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DEVONPORT CITY COUNCIL
From the Office of the Mayor

27 August 2026

Vicki Ward
3 Woodland Grove
TUGRAH TAS 7310

Email: wardv1056@gmail.com

Dear Ms Ward

RESPONSE TO QUESTIONS WITHOUT NOTICE – COUNCIL MEETING – 24 August 2026

I write in response to your question taken on notice at the Council Meeting on Monday 24 August 2026 as outlined below.

Q1 How are you going to protect our environment for our kids in the future because allowing it to be knocked down, taking away the oxygen etc. etc., is not going to be helpful. So my question to Council would be - what are you going to do as a council to protect that environment because the reality is, it has to last for our children; it has to last for their children, so we need to have a good think about that and yes, I have many ideas that I could give you, but that's not the way it works. So what I'd like you to do is to think about the permanent future of our environment, which is going to protect our children. So please give us a reply to that by saying how are you going to protect it so that my students that I have had in the past can all have the lives that they want? We need that. I appreciate you listening and good on your work and I would not do your job for a million dollars. Thank you people.

Response
Council is committed to protecting the environment for current and future generations through a wide range of activities spanning biodiversity conservation, climate resilience, waste reduction, renewable energy, environmental regulation, community education and sustainable infrastructure.

This work is guided by Council's Environment Strategy 2025-2030 and supported by a range of management plans, operational programs, partnerships and investments. Together, these actions aim to protect Devonport's natural assets, reduce environmental impacts and strengthen the city's resilience to future environmental challenges. These include:

Biodiversity Conservation and Natural Habitat Protection

- Manage threatened species and vegetation communities to recognised conservation standards.
- Protect habitat for threatened species including the endangered Central North Burrowing Crayfish.
- Restore and connect habitat corridors across the municipality.



The City with Spirit

- Protect native bushland, wetlands, waterways and coastal reserves.
- Implement the Don Reserve Environmental Management Plan
- Manage the Kelcey Tier Green Belt in accordance with strategic environmental objectives.
- Undertake revegetation programs in environmentally significant areas.
- Protect ecological communities and remnant native vegetation.
- Prevent illegal vegetation clearing, unauthorised track creation and environmental degradation through compliance and education activities.
- Support habitat restoration projects on Council-managed land.

Weed and Invasive Species Management

- Undertake strategic weed control programs across Council-managed land.
- Target declared and priority weed species through inspection and treatment programs.
- Participate in the regional Spanish Heath eradication program with neighbouring councils.
- Maintain roadside weed control programs.
- Develop and maintain a Council Priority Weed List.
- Apply weed hygiene standards to Council operations and contractor activities.
- Educate landowners and residents on invasive species management.
- Support responsible pet ownership to reduce impacts on native wildlife.
- Participate in regional initiatives addressing feral and invasive species.

Waterways, Rivers and Coastal Protection

- Restore riparian vegetation along the Mersey and Don Rivers.
- Stabilise riverbanks and reduce erosion through revegetation works.
- Protect water quality through stormwater management initiatives.
- Monitor recreational water quality through the Devonport Beach Watch Program.
- Install and maintain gross pollutant traps on major stormwater systems.
- Reduce litter and pollutants entering waterways and the marine environment.
- Protect coastal habitats, dunes and foreshore vegetation.
- Restrict damaging vehicle access to sensitive coastal environments.
- Support coastal protection and adaptation planning.

Climate Change Adaptation and Resilience

- Assess and monitor climate-related risks including flooding, sea-level rise, bushfire and extreme weather.
- Integrate climate risks into asset management and long-term financial planning.
- Upgrade stormwater systems to improve flood resilience.
- Improve drainage infrastructure and flood modelling.
- Enhance natural buffers that help protect communities from flooding and erosion.
- Develop and implement urban greening initiatives to reduce urban heat.
- Improve water efficiency within Council facilities.
- Ensure future Council assets are designed with climate risks in mind.
- Maintain climate risks within Council's corporate risk management framework.

Renewable Energy and Emissions Reduction

- Complete carbon emissions assessments and establish emissions baselines.
- Undertake a carbon inventory of Council operations and assets.
- Install solar photovoltaic systems on Council facilities.
- Develop and implement renewable energy projects.



- Install electric vehicle charging infrastructure.
- Transition Council's fleet toward zero-emission vehicles.
- Electrify Council facilities and heating systems where feasible.
- Improve energy efficiency across Council buildings and operations.
- Upgrade public lighting to LED and other efficient technologies.
- Support regional expansion of EV charging infrastructure.

Waste Reduction, Recycling and Circular Economy

- Deliver kerbside Food Organics and Garden Organics (FOGO) collection services.
- Divert organic waste from landfill for composting and reuse.
- Implement the Waste Strategy 2023-2028.
- Increase resource recovery and recycling across the municipality.
- Reduce reliance on landfill disposal.
- Promote composting, worm farming and household waste reduction.
- Facilitate hazardous waste collection opportunities.
- Reduce single-use plastics within Council operations.
- Improve waste-transfer and resource-recovery operations through data and technology investments.
- Work regionally with other councils to improve waste outcomes.

Sustainable Transport and Urban Greening

- Develop walking and cycling infrastructure throughout the municipality.
- Expand the Coastal Pathway network.
- Encourage active transport alternatives to reduce vehicle emissions.
- Develop an Urban Greening Strategy to increase vegetation and shade.
- Increase tree planting in streets, parks and public spaces.
- Integrate biodiversity and green infrastructure into city planning.

Environmental Planning, Compliance and Governance

- Apply planning and development controls that consider environmental impacts.
- Administer environmental responsibilities under relevant legislation and planning frameworks.
- Conduct environmental monitoring and compliance activities.
- Maintain environmental strategies, management plans and policies.
- Monitor environmental risks and opportunities through Council's governance framework.
- Undertake independent audits of environmental performance and compliance.
- Advocate to State and Federal Governments on environmental and climate matters affecting Devonport.

Community Education, Partnerships and Stewardship

- Support Friends of Don Reserve, Landcare and other volunteer groups.
- Deliver environmental education and awareness programs.
- Conduct community tree planting and revegetation events.
- Facilitate citizen science initiatives such as biodiversity monitoring and bird counts.
- Partner with schools and community organisations on environmental projects.
- Work collaboratively with Cradle Coast Authority, State agencies and neighbouring councils.
- Encourage community participation in environmental restoration and conservation activities.
- Provide information and advice to residents on environmental stewardship and sustainable practices.

Protecting the environment requires sustained effort across many areas of Council responsibility. Through strategic planning, environmental stewardship, renewable energy investment, biodiversity conservation, climate adaptation, waste reduction, sustainable transport, community partnerships and regulatory oversight, Council is actively working to safeguard Devonport's natural environment and enhance its resilience. While environmental challenges continue to evolve, Council remains committed to continuous improvement and to ensuring that Devonport's natural assets are protected, restored and managed responsibly for future generations.

A copy of Council's Environment Strategy 2025 – 2030 is available on our website as follows: Council Plans & Strategies | Devonport City Council

We trust this answers your questions.

Yours sincerely,



Matthew Atkins
CHIEF EXECUTIVE OFFICER

Devonport City Council
Public Questions on Notice
Submitted By:
Submission Date:

Submission Details			
First Name	Mark	**Last Name**	Price
Address (Postal)	9 Coles Beach Road		
Address (Email)	topricey@gmail.com		
Date of Council Meeting	2026-09-28		

General Subject Matter	Don Heads Car Park
Background - Preamble	Devonport City Council has endorsed the Hillcrest Permanent Memorial Plans which include an upgrade of the Don Heads Car Park by the Council. My questions relate to the upgrade of the Don Heads Car Park. Please see page 13 of the Hillcrest Permanent Memorial Plan found on the links below: https://alert.tas.gov.au/recovery/permanent-memorial https://alert.tas.gov.au/files/inline-images/Permanent%20Memorial%20%20Concept%20Design%20Report.pdf?VersionId=AZ5cjROfi40y94RmFkrBHwmed2zC2MeP

Question 1	Has the Council commenced planning for the upgrade of the Don Heads Car Park, as per the Permanent Memorial Concept Design Report page 13?
Question 2	Is the upgrade of the Don Heads Car Park included in the Devonport City Council's 2026/2027 Budget?
Question 3	When will the Don Heads Car Park upgrade be completed?
Link to List Entry in Governance TeamSite	https://devonportcitycouncil.sharepoint.com/sites/GovernanceTeam/_layouts/15/listform.aspx?PageType=4&ListId=c83bce0b%2D3744%2D4650%2Db9c8%2Dcf7dcefeb7a0&ID=8&ContentTypeID=0x0100BA3E2DD41426064480AA4749F088742A00B3D90CAEBB762941BD9AEDAAAAC8EC2A

QsoN RBV 28 Sept 2026 rate revenue from various properties OK to send

FROM R. B. VELLACOTT
11 COCKER PLACE
DEVONPORT 7310

TO THE MAYOR AND COUNCILORS
DEVONPORT CITY COUNCIL
COUNCIL CHAMBERS
ROOKE ST DEVONPORT 7310

Subject -Questions on Notice for the ordinary Council meeting 28 Sept 2026 re rate revenue enquiry for various properties and infrastructure.

Question 1. - Does Council receive rate revenue for the following properties and or infrastructure situated within the Devonport Municipality?

1.1 - The Indie School complex?

1.2- The Strata titled section of the paranaple center owned by the State Government I.e. Library and Service Tasmania?

1.3 - The mobile phone transmission tower situated Percy Street and any other that may be situated on public land?

1.4 - The Devonport Post Office?

1.5 - TasPorts' office block and or any other property owned by them?

1.6 – The TasNetwork's substation at Stony Rise ?

1.7- Devonport Racecourse?

Please include all above and Council's answers in the 28 Sept 2026 meeting Agenda.

An acknowledgement of receipt of this emailed correspondence will be appreciated.

Regards,

R.B. Vellacott (19 Sept 2026)

PDA
SURVEYORS, ENGINEERS & PLANNERS

6 Queen Street
Burnie, Tasmania 7320
Phone (03) 6431 4400

ABN 94 695 946 626
Burnie@pda.com.au
www.pda.com.au

Our Ref: 56552
Your Ref: PA2026.0070

6/08/2026

Devonport Council
Planning Department

Emailed: townplanning@devonport.tas.gov.au

Re: Development Application for subdivision of 2 lots – 105-107 Best Street, Devonport

Following the closure of Mitchell Hodgetts the developers (Jason and Angela Sferco) of a proposed 2 lots subdivision have request that PDA Surveyors Engineers and Planners Act on their behalf.

Please find enclosed:

- Revised Devonport Council Development Application form
- Authorisation to Act as Agent signed by the owners
- Response to TasWater RFI issued 27/05/2025

With the updated application details please direct the permit and any other associated correspondence to planning@pda.com.au

Yours faithfully
PDA Surveyors, Engineers & Planners

Adrian Eberhardt
DIRECTOR

OFFICES ALSO AT:

DEVONPORT
77 Gunn St,
Devonport, TAS 7310
(03) 6423 6875

HOBART
250-270 Murray St,
Hobart, TAS 7000
(03) 6234 3217

HUONVILLE
11/16 Main Rd,
Huonville, TAS 7109
(03) 6264 1277

LAUNCESTON
3/23 Brisbane St,
Launceston, TAS 7250
(03) 6331 4099

SWANSEA
3 Franklin St,
Swansea, TAS 7190
(03) 6130 9099

PDA
SURVEYORS, ENGINEERS & PLANNERS

6 Queen Street
Burnie, Tasmania 7320
Phone (03) 6431 4400

ABN 94 695 946 626
Burnie@pda.com.au
www.pda.com.au

Our Ref: 56552
Your Ref: PA2026.0070

30/07/2026

Devonport Council
Planning Department

Emailed: townplanning@devonport.tas.gov.au

Re: Authorisation to Act as Agent for subdivision of 2 lots – 105-107 Best Street, Devonport

I Jason Marc Sferco and Angela Megan Sferco, of 105-107 Best Street, Devonport request and authorise PDA Surveyors, Engineers and Planners to Act as our Agent in relation to the submitted Development Application (by Mitchell Hodgetts) for a 2 lot subdivision of 105-107 Best Street, Devonport.

