will require persons to be situated where a fall from a height in excess of two meters is possible. Where this type of activity is required, scaffolding, ladders or trestles should be used in accordance with relevant codes of practice, regulations or legislation.

For buildings where scaffold, ladders, trestles are not appropriate: Cleaning and maintenance of windows, walls, roof or other components of this building will require persons to be situated where a fall from a height in excess of two meters is possible. Where this type of activity is required, scaffolding, fall barriers or Personal Protective Equipment (PPE) should be used in accordance with relevant codes of practice, regulations or legislation.

Anchorage Points

Anchorage points for portable scaffold or fall arrest devices have been included in the design for use by maintenance workers. any persons engaged to work on the building after completion of construction work should be informed about the anchorage points.

B) Slippery or Uneven Surfaces

Floor Finishes (Specified)

If finishes have been specified by designer, these have been selected to minimize the risk of floors and paved areas becoming slippery when wet or when walked on with wet shoe/feet. Any changed to the specified finish should be made in consultation with the designer or, it this is not practical, surfaces with an equivalent or better slip resistance should be chosen.

Steps, Loose Objects & Uneven Surfaces

Due to design restrictions for this building, steps and/or ramps are included in the building whtch may be a hazard to workers carrying objects or otherwise occupied. Steps should be clearly marked with both visual ad tactile warning during construction, maintenance, demolition and at all times when the building operates as a workplace. Building owners and occupiers should monitor the pedestrian access ways and in particular access to areas where maintenance is routinely carried out to ensur that surfaces have not moved or cracked so that they become uneven and present a trip hazard. Spills, loos materials, stray objects or any other matter that may cause a slip or trip hazard should be cleaned or removed from access ways. Contractors should be required to maintain a tidy work site during construction, maintenance or demolition to reduce the risk of trips and falls in the workplace. Materials for construction or maintenance should be stored in designated areas away from access ways and work areas.

Falling Objects

Loose Materials or Small Objects

Construction, maintenance or demolition work on or around this building is likely to involve persons working above ground level or above floor levels. Where this accurse one or more of the following measures should be taken to avoid objects falling from the area where the work is being carried out onto persons below.

a. Prevent or restrict access to areas below where the work is being carried out.
b. Provide toeboards to scaffolding or work platforms.
c. Provide protective structure below the work area
d. Ensure that all persons below the work area have Personal Protective Equipment (PPE)

Building Components

During construction, renovation or demolition of this building, part of the structure including fabricated steelwork, heavy panels and many other components will remain standing prior to or after supporting parts are in place. Contractors should ensure that temporary bracing or other required support is in place at all times where collapse which may injure persons in the area is a possibility.

Mechanical lifting of materials and components during construction, maintenance or demolition presents a risk of falling objects. Contractors should ensure that appropriate lifting devices are used, that loads are properly secured and that access to areas below the load is prevented or restricted.

Traffic Management

For building on a major road, narrow road or steeply sloping road: Parking of vehicles or loading/unloading of vehicles on this roadway may cause a traffic hazard. During construction, maintenance or demolition of this building designated parking for workers and loading areas should be provided. Trained traffic management personnel should be responsible for the supervision of these areas.

For building where on-site loading/unloading is restricted: Construction of this building will require loading and unloading of materials on the roadway. Deliveries should be well planned to avoid congestion of loading areas and trained traffic management personnel should be used to supervise loading/unloading areas.

For all building: Busy construction and demolition sites present a risk of collision where deliveries and other traffic are moving within the site. A traffic management plan supervised by trained traffic management personnel should be adopted for the work site.

Services

General

Rupture of services during excavation or other activity creates a variety of risks including release of hazardous material. Existing services are located on or around this site. Where known, these are identified on the plans but the exact location and extent of services may vary from that indicated. Services should be located using an appropriate service (such as Dial Before You Dig), appropriate excavation practice should be used and, where necessary, specialist contractors should be used.

Locations with underground power: Underground power lines MAY be located in or around this site. All underground power lines must be disconnected or carefully located and adequate warning signs used prior to any construction, maintenance or demolition commencing.

Locations with overhead power lines: Overhead power lines MAY be near or on this site. These pose a risk or electrocution if struck or approached by lifting devices or other plant and persons wraking above ground level. There there is a danger of this occurring, power lines should be, where practical, disconnected or relocated. Where this is not practical adequate warning in the form of bright coloured tape or signage should be used or a protective barrier provided.

Manual Tasks

Components within this design with a mass in excess of 25kg should be lifted by two or more workers or by mechanical lifting device. Where this is not practical, suppliers or fabricators should be required to limit the components mass. All material packaging, building and maintenance components should clearly show the total mass of packages and where practical all items should be stored on site in a way which minimizes bending before lifting. Advice should be proved on safe lifting methods in all areas where lifting may occur. Construction, maintenance and demolition of this building with require the use of portable tools and equipment. These should be fully maintained in
accordance with manufacturers specifications and not used where faulty or (in the case of electrical equipment) not carrying a current electrical safety tag. All safety guards or devices should be regularly checked and Personal Protective Equipment should be used in accordance with manufacturers specifications.

Hazardous Substances

Asbestos

For all alterations to a building constructed prior to 1990:

If this existing building was constructed prior to 1990 - it **may** contain asbestos
If this existing building was constructed prior to - 1986 - it is **likely** to contain asbestos either in cladding or lining material or in fire retardant insulation material. In either the case, the builder should check and, if necessary take appropriate action before demolishing, cutting, sanding, drilling or otherwise disturbing the existing structure.

Powered Materials

Many materials used in the construction of this building can cause harm if inhaled in powdered form. Persons working on or in the building during construction, operational maintenance or demolition should ensure good ventilation and wear Personal Protective Equipment including protection against inhalation while using powdered material or when sanding, drilling, cutting or otherwise disturbing or creating powdered material.

Treated Timber

The design of this building may include provision for the inclusion of treated timber within the structure. Dust or fumes from this material can be harmful. Persons working on or in the building during construction, operational maintenance or demolition should ensure good ventilation and wear Personal Protective Equipment including protection against inhalation of harmful material when sanding, drilling, cutting or using treated timber in any way that may cause harmful material to be released. Do not burn treated timber.

Volatile Organic Compounds

Many types of glue, solvents, spray packs, paints, varnishes and some cleaning materials and disinfectants have dangerous emissions. Areas where these are used should be kept well ventilated while the material is being used and for a period after installation. Personal Protective Equipment may also be required. The manufacturers recommendations for use must be carefully considered at all times.

Synthetic Mineral Fibre

Fibreglass, rockwool, ceramic and other material used for thermal or sound insulation may contain synthetic mineral fibre which may be harmful if inhaled or if it comes in contact with the skin, eyes or other sensitive parts of the body. Personal Protective Equipment including protection against inhalation of harmful material should be used when installing, removing or working near insulation material.

Timber Floors

This building may contain timber floors which have an applied finish. Areas where finishes are applied should be kept well ventilated during sanding and application and for a period after installation. Personal Protective Equipment may also be required. The manufacturers recommendations for use must be carefully considered at all times.

Confined Spaces

Excavation

Construction of this building and some maintenance on the building will require excavation and installation of items within excavations. Where practical, installation should be carried out using methods which do not require workers to enter the excavation. Where this is not practical, adequate support for the excavated area should be provided to prevent collapse. Warning excavation signs and barriers to prevent accidental or unauthorized access to all excavations should be provided.

Enclosed Spaces

For buildings with encloses spaces where maintenance or other access may be required: Enclosed spaces within this building may present a risk to persons entering for construction, maintenance or any other purpose. The design documentation calls for warning signs and barriers to unauthorised access. These should be maintained throughout the life of the building. Where workers are required to enter enclosed spaces, air testing equipment and Personal Protective Equipment should be provided.

Small Spaces

For buildings with small spaces where maintenance or other access may be required: Some small spaces within this building will require access by construction or maintenance workers. The design documentation calls for warning signs and barriers to unauthorised access. These should be maintained throughout the life of the building. Where workers are required to enter small spaces they should be scheduled so that access is for short periods. Manual lifting and other manual activity should be restricted in small spaces.

Public Access

Public access to construction and demolition sites and to areas under maintenance causes risk to workers and public. Warning signs and secure barriers to unauthorised access should be provided. Where electrical installations, excavations, plant or loose materials are present they should be secured when not fully supervised.

Operational use of Building - Non Residential

For non-residential buildings where the end-use is known:

This building has been designed for the specific use as identified on the drawings. Refer drawings coversheet for building classification. Where a change of use occurs at a later date a further assessment of the workplace and safety issues should be undertaken.

Other High Risk Activity

All electrical work should be carried out in accordance with the code of Practice: *Managing Electrical Risks at the Workplace AS/NZ3012* and all licensing requirements.

All work using Plant should be carried out in accordance with the Code of Practice:

Managing Risks of Plant at the Workplace.

All work should be carried out in accordance with the Code of Practice:

Managing Noise and Preventing Hearing Loss at Work.

Due to the history of serious incidents it is recommended that particular care be exercised when undertaking work involving steel construction and concrete placement. All the above applies.

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PROJECT: PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP
LOCATION: 131 & 133 STEELE STREET, DEVONPORT
CLIENT: DR. MIRZA BAIG

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NCC COMPLIANCE NOTES (Class 2 to 9 Buildings)

Section B: Structure

Part B1: Structural Provisions

The resistance of a building or structure must be completed in accordance to Part B1 of the BCA and the general design procedures contained in AS/NS 1170.0.
Importance levels of buildings and structures are listed in Table B1.2a in the BCA.
The structural resistance of materials and forms of construction must be determined in accordance with Part B1.4 of the BCA and relevant sections of the Australian Standards.
Material and minimal thickness of glazing and polycarbonate sheet sizes are shown in Table B1.4 of the BCA.
The construction of buildings within flood hazard areas must be completed in accordance with Part B1.6 of the BCA.

Section C: Fire Resistance

A building must maintain structural stability during a fire according to BCA Part CP1.
A building must be protected from the spread of fire and smoke and allow sufficient time for evacuation in accordance to BCA Part CP3.
A concrete external wall which could collapse (e.g tilt-up and pre-cast concrete) must be designed so in the event of a fire, the likelihood of an outward collapse is avoided.
Fire brigade access should be provided in accordance to BCA Part CP9.
When a building has multiple classifications, the Type of construction required for the building is the most fire-resisting Type found in the Table C1.1 in the BCA.
In a building required to be of Type A or B construction, it must be completed in accordance to Part C1.9 of the BCA.
The fire properties of internal linings, materials and assemblies within a Class 2 to 9 building must comply with Specification C1.10 - Part C1.10 of BCA.
Concrete external walls that could collapse as complete panels (e.g tilt-up and pre-cast concrete), in a building having a rise in storeys of not more than 2, must comply with Specification C1.11 in the BCA.
Fire-protected timber may be used wherever an element is required to be non-combustible, in accordance with Part C1.13 in the BCA.
Ancillary elements used in the construction of a building or structure must comply with Part C1.14 of the BCA.
General floor area and volume limitations must comply with Part C2.2 of the BCA.
A fire wall must be constructed in accordance with Part C2.7 of the BCA.
A stairway and lift must not be in the same shaft if either the stairway or the lift is required in a fire-resisting shaft.
Where emergency equipment is required in a building, all electrical switchboards which sustain the electricity supply to the emergency equipment, must be constructed so that emergency equipment switchgear is separated from non-emergency equipment switchgear by metal partitions designed to minimise the spread of a fault from the non-emergency switchgear.
Openings in an external wall that is required to have a FRL must be constructed in accordance with Part C3.2 of the BCA.
The distance between parts of external walls and any openings within them in different fire compartments separated by a fire wall must not be less than set out in Table C3.3 in the BCA unless
-those parts of each wall have a FRL not less than 60/60/60 and
- any openings protected in accordance with Table C3.3 in the BCA,
Where protection is required for doorways, windows, and other openings, protection must be constructed in accordance to Part C3.4 of the BCA.
Doorways in fire walls are to be constructed in accordance with Part C3.5 of the BCA.
Openings in fire-isolated exits are to be constructed in accordance with Part C3.8 of the BCA.
Requirements for the fire-resisting construction of building elements is outlined in Specification C1.1 of the BCA.
Linings, materials and assemblies in Class 2 to 9 buildings must comply with the appropriate requirement described in Tables 1- 4 Specification C1.10 in the BCA.
Cavity barriers for fire-protected timber must be constructed in accordance to Specification C1.13 of the BCA.
Fire-protected timber must use a non-combustible fire-protective covering in accordance with the system requirements to achieve a FRL not less than that required for the building element and have that covering fixed in accordance with system requirements.
Specification C3.4 in the BCA sets out the requirements for the construction of fire doors, smoke doors, fire windows and fire shutters.

Section D: Access and Egress

Accessible Definition: Means having features to enable use by people with a disability.
Access to the building must be provided to enable people with a disability to
- approach the building from the road boundary and from any accessible car parking spaces
- approach the building from any accessible associated building and
- access work and public spaces.
Identification of access ways should be easy to find.
So that people can move safely to and within a building it must have
- safe walking surfaces
- any doors installed to avoid the risk of occupants having their moments impeded, or being trapped in the building.
- slip-resistant walking surfaces
- suitable handrails, landings and stairways.
Where people can fall there should be fall prevention barriers installed in accordance to Part DP3 in the BCA.
Exits must be provided from a building to assist occupants to evacuate safely, bearing in mind the number of occupants, location and dimensions.
So that occupants can safely evacuate the building, paths of travel to exits must have dimensions appropriate to the number, mobility and other characteristics of occupants.
Car parking spaces for use by people with a disability must be provided to the degree necessary, to give equitable access for car parking, are designated and easy to find.
Every building must have at least one exit from each storey.
Exit travel distances are to be completed in accordance to Part D1.4 of the BCA.
Exits which are required as alternative means of egress must be distributed as uniformly as practicable on the storey they serve.
Any exit must not be blocked at the point of discharge and where necessary, suitable barriers must be provided to prevent vehicles from blocking the exit, or access to it.
The number of persons accommodated in a storey, room or mezzanine, must be determined with consideration to the purpose of its use and the layout of the floor area and in accordance to Part D1.13 in the BCA.
The construction of exits in a building is to be completed in accordance to Part D2 of the BCA.
A required stairway or ramp that exceeds 2m in width is counted as having a width of only 2m unless it is divided by a handrail or barrier continuous between landings and each division has a width of not more than 2m.
If an exit discharges to a roof of a building, the roof must not have an FRL of less than 120/120/120 and not have roof lights or other openings within 3 m of the path of travel of persons using the exit to reach a road or open space.
A stairway must not have more than 18 and not less than 2 risers in each flight.
In a stairway, landings which have a maximum gradient of 1:50 may be used in any building to limit the number of risers in each flight.
A continuous barrier must be provided along the side of any roof to which general access is provided and any stairway or ramp, any floor, corridor, hallway, balcony, deck, verandah, mezzanine, access bridge or the like and along the side of any delineated path of access to a building if the trafficable surface is 1m or more above the surface beneath.
Any barrier required must be constructed in accordance with Table D2.16a in the BCA.
Except for handrails referred in D2.18 in the BCA, handrails must be located along at least one side of the ramp or flight, and located along each side if the total width of the stairway or ramp is 2m more.
A swinging door in a required exit must not encroach
-at any part of its swing by more than 500mm on the required width (including any landings) of a required stairway, ramp or passageway
if is likely to impede the path of travel of the people already using the exit;
and when fully open by more than 100mm on the required width of the required exit.
Clear signage is required on doors in accordance to Part D2.23 of the BCA.
Openable windows must be installed in accordance to Part D2.24 of the BCA.
Timber treads, risers, landings and associated supporting framework are to be constructed in accordance to Part D2.25 of the BCA.