Jason Marc Sferco Date 3/8/26

Angela Megan Sferco Date 3/8/26

OFFICES ALSO AT:

DEVONPORT
77 Gunn St,
Devonport, TAS 7310
(03) 6423 6875

HOBART
250-270 Murray St,
Hobart, TAS 7000
(03) 6234 3217

HUONVILLE
11/16 Main Rd,
Huonville, TAS 7109
(03) 6264 1277

LAUNCESTON
3/23 Brisbane St,
Launceston, TAS 7250
(03) 6331 4099

SWANSEA
3 Franklin St,
Swansea, TAS 7190
(03) 6130 9099

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: 105-107 Best Street, Devonport

Certificate of Title Reference No.: 222147/1

Applicant's Details

Full Name/Company Name: PDA Surveyors, Engineers & Planners

Postal Address: 6 Queen Street, Burnie

Telephone: 03 6431 4400

Email: planning@pda.com.au

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

Full Name/Company Name: Jason and Angela Sferco

Postal Address: 105-107 Best Street, Devonport

Telephone: 0430 593 090

Email: jason@jaymarc.com.au

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?: 2 Lot Subdivision

Description of how the use will operate:

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

$_____

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

If land is not in applicant's ownership

I, Micheal Wells (PDA Surveyors Engineers & Planners) declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: _____ Date: 5/08/2026

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: 5/08/2026

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.

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.

From:	Trudy Redpath <trudyr@michellhodgetts.com.au>
Sent:	Thursday, 7 May 2026 5:17 PM
To:	Devonport City Council
Subject:	226013 - Jason Sferco - 105-107 Best Street Devonport - Proposed Subdivision Development Application
Attachments:	226013 Sferco 105-107 Best St pplan.pdf; 226013 Sferco 105-107 Best St pplan with image.pdf; FolioText-222147-1.pdf; FolioPlan-222147-1.pdf; 226013 - TPS General Residential Zone -code 6 Historical heritage overlay - MHA - taswater 2nd page - new format.pdf; 226013 - DCC Planning-Application-Form - signed.pdf

Please find attached documentation in support of the proposed subdivision development application at 105-107 Best Street, Devonport.

- Proposal Plan 226013
- Proposal Plan 226013 with Image
- Title Text 222147-1
- Title Plan 222147-1
- Application for Planning Permit
- Signed Development Application Form

Please issue a tax invoice in the name of **Jason Sferco** for the DA fee and email to mhasurv@bigpond.net.au .

Engagement & Invoicing Directions
Michell Hodgetts Surveyors are acting as (the Applicant) and have been engaged by the Owner to prepare this documentation. Any Permit issued is affixed to land and not an individual.
The services rendered by the Applicant are strictly limited to the preparation of documentation to obtain planning permissions only. The Applicant is not to be considered the "permit holder" as part of any permit condition issued by any Authority and is not responsible for any costs incurred through a Permit Holder enacting a permit condition.
All invoices issued by the Planning Authority or TasWater (including any other referral agency) either as part of this primary planning application or at any stage thereafter should be addressed to "the Owner".

Regards

Trudy Redpath | Office Administrator
MICHELL HODGETTS SURVEYORS

Address: 6 Barker Street, Devonport TAS 7310
Corres: PO Box 712, Devonport TAS 7310
Phone: (03) 6424 5144
Email: trudyr@michellhodgetts.com.au

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: 105-107 Best Street, DEVONPORT TAS 7310

Certificate of Title Reference No.: CT 222147-1

Applicant's Details

Full Name/Company Name: Michell Hodgetts Surveyors, acting as Agent for the owners

Postal Address: PO Box 712 Devonport TAS 7310

Telephone: 03 6424 5144

Email:

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

Full Name/Company Name: Jason Marc Sferco & Angela Megan Sferco

Postal Address: 105-107 Best Street, Devonport Tas 7310

Telephone: 0430 593 090

Email: jason@jaymarc.com.au

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?: 2 lot subdivision

Description of how the use will operate: Residential

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

$

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

If land is not in applicant's ownership

I, John Turnbull of Michell Hodgetts Surveyors, acting as agent for the owner declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: Date: 07/05/2026

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: 07/05/2026

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.

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.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
222147	1
EDITION	DATE OF ISSUE
4	31-July-2023

SEARCH DATE : 01-May-2026
SEARCH TIME : 11.57 am

DESCRIPTION OF LAND

City of DEVONPORT
Lot 1 on Plan 222147
Derivation : Part of Lot 1 Section E E Gtd to C G Casey
Prior CT 2760/16

SCHEDULE 1

N129648 TRANSFER to JASON MARC SFERCO and ANGELA MEGAN SFERCO Registered 31-July-2023 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
93468 BOUNDARY FENCES CONDITION in Transfer
E353238 MORTGAGE to Westpac Banking Corporation Registered 31-July-2023 at 12.02 pm

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ORIGINAL – NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended

NOTE—REGISTERED FOR OFFICE CONVENIENCE TO REPLACE

CERTIFICATE OF TITLE

Register Book
Vol. 2760 Fol. 13

Cert.of Title Vol. 439 Fol.183

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

DESCRIPTION OF LAND

TOWN OF DEVONPORT
ONE ROOD THIRTY NINE PERCHES AND SIX TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

DALLAS PERCIVAL JOHN COWAN of Devonport, Accountant

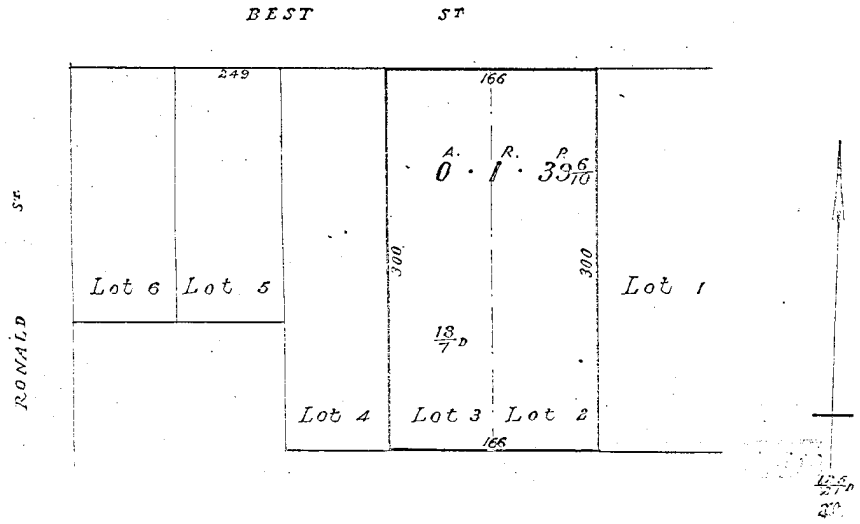
SECOND SCHEDULE (continued overleaf)

TRANSFER NO. 93468 was made SUBJECT TO boundary fences condition

REGISTERED NUMBER

222147

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.



Part of Lot 1 Section E.E. Gtd. to C.G.Casey. Meas.are in links 125/21D

FIRST Edition. Registered 1970

Derived from C.T.Vol. 439 Fol. 183 - Transfer A132844 E.G.Lakin.

NOTE—ENTRIES CANCELLED UNDER SIGNATURE OF THE REGISTRAR OF TITLES ARE NO LONGER SUBSISTING.

Application for Planning Permit

PROPOSED SUBDIVISION

In the

GENERAL RESIDENTIAL ZONE

105-107 BEST STREET

DEVONPORT

Supporting Documentation

MAY 2026

IMPORTANT DETAILS

This document has been prepared for the sole use of the client and for a specific purpose, as expressly stated in the document. Michell Hodgetts Surveyors undertakes no duty nor accepts any responsibility to any third party not being the intended recipient of this document. The information contained in this document has been carefully compiled based on the clients' requirements. Michell Hodgetts Surveyors may have relied on information provided by the client and/or other external parties to prepare this document, some of which may not have been verified. Subject to the above conditions, Michell Hodgetts Surveyors recommends this document should only be transmitted, reproduced or disseminated in its entirety.

Engagement & Invoicing Directions

Michell Hodgetts Surveyors (the Agent, acting as the Applicant) have been engaged by the owner (the Permit Holder) to prepare documentation for a planning permit for a Proposed Subdivision located on land known as **105-107 Best Street, Devonport**. Any Permit issued is affixed to land and not an individual.

The services rendered by the Applicant are strictly limited to the preparation of documentation in order to obtain planning permissions only. The Applicant is not to be considered as the "permit holder" as part of any permit condition issued by any Authority and is not responsible for any costs incurred through a Permit Holder enacting a permit condition. All costs and invoices associated with this use or development is borne of the Permit Holder only.

In such circumstances where the primary Permit Holder named above sells land or otherwise relinquishes the land; the new permit holder is the party responsible for all costs and invoices incurred by enacting any permit issued that is affixed to the land.

In granting any permit or consent for this development the issuing or consenting Authority hereby agree and are bound to the terms listed above.

This report has been prepared in support of a proposed two-lot subdivision of **CT 222147-1** on behalf of **Jason Marc Sferco & Angela Megan Sferco**. The purpose of the subdivision is to create separate titles for possible future sale or development.

8.0 General Residential Zone
8.6 Development Standards for Subdivision

8.6.1 Lot design

A1

Both lots are greater than 450m². Lot 2 contains existing dwelling. Lot 1 is capable of containing a 10 x 15m building envelope, clear of setbacks, easements etc.

A2

Each lot has a frontage greater that 12m.

A3

Each lot has access to Best Street.

A4

No new Road

8.6.3 Services

A1

The existing house on Lot 2 is already connected to a full water supply service.

A new water connection is proposed for Lot 1, as shown on the plan.

A2

The existing house on Lot 2 is already connected to a sewerage system.

A new sewerage connection is proposed for Lot 1, as shown on the plan.

A3

The existing house on Lot 2 is already connected to a stormwater system.

A new stormwater connection is proposed for Lot 1, as shown on the plan.

Part C Codes

Code 6 - Historical heritage overlay

N/A – No works required.

Conclusion

This supporting documentation demonstrates that the proposal of a **Subdivision** supports and furthers the Planning Scheme aims and objectives, relevant Clauses and Schedules as set out for development within the **General Residential Zone**.

Where the proposal does not comply with the Acceptable Solution (AS) it has been demonstrated that the Performance Criteria (PC) are satisfied and there is not an unreasonable loss of amenity as a consequence of this proposal. Therefore, Council is requested to exercise its Discretionary powers in relation to this development.

With the above in mind, a planning permit for a **105-107 Best Street, Devonport** is respectfully sought from the Planning Authority.

MICHELL HODGETTS SURVEYORS

A.C.N. 109 596 152

AUTHORISED SURVEYORS

DEVONPORT – WYNYARD – SMITHTON – LAUNCESTON – SCOTTSDALE

P.O. Box 712 , Devonport 7310
AUSDOC DX 70346 , Devonport
Telephone (03) 6424 5144
Fax (03) 6423 4090
E.Mail : mhasurv@bigpond.net.au

PROPOSED SUBDIVISION

105–107 Best Street, Devonport

J.M. & A.M. Sferco





This plan has been prepared only for the purpose of obtaining subdivision approval from the local planning authority & the information shown hereon should be used for no other purpose.

All dimensions & areas subject to final survey .