Part D3: Access for people with a disability

Buildings must be accessible as required by Table D3.1 unless exempted by D3.4 in the BCA.
An accessway must be provided to a building which is required to be *accessible* in accordance to D3.2 in the BCA.
In a building required to be *accessible*-
apart from areas exempted by D3.4, each area must comply with the clauses of AS 1428.1.
As stated in D3.4 in the BCA, the following areas are not required to be *accessible:*
a) an area where access would be inappropriate because of particular purpose for which the area is used.
b) An area that would post a health or safety risk for people with a disability.
c) Any path of travel providing access only to an area exempted by a) or b).
Accessible car parking spaces must be provided in accordance with Table D3.5 in the BCA.
In a building required to be *accessible* -
braille and tactile signage complying with Specification D3.6 in the BCA must be installed along with the incorporation of the international symbol of access or deafness, as appropriate in accordance with AS 1428.1.
Hearing augmentation to be installed to comply with part D3.7 of the BCA.
For a building required to be *accessible,* tactile ground surface indicators must be provided in accordance with D3.8 of the BCA.
On an *accessway* a series of connected ramps must not have a combined vertical rise of more than 3.6m; and landing for a step ramp must not overlap a landing for another step ramp or ramp.
On an *accessway*, where there is no chair rail, handrail or transom, all frameless or fully glazed doors, sidelights and any glazing capable of being mistaken for a doorway or opening, must be clearly marked in accordance with AS 1428.1.

Section E: Services and Equipment

An automatic fire detection system must be installed to alert the fire brigade of fire so that fire fighting operations can be undertaken as soon as possible. These systems must comply with Clauses 4 and 8 of Specification E2.2a in the BCA. The limitations for this clause are specified in Appendix: Tasmania Tas EP1.7.
A fire hydrant system must be provided to serve a building having a total floor area greater than 500 m2.
The system must be installed in accordance with Part E1.3 of the BCA and AS 2419.1.
A fire hose reel system must be provided to serve the whole building where one or more internal fire hydrants are installed and be installed in accordance with AS 2441.
Where the normal water supply is not adequate for the requirements of AS 2441, a pump; or water storage facility; or both a pump and water storage facility must be installed to provide the minimum flow and pressures required by clause 6.1 of AS 2441.
A sprinkler system must be installed in a building or part of a building when required by Table E1.5 in the BCA and comply with specifications as applicable.
Portable fire extinguishers must be provided in accordance to E1.6 in the BCA, and as listed in Table E1.6.
In a building under construction, no less than one fire extinguisher must be provided at all time on al storeys adjacent to each required exit or temporary stairway or exit.
Part 4 of NCC Volume Three sets out the requirements for access for maintenance to fire-fighting water services.
Refer to Specification E1.5 in the BCA for the necessary requirements for the design and installation
of fire sprinkler systems.

Part E2: Smoke Hazard Management

- In a building providing sleeping accommodation, occupants must be provided with automatic warning on the detection of smoke so they can evacuate the building in the event of a fire.
- A smoke detection system must be installed in accordance with Clause 6 of Specification E2.2a to operate AS 1668.1 systems that are provided for zone pressurisation and automatic air pressurisation for fire-isolated exits.
- A building must comply with (b), (c), (d) of E2.2 of the and Table E2.2a (for Class 2 to 9 buildings) and Table E2.2b (for buildings Class 6 to 9) of the BCA 19.
- Additional smoke hazard management may be necessary due to the special characteristics or functions of the building.
- Fire-isolated exits are to be installed in accordance to Table E2.2a in Pat E2.3 of the BCA 19.
- Buildings in the class 2,3 and 4 part of a building which are less than 25m high, must be provided with an automatic smoke detection and alarm system in accordance with Table E2.2a in the BCA 19.

Part E3: Lift installations

-Where passenger lifts are located in a building, they must be able to provide safe and easy access for people with a disability and the evacuation of all occupants.
-Passenger lifts must be provided with measures to alert occupants about the of a lift in an emergency.
- The installation of passenger lists must be done in accordance with Part E3 of the BCA 19.
- Emergency lighting must be installed in a building in accordance with Part E4 of the BCA 19 and designed in accordance with AS/NZS 2293.1.
- An exit sign must be clearly visible to persons approaching the exit and must be installed in accordance with E4.5 of the BCA 19.

Section F: Health and Amenity

- Stormwater drainage must comply with AS/NZS 3500.3.
- Waterproofing membranes for external above ground use must comply AS 4654.1 and AS 46.54.2
- A roof must be covered a material which is in accordance with F1.5 of the BCA 19.
- Sarking-type material used for the weatherproofing of roofs and walls must comply with AS/NZS 4200.1 and AS 4200.2.
- Moisture from the ground must be prevented from reaching the lowest floor timbers and the walls above the lowest floor joists.
- Where a damp-proof course is provided, it must consist of a material that is in compliance with AS/NZS 2904 or impervious sheet material in accordance with AS 3660.1.
- In a floor or room which is laid on the ground or on fill, moisture must be prevented from reaching the upper surface of the floor and walls by the installation of a vapour barrier in accordance with AS 2870 unless weatherproofing is not required.
- In a Class 2 or 3 Building or Class 4 part of a building, a bathroom or laundry located at any level above a sole-occupancy unit or public space must have a floor waste and the floor graded to the floor waste to allow drainage of water.
- Subfloor spaces must be provided with openings in external walls and internal subfloor walls in accordance with Table F1.2 - Tasmania is in the climatic zone C.
- Subfloor spaces must be cleared of all building debris and vegetation, have the ground graded to prevent surface water ponding and have openings not more than 600mm in from corners.
- Where the ground or subfloor space is excessively damp or subject to frequent flooding, the ventilation must be increased by 50% or the ground within the subfloor space must be sealed with an impervious membrane.
- Subfloor framing must be constructed in accordance to F1.12 (e) of the BCA 19.
- Windows and most other glazing in an external wall must be constructed in accordance with AS 2047 to prevent water penetration. This excludes a class 7 or 8 building where there may be no necessity for compliance.
- The following need not comply with AS 2047:
all glazing not in an external wall
revolving doors
fixed louvres
skylights
roof lights and windows,
sliding and glazed doors without a frame
windows constructed on site
architectural one-off windows which are not design tested in accordance with As 2047
Second-hand windows
re-used windows and recycled windows
heritage windows.

Part F2: Sanitary and other facilities

- Suitable sanitary facilities for personal hygiene must be provided in a convenient location within or associated with a building.
- Laundry and Kitchen facility installation requirements necessary for the building cla found in FP 2.2 and FP2.3 of the BCA.
- If a sewerage system is not available, an authorised alternative means of disposal of sewerage may be installed in accordance with Appendix Tas F2.102 in the BCA.
- Sanitary facilities in residential buildings must be constructed in accordance to F2.1 of the BCA.
- The number of persons accommodated in any building class must be calculated according to D1.13 of the BCA unless it cannot be more accurately determined.
- Other than in early childhood centres, sanitary compartments must have doors and partitions to separate adjacent compartments from floor to ceiling in a unisex facility.
- The door to a fully enclosed sanitary compartment must open outwards, or slide, or be readily removed from the outside.
- Hot water, warm water and cooling water systems in a building other than a system serving only a single sole-occupancy unit in a Class 2 or 3 building or Class 4 part of a building must be installed in accordance with AS/NZS 3666.1.
- Waste management in Class 9a and 9c buildings must be constructed in accordance with F2.8 of the BCA.
- The NCC Volume Three can be used for referencing plumbing and draining provisions relevant to facilities.
- Adult change facilities must be included in relevant buildings and constructed in accordance to Specification F2.9 of the BCA.

Part F3: Room Heights

The height of rooms and other spaces must not be less than:
- in a kitchen, laundry, corridor or passageway - 2.1m and 2.4m for a habitable room (excluding a kitchen) in a Class 2 or 3 building or Class 4 part of a building.
- in a Class 5, 6, 7 or 8 building, 2.4m (excluding a corridor or passageway which must be no less than 2.1m)
- In any building class, facility rooms (bathroom, shower room, garage, storeroom) must be no less than 2.1m
- In a commercial kitchen the room height must be no less than 2.4m.

Part F4: Light and Ventilation

- Sufficient openings must be provided and distributed in a building, appropriate to the function or use of that part of the building so that when natural light is available, it provides an average daylight factor of not less than 2%.This must be in compliance with FP 4.1 of the BCA.
Natural light must be provided in:
Class 2 Buildings and Class 4 parts of buildings - to all habitable rooms.
Class 3 Buildings - to all bedrooms and dormitories
Class 9a and 9c buildings - to all rooms used for sleeping purposes
Class 9b buildings - to all general purpose classrooms in primary or secondary schools and all playrooms for the use of children in early childhood centres.
Required natural light must be provided in accordance with part F4.2 of the BCA.

-Artifical lighting must be installed to provide an illuminance of not less than 20 lux appropriate to the function or use of the building to enable safe movement by occupants.
-It must be also be installed in accordance to Part F4.4 of the BCA and any artificial lighting system must comply with AS/NZS 1680.
-A habitable room, office, shop, factory, bathroom or any room occupied by a person for any purpose must have natural ventilation in compliance with F4.6 of the BCA; or a mechanical ventilation or air-conditioning system complying with AS 1668.2 and AS/NZS 3666.1.
- The operation of the natural ventilation is to be completed in accordance with F4.6 of the BCA.
- Ventilation can be borrowed from an adjoining room, if it is completed in accordance with 54.7 of the BCA.
- Sanitary compartments must not open directly into a kitchen, a public dining room, or a dormitory in a Class 3 building, or a workplace normally occupied by more than one person.
- Every storey of a carpark (except an open deck carpark) must have - a system of mechanical ventilation complying with AS 1668.2; or a system of natural ventilation complying with Section 4 of AS 1668.4.
- A commercial kitchen must be provided with a kitchen exhaust hood complying with AS 1668.1 and AS 1668.2.

Part F5: Sound transmission and insulation

- A form of construction required to have an airborne sound insulation rating must be installed in accordance with F5.2 of the BCA and AS ISO 717.1. or Specification F5.2
- A floor in a building required to have an impact sound insulation rating must have the be constructed in accordance with F5.3 of the BCA and AS ISO 717.2 or Specification F5.2
- A wall in a Class 2 or 3 building required to have an impact sound insulation rating must have minimum 20mm cavity between 2 separate leaves and have resilient wall ties.
- A floor in a Class 2 or 3 building must be constructed in accordance to F5.4 of the BCA and a wall constructed in accordance to F5.5 of the BCA.
- Where a wall required to have sound insulation has a roof above, the wall must continue to -
(i) the underside of the floor above; or
(ii) a ceiling that provides the sound insulation required for the wall.
Internal services must be constructed in accordance with F5.6 of the BCA.
- A flexible coupling must be used at the point of connection between the service pipes in a building and any circulating or other pump.
- Specification F5.2 lists the weighted sound reduction index for some common forms of construction and acceptable forms of construction for floors and walls.
- A method of testing the comparative resistance of walls to the transmission of impact sound can be found in Specification F5.5 in the BCA.

DA Application

PROJECT NO.	PAGE NO.		PROJECT	PAGE TITLE	DRAWN BY	CHECKED BY	NO.	DATE	REVISION
22-814	3.3	LACHLAN WALSH DESIGN PO Box 231, Devonport TAS, 7310 www.lachlanwalshdesign.com Email: admin@lachlanwalshdesign.com Phone: 6424 8053 Tasmania Accreditation Number: CC 6162 E	PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP LOCATION 131 & 133 STEELE STREET, DEVONPORT CLIENT DR. MIRZA BAIG	NCC NOTES 1 of 2 DRAWING SCALE 1 : 100 PAPER SIZE A2	L.WALSH DATE 21st December, 2022 DRAWING SET DA SET	L.WALSH REV. NO. 3	1 2 3	21.12.2022 24.01.2023 03.02.2023	Tender Set 1 Development Application Amended Development Application - Rev 2

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DO NOT SCALE DRAWINGS
CONTRACTOR TO VERIFY ALL DIMENSIONS AND HEIGHTS ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS
IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL RELEVANT AUTHORITIES AND OBTAIN APPROVALS FOR ALL WORKS

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NCC COMPLIANCE NOTES (Class 2 to 9 Buildings)
(CONTINUED)

Part F6: Condensation management
- Condensation in Buildings - Tasmanian Designers' Guide - Version 2 is to be read in conjunction with the NCC - to assist in the minimising of condensation of climates like Tasmania.
- In a sole-occupancy unit of a Class 2 building or Class 4 part of a building, risks associated with water vapour and condensation must be managed to minimise their impact on the health of occupants.
- Where a pliable building membrane is installed in an external wall it must comply with AS/NZS 4200.1; and be installed in accordance AS 4200.2; and be a vapour permeable membrane for climate zones 6,7 and 8.
- An exhaust system installed in a kitchen must have a minimum flow rate of 40L/s and 25L/s for a bathroom.
- Exhaust from a bathroom or laundry must be discharged directly or via a shaft or duct to outdoor air; or to a roof space that is ventilated in accordance with F6.4 of the BCA.
- Openings required by exhaust systems must have a total unobstructed area of 1/300 of the respective ceiling area if the roof pitch is greater than 22C or 1/50 if the roof pitch is less than or equal to 22C.
30% of the total unobstructed area required must be located not more than 900mm below the ridge or the highest point of the roof space, measured vertically, with the remaining required area provided by eave vents.