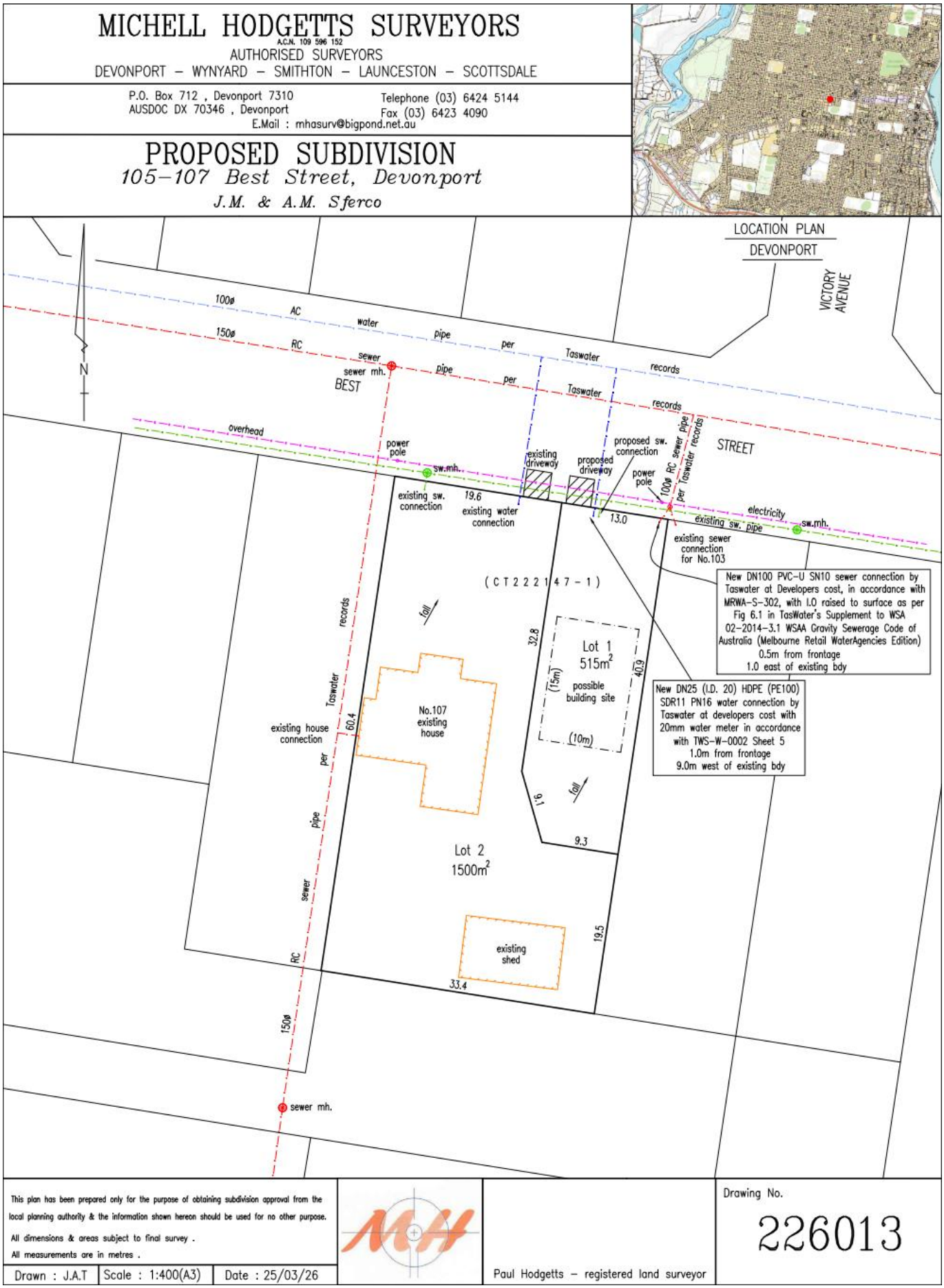
All measurements are in metres .

Drawn : J.A.T	Scale : 1:400(A3)	Date : 25/03/26

Paul Hodgetts – registered land surveyor

Drawing No.

226013


MICHELL HODGETTS SURVEYORS
A.C.N. 109 596 152
AUTHORISED SURVEYORS
DEVONPORT – WYNYARD – SMITHTON – LAUNCESTON – SCOTTSDALE
P.O. Box 712 , Devonport 7310
AUSDOC DX 70346 , Devonport
Telephone (03) 6424 5144
Fax (03) 6423 4090
E.Mail : mhasurv@bigpond.net.au
PROPOSED SUBDIVISION
105–107 Best Street, Devonport
J.M. & A.M. Sferco
LOCATION PLAN
DEVONPORT
VICTORY AVENUE
N
100ø AC water pipe per Taswater records
150ø RC sewer pipe per Taswater records
sewer mh.
BEST STREET
overhead
power pole
sw.mh.
existing driveway
proposed driveway
proposed sw. connection
100ø RC sewer pipe per Taswater records
existing sw. connection
19.6
existing water connection
13.0
electricity
existing sw. pipe
existing sewer connection for No.103
(CT222147-1)
New DN100 PVC–U SN10 sewer connection by Taswater at Developers cost, in accordance with MRWA–S–302, with I.O raised to surface as per Fig 6.1 in TasWater's Supplement to WSA 02–2014–3.1 WSAA Gravity Sewerage Code of Australia (Melbourne Retail WaterAgencies Edition)
0.5m from frontage
1.0 east of existing bdy
New DN25 (I.D. 20) HDPE (PE100) SDR11 PN16 water connection by Taswater at developers cost with 20mm water meter in accordance with TWS–W–0002 Sheet 5
1.0m from frontage
9.0m west of existing bdy
fall
Lot 1
515m²
possible building site
(15m)
(10m)
32.8
40.9
9.1
9.3
No.107 existing house
existing house connection
60.4
Taswater records per pipe sewer RC 150ø
Lot 2
1500m²
existing shed
19.5
33.4
sewer mh.
This plan has been prepared only for the purpose of obtaining subdivision approval from the local planning authority & the information shown hereon should be used for no other purpose.
All dimensions & areas subject to final survey .
All measurements are in metres .
Drawn : J.A.T
Scale : 1:400(A3)
Date : 25/03/26
Paul Hodgetts – registered land surveyor
Drawing No.
226013

103 Best St
Devonport
Tasmania 7310

Mr Alex Mountney
PLANNING & REGULATORY COODINATOR

Dear Sir

PA2026.0070 – APPLICATION FOR PLANNING PERMIT
105-107 BEST ST DEVONPORT

I am writing to you in response to the above Application.

Of which I will list in this letter the matters that I have become aware of after down loading a copy of the permit application.

I am the owner the property 103 Best St.

The proposed building site, which I believe, can be 1m from my boundary. The ground level of my property (103) is 1m below the ground level (105)

My property has a number of windows facing the proposed building, This will have the effect of substantially reducing the natural light to my property (windows).

To assist with this problem I note the width of the proposed sub division is 13.0mts. Where as the original width of the block is 16.3mts.

My suggestion is that the width of the proposed sub division be increased to 16.3mts. Which appears to be the width of the original block taken from the application drawing,

While the proposed building site also be moved 3.0mts to the east within the block. Together with driveway access be moved to the East end of the block,

This would allow for a driveway to be laid to the West of the proposed building site.

This will allow wheeled access to the rear of the block. Which at the moment cannot happen due to the width of the proposed application.

If this suggestion is actioned it would reduce the problem of poor natural light at my home.

Also this action also normalise the street view where properties have a driveway on the same side of each building.

This can be confirmed by viewing the layout of most streets in Australia.

Also there is the matter of an unsupported one-meter high wall that is adjacent to the dividing fence between the two properties.

I would be very concerned if a building was to be constructed one meter from the dividing fence. At the very least a construction engineer should carry out an inspection of the area prior to any work being carried out.

Thankyou for your attention in these matters.

Yours faithfully

A Smith 30/8/2026

Anthony Smith

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PA2026.0070
Council notice date	20/05/2026
TasWater Reference No.	TWDA 2026/00541-DCC
Date of response	13/08/2026
TasWater Contact	Jake Walley
Phone No.	0467 625 805

Response issued to

Council name	DEVONPORT COUNCIL
Contact details	townplanning@devonport.tas.gov.au
Development details	
Address	105-107 BEST ST , DEVONPORT
Property ID (PID)	6286337
Description of development	Subdivision - 2 lots

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
M+H	226013	--	25/03/2026

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 connection(s) and sewerage system and connection(s) 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.

ASSET CREATION & INFRASTRUCTURE WORKS

4. Prior to applying for a Engineering Design Approval, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

5. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.

6. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

7. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: *Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.*

DEVELOPER CHARGES

8. Prior to TasWater issuing a Consent to Register a Legal Document, the applicant or landowner as the case may be, must pay a developer charge totalling $3,514.00 to TasWater for water and sewerage infrastructure for 1 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

DEVELOPMENT ASSESSMENT FEES

9. The applicant or landowner as the case may be, must pay a development assessment fee of $251.35 and a Consent to Register a Legal Document fee of $265.98 to TasWater, as approved by the Economic Regulator and the fees 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

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/application-information/application-for-development-services-form

Important Notice Regarding Plumbing Plans and Associated Costs
The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.
TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.
Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.
Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Developer Charges
For information on Developer Charges please visit the following webpage - https://www.taswater.com.au/building-and-development/developer-charges

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.

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: 132 Best Street, Devonport

Certificate of Title Reference No.: 185700/1

Applicant's Details

Full Name/Company Name: cmk architects

192 Charles Street, Launceston

Postal Address: PO Box 956, Launceston

Tasmania 7250

Telephone: (W) (03) 6331-2556, (M) 0418 592048

Email: curtis@cmk.com.au, liam@cmk.com.au

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

Full Name/Company Name: Homes Tasmania

Postal Address: GPO Box 65

Hobart, Tasmania 7001

Telephone: 0438 516370

Email: suzanne.ashlin@homes.tas.gov.au

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?: **19 Apartment, 2 Bedroom Social Housing Residential Class 2 Development**

Description of how the use will operate: **Residential**

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

$ 7.5M

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

If land is not in applicant's ownership

I, I. A. (Curtis) MacKirdy declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: _____ Date: 10/07/2026

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: 10/07/2026

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.

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.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
185700	1
EDITION	DATE OF ISSUE
2	05-Oct-2024

SEARCH DATE : 04-Mar-2026
SEARCH TIME : 08.27 am

DESCRIPTION OF LAND

City of DEVONPORT
Lot 1 on Sealed Plan 185700
Derivation : Part of Lot 2, 8 Acres (Sec. DD) Gtd. to George Buck
Prior CTs 74851/3 and 224581/22

SCHEDULE 1

N217301 TRANSFER to HOMES TASMANIA Registered 05-Oct-2024 at noon

SCHEDULE 2

M217301 Land is limited in depth to 15 metres, excludes minerals and is subject to reservations relating to drains sewers and waterways in favour of the Crown
SP185700 EASEMENTS in Schedule of Easements
M217301 FENCING PROVISION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER: THE CROWN

FOLIO REFERENCE: F/R 224581/22;
F/R 74851/3

GRANTEE: PART OF LOT 2 (8A-0R-0Ps) SECTION D. D. ORIGINALLY GTD TO GEORGE BUCK.

PLAN OF SURVEY

BY SURVEYOR: JUSTIN TIMOTHY WELCH
(OFFICE OF THE SURVEYOR GENERAL)

LOCATION: CITY OF DEVONPORT
SECTION D.D.

SCALE 1: 300 LENGTHS IN METRES

Registered Number

SP185700

APPROVED
EFFECTIVE FROM 24 JAN 2024

Recorder of Titles

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



Registered Land Surveyor ..... 08/11/2023 Date

Council Delegate ..... Date

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 185700

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lot 1 on the Plan is subject to a 'Wayleave Easement' (as defined herein) over the land marked 'WAYLEAVE EASEMENT 3.94 WIDE' on the Plan in favour of Tasmanian Networks Pty Ltd.

Interpretation

Wayleave Easement is defined as follows:

FIRSTLY the full and free right and liberty for Tasmanian Networks Pty Ltd, its successors and their servants, agents and contractors ("TasNetworks") at all times hereafter:

(a) **TO** clear the lands marked 'WAYLEAVE EASEMENT 3.94 WIDE' on the Plan of Survey annexed (described as "the servient land") and to place, erect, construct, inspect, install, maintain, repair, modify, add to, replace, remove and operate in, upon, over and along the servient land the following:

(i) towers, poles, wires, cables, apparatus, appliances, and all other ancillary and associated equipment (described collectively as "the said lines");

for, or principally for, the transmission and distribution of electrical energy and for any incidental purposes.