Section G: Ancillary Provisions.
- A swimming pool must have adequate means of draining the pool in a manner which will not cause illness to people or affect another property.
- Swimming pools for the use of the public, a club or association or in connection with Class 3,5,6,7,8 or 9 must be constructed in accordance to Tas G1.1 of the BCA.
- A barrier must be provided to a swimming pool and be continuous for the extent of the hazard.
-Any refrigerated or cooling chamber, strong room, or vault which is of a size for a person to enter must have adequate means of communicating or alerting other occupants in the building, in the case of an emergency.
- Fencing or other barriers must be provided around any outdoor play space in a Class 9b building to ensure that children cannot go through, over or under the fencing or other barriers. This fencing must be constructed in accordance with AS 1926.1.
- A swimming pool with a depth of water more than 300mm and which is associated with a classs 2 or 3 building or Class 4 part of a building, must have suitable barriers to restrict access by young children to the immediate pool surrounds in accordance with AS 1926.1 and AS 1926.2.
-A water recirculation system in a swimming pool with a depth of water more than 300mm must comply with AS 1623.
- Any combustion appliance and it's associated components in a building, including an open fire place, chimney, flue or the like must be installed to withstand the temperatures likely to be generated by the appliance.
- When installed in a building, boilers and pressure vessels must be constructed to avoid the likelihood of leakage which could cause damage to the building.
- The installation of a stove, heater or similar in a building must comply with AS/NZS 2918 and Specification G2.2 (for boilers and pressure vessels only)
- An open fireplace or solid-fuel burning appliance which is not enclosed must have a hearth constructed of stone, concrete or similar non-combustible material so that is extends no less than 300mm beyond the front of the fireplace opening and no less than 150mm beyond each side of that opening.
- If an incinerator is installed in a building, any hopper giving access to a charging chute must be non- combustible and gas-tight when closed.
- A room containing an incinerator must be separated from other parts of the building by construction with an FRL of not less than 60/60/60.

Part G3: Atrium construction
- An atrium well must have a width throughout the well that is able to contain a cylinder having a horizontal diameter of not less than 6m.
- An atrium must be separated from the remainder of the building at each storey by bounding walls set back no more than 3.5m from the perimeter of the atrium well except in the case of the walls at no more than 3 consecutive storeys in accordance with G3.3 (a) of the BCA.
-Bounding walls must be constructed in accordance with G3.4 of the BCA.
- All areas within an atrium must have access to at least 2 exits.
-Sprinkler systems, smoke control, fire detection and alarm systems, and emergency warning and intercom systems must be installed in compliance with Specification G3.8 of the BCA.
Part G4: Construction in alpine areas
-Buildings constructed in alpine areas require special consideration because of temperatures which can create elements which restrict free movement to and from the building.
The additional measures in the BCA Part G4 include
-having external doorways open in a way which is not affected by snow and ice outside
- Providing a structure which doesn't become affected by weather conditions (i.e. a ramp from the dwelling)
- minimising the impact of snow build-up between and around buildings
- A building in an alpine area must have a fire-safety system, installed to facilitate fire-fighting operations and alert occupants in the event of an emergency in accordance with G4.4 of the BCA, which overrules other provisions of the BCA.
- In a Class 2,3,5,6,7,8 or 9 building or class 4 part of a building, emergency lighting must be installed in accordance with the Deemed-to-satisfy provisions of Part E4 in the BCA.
- Every Class 2, 3, 5, 6, 7, 8 or 9 building must have a manually operated fire alarm system with call-points in compliance with AS 1670.1.
Every Class 2, 3, or 9 building must display a notice clearly marked "FIRE ORDERS" in suitable locations near the main entrance and on each storey.
Part G5: Construction in bushfire prone areas:
- A building that is constructed in a designated bushfire prone area must be designed and constructed to reduce the risk of ignition from a bushfire through construction in accordance with Part GP5.1 of the BCA.
- Bushfire design actions must be determined in consideration of the annual probability of bushfire stemming from Part GV 5 of the BCA.
- A building or structure's importance level must be identified in accordance with GV5 (c) of the BCA.
Part G6 Occupiable outdoor areas:
- A lining, material or assembly in an occupiable outdoor area must comply with C1.10 of the BCA.

Section H: Special use buildings
Part H1. - Class 9b buildings
- A theatre, public hall or the like must have a sprinkler system (other than FPAA101D or FPAA101H) complying with Specification E1.5; or have the stage, backstage area and accessible under stage area separated from the audience by a proscenium wall in accordance with Specification H1.3.
- A seating area in a Class 9b building must be constructed in accordance with H1.4 of the BCA.
- Required exits from backstage and under-stage areas must be independent of those provided for the audience area.
- A stairway that provides access to a service platform, rigging loft, or the like must comply with AS 1657.
-In every enclosed Class 9b building, aisle lights are to be installed in accordance with H1.7 of the BCA.
- The design and construction of food premises within Tasmania must be completed in accordance with Appendix Tas H102 P1 - P12. of the BCA.
- A lighting system for a premise that stores or handles food must comply with AS 1680.1 and AS/NZS 1680.2.4 to satisfy Appendix Tas H102 P6 of the BCA.
- The design and construction of any building on a dairy farm must be completed in compliance with Appendix Tas Part H107 Farm Dairy Premises of the BCA.
-The design and construction of any pharmacy business premises must be completed in accordance with Tas Part H108 Pharmacies of the BCA.
- The design and construction of a health service establishment must be constructed and maintained in accordance with the Health Service Establishments Code.
- The design and construction of an early childhood centre and school age care facility must be completed in accordance with Appendix Tas Part H122 of the BCA.
- Any temporary structure must be constructed in accordance with Appendix Tas Part H123 of the BCA.
- The working area of a building where work on gas-fuelled vehicle is to be designed and constructed to comply with the requirement for premises in AS 2746.

Part H2: Public transport buildings
- An accessway in a Class 9b or Class 10 building used for public transport must comply with AS 1428.2 and Part H2.2 of the BCA.
- A ramp forming part of an accessway must comply with clause 8 of AS 1428.2.
- A handrail must comply with clause 10.1 of AS 1428.2 and be placed along an accessway wherever passengers are likely to need additional support.
- A grabrail must be installed in compliance with clause 10.2 of AS 1428.2
- Doorways and doors must comply with Clause 11 (except clause 11.5.2) of AS 1428.2
-Lift facilities must comply with AS 1735.12.
- Stairs must comply with -
(a) clause 9.1 of AS 1428.1, including the notes; and
(b) clause 9.2 of AS 1428.1 and
(c) clause 13.2, 13.3 and Figures 8 and 9 AS 1428.2.
If toilets are provided, there must be at least one unisex accessible toilet without an airlock that complies with AS 1428.1 Clause 10, sanitary facilities.
- Accessible toilets must be in the same location as other toilets.
- The international symbols for accessibility and deafness in accordance with clauses 14.2 and 14.3 of AS 1428.1 must be used to identify an accessway and which facilities and boarding points are accessible.
- Signs must be placed in accordance with clause 17.4 of AS 1428.2.
- The size of accessibility symbols must comply with Table 1 of AS 1428.2.
- Signs must comply in clause 17.1 and Figure 30 of AS 1428.2.
- Tactile ground surface indicators must be installed in accordance with AS 1428.2 on an accessway and must indicate changes of direction in accordance with clause 18.1 of AS 1428.2.
- Any lighting provided must comply with minimum levels of maintenance illumination for various situations shown in the notes to clause 19.1 of AS 1428.2. - If a public address system is installed, it must comply with clause 21.1 of AS 1428.2.
- If an emergency warning system is installed, it must comply with clause 18.2.1, 18.2.2 and 18.2.3 of AS 1428.2.

Part H3: Farm buildings and farm sheds
- A farm shed need not comply with the provisions of Parts C1, C2 and C3, except for C1.11 of the BCA, if it is separated from another building or allotment boundary by a distance of not less than 6m.
- A swinging door in a required exit or forming part of a required exit need not swing in the direction of egress if it serves a farm building.
- A farm building with a total floor area greater than 500 m2; and located where a fire brigade station is
(A) not more than 50km form the building and
(B) equipped with equipment capable of utilising a fire hydrant, must be
(iii) provided with a fire hydrant system in accordance with 2419.1, except reference to '4 hours' water supply in clause 4.2 is replaced with '2 hours'; or
(iv) located on the same allotment as an access point to a water supply which has a minimum total capacity of 144000 litres; and is located so as to enable emergency services vehicles access to within 4m and is located within 60m of the building and not more than 90m from any part of the building.
- Water supply for a farm building must consist of one or more water storage tank, dam, reservoir or the like.
If the whole or part of the water supply is contained in a water storage tank, it must be located no less than 10m from the building.
- The installation of portable fire extinguishers in a farm building must be performed in accordance to H3.11 of the BCA.

Section J: Energy efficiency
- Note: from May 1 2019 to April 30 2020 Section J of NCC 2016 Volume One Amendment 1 may apply instead of Section J of NCC 2019. From May 1, 2020 Section J of NCC 2019 applies.
- A building, including its services, must be constructed in accordance with JP1 Energy Use Requirements of the BCA.
- A Class 5 Building's compliance with JP1 is verified when a minimum 5.5 start NABERS Energy for Offices base building Commitment Agreement is obtained, the building complies with the additional requirements in Specification JVa and the calculation method for compliance is completed in accordance with ANSI/A SHRAE Standard 140.
- For Class 3,5,6,7,8 or 9 building, or common area of a Class 2 building, compliance with JP1 is verified when the building complies with the simulation requirements and is registered for a Green Star - Design & As-built rating.
- The annual greenhouse gas emissions of a proposed building may be offset by renewable energy generated and used on site.
- compliance is verified when the buildings envelope is sealed at an air permeability rate, tested in accordance with Method 1 of AS/NZS ISO 9972 and relating to each building class as specified in JV4 of the BCA.
- Any additional requirements can be found in Specifications JVa, Jvb and Jvc of the BCA.

Part J1: Building fabric
- Where required, insulation must comply with AS/ NZS 4859.1 and installed so that is abuts or overlaps adjoining insulation, other than at supporting members such as studs and the like, where the insulation must be against the member.
-Where required, reflective insulation must be installed with the necessary airspace to achieve the required R-Value between a reflective side of the reflective insulation and a building lining or cladding.
-Where required, bulk insulation must be installed so that it maintains its position and thickness, other than where it is compressed between cladding and support members, water pipes, electrical cabling and the like; and in a ceiling , where there is no bulk insulation or reflective insulation in the wall beneath, it overlaps the wall by no less than 50mm.
A roof or ceiling must achieve a Total R-Value greater than or equal to R3.7 in climate zone 7 and R4.8 in climate zone 8, for an upward direction of heat flow.
- In climate zone 7, the solar absorptance of the upper surface of a roof must not be more than 0.45. - Roof lights must be installed in accordance to J1.4 of the BCA, including Table J1.4
- The Total System U-Value of wall-glazing construction must not be greater than the numbers listed in J1.5 of the BCA.
- All floors must achieve the Total R-Value specified in Table J1.6 of the BCA.

Part J3: Building sealing
- The chimney or flue of an open solid-fuel burning appliance must be provided with a damper or flap that can be closed to seal the chimney or flue.
- A roof light must be sealed, or capable of being sealed when serving a conditioned space or a habitable room in climate zones 7 and 8. This must be constructed with an imperforate ceiling diffuser, a weatherproof seal or a shutter system.
- A door, openable window or the like must be sealed when forming part of the building envelope or in climate zones 7 & 8. These requirements do not apply to a window complying with AS 2047; or a fire or smoke door.
- If the entrance to a building leads to a conditioned space, it must have an airlock, self-closing door or the like, other than where the space has a floor area of less than 50m2 or where a café, restaurant, or open shop front has a 3m deep un-conditioned zone between the main entrance, including an open front and the conditioned space.
- If a loading dock entrance leads to a conditioned space, it must be fitted with a rapid roller door or the like.
- An exhaust fan must be fitted with a sealing device such as a self-closing damper or the like when serving a conditioned space or a habitable room in climate zones 7 & 8.
- An air-conditioning system must be capable of being deactivated when the building or part of a building served by that system is not occupied.
- When two or more air-conditioning systems serve the same space, they must use control sequences that prevent the systems from operating in opposing heating and cooling modes.
- A mechanical ventilation system must be installed in accordance with J5.3 of the BCA.
-Fans, ductwork and duct compartments that form part of an air-conditioning system or mechanical ventilation system must comply with J5.4 of the BCA.
- Ductwork and fittings in an air-conditioning system must be provided with insulation complying with AS/NZS 4859.1.
- Insulation must be protected against the effects of weather and sunlight and be installed so that it abuts adjoining insulation to form a continuous barrier.
- Ductwork in an air-conditioning system with a capacity of 3000 L/s or greater must be sealed against air loss in accordance with the duct sealing requirements of AS 4254.1 and AS 4254.2 for the static pressure in the system.
- Pump systems or pipework which form part of an air-conditioning system must comply with be J5.7 of the BCA.
- Pipework insulation must comply with AS/NZS 4859.1 and J5.8 of the BCA.
- A heater used for air-conditioning or as part of an air-conditioning system must be either a solar heater, gas heater, heat pump or a heater using reclaimed heat. An electrical heater may be used for heating a bathroom in a Class 2, 3, 9a or 9c building if the heating capacity is not more than 1.2kw and the heater has a timer.
-A Fixed heating or cooling appliance that moderates the temperature of an outdoor space must be configured to automatically shut down when there are no occupants in the space.
- Unitary air-conditioning equipment including packaged air-conditioners, split systems and variable refrigerant flow systems must comply with MEPS.
- The motor rated power of a fan in a cooling tower, closed circuit cooler or evaporative condenser must not exceed the allowances in Table J5.12 of the BCA.

Part J6.2: Artificial lighting
- In a sole-occupancy unit of a Class 2 building or a Class 4 part of a building the lamp power density or illumination power density of artificial lighting must not exceed the allowance of -
(a) 5 W/m2 within a sole occupancy unit and 4W/m2 on a veranda or the like, attached to the sole occupancy unit.
- Table J6.2a in the BCA outlines the maximum illumination power density for different spaces in buildings.
- All artificial lighting must be individually operated by a switch, other control device or a combination of both.
- An occupant activated device, such as a room security device, a motion detector in accordance with Specification J6, or the like, must be provided in the sole occupancy unit of a Class 3 building, other than where providing accommodation for people with a disability or the aged, to cut power to the artificial lighting, air-conditioner, local exhaust fans and bathroom heater when the sole occupancy unit is unoccupied.
- 95% of the light fittings in a building or storey of a building, other than a Class 2 or 3 building or a class 4 part of more than 250m2 must be controlled by -
(I) a time switch in accordance with Specification J6 or an occupant sensing device.
- In a Class 5,6, or 8 building of more than 250 m2, artificial lighting in a natural lighting zone adjacent to windows must be separately controlled from artificial lighting not in a natural lighting zone in the same storey except where the room containing the natural lighting zone is less than 20m2.
- Artificial lighting in a fire-isolated stairway, passageway or ramp must be controlled by motion detector in accordance with Specification J6.
- Interior decorative and display lighting, such as for a foyer mural or art display must be controlled separately to other artificial lighting.
- Exterior artificial lighting attached to or directed at the façade of a building must be controlled by a daylight sensor or a time switch.
- Power supple to a boiling water or chilled water storage unit must be controlled by a time switch in accordance with Specification J6.
-Lifts must be configured to ensure artificial lighting and ventilation in the car are turned off when it is unused for 15 minutes and achieve the idle standby energy performance level shown in Table 6.7b of the BCA.
- Escalators and moving walkways must have the ability to slow between 0.2m/s and 0.05m/s when unused for more than 15 minutes.