(b) **TO** cause or permit electrical energy to flow or be transmitted through and along the said lines.

(c) **TO** cut away, remove and keep clear of the said lines, all trees and other obstructions or erections of any nature whatsoever which may at any time:

(i) overhang, encroach upon or be in or on the servient land; and
(ii) which may in any way endanger or interfere with the proper operation of the said lines; and

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: The Crown	PLAN SEALED BY: THE CROWN
FOLIO REF: ~~185700/1~~ 74851/3 & 224501/22	DATE: .....
SOLICITOR & REFERENCE: Crown Solicitor (034899-23:BC)	..... REF NO. ..... Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 2 PAGES	Registered Number SP 185700
SUBDIVIDER: THE CROWN FOLIO REFERENCE: 74851/3 & 224581/22	

(iii) making good all damage occasioned thereby.

(d) **TO** enter the servient land for all or any of the above purposes and to cross the remainder of the servient land with any and all necessary plant, equipment, machinery and vehicles for the purpose of access and egress to and from the servient land, and where reasonably practicable, in consultation with the registered proprietor/s (except when urgent or emergency repair work is needed).

SECONDLY the benefit of a covenant for TasNetworks and its successors with the registered proprietor/s for themselves and their successors in title of the servient land not to:

(i) erect any buildings; or
(ii) place any structures, objects or vegetation;

that could interfere with the proper and safe operation of the said lines to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement first hereinbefore described.

Signed by JULIAN DAVID GILL)
being and as MANAGER)
PROPERTY SERVICES)
)
and pursuant to an Instrument of)
~~Authorisation~~ Delegation dated 16 NOVEMBER 2023 .....
Signature

in the presence of:

.....
Signature of witness
TERESA MARY MARR
Name of witness (block letters)
134 MACQUARIE STREET
Address of witness HOBART, TASMANIA 7000
~~SENIOR~~ PROPERTY OFFICER
Occupation

TERESA MARY MARR (TAKING AS REPRESENTATIVE OF THE CROWN) 20/11/2023

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

TasNetworks | Powering a Bright Future

Tasmanian Networks Pty Ltd
ABN 24 167 357 299
PO Box 606, Moonah, TAS, 7009
1300 137 008

16 June 2026

Curtis MacKirdy
Director
CMK Architects
192 Charles Street - PO Box 956
Launceston TAS 7250

Dear Curtis

RE Conditional Consent for Brick Wall Encroachment within TasNetworks Easement

Tasmanian Networks Pty Ltd (**TasNetworks**) has reviewed the proposed brick wall encroachment within TasNetworks' easement at 132 Best Street, Devonport (CT.185700/1) as detailed within the plan shown in **Attachment A**.

Following consideration of the information provided, we confirm that TasNetworks conditionally consents to the proposed brick wall encroachment, subject to the following requirements:

- The proposed works will not adversely impact existing or future TasNetworks infrastructure or operations.
- PSSR (power system safety rules) safe approach distances to be complied with when constructing.
- The trees planted near the powerlines are of appropriate species to reduce vegetation cutting burden in future.
- All works are undertaken in accordance with relevant standards, approvals, and safety requirements.
- TasNetworks is indemnified against any damage or disruption arising from the installation and maintenance of the brick wall.

Should you require any further clarification or wish to discuss specific conditions, please do not hesitate to Sam Platts by phone 0458 487 710 or by email at sam.platts@tasnetworks.com.au

Yours sincerely

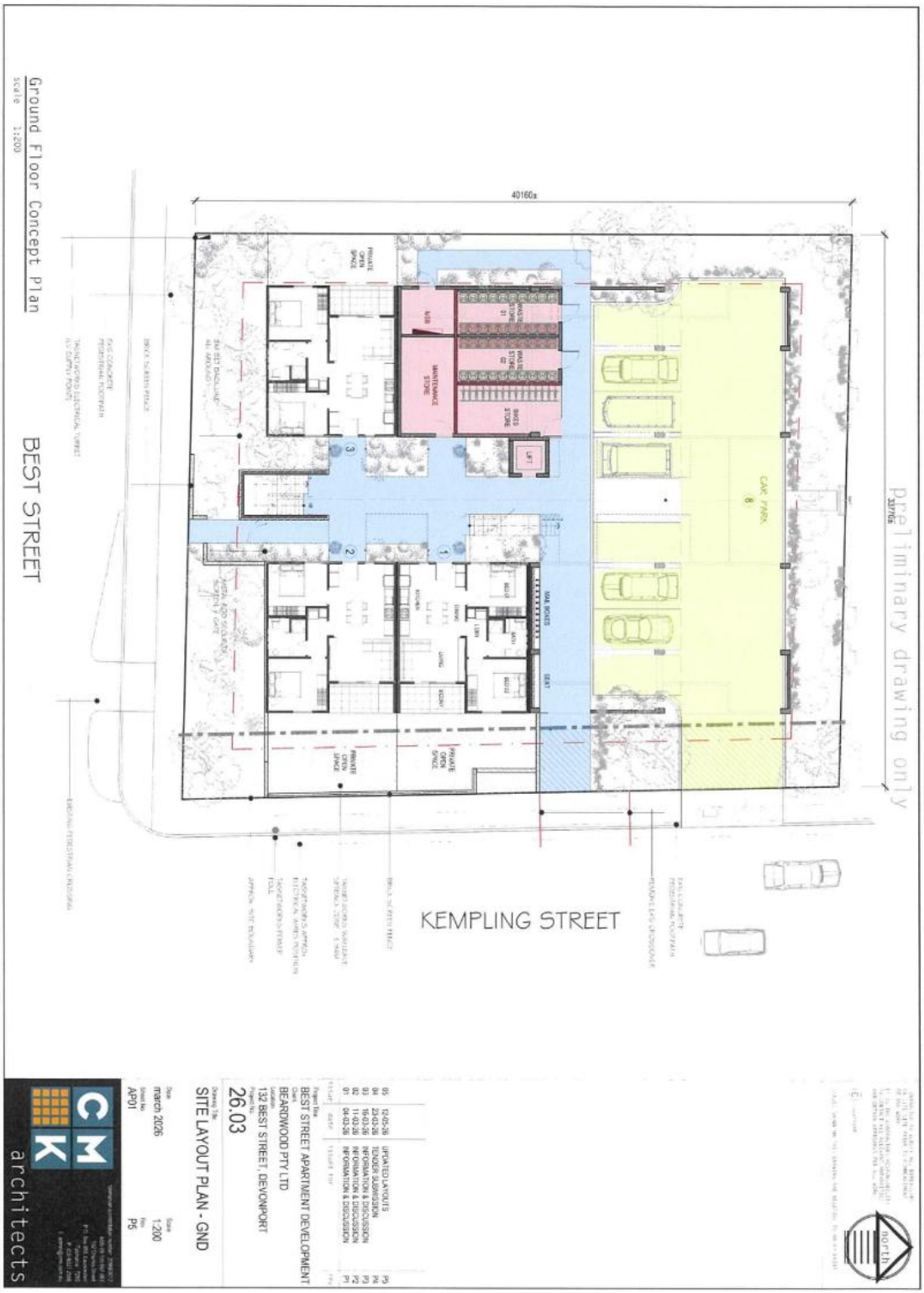
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Chantal Hopwood

Executive Governance

TasNetworks.com.au

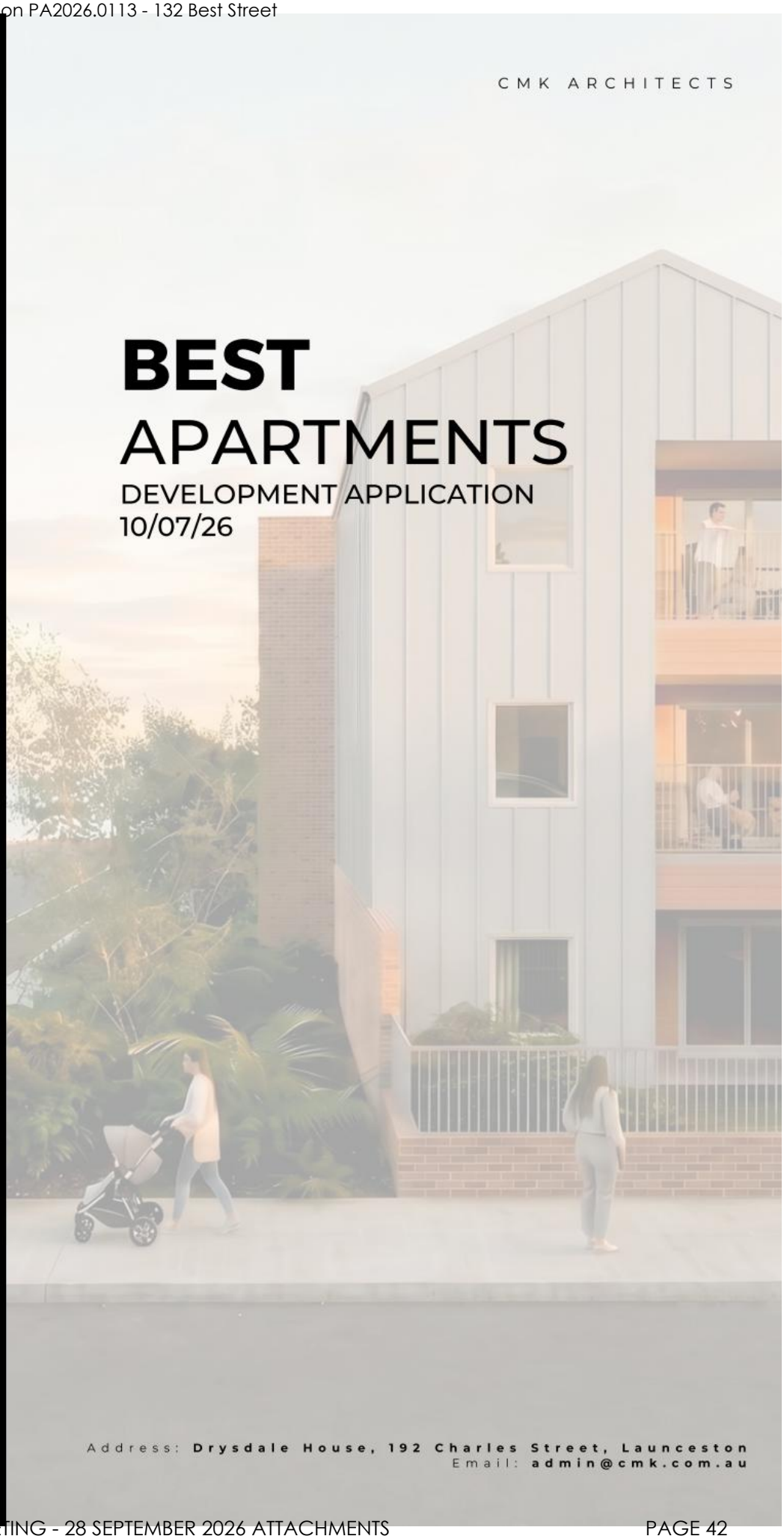
Attachment A



CMK ARCHITECTS

BEST APARTMENTS

DEVELOPMENT APPLICATION
10/07/26



Address: **Drysdale House, 192 Charles Street, Launceston**
Email: **admin@cmk.com.au**

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DEVELOPMENT RESPONSE TO TASMANIAN PLANNING SCHEME ____ 05 - 17

THIS DOCUMENT IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING:

26.03 - BEST DEVELOPMENT - DA ____ CMK ARCHITECTS

132 BEST STREET TRAFFIC IMPACT ASSESSMENT ____ MIDSONS TRAFFIC

TASWATER ET CALCULATION & STORMWATER REPORT ____ VERTO

TASNETWORKS EASEMENT ENCROACHMENT CONCENT ____ TASNETWORKS

Development Corner of Best St & Kempling St artist impressions



reference: 26.03
10th July 2026

Planning Department
Devonport City Council
137 Rooke St
Devonport TAS 7310

DEVELOPMENT APPLICATION - PROPOSED MULTI-RESIDENTIAL BUILDING

Attension:
Emma Pieniak - Devonport City Council Planning Department

Please find attached the drawings notes 26.03 - Best Street Development, submitted in support of the Development Application for 132 Best Street, Devonport.
The subject site is located within Zone 8 – General Residential Zone under the Tasmanian Planning Scheme. The site occupies a transitional location at the interface of residential and non-residential uses, being positioned directly opposite a Business Zone and in close proximity to a community purpose zone (Devonport High School), which contributes to a varied and active urban context.
The proposed development is a multi-residential building accommodating 19 units across three levels, designed to deliver social housing outcomes that respond to increasing demand for higher-density, well-located residential accommodation. This use is classified as a Permitted Use within the General Residential Zone, and will be classified as a class 2 building under the NCC.
The design has been developed having regard to the surrounding mixed-use character, existing infrastructure, and accessibility to public transport, local services, and community facilities, making the site highly suitable for this form of development.
This supporting statement addresses the relevant requirements of the Tasmanian Planning Scheme that are not otherwise demonstrated within the accompanying drawings and provides further justification against the applicable Performance Criteria. It also outlines how the proposal achieves appropriate outcomes in terms of amenity, streetscape integration, and residential functionality, to assist Council in the assessment of the application.

SITE & DEVELOPMENT



Site location plan



Best St & Kempling St artist impressions

SITE & PLANNING OVERVIEW:

Location

The site is located on the corner of Best & Kempling Street Devonport

Title	PID	Area
185700/1	6285051	1373m2

Planning Zone

8.0 Gerneral Residential

Planning Codes

C2.0 - Parking & Sustainable Transport Code - attached report by Midson Traffic
C16 - Airport Obsticle Limitation Area

DEVELOPMENT OVERVIEW

Development Features

19 Apartment - all of which have 2 bedrooms
8 onsite car parking spaces
15 secure bicycle parking spaces
Secure maintenance space
Secure waste bin store

Development footprint area

Private Unit footprint - 600m2
Covered common walkways - 135m2

TASMANIAN PLANNING SCHEME RESPONCE

8.0 General Residential Zone:

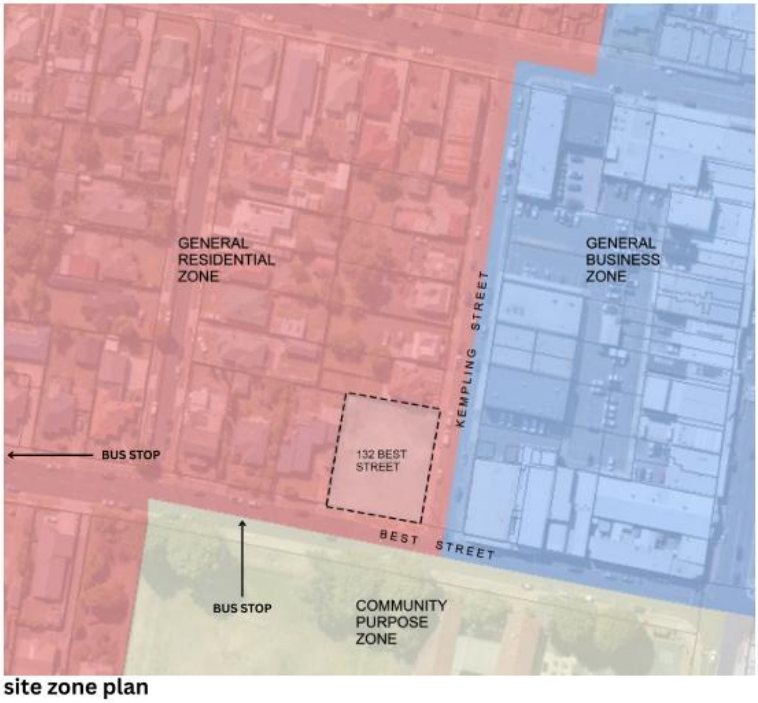
8.4.1 Residential Density for Multiple Dwellings:

P1 - Performance Criteria
Multiple dwellings must only have a site area per dwelling that is less than 325m² if the development will not exceed the capacity of infrastructure services and:
(a)is compatible with the density of existing development on established properties in the area; or
(b)provides for a significant social or community benefit and is:
(i) wholly or partly within 400m walking distance of a public transport stop; or
(ii) wholly or partly within 400m walking distance of an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone or Commercial Zone.

P1 Response – The proposed multiple dwelling development does not meet the Acceptable Solution of a minimum site area of 325m² per dwelling. However, the proposal satisfies the Performance Criteria for the following reasons:

- The development provides a significant social benefit through the provision of social housing.
- The site is strategically located directly opposite a Business Zone and in close proximity to a school, supporting integration with existing services and community infrastructure.
- The development is located within 400 metres walking distance of a local shopping precinct and public transport, ensuring accessibility for residents without reliance on private vehicles.

Accordingly, the proposal is consistent with clause P1(b) of the Tasmanian Planning Scheme. Refer to the maps included below for supporting evidence of proximity and accessibility



site zone plan

8.4.2 Setbacks & Building Envelopes for all Dwellings

P1 - Performance Criteria
A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraint.

P1 Response - The proposed development generally complies with the Acceptable Solution A1 setback requirements, providing a setback of 4.5 metres to the Best Street frontage and greater than 3 metres to the Kempling Street frontage.
Minor encroachments beyond these setbacks are limited to the staircase elements and sections of masonry fencing, as shown on the accompanying plans. These variations are considered consistent with Performance Criteria P1 for the following reasons:

- The development maintains a streetscape outcome that is compatible with the surrounding area, despite minor setback variations.
- The site is located directly opposite commercially zoned land, where several buildings are constructed to the boundary on both street frontages, resulting in a varied built form character.
- The proposed design appropriately responds to this mixed residential and commercial interface, balancing standard residential setbacks with elements that reflect the adjoining commercial context.
- The development remains respectful of the existing topographical and urban conditions of the site.

Accordingly, the proposal is considered to achieve a compatible streetscape outcome and satisfies the intent of Performance Criteria P1



View towards the residential zone on Best Street



View towards the Business zone on Best Street

8.4.2 Setbacks & Building Envelopes for all Dwellings

P2 - Performance Criteria
A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.

P2 Response - The proposed development includes an underbuilding car parking area comprising 8 spaces, accessed from Kempling Street, with a setback of approximately 4.5 metres from the frontage.
While this does not meet the numerical requirement of the Acceptable Solution, the proposal satisfies the Performance Criteria for the following reasons:

- Kempling Street functions as a secondary frontage, with the primary building address and streetscape presentation oriented toward Best Street.
- The parking area is located beneath the building, resulting in a recessive and integrated design outcome, ensuring that garage elements do not dominate the streetscape.
- The proposed setback is consistent with the established pattern of development in the locality, where:
  - Commercial properties directly opposite the site incorporate car parking areas and built form closer to the boundary, and
  - A nearby apartment development on Kempling Street provides parking with a setback of approximately 4 metres from the frontage.
- This demonstrates that a reduced setback for parking structures is an established and accepted characteristic of the street, particularly given the interface with the adjacent commercial zone.
- The proposal maintains a balanced and visually compatible streetscape outcome, with the parking component remaining subordinate to the overall building form.

Accordingly, the proposed garage setback is considered compatible with existing development in the street and satisfies the intent of the Performance Criteria.



ex'g apartments on Kemling St



ex'g commercial buildings and parking on Kempling St

8.4.2 Setbacks & Building Envelopes for all Dwellings

P3 - Performance Criteria
A dwelling must:
(a) not cause an unreasonable loss of amenity to adjoining properties…
(b) provide separation between dwellings…
(c) not cause an unreasonable reduction in sunlight to existing solar energy installations…

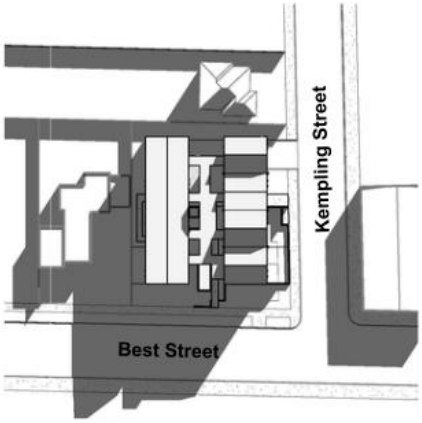
P3 Response – The proposed development exceeds the typical building envelope, comprising a three-storey building with a floor-to-floor height of approximately 3.2 metres and a maximum building height of 12.5 metres. While this extends beyond the indicative envelope (3m at boundary with a 45-degree plane to 8.5m), the design satisfies Performance Criteria P3 for the following reasons:

- Amenity of Adjoining Properties
  - The development is bordered by only two adjoining residential properties, located to the north and west, limiting the extent of potential impacts.
  - The proposal has been designed to minimise unreasonable overshadowing, and it is not expected to result in a significant or prolonged loss of sunlight to:
    - habitable room windows (excluding bedrooms), or
    - private open space areas of adjoining dwellings.
  - Solar diagrams are provided on the next page to demonstrate that any overshadowing is within reasonable and acceptable limits
  - The perceived bulk and scale of the building is moderated through design, siting, and separation, ensuring it does not result in unreasonable visual impacts when viewed from adjoining properties or the streetscape.

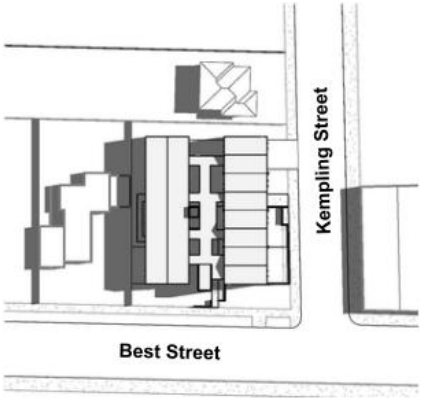
- Separation Between Dwellings
  - The development provides adequate separation distances to adjoining properties with a min. set back of 3m, consistent with an urban residential context, and maintains a reasonable spatial relationship between buildings.
  - The level of separation is considered appropriate given the increased density anticipated in proximity to commercial-zoned land.
- Solar Access to Energy Installations
  - It is not anticipated that the development will cause an unreasonable reduction in sunlight to any existing solar energy installations on adjoining properties.
  - This is further verified through the solar analysis diagrams.