Part J7: Heated water supply and swimming pool and spa pool plant
- A heated water supply system for food preparation and sanitary purposes must be designed and installed in accordance with Part B2 of NCC Volume Three - Plumbing Code of Australia.
- Heating for a swimming pool must be by - a solar, geothermal, gas heater, or a heater using reclaimed heat, or a heat pump. Where some or all of the heating required is by a gas heater or heat pump, the swimming pool must have a cover with a minimum R-Value of 0.0.5 and a time switch to control the operation of the heater.
- Heating for a spa pool that shares a water recirculation system with a swimming pool must be by a solar, gas, geothermal heater or a heater using reclaimed heat, a heat pump, or a combination of any of heat sources.
- A building or sole-occupancy unit with a floor area of more than 500m2 must have an energy meter configured to record the time-of-use consumption of gas and electricity.
- A building with a floor area of more than 2500m2 must have energy meters configured to enable individual time-of-use energy consumption data recording in accordance with section (c) of J8.3 of the BCA.

The appendices specific to Tasmania can be found at the end of the BCA.

DA Application

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22 814	3.4	LACHLAN WALSH DESIGN PO Box 231, Devonport TAS, 7310 www.lachlanwalshdesign.com Email: admin@lachlanwalshdesign.com Phone: 6424 8053 Tasmania Accreditation Number: CC 6162 E	PROJECT PROPOSED CHANGE OF USE, FITOUT, EXTENSION & NEW SHOP LOCATION 131 & 133 STEELE STREET, DEVONPORT CLIENT DR. MIRZA BAIG	NCC NOTES 2 of 2 DRAWINGS SCALE 1 : 100 PAPER SIZE A2	L.WALSH DATE 21st December, 2022 DRAWINGS SET DA SET	L.WALSH REV. NO. 3	1 2 3	21.12.2022 24.01.2023 03.02.2023	Tender Set 1 Development Application Amended Development Application - Rev 2

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From: Anthony O'Rourke <Anthony@orourkekelly.com.au>
Sent: Tuesday, 28 February 2023 2:13 PM
To: Devonport City Council
Subject: Representation - Application Number PA2023.0011 133 Steele St from Anthony O'Rourke

Dear Sir/Madam

I am writing to object to Application Number PA2023.0011 which includes the use of 133 Steele St, Devonport as consulting rooms.

133 Steele St is a residential dwelling constructed in about 1913.

I reside at 135 Steele St which is a residential dwelling constructed in about 1890 which is permanently registered on the Tasmanian Heritage Register.

The change of use for 133 Steele St Devonport is not appropriate for several reasons.

- Operating a commercial business from 133 Steele St Devonport will create additional disruption for us as neighbouring residents than what would ordinarily be expected from residential premises.
- Operating a commercial business from 133 Steele St Devonport will impact traffic and local parking. Turning in and out of our driveway is already a challenge with vehicles often parked immediately nearby affecting visibility.
- The plan shows signage on the dwelling which will adjacent to our residence detracting from it.
- Impact on privacy. Windows look directly into our residence & garden. There was no consideration for our privacy when the applicant redeveloped 129 Steele St with windows that look directly into our residence.

Below are photos of the windows taken this morning

Your faithfully

Anthony O'Rourke

Anthony O'Rourke
O'Rourke & Kelly Solicitors
PO Box 541
20 Rooke Street Devonport TAS 7310

Phone: 03 64 244633
Fax: 03 64 248825
Email: anthony@orourkekelly.com.au

TRANSFERRING MONEY TO US? Please call our office to verify our account details before you pay.

CONFIDENTIAL COMMUNICATION. Legal Professional privilege is not waived by unintended receipt of this email.

Submission to Planning Authority Notice

Council Planning Permit No.	PA2023.0011		**Council notice date**	7/02/2023
TasWater details				
TasWater Reference No.	TWDA 2023/00147-DCC		**Date of response**	16/02/2023
TasWater Contact	Shaun Verdouw	**Phone No.**	0467 901 425	
Response issued to				
Council name	DEVONPORT COUNCIL			
Contact details	council@devonport.tas.gov.au			
Development details				
Address	131 STEELE ST, DEVONPORT		**Property ID (PID)**	3015726
Description of development	Change of Use to General Retail, Consulting Rooms and Signage			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Exceed Engineering	P22001-510 / C107	01	13/02/2023
Lachlan Walsh Design	DA SET	3.1	14/02/2023
Exceed Engineering	Design Memo	-	13/02/2023

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.
4. Plans submitted with the application for Certificates for Certifiable Work (Building and/or Plumbing must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
5. In addition to any other conditions in this permit, all works or upgrade performed to TasWater's infrastructure including water/sewer property connections and meters must be constructed by TasWater @ the developers cost.

   Advice: *Moving the sewer IO closer to the boundary is to be completed by TasWater. As well as any disconnecting/upgrading of existing property water connections*

TRADE WASTE

6. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.

7. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.

8. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent

DEVELOPMENT ASSESSMENT FEES

9. The applicant or landowner as the case may be, must pay a development assessment fee of $376.68 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

   The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

- Location of all pre-treatment devices
- Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
- Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.
- At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application together with the General Supplement form is also required.
- If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application forms are available at http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial.

Water Submetering

As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.

General

For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater. (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit https://www.taswater.com.au/building-and-development/service-locations for a list of companies. (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.
Declaration
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Reference: F06 03 06

Mayor Alison Jarman
Devonport City Council
PO Box 604
DEVONPORT TAS 7310

Dear Mayor Alison Jarman

Local Government Association of Tasmania – 2023 General Management Committee election

The Tasmanian Electoral Commission has been asked to conduct the 2023 election of President and 6 members of the General Management Committee for a two-year term in accordance with the rules of the Local Government Association of Tasmania (LGAT) adopted at the AGM of the Association on 30 June 2021.

Nominations are now invited from LGAT members and must be received at my office by 5:00 pm Wednesday 19 April 2023.

Candidates will be notified of receipt of their nomination by this office.

Election timetable

Nominations open…… Monday 27 February 2023

Nominations close…….. 5:00 pm Wednesday 19 April 2023

Ballot material posted (if a ballot is required) …….. Monday 24 April 2023

Close of postal ballot…….. 10:00 am Thursday 15 June 2023

Declaration of the result…… Thursday 15 June 2023

A nomination form and reply-paid envelope are enclosed.

If you would like further information or assistance, please call Sarah Richardson on 6208 8724

Yours sincerely

Sarah Richardson
RETURNING OFFICER

24 February 2023

CCTV Strategy 2023-2027

DATE: 27 March 2023

Next Date of Review:	March 2027
Document Controller:	Governance
Document Reviewer:	Luke Walder
Date Adopted by Council:	27 March 2023
Resolution Number:	TBA

Table of Contents

1 Executive Summary

Council's previous CCTV Strategy was aimed at delivering modern and reliable CCTV infrastructure that helped improve community safety and Council site security. This involved procuring new equipment for existing CCTV locations and adopting a 'lifecycle' approach to replacing hardware and software.

Community safety was improved by integrating more coverage areas as part of the 'Living City' project, including the waterfront park precinct, food pavilion and multi-level car park. Public camera footage is accessible 24/7 by Devonport Police from their station and all equipment is maintained by Devonport City Council.

The 2023-2027 strategy seeks to continue the work done to date, and improve upon it in several key areas:

1.1 Consultation

Development of a working group with members from a wider audience, including Council officers, Devonport Police, community safety groups, LGAT, and supply/maintenance contractors. Outputs from this group will inform Council's project and budget planning initiatives to continually evolve the CCTV network, ensuring it remains fit for purpose.

1.2 Integration

Integrate with Smart City initiatives, and potential neighbouring Councils and state-wide CCTV projects where feasible and practicable. This could result in improved CCTV capabilities (including 'smart' capabilities such as people counting) and increased access, for example Police to access footage from stations other than Devonport.

1.3 Funding

Seek out available funding to facilitate the development of identified CCTV projects, such as 'Safer Communities' and similar State and Federal Government grants.

2 Introduction:

The CCTV strategy establishes the actions and guidance for the ongoing delivery and development of CCTV services for Devonport City Council over the next four years.

CCTV (closed-circuit television) refers to a network of cameras that are recording footage continuously. There are two 'networks' for the purposes of this strategy:

1. The internal Council cameras, used for security of Council owned or operated facilities. Herein referred to as the 'private' or 'internal' CCTV network, the footage is only available to Council employees and authorised personnel.
2. The public facing cameras, used for recording public open spaces. These cameras are usually mounted on poles at elevated heights in high-traffic areas. This footage is accessible by the Devonport Police, and public.

The public facing cameras are used primarily as a crime deterrent, allowing police to monitor areas in real-time and recover footage on-demand for up to 30 days. The public can also obtain footage from these cameras through the RTI (Right to Information) request on Council's website.

Not included in the scope of this strategy are web cams that stream to the internet for public interest, body cameras worn by Council officers, or other special use case cameras.

The CCTV strategy considers lessons learned from operating both internal and public CCTV services for nearly 20 years, as well as emerging opportunities and technologies that are likely to eventuate during the life of the strategy.

Objectives include maintaining functional and effective CCTV infrastructure, keeping the public footage accessible to the Police, public and other relevant parties (such as insurance companies and business owners), and allowing an avenue for feedback and development in the public CCTV network. Further, it allows for developing additional capabilities not previously realised through emerging technologies.

3 Strategic and Legislative Context:

Council recognises the importance of ensuring our community and visitors are safe. Section 4.4.3 of Council's Strategic Plan is to "Encourage safe and responsible community behaviour" while Section 4.4.4 is to "Support a collaborative approach to community safety".

All 'internal' or 'private' Council facilities cameras are operated in accordance with the Council Surveillance Policy. This policy has been designed to provide clear guidance to employees around the standards and protocols for the management, operation and use of CCTV systems installed at Council facilities.

All CCTV systems are operated in accordance with the relevant legislation and compliance regulations, including:

3.1 Commonwealth

Privacy Act 1988

3.2 State

Personal Information Protection Act 2004

Listening Devices Act 1991

Listening Devices Regulations 2004

Security and Investigations Act 2002

Security and Investigations Regulations 2004

4 Current Context:

Council treats the public CCTV system as one large network, and the 'internal' or 'private' office CCTV systems are broken down into site specific installations.

4.1 Internal Cameras

Council facilities are monitored by CCTV to help provide security of the sites, equipment, and personnel. Almost all Council sites have some form of CCTV that records entry/exit areas, customer service or public entry points, high-volume traffic areas, equipment storage or potential break-in locations.

4.2 Public Cameras

There are more than 110 public cameras across Devonport in the following locations:

Devonport CBD:

- Formby Road (x2)
- Rooke Street Mall (x2)
- Corner of Stewart Street and Rooke Street
- King Street (x2)
- Multi-level car park (x25)
- Food Pavilion and Market Square (x18)
- Waterfront Park (x51)

Fourways:

- Corner of William and Oldaker Street
- Corner of Kempling and Oldaker Street
- Corner of William and Best Street
- Fourways Car Park (x2)

Greater Devonport and East Devonport:

- Corner of William and Stewart Street
- Bluff BBQ Area (x5)
- Roundabout at Wright and Murray Street East Devonport

The cameras are a mixture of PTZ (Pan Tilt Zoom) capable, and fixed lens turret.

Many have been installed as part of the Living City urban renewal project. As part of the Stage 1 component of the project a detailed report was prepared, titled "Safer by Design" which was completed in February 2016. A Crime Risk Assessment was conducted upon the proposed Devonport Living City Stage 1. A Crime Risk Assessment is a process which is used to determine when, where and how to use Crime Prevention Through Environmental Design. It is based upon the International Risk Management Standard AS/NZS/ISO:31000 and uses qualitative and quantitative measures of the physical and social environment to create a contextually adjustable approach to the analysis and treatment of crime opportunity. This development has the potential to create opportunities for crime and harm to occur in and around the site and its surroundings. Crime Prevention Through Environmental Design (CPTED) treatments need to be considered to reduce opportunities for anti-social, criminal behaviour and harm to the community.

In relation to CCTV the report states that generally, people involved in anti-social or criminal behaviour do not like to have their activities monitored. The layout of the space, orientation and location, and the strategic use of design should make it difficult for criminals to operate with ease.

Lighting in and around the development should comply with the Australian Standard AS/NZS 1158 – Lighting to increase surveillance opportunities during the hours of darkness and lighting in and around the development is commensurate with the CCTV requirements.

The PTZ cameras support low-light infra-red recording where this is not possible or practical.

The PTZ cameras can be controlled on-demand by Council and Devonport Police to record areas of interest within 360 degrees, whereas the turret cameras position remains fixed. While there are pre-set locations for the PTZ cameras, the police can make changes to what the cameras are recording at any time based on their requirements.

Sound is not currently recorded, nor are speakers currently utilised, but these capabilities could be explored in the future.

5 Strategy Development:

The CCTV Strategy has the following objectives:

5.1 Maintaining existing infrastructure

Council is to ensure the life cycle management of infrastructure remains and that equipment is replaced in-line with its depreciation cycles of between 3 and 5 years. This includes cameras, networking equipment, servers and storage, software, and licensing. Replacement equipment is to be sourced in-line with Council's procurement policy, and the improvement initiatives outlined in this strategy are to be considered when doing-so. Seeking to incorporate additional capabilities at renewal will help add value to the CCTV infrastructure, and ensure it is kept modern and remains fit for purpose. This is to apply for both 'internal' or 'private' CCTV installations, and the public installations.

Council's IT department are to perform routine checks on the public cameras to ensure they are operational, and Police are encouraged to report faults or issues to Devonport City Council for rectification.

Council will check for grant funding opportunities at least annually to assist with the procurement and enhancement of the CCTV infrastructure, including Safer Communities and similar grants. These grants often have a business case justification, a defined start and

end date, and are targeted at delivering specific outcomes that are directly tied to community safety.

5.2 Improving existing capabilities

While the infrastructure is reliable, some development would be beneficial in the following areas:

- Increase image quality of cameras to assist with positive identification of individuals and vehicles. Any increase in quality must not result in a recording period of less than 30 days on all cameras.
- Periodic updates, including software and firmware, to both the cameras and the server. This will help add new features, improve security and reliability, and serve as a prompt to then conduct updated training. This should be done at least every six months, or as soon as possible if critical security or vulnerability updates are published.
- Periodic refresher training on how to utilise the system, including an instruction or new user guide that can be provided to Police and Council officers in the event they are unfamiliar with the system, or haven't used it in some time.

5.3 Increased consultation

As the owner and operator of the CCTV equipment, Council determines CCTV coverage locations with community safety in mind, and with the purpose of deterring vandalism or destruction of Council property, illegal dumping, and anti-social or illegal behaviour.

CCTV installations have been driven by Council up until 2023, with no publicised method for community groups, Police, or other stakeholders to suggest or request additional capabilities. Rather than Council filter through ad-hoc requests from various sources, a working group will be formed that is comprised of members from Council, Police, Community Safety Groups, LGAT, CCTV Support and Maintenance Contractors, and other relevant stakeholders. It is suggested that the group meet at least quarterly to discuss CCTV use across the city, identify issues and future development or improvement ideas, and determine suitable locations for CCTV across the city, including the usefulness of existing CCTV sites.

Any public requests and group ideas will be evaluated by the group and put forward to Council for consideration as part of the annual planning and budgetary process.