Despite exceeding the standard building envelope, the proposal has been designed to avoid unreasonable impacts on adjoining properties and achieves a reasonable balance between increased density and residential amenity.
Accordingly, the development satisfies the intent of Performance Criteria P3

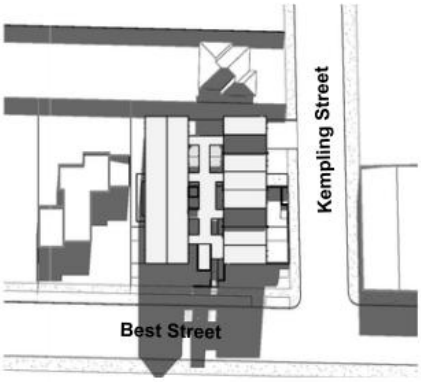
SOLAR DIAGRAM



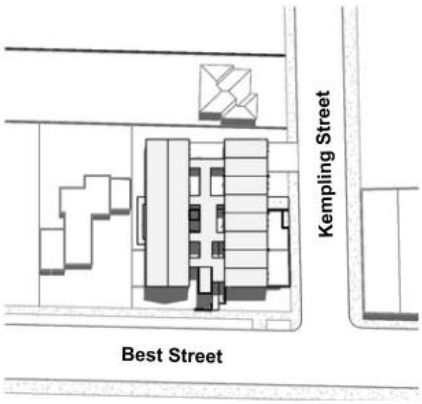
Winter Soilstice 10am



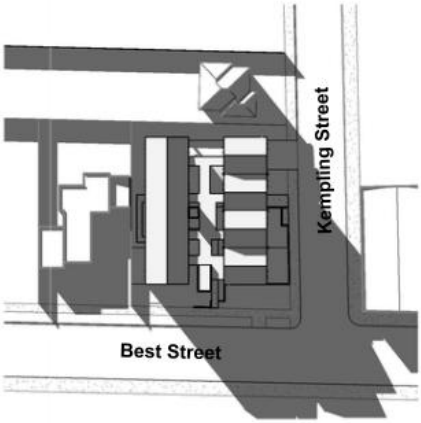
Summer Soilstice 10am



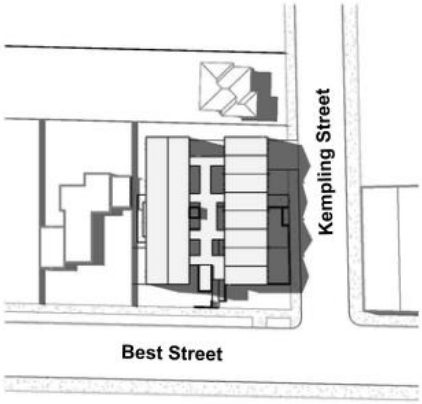
Winter Soilstice 12pm



Summer Soilstice 12pm



Winter Soilstice 3pm



Summer Soilstice 3pm

8.4.3 Site Coverage & Private Open Space

A1 - Acceptable Solutions
Dwellings must have:
(a) a site coverage of not more than 50%; and
(b) for multiple dwellings, a total area of private open space of not less than 60m² per dwelling (unless exemptions apply)
P1 – Performance Criteria
Dwellings must have:
(a) site coverage consistent with that existing on established properties in the area;
(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate:
(i)outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and
(ii)operational needs, such as clothes drying and storage; and
(c) reasonable space for the planting of gardens and landscaping.

A1 Response – The proposed development has a total building footprint of approximately 735m², including common circulation areas such as walkways and stairs, on a site area of 1370m². This results in a site coverage of approximately 53%, which marginally exceeds the 50% maximum specified under the Acceptable Solution.
If only the private dwelling footprints are considered, the site coverage equates to approximately 44%. However, when assessed in accordance with the definition of site coverage, which includes all roofed structures, the overall coverage is acknowledged as exceeding the Acceptable Solution.
Notwithstanding this, the variation is considered appropriate for the following reasons:

- The exceedance is minor in nature, at approximately 3%, and is largely attributable to circulation elements required for functionality and accessibility, rather than increased dwelling bulk.
- The development maintains a balanced built form, with adequate articulation, spacing, and landscaping to reduce perceived bulk.
- Sufficient private and communal open space is still provided across the site, ensuring that residential amenity is not compromised.
- The site's transitional location adjacent to commercial and community uses supports a slightly higher site coverage outcome than a typical low-density residential setting.

While the proposal does not strictly comply with the Acceptable Solution, the variation is minor, well-justified, and does not result in any adverse amenity or streetscape impacts.
Accordingly, the development is considered to satisfy the intent of the relevant Performance Criteria.

P1 Response – The proposed development adopts a combination of private open space and shared/common areas appropriate to the scale and configuration of the development:

- Ground floor dwellings (3 units) are provided with direct access to private open space, with approximately 40–50m² of landscaped area allocated to each dwelling.
- The remaining 16 dwellings are located above 1.8 metres in height, and therefore rely on private balconies as their primary open space, which is consistent with the scheme provisions.

P1 Response Continued

- Each dwelling is provided with usable balcony space, capable of accommodating:
  - Outdoor seating and recreation,
  - Clothes drying
- Additional landscaped communal areas are provided around the perimeter of the site, contributing to:
  - Usable open space opportunities,
  - Visual amenity, and
  - Opportunities for planting and soft landscaping.
- Storage requirements are addressed through:
  - Internal storage within dwellings and shared storage where required.

The proposal ensures that private open space is functional, accessible, and appropriate to the size and nature of each dwelling, while also incorporating communal landscape areas to supplement individual provision.
The development:

- Complies with site coverage requirements, and
- Provides a suitable mix of private and communal open space, appropriate for a higher-density residential development.

Accordingly, the proposal satisfies the intent of Clause 8.4.3 and Performance Criteria P2.

8.4.3 Site Coverage & Private Open Space

P2 – Performance Criteria
A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:
(a)conveniently located in relation to a living area of the dwelling; and
(b)orientated to take advantage of sunlight.

P2 Response - The proposed development satisfies Performance Criteria P2 as follows:

- All dwellings are provided with private balcony spaces directly accessed from the primary living areas, ensuring that the open space functions as a natural extension of the internal living environment, suitable for relaxation, dining, and general outdoor use.
- The balconies are appropriately sized and configured to accommodate typical residential outdoor activities, including seating and clothes drying.
- Each balcony is oriented either east or west, allowing dwellings to receive either morning or afternoon sunlight, ensuring adequate solar access throughout the day.

This design approach ensures that private open space is usable, accessible, and responsive to solar orientation, consistent with the intent of the Performance Criteria.

8.4.4 Sunlight to Private Open Space of Multiple Dwellings

P1 – Performance Criteria
A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space of another dwelling on the same site.

P1 Response - The proposed development has been designed to ensure that no unreasonable overshadowing occurs between dwellings on the same site, for the following reasons:

- As outlined in Clause 8.4.3, all dwellings are oriented either east or west, allowing each unit to receive either morning or afternoon sunlight, ensuring consistent solar access to private open space areas.
- Private open space, in the form of balconies and ground-level areas, is positioned to maximise sunlight exposure and avoid reliance on a single solar orientation.
- The building layout incorporates adequate spacing between dwelling blocks, including open walkways and light wells, which allow natural light to penetrate through the development and reduce overshadowing impacts.
- The design ensures that private open spaces are not unduly overshadowed by adjacent dwellings, maintaining their functionality and amenity.

Accordingly, the proposal achieves a balanced and appropriate solar outcome for all dwellings and satisfies the intent of Performance Criteria P1.

8.4.5 Width of Openings for Garage and Carports for all Dwellings

A1 – Acceptable Solution
A garage or carport for a dwelling within 12m of a primary frontage, whether free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).

A1 Response – The vehicle access and parking area is located on the Kempling Street frontage, which functions as a secondary frontage to the site. The primary frontage of the development is to Best Street, where there are no garage or carport openings are proposed. As such, there are no garage or carport openings within 12 metres of the primary frontage, and the requirements of Clause 8.4.5 A1 are not applicable to the development.

8.4.6 Privacy for all Dwellings

A1 – Acceptable Solution
A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:
(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;
(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and
(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:
(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or
(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.

A1 Response – The proposed development has been designed to generally comply with the Acceptable Solution A1 setback provisions, thereby minimising the need for screening, as outlined below:

- Side Boundaries:

All relevant building elements, including balconies and windows, are setback a minimum of 3 metres from side boundaries, satisfying clause A1(a) and therefore not requiring screening.

- Rear Boundary:
  - The development maintains compliance with A1(b) as:
    - There are no habitable room windows directly facing the rear boundary, and
    - Circulation elements, including walkways, are set back greater than 4 metres from the rear boundary.
- Dwellings on the Same Site:
  - Separation distances between opposing dwellings are generally greater than 6 metres, consistent with A1(c).
  - While some windows face internal shared walkway areas, these spaces function as common circulation zones rather than private open space.
  - The design has been carefully arranged to offset walkways from habitable room windows, particularly bedrooms, to minimise opportunities for direct overlooking.
  - This layout ensures that any potential privacy impacts are appropriately mitigated through separation, offset design, and building configuration.

8.4.6 Privacy for all Dwellings

A1 Response continued – The proposal achieves an appropriate level of privacy protection through compliant setbacks and considered internal layout, ensuring that unreasonable overlooking is avoided both between dwellings and to adjoining properties.
Accordingly, the development is considered to satisfy the intent of Acceptable Solution A1.

A2 – Acceptable Solution
A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):
(a)the window or glazed door:
(i)is to have a setback of not less than 3m from a side boundary;
(ii)is to have a setback of not less than 4m from a rear boundary;
(iii)if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and
(iv)if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.
(b)the window or glazed door:
(i)is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;
(ii)is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level;
or
(iii)is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%

A2 Response – The proposed development has been designed to comply with the Acceptable Solution A2 setback provisions, thereby avoiding the need for additional screening measures.

- Side Boundaries:
  - All habitable room windows are setback a minimum of 3 metres from side boundaries, satisfying A2(a)(i).
- Rear Boundary:
  - There are no habitable room windows facing the rear boundary, ensuring compliance with A2(a)(ii).
- Dwellings on the Same Site:
  - Separation distances between dwellings are greater than 6 metres, satisfying A2(a)(iii).
  - Private open space areas are also separated by more than 6 metres, consistent with A2(a)(iv).
  - Where windows face internal common walkway areas, these are considered shared circulation spaces rather than private open space, and the overall building layout maintains adequate separation and minimises direct overlooking.

8.4.6 Privacy for all Dwellings

A3 – Acceptable Solution
A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:
(a)2.5m; or
(b)1m if:
(i)it is separated by a screen of not less than 1.7m in height; or
(ii)the window, or glazed door, to a
habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.

A3 Response – The proposed development complies with Acceptable Solution A3 for the following reasons:

- The shared driveway and parking areas are located and oriented such that they do not directly face or overlook any windows or glazed doors to habitable rooms within the development.
- The design ensures that no direct line of sight is created between vehicle circulation areas and habitable room windows, thereby maintaining appropriate privacy and amenity.
- As a result, the required separation distances and/or screening measures are inherently achieved through the layout and configuration of the development.

The proposal ensures that shared vehicle areas do not impact the privacy of habitable rooms, and accordingly satisfies the requirements of Acceptable Solution A3.

8.4.7 Frontage Fences for all Dwellings

P1 - Performance Criteria
A fence (including a free-standing wall) for 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

P1 Response - The proposed development includes boundary fencing elements that have been designed to satisfy Performance Criteria P1 as follows:

- Fencing within the frontage setback is primarily constructed as low-level masonry walls with lightweight, open-style screening above, providing a balance between privacy, security, and visibility.
- The use of partially transparent screening elements ensures that passive surveillance to and from the street is maintained, avoiding the creation of solid visual barriers.
- The overall height and visual permeability of the fencing is consistent with typical residential and mixed-use development in the area, particularly given the site's interface with both residential and nearby commercial zones.
- The design responds appropriately to the streetscape character, ensuring that fencing does not dominate or detract from the visual amenity of the frontage.

The proposed fencing achieves an appropriate balance between security, privacy, and passive surveillance, while remaining visually compatible with the surrounding streetscape.
Accordingly, the development is considered to satisfy the intent of Performance Criteria P1.

8.4.8 Waste Storage for Multiple Dwellings

P1 - Performance Criteria
A multiple dwelling must have storage for waste and recycling bins that is:
(a)capable of storing the number of bins required for the site;
(b)screened from the frontage and any dwellings; and
(c)if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.

P1 Response - The proposed development incorporates a dedicated waste and recycling storage area located within the ground floor car parking and services zone.

- The storage area is sized to accommodate the waste and recycling requirements of all dwellings, ensuring sufficient capacity for the development.
- The location within the internal ground floor area ensures the facility is screened from both the street frontage and residential dwellings, maintaining visual amenity.
- The waste storage area is separated from residential units, minimising any potential impacts associated with noise and odours.
- The facility is positioned adjacent to the lift core, providing convenient access for residents, and is also designed to allow efficient access to the street for waste collection services.

The proposed waste storage arrangement is appropriately located, sufficiently sized, and well integrated into the development, ensuring functionality while minimising impacts on residential amenity.
Accordingly, the proposal satisfies the intent of Performance Criteria P1.

Part C Codes

C2.0 Parking and Sustainable Transport Code

- Please refer to the Traffic Impact Assessment Report by Midson Traffic in relation to parking and traffic management on and around the site.