5.4 Implementing new capabilities

Implement, when justifiable, feasible and practical, emerging capabilities including:

- Portable battery or solar powered cameras that can be temporarily setup for special events or concerts.
- Capabilities beyond visual capture, such as:
    - Improved searching and analytics capabilities, allowing operators to detect incidents or find suspects more quickly. These could include colours, sizes, shapes, vehicle type, etc. that can be filtered for, speeding up detection of key elements in recorded footage rather than watching in real-time.
    - Facial recognition
    - License plate recognition
    - Motion detection and alerts
    - Two-way communication (watch, talk, and listen)
    - Intelligent image processing or analytics to detect crowds, count people, collect insights for city planning purposes (such as pedestrian flow or congestion), vehicle traffic volume and patterns.
    - Aggregated data, comparing images over time to detect patterns of behaviour, dwell times, movement of people or vehicles in and out of areas.

- Integration with 'Smart City' initiatives and projects.

6 Implementation:

It is proposed that the items in the Action Plan commence immediately following the adoption of this strategy, starting with the forming of the CCTV Working Group. This group will be crucial in guiding future development in the CCTV space across Devonport.

The Action Plan lists the required steps to effectively implement this strategy.

7 Monitoring, evaluation, and review:

The following strategy objectives will be monitored via the CCTV Working Group:

- Council adheres to a routine CCTV camera monitoring check, ensuring the cameras and equipment remain in good working order.
- Police report any issues with cameras or equipment to Devonport City Council.
- Council annually checks asset registers and summarises any CCTV equipment that is between three and five years old and therefore due for replacement.
- Equipment identified is raised with the CCTV Working Group for consideration of new for old replacement or decommissioned and investment made elsewhere.
- New equipment is quoted for as per Council's procurement policy.
- New equipment is to be assessed for modern 'smart' capabilities and any potential added value this may realise.
- Council to check for grant funding annually.
- Existing cameras image quality to be checked and increased, if possible, in consultation with Devonport Police.
- CCTV Server and camera software and firmware to be evaluated for updates at least every six months.
- Refresher training offered to Police and Council officers every six months, and/or how-to guides provided.
- CCTV Working Group to be formed, comprised of Council employees, Devonport Police, Community Safety representatives, LGAT, Council's CCTV maintenance contractor.
- CCTV Working Group is to meet at least quarterly to discuss CCTV Strategy fulfilment, review any requests, review advancements and new technologies in the CCTV industry, and advise Council on future CCTV initiatives.
- Council to develop a business case template or form to capture CCTV infrastructure requests for Council's project and budgetary consideration.

Action Plan
CCTV Strategy 2023 - 2027

No	Action:	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEXX F-CAPEX	Targets	Responsible Department
		2023/24	2024/25	2025/26	2026/27	2027/28				
	Objective 1: Maintaining the existing infrastructure									
1.1	Periodically check CCTV cameras are functioning.	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	M		Council IT to create a scheduled maintenance task, raising a ticket every two weeks to action. Faults are to be resolved by Council IT and equipment kept in good working order.	Council IT
1.2	Police are to report issues with the CCTV infrastructure to Devonport City Council for rectification. This includes offline or not accessible cameras, dirty/obstructed lenses, degraded footage, slow to respond cameras, issues with the computer or software used for review.	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	H		Devonport Police to email Council's IT Department, or phone Council reception to log faults. Council IT are to raise a support ticket and resolve, communicating updates back to the reporting police officer. This helps ensures any issues are detected and rectified promptly.	Devonport Police
1.3	Ensure life cycle management continues. Yearly review of asset register, flagging of all 3+ year old CCTV infrastructure.	September	September	September	September	September	M	F-CAPEX	Council IT to request asset register Q3 each year and identify CCTV infrastructure due for renewal, replacement, or decommission. This allows time for a review at the CCTV Working Groups next quarterly meeting prior to Council's budget planning Q1 the following year.	Council IT
1.4	CCTV Working Group to determine if new or replacement equipment is necessary, or if decommissioning one installation in favour of installing a new one should be pursued instead.	First available meeting Q4 2023	First available meeting Q4 2024	First available meeting Q4 2025	First available meeting Q4 2026	First available meeting Q4 2027	M	F-CAPEX	CCTV Working Group to review options and make recommendations.	CCTV Working Group

	Any new equipment is quoted for in-line with Councils procurement policy. Any new infrastructure is to be assessed for modern and 'smart' capabilities and benefits, with the intention of it being fit for purpose for the next 3-5 years.									
1.5	Council is to check for safer community grant funding, or other funding opportunities, that could be used to improve community safety through a CCTV installation or renewal. If available, submission is to be facilitated through CCTV Working Group.	January 2024	January 2025	January 2026	January 2027	January 2028	H		Council to check annually for grant funding.	Council Grants Officer or Council IT.
	Objective 2: Improving the capabilities of existing infrastructure									
2.1	Increase existing camera image quality.	Reviewed at first Working Group meeting of the year	Reviewed at first Working Group meeting of the year	Reviewed at first Working Group meeting of the year	Reviewed at first Working Group meeting of the year	Reviewed at first Working Group meeting of the year	H		Assess available server storage and identify cameras that could benefit from an increase in quality via discussions with Devonport Police. Determine if these cameras can have the quality increased above current settings. Note: quality is not to reduce recorded footage across any cameras to below 30 days.	Council IT and Devonport Police
2.2	Updates applied to camera software and firmware to realise new features or improvements.	February & July	February & July	February & July	February & July	February & July	M		Council IT and maintenance contractor to perform server software and camera firmware updates, if available. Critical security updates are to be applied ASAP. IT to create a scheduled maintenance task to track this.	Council IT and Maintenance Contractor
2.3	Refresher training, and/or how-to guides provided to users of the system.	February & July	February & July	February & July	February & July	February & July	M		Schedule in six-monthly refresher training and communicate this with key stakeholders at Devonport Police. Provide manuals or reference guides as appropriate. To be done immediately after any software/feature updates (2.2).	Council IT and Maintenance Contractor
	Objective 3: Increased consultation									
3.1	CCTV Working Group formed.	Immediate					H		Form a CCTV Working Group comprised of members from Council, Devonport Police, Community Safety Groups, LGAT, Council's CCTV	Council IT

									maintenance contractor, and other relevant stakeholders.	
3.2	CCTV Working Group to meet at least quarterly. IT Coordinator to organise and chair the meetings.	Feb, May, Aug, Nov	Feb, May, Aug, Nov	Feb, May, Aug, Nov	Feb, May, Aug, Nov	Feb, May, Aug, Nov	H		Working group is to meet quarterly, or more frequently as agreed by the group. Agenda is to be focussed around fulfilling the CCTV Strategy, identifying issues that are limiting the systems effectiveness, evaluating current camera locations and their ongoing suitability, identifying new locations and opportunities for CCTV, working on justifications and a business cases for new investments to be considered by Council and/or any grant funding applications, emerging technologies and desired capabilities not currently being realised, other/general business relating to CCTV.	Council IT and CCTV Working Group
3.3	Business case template form to be created for capturing CCTV project initiatives.	Q1 2023					H		A business case template or form is to be created, allowing for the CCTV Working Group to submit preferred and agreed CCTV requests to Council for consideration of inclusion in the capital budget.	Council IT
3.4	CCTV Working Group are to review requests for CCTV infrastructure.	Feb, May, Aug, Nov	Feb, May, Aug, Nov	Feb, May, Aug, Nov	Feb, May, Aug, Nov	Feb, May, Aug, Nov	H		Requests that are justified, determined to be in the communities' best interests, align with Council's strategic goals of community safety, and are agreed by the group to be worth pursuing are to be submitted to Council in the form of a brief business case. When new infrastructure is discussed or proposed, modern features and capabilities such as covered in 4.1 are to be considered and their cost/value assessed.	CCTV Working Group
	Objective 3: Implementing new capabilities									
4.1	CCTV Working Group to discuss new and emerging	Feb, May, Aug, Nov	Feb, May, Aug, Nov	Feb, May, Aug, Nov	Feb, May, Aug, Nov	Feb, May, Aug, Nov	H		Advancement in CCTV capabilities may include	CCTV Working Group

	technologies and capabilities in the CCTV space and consider the merits and fit of these.								portable battery or solar powered cameras, improved searching and analytic capabilities, facial recognition, license plate recognition, motion detection and alerts, two-way communication, intelligent image processing that detects crowds and counts people or cars (for example), aggregated data that compares images over time to detect patterns, smart city integration initiatives.	

Action Plan
CCTV Strategy 2023 – 2027 - Year 1 Status Update

No	Action:	Year Planned					Priority: H, M, L	Status	Outputs	Responsible Department
		2017/18	2018/19	2019/20	2020/21	2021/22				
	Objective 1: xxxx									
1.1										
1.2										
1.3										
1.4										
1.5										
1.6										
1.7										
	Objective 2: Improve visitor's experience and enjoyment									
2.1										

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27 February 2023

State Planning Office
Department of Premier and Cabinet
GPO Box 123
HOBART TAS 7001

Email: yoursay.planning@dpac.tas.gov.au

Dear Sir/Madam,

Regional Planning Framework and draft Structure Plan Guidelines

Thank you for the opportunity to provide comment on the Regional Planning Framework and draft Structure Plan Guidelines recently made available for consultation. Council appreciates the State Government's ongoing initiatives forming part of the reform agenda to the Tasmanian planning system, and views the Regional Planning Framework as an important policy mechanism towards contemporary and fit for purpose regional land use planning.

Please find Council's submission set out in **Attachment 1** which responds to the questions posed in the Discussion Paper prepared by the State Planning Office.

Thank you again for the opportunity to provide comment.

Yours sincerely,

Matthew Atkins
GENERAL MANAGER



The City with Spirit

Attachment 1: Response to Regional Planning Framework and draft Structure Plan Guidelines

Regional Planning Framework		
Matter regarding Regional Land Use Strategies (RLUS)	**Discussion Paper questions (as prepared by the State Planning Office)**	**Council response**
Scope and purpose	Do you agree that the general content and purpose of the RLUSs should be outlined in the legislation or regulations similar to the Tasmanian Planning Policies and State Planning Provisions?	This is supported as a logical and reasonable approach and one that will help facilitate a better consistency in the legislative arrangements for Tasmanian planning instruments.
	Do you agree with the suggested contents in the Discussion Paper? Are there any other matters you think the RLUSs should capture?	The suggested contents in the Discussion Paper are generally supported as they consider an appropriate range of matters.
Consistency	What attributes should be consistent across regions (e.g., terminology, categorisation of settlement etc)?	Council supports consistency in format and structure for RLUSs including the preparation of a template for RLUSs, which appropriately retains the ability to populate with content relevant to each region. It is Council's understanding that the preparation of any template would be undertaken in further consultation with the local councils in each region.
	Should there be a template for RLUSs?	
Assessing and declaring	Should the RLUSs be subject to an assessment process by the Tasmanian Planning Commission with recommendations made to the Minister? Should the assessment process include public hearings?	Noting that the Tasmanian Planning Commission (TPC) has an existing statutory role in the assessment of other planning instruments including the Tasmanian Planning Policies and the State Planning Provisions, and in the interests of consistency, there is an apparent logic that RLUSs should also be subject to a similar assessment process. The inclusion of public consultation in this assessment process (including the opportunity for public hearings conducted by the TPC) is viewed as a positive initiative that will contribute to improved public awareness, transparency, and participation in the assessment process for RLUSs.
	Should the matters be taken into consideration when assessing a RLUS be similar to the Tasmanian Planning Policies? Are there any different matters that should be included?	No further matters identified for suggestion at this stage.
Reviewing	Should the timeframes for review of the RLUSs continue to reflect the 5 yearly cycle of the other instruments, triggered by the making or amendment of the TPPs?	Council considers it a reasonable approach that the timeframes for review of the RLUSs align with the 5-yearly cycle of the other planning instruments (such as the Tasmanian Planning Policies, State Planning Provisions, and Local Provisions Schedules), and also triggered by the making or amendment of the Tasmanian Planning Policies.
	Should any other matters trigger the review of the RLUSs?	No further matters identified for suggestion at this stage.

Regional Planning Framework		
Matter regarding Regional Land Use Strategies (RLUS)	**Discussion Paper questions (as prepared by the State Planning Office)**	**Council response**
	Should the review process for the RLUSs be similar to that of the Tasmanian Planning Policies and State Planning Provisions?	This is supported as a logical and reasonable approach and one that will help facilitate a better consistency in the legislative arrangements for Tasmanian planning instruments.
Amending	Should the *Land Use Planning and Approvals Act 1993* provide a specific process for amending RLUSs? Should that process be similar to that of the Tasmanian Planning Policies?	This is supported as a logical and reasonable approach and one that will help facilitate a better consistency in the legislative arrangements for Tasmanian planning instruments.
	Should different types of amendments be provided for, such as a minor amendment of the RLUSs?	Council suggests that the ability to consider different types of amendments to the RLUSs (including minor amendments) should be provided for, also noting that similar processes exist with regard to other instruments such as the Tasmanian Planning Policies.
	What matters should qualify as triggers for amending a RLUS?	No further matters identified for suggestion at this stage.
	If more regular reviews are required for the RLUSs, should a request for amendments of a RLUS be provided for, and who should be able to make such a request?	Council suggests that the ability to request an amendment to a RLUS should be provided for, and further suggests that it may be appropriate that this type of request could made by a local council with consensus of the other local councils forming part of that relevant region.

Draft Structure Plan Guidelines	
Discussion Paper questions (as prepared by the State Planning Office)	**Council response**
Do you think the draft structure plan guidelines will assist councils, planners, developers and the community with an understanding of what should be contained in a structure plan and what the structure plans should achieve?	Council supports the intention behind the draft Structure Plan Guidelines, and also the important function that structure plans can serve in the Tasmanian land use planning system. Council further supports a pragmatic approach to the content of the draft Structure Plan Guidelines that allows for appropriate consideration of relevant matters, whilst not being overly prescriptive or too rigid in nature which may have a counterproductive consequence.
Are there any other additional matters or issues that should be considered for inclusion in the guidelines?	

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3 March 2023

Department of State Growth
GPO Box 536
HOBART TAS 7001

Email: consultation@stategrowth.tas.gov.au

Dear Sir/Madam,

Consultation - Refreshing Tasmania's Population Strategy

Thank you for the invitation to comment on the refreshing of the Tasmanian Population Strategy.

Council notes and supports the Tasmanian State Government's established policy position set out in the current Tasmanian Population Growth Strategy (first released in 2015) which includes the target to grow the population of Tasmania to 650,000 people by the year 2050 to '*drive economic growth, create jobs and improve the standard of living for all Tasmanians*'.

Following the significant growth in the Tasmanian population over recent years, it is Council's understanding that the attainment of this population target is on course to occur much sooner than the 2050 timeframe. In this context a refreshed Tasmanian Population Growth Strategy is a timely and welcome initiative.

This also represents a timely opportunity to mention the *Greater Devonport Residential Growth Strategy 2021-2042* which was adopted by the Devonport City Council in 2022. The purpose of this Strategy is to provide an overarching strategic policy direction for residential growth in the greater Devonport area over the next 20 years. This Strategy represents Council's principal strategic policy instrument to direct and promote residential growth into the future, including direction for the provisioning of appropriate residential land supplies to support that growth. Consistent with the established policy context for aspirational growth set by the current *Tasmanian Population Growth Strategy*, the *Greater Devonport Residential Growth Strategy 2021-2042* presents an aspirational vision for population growth to recognise and enhance Devonport's status as the major population centre in the North-West region of Tasmania, and to promote Devonport as an attractive and prominent destination to live, work and invest. It represents a strategy for continued growth that seeks to build upon the economic confidence and positive momentum for growth catalysed by Council's recent Living City urban renewal initiative. Increasing the population base provides an important platform for continued economic growth and investment, increasing employment opportunities, and promoting liveability not only within the greater Devonport area – but also the North West region more generally.

A copy of the *Greater Devonport Residential Growth Strategy 2021-2042* is available on Council's website and can be accessed via the following link:
https://www.devonport.tas.gov.au/download/367/plans-strategies/48258/greater-devonport-residential-growth-strategy-2021-2041.pdf



The City with Spirit

In refreshing the Tasmanian Population Growth Strategy, it is important to recognise that Devonport and the North-West region will continue to be an important contributor towards growing the Tasmanian population into the future. It is not a reasonable proposition that the majority of Tasmania's future population growth will be or should be confined to the Hobart and Launceston population centres, or otherwise limited to those local government areas currently experiencing strong/rapid growth.

The provisioning of appropriate housing supply, including residential land supplies, represents a major platform towards accommodating future population growth. It is crucial that there is a proper alignment of policy and strategy at a local, regional and state level to deliver this supply.

Council offers the suggestion that a refreshed Tasmanian Population Growth Strategy would benefit from consideration of a more proactive approach which appropriately 'looks ahead' for housing supply into the future. To highlight a challenge of the current population growth environment, reference is made to recent data collected by the Australian Bureau of Statistics as part of the 2021 Census which reported that Tasmania is one of only three states in Australia where population growth is outpacing dwelling growth – with this differential the most pronounced in Tasmania (see Figure 1 below).

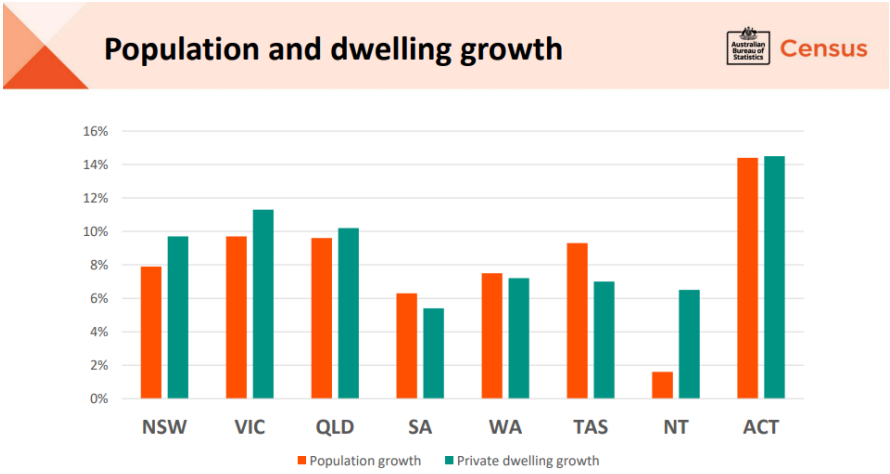

Figure 1 – Population and dwelling growth for Australian states and territories (Source: Australian Bureau of Statistics, 2022).

In summary Council affirms its support for the continuation of a population growth strategy for Tasmania and one that appropriately encourages growth for all regional centres, and in particular the greater Devonport area which represents a centralised and logical base for growth in the North West region of the State.

Yours sincerely,

Matthew Atkins
GENERAL MANAGER

Current and Previous Minutes Resolution - February 2023					
Meeting Date	**Res No.**	**Item**	**Status**	**Assignees**	**Action Taken**
23/05/2022	22/92	Disposal of portion of Public Land - Mersey Bluff	In progress	Executive Coordinator	Crown to progress Deed of Surrender process for the section of land leased by Council from Crown
28/11/2022	22/252	Devonport E-Scooter Trial	In progress	Executive Manager	Successful operator has been notified, and implementation planning has commenced.
19/12/2022	22/253	Naming of Public Open Space	In progress	Executive Manager	Haines Park submitted to Place Names Tasmania for approval. Completed public advertising process and awaiting Ministerial confirmation.
24/01/2023	23/4	Development of a Naming of Council Community Facilities and Open Space Policy	In progress	Executive Coordinator	Drafting of policy commenced
27/02/2023	23/32	Confirmation of Previous Minutes	Completed	Governance Officer	Noted and confirmed
27/02/2023	23/33	Responses to Questions Raised at Prior Meetings	Completed	Governance Officer	Actioned as per resolution
27/02/2023	23/34	Questions on Notice from the Public	Completed	Governance Trainee	Response sent 02/03/2023
27/02/2023	23/35	Annual Australia Day Citizenship and Awards Ceremony	Completed	Executive Coordinator	Annual Australia Day Citizenship and Awards Ceremony listed for discussion at March Workshop.
27/02/2023	23/36	PA2022.0217 - 104 Oldaker Street, Devonport - Residential (multiple dwellings)	Completed	Planning Administration Officer	Emailed Planning Permit and endorsed plans to applicant and forwarded representors letter and copy of Planning Permit and appeal information.
27/02/2023	23/37	PA2022.0212 - 2 Chalmers Lane, Devonport - Residential (single dwelling)	Completed	Planning Administration Officer	Planning Permit and endorsed plans to applicant and letter to representor with copy of planning permit and appeal information.
27/02/2023	23/38	Attendance by Councillors at Conferences	Not yet started	Executive Coordinator	
27/02/2023	23/39	Change of Admission Fees Bass Strait Maritime Centre	Completed	Convention & Arts Centre Manager	Changed entry age.
27/02/2023	23/40	Draft Parking By-Law No.1 of 2023	Completed	Executive Coordinator	Draft By-Law and RIS sent to the Director of Local Government for assessment and certification
27/02/2023	23/41	Local Government Reform Options Paper Submission	Completed	Executive Coordinator	Submission forwarded to the Local Government Board
27/02/2023	23/42	Devonport Christian School Agreement	In progress	Community Services Manager	Agreement sent to DCS for signing.
27/02/2023	23/43	Health and Wellbeing Strategy	Completed	Executive Coordinator	Draft Strategy out for 30 day public consultation

27/02/2023	23/44	Waste Strategy 2023-2028	Completed	Executive Coordinator	Waste Strategy placed out for 30 day public consultation
27/02/2023	23/45	Workshops and Briefing Sessions held since the last Council Meeting	Completed	Governance Officer	Report received and noted
27/02/2023	23/46	Mayor's Monthly Report	Completed	Governance Officer	Report received and noted
27/02/2023	23/47	General Manager's Report	Completed	Governance Officer	Report received and noted
27/02/2023	23/48	Monthly Operational Report	Completed	Governance Officer	Report received and noted

Devonport City Council

FINANCE REPORT

YTD for the month ended February 2023

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The operating result for the financial year to the end of February 2023 is favourable with actual revenue being higher than budget by $1.46M and actual expenses being lower than budget by $794K, resulting in an overall favourable variance of $2.26M. The forecast operating surplus for the financial year is $3.76M, which includes share of profit of associates (Dulverton) of $3.1M. The forecast underlying surplus for the year after taking into account net loss on disposal of assets is $2.6M.

Rates & Service Charges - $73K Favourable
The favourable variance includes additional income from waste charges as the 25% increase cap was removed on commercial waste. A forecast adjustment of $97K has been made.

Fees and User Charges - $561K Favourable
The favourable timing variances include the following areas, waste management $195K, sale of goods $182K, planning $65K and parking $62K.

Grants - Operating - $79K Favourable
The favourable variance is due to receiving a grant from Primary Health Tasmania for $50K that was not budgeted for. A forecast adjustment of $50K has been made.

Contributions - Operating - $100K Favourable
The favourable variance includes contributions from a developer relating to public open space of $21K, apprentice wage subsidies of $65K and New Year's Eve fireworks sponsorship of $27K. A budget forecast adjustment of $85K has been made.

Dividend Income - $53K Favourable
Favourable timing variance relating to Dulverton tax equivalent payments.

Interest Income - $459K Favourable
The favourable variance is a result of higher interest rates and funds on hand that are invested until expended on allocated capital projects. A forecast adjustment of $550K has been made to account for higher returns on investments expected.

Other Revenue - $138K Favourable
The favourable variance includes $100k relating to insurance claims. A forecast adjustment of $100K has been made.

Employee Benefits - $130K Favourable
Favourable timing variance of 1.4%.

Materials and Services - $283K Favourable
The favourable timing variance includes contractors $289K and utilities expenses of $113K.

Depreciation - $248K Favourable
The favourable variance includes an allowance for capitalisation of work in progress (Reserves $79K, Parks $70K, Multi Purpose Building $65K, Roads $62K) and reflects lower depreciation on buildings revalued at the end of last financial year.

Financial Costs - $153K Unfavourable
The unfavourable variance is due to higher interest rates incurred on Council's $11.6M variable rate loan. The current interest rate on this loan is 4.14%. Fixed rate loans include $21M @ 1.45% until 2026 and $15M @ 3.39% until 2041. A forecast adjustment of $300K has been made which is offset by higher returns from term deposits.

Levies & Taxes - $131K Favourable
The favourable variance is due to decreases in rates for most Council properties. Due to revaluations across the municipality, properties classified as commercial, industrial and other decreased in value relative to properties classified as primary production, vacant land and residential. A forecast adjustment of $131K has been made. Contributions for the waste levy are $37K less than budget.

Other Expenses - $132K Favourable
The favourable variance relates to the timing of grant payments and recognition of infringements written off.

Internal Charges and Recoveries - $21K Unfavourable
Unfavourable timing variance.

Balance Sheet
The balance of Capital Work in Progress at the end of February is $23.43M, including $16.52M which relates to the LIVING CITY project.

FINANCIAL SUMMARY

YTD to February 2023

Operating Summary	YTD Budget	YTD Actual	Annual Budget	Current Forecast
Revenue	38,865,423	40,287,286	47,958,736	48,840,736
Expenditure	30,871,828	30,078,033	44,855,260	45,074,260
Operating Position	**7,993,595**	**10,209,253**	**3,103,477**	**3,766,476**

Capital Expenditure Summary	Annual Budget $'000	Actual $'000	Annual Forecast $'000
Capital Expenditure	**28,288**	**8,696**	**19,221**

Cash Information	February 2023	June 2022
Operating Account (Reconciled balance)	3,132,861	1,368,007
Interest-Earning Deposits	21,533,401	17,410,426
	24,666,262	**18,778,433**

Debtor Information	February 2023	June 2022
Rates Debtors	6,141,707	689,413
Infringement Debtors	100,539	137,189
Sundry Debtors	231,650	2,805,561
Planning & Health Debtors	31,231	23,597
	6,505,126	**3,655,760**

Rates Debtors Ageing	February 2023	% of Annual Rates
2022/2023 - Current	5,840,262	18.5%
2021/2022 - 1 Year	183,616	
2020/2021 - 2 Years	45,078	
2019/2020 - 3 Years	12,769	
Over 3 years	59,981	
	6,141,707	

Cash Investment Information	Actual Rate	Credit rating	Maximum Holding Allowed	Actual Holding % of total Cash	February 2023
ANZ Cash Deposits - At Call - 0.1% RBA cash rate	3.25%	A1+ /AA-			1,306
CBA Cash Deposits - At Call + 0.1% RBA cash rate	3.45%	A1+ /AA-			5,508,124
		A1+	100%	22.34%	5,509,430
NAB Term Deposit (8 months)	3.53%	A-1/A+			3,000,000
NAB Term Deposit (181 days)	4.20%	A-1/A+			5,000,000
		A-1/A+	80%	32.43%	8,000,000
AMP 31 days notice account	3.30%	A2/BBB+			23,971
AMP Term Deposit (10 months)	4.00%	A2/BBB+			2,000,000
AMP Term Deposit (180 days)	4.30%	A2/BBB+			4,000,000
MyState Term Deposit (150 days)	4.25%	A2/BBB+			2,000,000
		A2-A3	40%	32.53%	8,023,971
					21,533,401

All cash investments are invested in compliance with Council's Investment Policy.

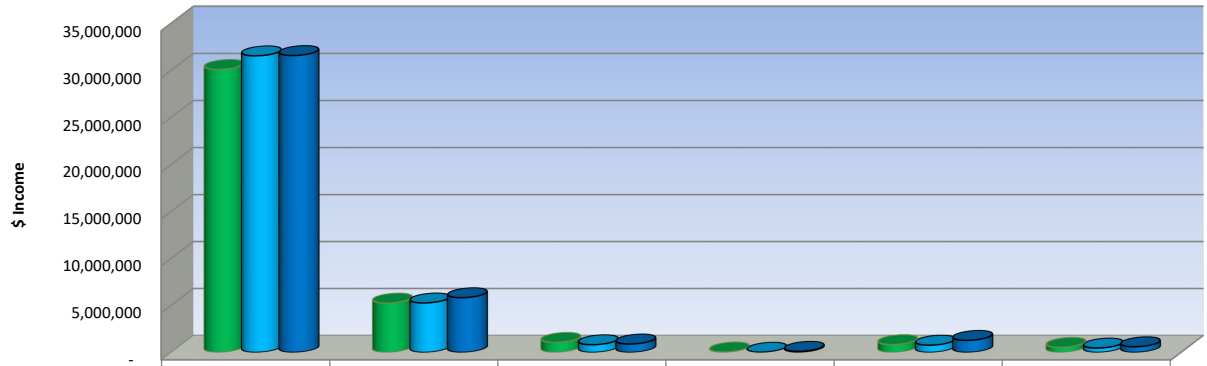
Benchmarks: BBSW90 Day Index 3.56%
RBA Cash Rate 3.35%

Commentary
This report provides a high level summary of operational income and expenditure, capital expenditure and the cash and receivables position as at the date of the report.