C16.0 Airport Obstacle Limitation Area

- N/A (building is under the airport obstacle limitation area of 125m AHD)

General:

Site Easements

The site is affected by a TasNetworks 'wayleave' easement running the length of Kempling Street (refer to the site plan). Approval has been obtained from TasNetworks for minor building works within the easement area, including fencing. Refer to the attached letter of consent from TasNetworks.

Materials

The proposed external materials comprise a combination of brickwork, lightweight cladding in light to mid tones, and exposed concrete/masonry. The selected palette has been chosen to complement and reflect the materials, colours, and tonal qualities of the surrounding built environment. See below images as references to the type of materials in the immediate proximity of the site.



Devonport High School brick facade



use of brick a lightweight cladding on ex'g houses in the area

We trust that the information provided will assist in the assessment and approval of this application. Should you require any further information or clarification, please do not hesitate to contact this office.

Yours faithfully
CMK ARCHITECTS
I A (Curtis) MacKirdy
DIRECTOR



Tasmanian Accreditation Number: **209660612**
Address: **Drysdale House, 192 Charles Street, Launceston**
Postal Address: **P.O BOX 956, Launceston, TAS 7250**
Email: **admin@cmk.com.au**
Phone: **(03) 6331 2556**

MIDSON traffic pty ltd

Beardwood Group

132 Best Street, Devonport
Traffic Impact Assessment

August 2026

CELEBRATING 18 YEARS
2008 - 2026

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1. Introduction

1.1 Background

Midson Traffic were engaged by Beardwood Group to prepare a traffic impact assessment for a proposed social housing residential development at 132 Best Street, Devonport.

Figure 1 Proposed Development



1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to

the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Devonport, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 30 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 132 Best Street, Devonport. The site is currently vacant and is located within the General Residential Zone.

The site has historically been used for car parking. Google Street View imagery from November 2016 indicates that the site operated as a private car park associated with Devonport High School, with access provided from Kempling Street. The associated signage was no longer evident in imagery from September 2018, although Council aerial photography from 2021 indicates that the site continued to accommodate some vehicle parking.

The historical level of traffic generation associated with the former car parking use cannot be reliably quantified. The existing vehicle crossing on Kempling Street nevertheless reflects the site's previous vehicular use and is located immediately adjacent to the proposed access location.

The subject site and surrounding road network is shown in Figure 2.

Figure 2 Subject Site & Surrounding Road Network

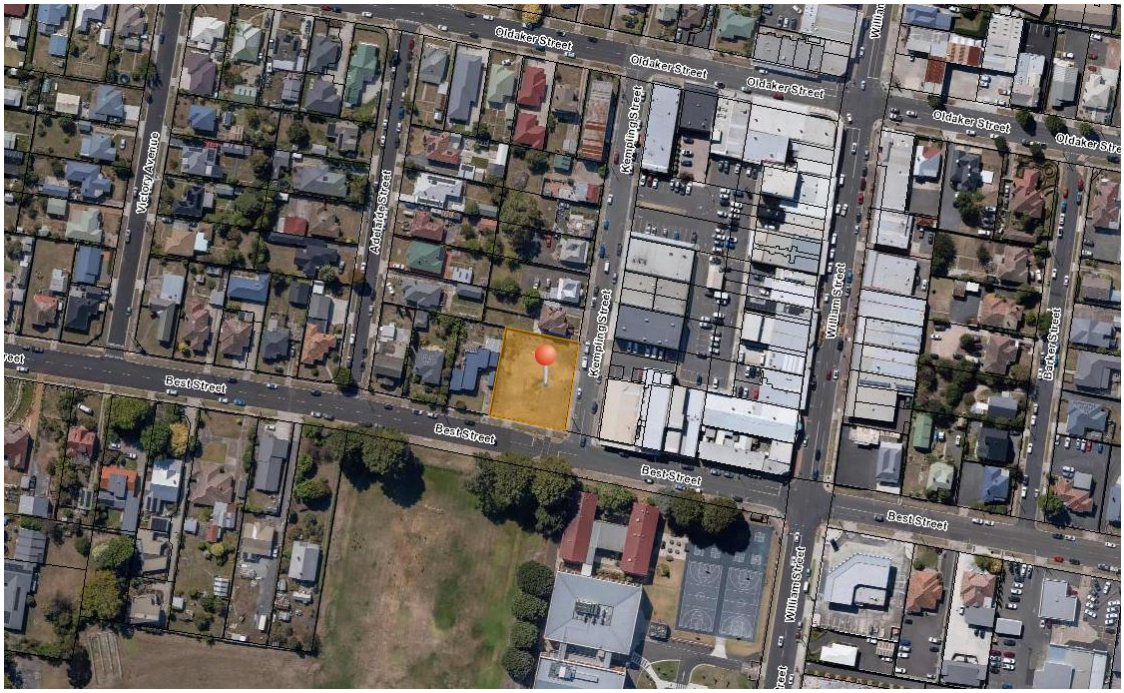


Image Source: LIST Map, DNRE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Devonport, 2021 (Planning Scheme)

- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2023
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Best Street and Kempling Street only.

2.1.1 Best Street

Best Street connects between Formby Road at its eastern end and Surrey Street at its western end. It provides an important minor collector road function through Devonport and its residential and commercial catchment to the west. It carries approximately 4,500 vehicles per weekday[1] and has a speed limit of 50-km/h.

A school pedestrian crossing is located adjacent to the subject site. This is provided for Devonport High School which is located opposite the subject site.

Best Street adjacent to the subject site is shown in Figure 3.

Figure 3 Best Street



2.1.2 Kempling Street

Kempling Street connects between Oldaker Street at its northern end and Best Street at its southern end, a distance of approximately 170 metres. Both intersections at each end of Kempling Street are T-junctions, with Kempling Street being the minor (give way) approach. It provides access to a mix of commercial and residential properties along its length (with commercial properties predominantly located on the eastern side of the road and residential on the western side).

The general urban speed limit of 50 km/h is applicable to Kempling Street. Traffic survey data supplied by Council indicates peak-hour traffic volumes of up to approximately 190 vehicles per hour. Based on these

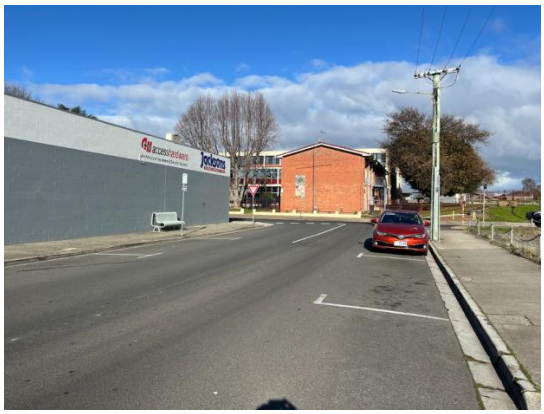
[1] Source: Department of State Growth traffic signal data (SCATS), Best Street/ William Street – June 2026.

observed peak-period volumes, Kempling Street is considered to carry daily traffic volumes in the order of 1,500 to 2,000 vehicles per day..

Kempling Street adjacent to the subject site is shown in Figure 4.

Figure 4 Kempling Street

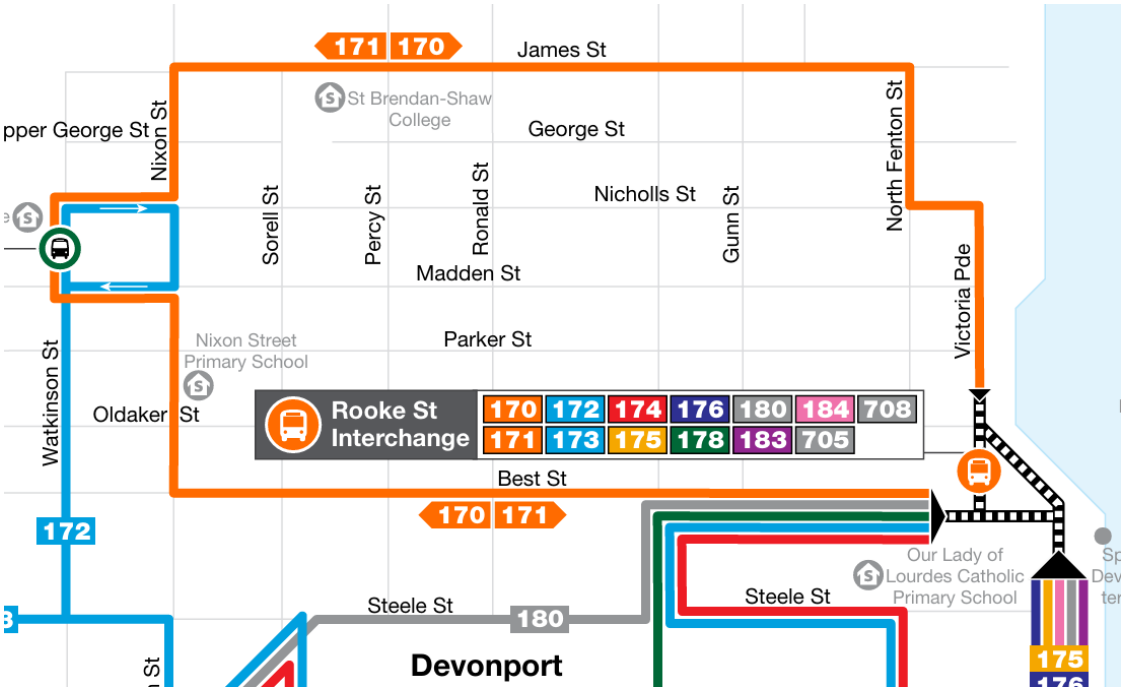




2.2 Public Transport

Kinetic operate public transport bus services along Best Street on a regular basis (Routes 170 and 171). The bus routes are shown in Figure 5.

Figure 5 Public Transport Bus Routes



Source: Department of State Growth, Transport Services

2.3 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2021 for Best Street between William Street to Adelaide Street; and Kempling Street between Best Street and Oldaker Street.

The findings of the crash data is summarised as follows:

Best Street

- A total of 25 crashes were reported during this period.
- Severity. 2 crashes involved serious injury; 3 crashes resulted in minor injury; 20 crashes resulted in property damage only.

- Time of day. 21 crashes were reported between 7:00am and 7:00pm. 1 crash was reported prior to 7:00am and 3 crashes were reported after 7:00pm. Afternoon crashes were slightly dominant, with a total of 10 crashes reported between midday and 5:00pm.
- Day of week. No crash trends were noted by day of week. 6 crashes were reported on Wednesdays; 5 crashes were reported on Tuesdays; 4 crashes were reported on Mondays; 3 crashes were reported on Fridays and Saturdays; 2 crashes were reported on Thursdays and Sundays.
- Crash types. Intersection crashes were dominant. 6 crashes involved 'right-through' collisions; 3 crashes involved 'cross-traffic' collisions; 2 crashes involved 'near-side' collisions; 2 crashes involved 'lane-side-swipe' collisions; 2 crashes involved 'other-same-direction' incidents; and various other crash types with no clear trend.
- Crash locations. 18 crashes were reported at the Best Street/ William Street intersection; 1 crash was reported at the Best Street/ Kemping Street intersection; 5 crashes were reported at midblock locations. The crash locations are shown in Figure 6.
- Vulnerable road users. 2 crashes involved pedestrians. Both crashes were reported at the Best Street/ William Street intersection and resulted in serious injury.