SUMMARISED OPERATING REPORT YTD to February 2023

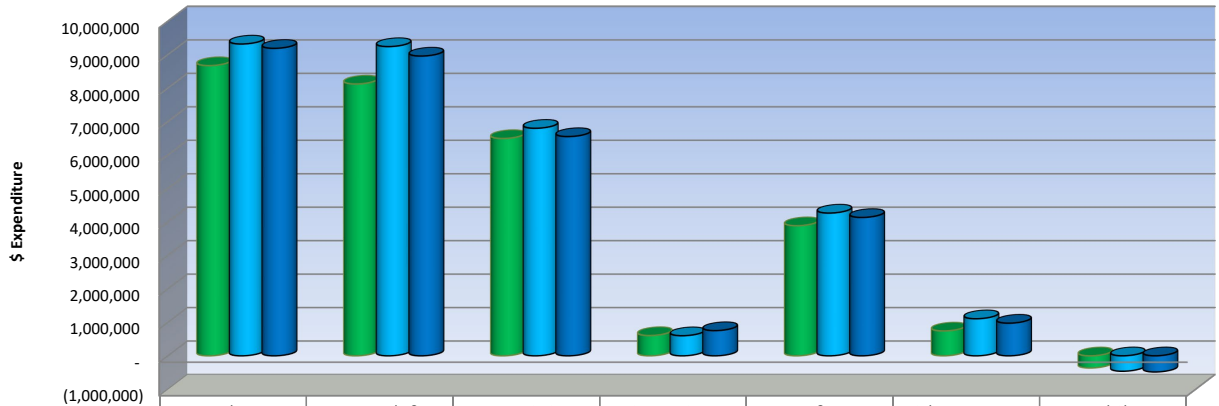
	YTD Budget	YTD Actual	YTD Variance $	YTD Variance %	Full Budget 2022-23	Forecast 2022-23
INCOME						
Rates and Service Charges	31,545,935	31,619,228	73,293	0.2%	31,670,935	31,767,935
Fees and User Charges	5,261,653	5,822,472	560,818	10.7%	7,892,407	7,892,407
Grants - Operating	814,503	893,666	79,163	9.7%	2,833,867	2,883,867
Contributions - Operating	14,850	115,012	100,162	674.5%	22,275	107,275
Dividend Income	703,000	756,529	53,529	7.6%	1,624,400	1,624,400
Interest Income	64,400	523,276	458,876	712.5%	96,600	646,600
Other Revenue	461,082	599,194	138,111	30.0%	718,098	818,098
Share of profit of associates	-	-	-	0.0%	3,100,154	3,100,154
TOTAL INCOME	**38,865,423**	**40,329,375**	**1,463,952**	**3.8%**	**47,958,736**	**48,840,736**
EXPENSES						
Employee Benefits	9,318,367	9,188,296	(130,071)	-1.4%	14,161,054	14,161,054
Materials and Services	9,241,263	8,958,004	(283,259)	-3.1%	14,305,869	14,355,869
Depreciation	6,799,867	6,551,849	(248,018)	-3.6%	10,199,800	10,199,800
Financial Costs	599,765	752,425	152,660	25.5%	899,647	1,199,647
Levies & Taxes	4,265,689	4,134,487	(131,203)	-3.1%	4,533,314	4,402,314
Other Expenses	1,107,118	974,927	(132,192)	-11.9%	1,391,168	1,391,168
Internal Charges and Recoveries	(460,240)	(481,953)	(21,713)	4.7%	(635,592)	(635,592)
TOTAL EXPENSES	**30,871,828**	**30,078,033**	**(793,795)**	**-2.6%**	**44,855,260**	**45,074,260**
NET OPERATING SURPLUS / (DEFICIT)	**7,993,595**	**10,251,342**	**2,257,747**	**28.2%**	**3,103,477**	**3,766,476**
CAPITAL ITEMS						
Grants - Capital	5,333	902,586	897,253	16823.4%	5,277,327	
Contributions - Capital	-	1,693,928	1,693,928	#DIV/0!	-	
Gain / Loss on Disposal of Assets	(693,333)	(1,069,209)	(375,875)	54.2%	(631,000)	
TOTAL CAPITAL ITEMS	**(688,000)**	**1,527,305**	**2,215,305**	**-322.0%**	**4,646,327**	
NET SURPLUS / (DEFICIT)	**7,305,595**	**11,778,647**	**4,473,052**	**61.2%**	**7,749,804**	
Own Source Revenue:	**97.9%**	**97.5%**			**94.0%**	

Income Analysis



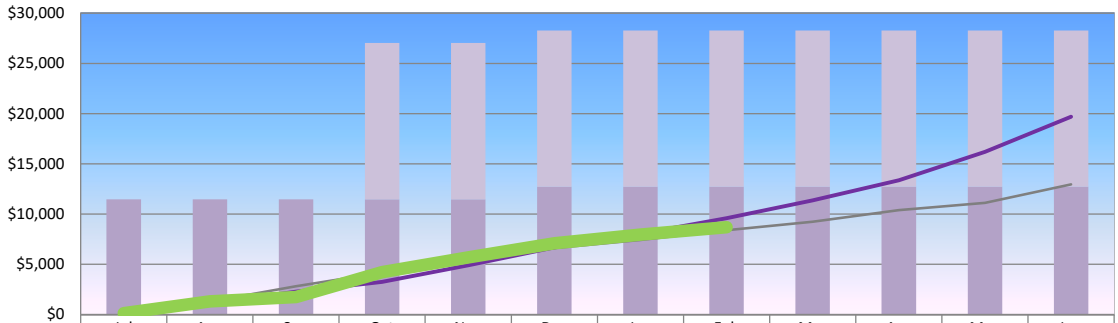
	Rates & Utility Charges	Fees & Charges	Grants	Contributions	Dividends and Other Investment Income	Other Income
2021-22 YTD	30,100,636	5,248,362	1,060,296	40,907	833,478	533,021
2022-23 Bud YTD	31,545,935	5,261,653	814,503	14,850	767,400	461,082
2022-23 YTD	31,577,138	5,822,472	893,666	115,012	1,279,805	599,194

Expenditure Analysis



	Employee Benefits	Materials & Services	Depreciation	Finance Costs	Levies & Taxes	Other Expenses	Internal Charges
2021-22 YTD	8,672,930	8,123,898	6,494,837	605,974	3,887,900	742,896	(364,190)
2022-23 Bud YTD	9,318,367	9,241,263	6,799,867	599,765	4,265,689	1,107,118	(460,240)
2022-23 YTD	9,188,296	8,958,004	6,551,849	752,425	4,134,487	974,927	(481,953)

Capital Expenditure - $'000



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Carried forward budget				15,562	15,562	15,562	15,562	15,562	15,562	15,562	15,562	15,562
2022-23 Budget - Annual	11,476	11,476	11,476	11,476	11,476	12,726	12,726	12,726	12,726	12,726	12,726	12,726
2021-22 Actual	436	1,296	2,815	4,179	5,399	6,611	7,423	8,391	9,236	10,406	11,114	12,960
2022-23 Forecast	353	1,048	2,275	3,247	4,906	6,679	8,048	9,598	11,378	13,365	16,210	19,696
2022-23 Actual	136	1,310	1,753	4,227	5,684	7,083	7,968	8,696				

BALANCE SHEET REPORT

As at February 2023

	28 Feb 2023	30 Jun 2022
Current Assets		
Cash at Bank and On Hand	3,132,861	1,368,007
Trust Deposits	254,063	214,662
Cash Investments	21,533,401	17,410,426
Receivables - Rates and Utility Charges	6,141,707	689,413
Receivables - Infringements	100,539	137,189
Receivables - Sundry	231,650	2,805,561
Receivables - Planning & Health	31,231	23,597
Loans Receivable - Current	27,663	27,663
Accrued Revenue	239,957	320,324
Prepayments	175,693	368,133
Net GST Receivable	95,359	322,144
Other Asset	727,128	727,128
	32,691,251	**24,414,246**
Non Current Assets		
Loans Receivable - Non-Current	269,497	309,505
Dulverton Regional Waste Management Authority	10,948,827	11,235,597
TasWater	85,292,788	85,292,788
Property, Plant & Equipment	866,089,134	864,631,347
Accumulated Depreciation - PP&E	(334,961,939)	(331,135,306)
Capital Work in Progress	23,431,052	19,095,606
	651,069,359	**649,429,537**
Total Assets	**683,760,610**	**673,843,784**
Current Liabilities		
Trade Creditors	507,603	82,020
Accrued Expenses	2,174,784	3,094,285
Trust Liability	261,677	234,176
Income In Advance - Current	1,500,587	2,223,630
Loans - Current	1,115,058	1,115,058
Annual Leave	1,125,862	1,196,433
Other Leave - RDO	59,740	84,428
Other Leave - TOIL	11,803	12,087
Long Service Leave - Current	1,308,894	1,344,807
	8,066,008	**9,386,925**
Non Current Liabilities		
Loans - Non-Current	45,943,393	46,484,296
Long Service Leave - Non-Current	335,466	335,466
	46,278,859	**46,819,763**
Total Liabilities	**54,344,867**	**56,206,687**
Net Assets	**629,415,743**	**617,637,096**
Equity		
Asset Revaluation Reserve	369,503,999	369,503,999
Asset Revaluation Reserve - Associates	2,816,348	2,816,348
Other Reserves	8,895,883	8,895,883
Accumulated Surplus	236,420,866	225,888,607
Operating Surplus / (Deficit)	10,251,342	2,465,163
Capital Surplus / (Deficit)	1,527,305	8,067,096
Total Equity	**629,415,743**	**617,637,096**
Current Ratio:	**4.05**	**2.60**

The Current ratio indicates Council's ability to pay its debts as and when they become due.
A ratio of one or higher is required for the entity to remain solvent.

Capital Works Income & Expenditure Report February 2023

		Funding 2022/23				Expenditure 2022/23			Balance	Performance Measures			
		Annual Budget	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
		$	$	$	$	$	$	$	$	Month	Month	Spent	
Summary													
Open Space & Recreation		**2,498,000**	**1,208,717**	**3,706,717**	**663,327**	**848,849**	**1,435,334**	**2,284,182**	**1,422,534**			**62%**	
Buildings & Facilities		**1,183,000**	**1,140,749**	**2,323,749**	**100,000**	**527,297**	**72,648**	**599,945**	**1,723,805**			**26%**	
Transport		**4,587,000**	**5,349,542**	**10,519,179**	**2,870,727**	**3,440,721**	**3,287,355**	**6,728,076**	**3,791,103**			**64%**	
Stormwater		**946,000**	**1,082,884**	**1,446,247**	**-**	**283,973**	**143,157**	**427,130**	**1,019,117**			**30%**	
Living City		**1,000,000**	**7,182,337**	**8,182,337**	**1,750,000**	**2,745,053**	**9,060**	**2,754,113**	**5,428,224**			**34%**	
Plant & Fleet		**765,000**	**482,832**	**1,247,832**	**-**	**585,874**	**660,244**	**1,246,118**	**1,714**			**100%**	
Other Equipment		**497,000**	**364,976**	**861,976**	**-**	**264,547**	**126,065**	**390,612**	**471,365**			**45%**	
Total Capital Works		**11,476,000**	**16,812,037**	**28,288,037**	**5,384,054**	**8,696,313**	**5,733,862**	**14,430,176**	**13,857,862**			**51%**	
Open Space & Recreation													
CP0129	Don River Rail Trail - land purchase		36,072	36,072		44,417	-	44,417	(8,345)	Complete	Complete	123.1%	Costs incurred in CP0184
CP0184	Don River Rail Trail - construction		154,401	154,401		159,215	1,625	160,840	(6,439)	Jul-22	Dec-22	104.2%	Construction underway. Estimated back in 2016 and costs increased by the time the project was started. Even with additional budgeting allowed, it did not allow for the substantial increase in material costs.
CP0190	Seat Replacements William St Fourways		10,000	10,000		5,694	2	5,696	4,304	May-22	Dec-22	57.0%	Off site manufacturing underway
CP0203	Highfield Park nature play area		3,884	3,884		3,583	-	3,583	300	Complete	Complete	92.3%	
CP0204	Horsehead Creek - RV dump point relocation		38,820	38,820		308	-	308	38,512	May-22	Dec-22	0.8%	Construction underway. Expenditure committed to CB0102
CP0208	Coastal Erosion Protection - Coles Beach and Don Heads		86,613	86,613		26,423	-	26,423	60,190	Jun-22	Apr-23	30.5%	Construction completed. Replanting scheduled for 2023
CP0209	Aquatic Centre - Access Improvements to Shaded Seating at outdoor pool		108,189	108,189		121,140	-	121,140	(12,952)	Complete	Complete	112.0%	
CP0210	Mungala-Langslow path link Improvements		80,803	80,803		1,039	-	1,039	79,765	TBA	TBA	1.3%	Design underway
CP0214	Mersey Bluff signage renewal		17,699	17,699		788	-	788	16,912	Dec-22	Feb-22	4.5%	Quotations requested
CP0216	Don Reserve path renewal - Jiloa Way to Valkyrie Close		91,394	91,394		68,334	1,100	69,434	21,960	Oct-22	Dec-22	76.0%	Construction underway
CP0217	Surf Club boat ramp renewal (East Ramp)		53,848	53,848		51,261	-	51,261	2,588	Complete	Complete	95.2%	
CP0218	Bluff Skate Park - soft fall renewal		2,163	2,163		2,063	-	2,063	100	Complete	Complete	95.4%	
CP0219	New pedestrian bridge - Figure of Eight Creek - Woodrising to Maidstone Park		467,450	467,450		2,445	429,752	432,197	35,253	Sep-22	Feb-22	92.5%	Off site manufacturing underway
CP0220	Bluff Skate Park - new shade shelter		21,777	21,777		3,768	13,775	17,543	4,235	Sep-22	Jan-22	80.6%	Off site manufacturing underway
CP0221	Victoria Parade - boat ramp lighting		7,247	7,247		741	1,445	2,185	5,062	Complete	Complete	30.2%	
CP0222	East Foreshore Interpretive Signage		2,500	2,500		514	-	514	1,986	Nov-22	Jan-23	20.5%	In kind support to external project.
CP0224	Maidstone Park safety netting	49,000	25,857	74,857	25,857	6,900	5,360	12,260	62,597	Mar-23	Apr-23	16.4%	Construction pending
CP0225	Byard Park Lights	314,000		314,000	263,004	700	-	700	313,300	TBA	TBA	0.2%	Design underway
CP0226	Mersey Vale Memorial MBS stage 3	1,100,000		1,100,000		4,192	874,382	878,574	221,426	Dec-22	Jun-23	79.9%	Contract awarded
CP0227	Kelcey Tier - fire trail renewal and consolidation	50,000		50,000		2,666	-	2,666	47,334	Mar-23	Apr-23	5.3%	
CP0228	Kelcey Tier Map Signage	15,000		15,000		618	-	618	14,382	Mar-23	Apr-23	4.1%	
CP0229	Waste Transfer Station foreshore rehabilitation	50,000		50,000		3,882	-	3,882	46,118	Feb-23	Mar-23	7.8%	
CP0230	Don Reserve path upgrade - Coles Beach	35,000		35,000		27,838	-	27,838	7,162	May-23	May-23	79.5%	Construction pending
CP0231	Path renewal Don Reserve - Don Railway loop Jiloa Way to Don Railway	100,000		100,000		86,081	95	86,176	13,824	Oct-22	Dec-22	86.2%	Construction underway
CP0232	Park BBQ renewal	20,000		20,000		9,002	-	9,002	10,998	Complete	Complete	45.0%	
CP0233	Park furniture renewal	25,000		25,000		21,384	1,473	22,856	2,144	Sep-22	TBA	91.4%	Construction underway
CP0234	Rooke Mall Furniture Renewal	200,000		200,000		141,582	37,068	178,650	21,350	Oct-22	Feb-23	89.3%	Construction underway
CP0235	Aquatic Centre waterslide entry	55,000		55,000		2,328	864	3,191	51,809	TBA	TBA	5.8%	Design underway
CP0236	Spreyton netball courts - surface renewal - 2 courts	30,000		30,000		-	-	-	30,000	Dec-22	Feb-23	0.0%	Construction pending
CP0237	Installation of public recycling bins	30,000		30,000		788	-	788	29,212	Apr-23	Jun-23	2.6%	Design underway
CP0238	Highfield Park Skate Park	90,000		90,000	60,000	-	-	-	90,000	Jun-23	Aug-23	0.0%	External funding secured
CP0239	East Devonport park furniture	20,000		20,000		9,445	224	9,669	10,331	Feb-23	Apr-23	48.3%	
CP0240	LRCI Phase 3 grant allocation - projects to be nominated	315,000		315,000	314,466	39,713	68,170	107,883	207,117	Nov-22	Jun-23	34.2%	Projects progressing during the year
Total Open Space & Recreation		**2,498,000**	**1,208,717**	**3,706,717**	**663,327**	**848,849**	**1,435,334**	**2,284,182**	**1,422,534**			**61.6%**	

		Funding 2022/23				Expenditure 2022/23			Balance	Performance Measures			
		Annual Budget	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
		$	$	$	$	$	$	$	$	Month	Month	Spent	
Buildings & Facilities													
CB0098	Devonport Football Club - new changerooms		85	85		85	-	85	-	Complete	Complete	100.0%	
CB0102	Horsehead Creek - New toilet block & link path		116,737	116,737		136,103	-	136,103	(19,367)	Jun-22	Dec-22	116.6%	Construction underway. Has taken a couple of years to get underway with redesign required increasing overall cost of project.
CB0104	Works Depot - Oil store shed		50,599	50,599		59,978	384	60,363	(9,764)	Jun-22	Dec-22	119.3%	Project began a number of years ago which took some time to get underway with material prices substantially increasing due to supply issues
CB0106	Aquatic Centre - Pool hall concourse drainage grate		6,000	6,000		5,364	-	5,364	636	Complete	Complete	89.4%	
CB0107	Payne Avenue toilet block		241,597	241,597		557	-	557	241,040	TBA	TBA	0.2%	Design underway
CB0108	Aquatic Centre - Wet change Rm silicon replacement		4,226	4,226		4,168	-	4,168	59	Complete	Complete	98.6%	
CB0110	BSMC - Roof replacement on old building		35,668	35,668		31,363	0	31,363	4,304	Complete	Complete	87.9%	
CB0111	Aquatic Centre - Internal Painting		34,479	34,479		32,856	1	32,857	1,622	Complete	Complete	95.3%	
CB0112	BSMC - Reception Counter		14,000	14,000		26,212	-	26,212	(12,212)	Complete	Complete	187.2%	
CB0114	Waste Transfer Station - waste and resource recovery bill readiness project	450,000	563,134	1,013,134		73,753	-	73,753	939,382	TBA	TBA	7.3%	Design underway
CB0115	BSMC - Auto door between café and		2,271	2,271		(251)	-	(251)	2,521	Complete	Complete	-11.0%	
CB0117	Little Athletics Storage shed		70,000	70,000		18,834	-	18,834	51,166	Feb-23	Apr-23	26.9%	Construction pending
CB0118	EDRC Covid test site works		1,954	1,954		735	-	735	1,219	Complete	Complete	37.6%	
CB0119	Aquatic Centre Projects	222,000		222,000		87,584	31,081	118,666	103,334	Nov-22	Jun-23	53.5%	Order placed. Further work scheduled.
CB0120	PAC projects	316,000		316,000		2,098	-	2,098	313,902	TBA	TBA	0.7%	EOI process complete. Tender process underway.
CB0121	Highfield Park public toilets	100,000		100,000	100,000	33,831	41,182	75,013	24,987	May-23	Jun-23	75.0%	Design underway
CB0122	Art Storage Facilty - racking	50,000		50,000		-	-	-	50,000	TBA	TBA	0.0%	
CB0123	Council facility - renewable energy project	25,000		25,000		-	-	-	25,000	TBA	TBA	0.0%	Quotations requested
CB0124	Youth Centre basketball backboard renewal	20,000		20,000		14,025	-	14,025	5,975	Jan-23	Feb-23	70.1%	Order placed
Total Facilities		**1,183,000**	**1,140,749**	**2,323,749**	**100,000**	**527,297**	**72,648**	**599,945**	**1,723,805**			**25.8%**	

		Funding 2022/23				Expenditure 2022/23			Balance	Performance Measures			
		Annual Budget	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
		$	$	$	$	$	$	$	$	Month	Month	Spent	
Transport													
CT0169	Formby Road & Best Street intersection safety improvements		91,351	91,351		88,576	-	88,576	2,775	Complete	Complete	97.0%	
CT0275	State Vehicle Entry Project	500,000	2,687,118	3,187,118	1,750,000	188,573	-	188,573	2,998,545	TBA	TBA	5.9%	Progression dependant on Port development
CT0289	Coastal Pathway contribution - part 2	442,000	828,321	1,270,321	614,727	614,727	1,071,501	1,686,228	(415,907)	Oct-21	Jun-23	132.7%	External funding from State and Federal Government is not included in the budget figures. Externally delivered project.
CT0307	Street light provision		19,970	19,970		8,220	-	8,220	11,750	Complete	Complete	41.2%	
CT0310	Tugrah Road traffic management		452,425	525,611		19,316	408,600	427,916	97,695	Mar-23	Jun-23	81.4%	Construction pending
CT0311	Fenton Way pedestrian improvements		39,920	39,920		-	-	-	39,920	TBA	TBA	0.0%	On hold subject to future development in the area
CT0317	Durkins Road - seal part of gravel section		85,601	85,601		61,705	-	61,705	23,896	Complete	Complete	72.1%	
CT0319	Transport minor works		13,576	13,576		-	-	-	13,576	Apr-23	May-23	0.0%	
CT0320	Parking infrastructure renewal		24,950	-		-	-	-	-	TBA	TBA	#DIV/0!	Order placed. Costs in CT0338
CT0321	Steele Street footpath renewal - Wenvoe to Formby - south side		154,913	514,913		21,636	296,715	318,350	196,563	Jan-23	Mar-23	61.8%	Construction pending. Part funded by CS0111
CT0322	William Street renewal - Valley to Middle	605,000	859,022	1,464,022		1,397,563	1,313	1,398,875	65,147	Oct-22	Jan-23	95.6%	Construction underway
CT0324	North Caroline Street Kerb renewal		4,356	4,356		-	-	-	4,356	Complete	Complete	0.0%	
CT0325	North Fenton Street renewal - Oldaker to Parker		88,019	237,470		185,471	-	185,471	51,999	Complete	Complete	78.1%	Part funded by CS0108
CT0326	CT0326 Rural road renewal - gravel reshe		-	-		510	-	510	(510)			#DIV/0!	
CT0332	George Street William Street	460,000		460,000		9,827	316,079	325,906	134,094	Mar-23	May-23	70.8%	Construction pending
CT0333	2022-23 Reseal Program	660,000		660,000		678,228	-	678,228	(18,228)	Complete	Complete	102.8%	
CT0334	Lakeside Road safety improvements	40,000		40,000		1,785	3,300	5,085	34,915	Feb-22	Mar-23	12.7%	Construction pending
CT0335	Street Light Provision	15,000		15,000		1,371	-	1,371	13,629	Sep-22	Jun-23	9.1%	Projects progressing during the year
CT0336	Payne Avenue carpark - access to Stewart St	100,000		100,000		-	-	-	100,000	TBA	TBA	0.0%	Design underway
CT0337	Tarleton Street renewal - Wright Street to River Road	1,500,000		1,500,000	506,000	53,588	1,049,571	1,103,159	396,841	TBA	TBA	73.5%	Construction pending
CT0338	Parking infrastructure renewal	25,000		49,950		-	45,000	45,000	4,950	TBA	TBA	90.1%	Order placed. Part funded by CT0320
CT0339	Road traffic device renewal	15,000		15,000		-	-	-	15,000	TBA	TBA	0.0%	
CT0340	Rural road renewal - gravel resheeting program	100,000		100,000		39,242	92,909	132,151	(32,151)	Dec-22	Complete	132.2%	
CT0341	Transport minor works	25,000		25,000		-	-	-	25,000	TBA	TBA	0.0%	
CT0342	Footpath Missing Links	100,000		100,000		52,327	2,367	54,694	45,306	Nov-22	Jun-23	54.7%	Construction underway
CT0343	Percy St and Parker St roundabout			-		17,657	-	17,657	(17,657)	TBA	TBA		External funding announced
CT0345	CT0345 Bus Stop Upgrade Program			-		401	-	401	(401)				
Total Transport		**4,587,000**	**5,349,542**	**10,519,179**	**2,870,727**	**3,440,721**	**3,287,355**	**6,728,076**	**3,791,103**			**64.0%**	

		Funding 2022/23				Expenditure 2022/23			Balance	Performance Measures			
		Annual Budget	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
		$	$	$	$	$	$	$	$	Month	Month	Spent	
Stormwater													
CS0081	John Stormwater Catchment Stage 1		195,910	195,910		1,018	-	1,018	194,892	TBA	TBA	0.5%	Design underway. In conjucntion with Quaylink and SVEP
CS0083	Stormwater outfall risk management			-		(1,012)	-	(1,012)	1,012			#DIV/0!	
CS0097	Church street stormwater improvements		334,214	334,214		2,116	-	2,116	332,098	TBA	TBA	0.6%	Design underway
CS0099	Pipe renewal - 23 Steele St		58,210	58,210		88	-	88	58,122	TBA	TBA	0.2%	Works to be rescoped.
CS0100	Highfield SW catchment Upgrade - Stage 1		132,624	132,624		55,959	3,872	59,831	72,793	Jan-23	Mar-23	45.1%	Construction in progress
CS0103	Stormwater pollution control measures		92,832	92,832		18,240	64,620	82,860	9,972	Mar-23	Apr-23	89.3%	Construction pending
CS0107	Tugrah Road - Rundle to Stony Rise - pipe renewal		73,186	-		-	-	-	-	Mar-23	Jun-23	#DIV/0!	included in CT0310
CS0108	North Fenton Street - pipe renewal		149,451	-		-	-	-	-	Complete	Complete	#DIV/0!	included in CT0325
CS0109	Hiller Street - pipe renewal		46,457	46,457		40,635	-	40,635	5,822	Complete	Complete	87.5%	
CS0111	Steele stormwater catchment upgrade	360,000		-		700	-	700	(700)	Feb-23	Apr-23	#DIV/0!	included in CT0321
CS0112	North Caroline Street - new open drain	60,000		60,000		2,660	-	2,660	57,340	TBA	TBA	4.4%	Design underway
CS0113	Minor Stormwater Works	60,000		60,000		54,904	245	55,149	4,851	Aug-22	Jun-23	91.9%	Completed
CS0114	Tugrah Road - new open drain	50,000		50,000		702	49,110	49,812	188	Jan-23	Mar-23	99.6%	Construction pending
CS0115	Cowle Court stormwater upgrade	25,000		25,000		2,240	19,551	21,791	3,209	Feb-23	Mar-23	87.2%	Construction pending
CS0116	Watkinson St/ Don College stormwa	100,000		100,000		17,659	-	17,659	82,341	TBA	TBA	17.7%	Design underway
CS0117	Devonport Oval stormwater renewal	35,000		35,000		26,608	(1,492)	25,117	9,883	Complete	Complete	71.8%	
CS0118	College court stormwater upgrade	65,000		65,000		401	-	401	64,599	Apr-23	May-23	0.6%	Design underway
CS0119	Macfie St stormwater renewal	70,000		70,000		29,422	-	29,422	40,578	Complete	Complete	42.0%	
CS0120	Pit replacements	25,000		25,000		1,609	7,250	8,859	16,141	Jan-23	Jun-23	35.4%	Construction pending
CS0121	Tasman St stormwater renewal	56,000		56,000		29,454	-	29,454	26,546	Complete	Complete	52.6%	
CS0122	Eugene Street - open drain renewal	40,000		40,000		571	-	571	39,429	Apr-23	May-23	1.4%	Design underway
Total Stormwater		**946,000**	**1,082,884**	**1,446,247**	**-**	**283,973**	**143,157**	**427,130**	**1,019,117**			**29.5%**	
Plant & Fleet													
CF0031	Fleet Replacement program 2021-22		182,453	182,453		149,838	90,033	239,870	(57,418)	TBA	TBA	131.5%	Budget and actuals excludes trade values, Supply issues and waiting on vehicles.
CF0032	Hire Plant Replacement 2021-22		233,300	233,300		285,650	-	285,650	(52,350)	TBA	TBA	122.4%	Budget and actuals excludes trade values with allowances less than required.
CF0033	Non Hire Plant Replacement 21-22		67,079	67,079		59,475	14,341	73,816	(6,737)	TBA	TBA	110.0%	Budget and actuals excludes trade values - commitment to be reduced by $14K (Hako sweeper front brush not required)
CF0034	Fleet Replacement program 2022-23	276,000		276,000		-	257,052	257,052	18,948	TBA	TBA	93.1%	Budget and actuals excludes trade values
CF0035	Hire Plant Replacement 2022-23	434,000		434,000		90,911	298,818	389,729	44,271	TBA	TBA	89.8%	Budget and actuals excludes trade values
CF0036	Non Hire Plant Replacement 22-23	55,000		55,000		-	-	-	55,000	TBA	TBA	0.0%	
Total Plant & Fleet		**765,000**	**482,832**	**1,247,832**	**-**	**585,874**	**660,244**	**1,246,118**	**1,714**			**99.9%**	
Other Equipment													
	Office and Equipment	**267,000**	**193,936**	**460,936**	**-**	**158,118**	**19,579**	**177,697**	**283,239**			38.6%	
	Information Technology	**230,000**	**171,040**	**401,040**	**-**	**106,429**	**106,486**	**212,915**	**188,125**			53.1%	
			-	-									
Total Other Equipment		**497,000**	**364,976**	**861,976**	**-**	**264,547**	**126,065**	**390,612**	**471,365**			**45.3%**	
TOTAL CAPITAL EXPENDITURE - EXCLUDING LIVING CITY		**10,476,000**	**9,629,700**	**20,105,700**	**3,634,054**	**5,951,261**	**5,724,802**	**11,676,063**	**8,429,638**			**58.1%**	
Living City													
Total Living City		**1,000,000**	**7,182,337**	**8,182,337**	**1,750,000**	**2,745,053**	**9,060**	**2,754,113**	**5,428,224**			**33.7%**	construction underway
TOTAL CAPITAL EXPENDITURE - INCLUDING LIVING CITY		**11,476,000**	**16,812,037**	**28,288,037**	**5,384,054**	**8,696,313**	**5,733,862**	**14,430,176**	**13,857,862**			**51.0%**	