Kempling Street

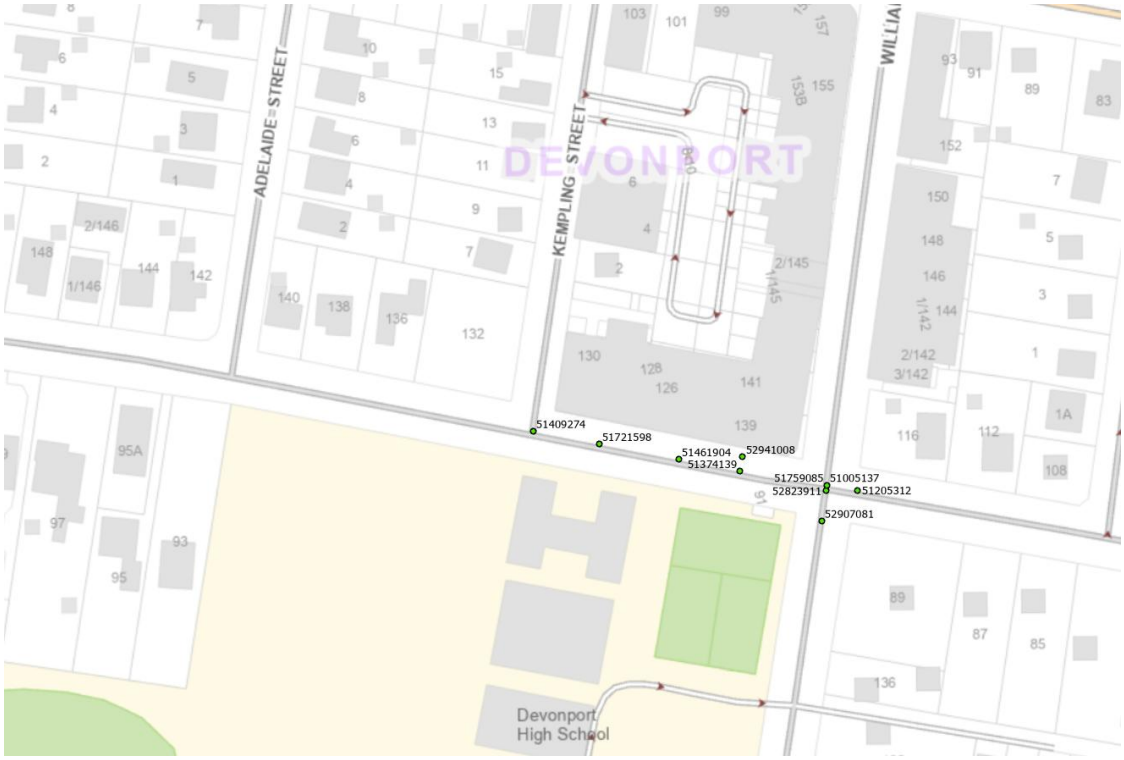
- A total of 5 crashes were reported during this period.
- Severity. 1 crash resulted in first aid at the scene; 4crashes resulted in property damage only.
- Time of day. All crashes were reported between 8:30am and 3:50pm.
- Day of week. 3 crashes were reported on Mondays; 2 crashes were reported on Thursdays.
- Crash types. 2 crashes involved 'other-on-path' collisions; 1 crash involved parking; 1 crash involved 'emerging-from-driveway-or-lane'; 1 crash involved 'vehicle-door' incident.
- Crash locations. All crashes were reported at midblock locations (noting one crash was reported at the Kempling Street/ Best Street junction as reported in the Best Street data). The crash locations are shown in Figure 7.
- Vulnerable road users. No crashes involved vulnerable road users.

Crash data for the surrounding road network indicates that the majority of reported crashes are associated with the Best Street/ William Street intersection rather than the section of Best Street adjacent to the subject site. A total of 25 crashes were reported on Best Street over the five-year analysis period, with 18 occurring at the Best Street/ William Street intersection and only one at the Best Street/ Kempling Street intersection.

The majority of crashes resulted in property damage only, although two serious injury crashes involved pedestrians at the Best Street/ William Street intersection. Crash patterns were typical of an urban intersection, with right-through and cross-traffic collisions predominating. On Kempling Street, only five

crashes were reported during the same period, all occurring at mid-block locations and resulting primarily in property damage, with no crashes involving vulnerable road users. Overall, the crash history does not identify any apparent road safety deficiencies in the vicinity of the proposed site access. Rather, the recorded crash pattern is concentrated at the Best Street/ William Street intersection, which is unrelated to the proposed development access. Accordingly, the existing crash data does not indicate any road safety concerns that would preclude the proposed development.

Figure 6 Best Street Crash Locations



Source: Department of State Growth

Figure 7 Kempling Street Crash Locations



Source: Department of State Growth

3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of a social housing residential unit complex comprising 19 x 2-bedroom units. The development will be operated as managed social housing by Homes Tasmania.

A total of 8 on-site car parking spaces are proposed. Vehicular access is provided from the Kempling Street frontage.

Waste collection will be undertaken by a private contractor, with the waste collection vehicle accessing the on-site car parking area from Kempling Street.

The proposed development is shown in Figure 8, Figure 9 and Figure 10.

Figure 8 Proposed Development Plans – Ground Floor

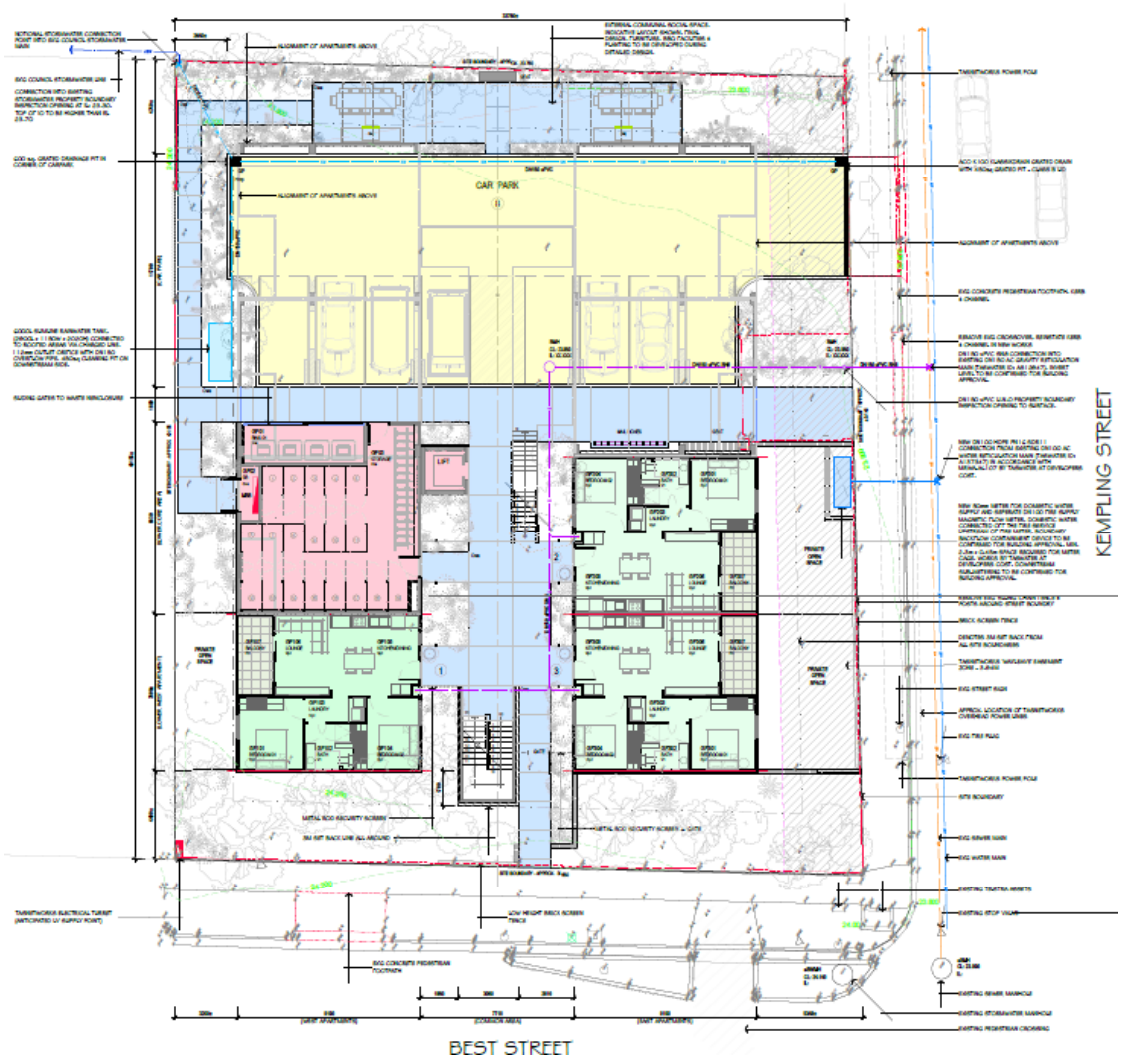


Figure 9 Proposed Development Plans – First Floor



Figure 10 Proposed Development Plans – Level 2



4. Traffic Impacts

4.1 Trip Generation

Traffic generation for the proposed development has been estimated with reference to the TfNSW Guide.

The TfNSW Guide defines medium density residential developments as sites with a density of between 30 and 60 dwellings per hectare, including flats and low-rise apartments located within multi-storey developments and precincts. The proposed development comprises a three-storey apartment building containing 19 residential units. While the apartment-style form and relatively low parking provision are more reflective of high-density residential characteristics, the development contains fewer than 20 dwellings and therefore does not strictly fall within the TfNSW definition of high-density residential development.

On this basis, the medium density residential trip generation rates have been adopted. This is considered to represent a conservative assessment, noting that the relatively low parking provision is expected to reduce vehicle ownership and vehicle trip generation compared with more conventional medium density residential developments.

The TfNSW Guide provides the following regional vehicle trip rates for medium density residential dwellings:

- AM peak hour: 0.41 vehicle trips per dwelling;
- PM peak hour: 0.60 vehicle trips per dwelling; and
- Daily: 3.67 vehicle trips per dwelling.

Application of these rates to the proposed 19 residential units results in the following traffic generation:

- AM peak 8 vehicles per hour
- PM peak 11 vehicles per hour
- Daily generation 70 vehicles per day

4.2 Trip Assignment

The proposed development is expected to generate approximately 70 vehicle trips per day, including 8 vehicle trips during the AM peak hour and 11 vehicle trips during the PM peak hour.

The site is accessed from Kempling Street, which provides direct connections to Best Street to the south and Oldaker Street to the north. Best Street functions as a minor collector road carrying traffic east-west through Devonport, while Oldaker Street provides access to the surrounding residential and commercial areas before connecting to the broader road network.

Given the location of the site within the existing road network, traffic generated by the proposed development is expected to distribute relatively evenly to the north and south along Kempling Street. Approximately half of all traffic is expected to travel south via Best Street, with the remaining half travelling north via Oldaker Street. From these roads, traffic will continue to disperse throughout the surrounding road network in accordance with individual trip destinations.

Based on this distribution, the development is expected to generate approximately 4 vehicle movements at each end of Kempling Street during the AM peak hour and approximately 5 to 6 vehicle movements during the PM peak hour. Council-supplied traffic survey data indicates that Kempling Street carries peak-hour traffic volumes of up to approximately 190 vehicles per hour. The additional traffic generated by the development therefore represents only a minor increase in existing traffic volumes and will have no material impact on the operation or capacity of Kempling Street, Best Street, Oldaker Street or the adjoining intersections.

4.3 Access Impacts

The proposed development will provide a new driveway access on Kempling Street. This will involve the closure of the existing access which is located immediately adjacent to the proposed access location. In this case, whilst the access is a 'new' access, it is effectively a relocation of the existing access for the site.

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states "*Vehicular access to and from the site, using an existing vehicle crossing or private level crossing will not increase by more than the amounts in Table C3.1*".

Table C3.1 specifies a maximum increase of 20% or 40 vehicles per day, whichever is greater. The site has historically been used for car parking, although the level of traffic generation associated with this previous use cannot be reliably quantified. As a conservative assessment, no allowance has therefore been made for historical traffic generation. The proposed development is expected to generate approximately 70 vehicles per day and therefore the Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme is not satisfied.

> *"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
>
> *(a) any increase in traffic caused by the use;*
>
> *(b) the nature of the traffic generated by the use;*
>
> *(c) the nature of the road;*
>
> *(d) the speed limit and traffic flow of the road;*
>
> *(e) any alternative access to a road;*
>
> *(f) the need for the use;*
>
> *(g) any traffic impact assessment; and*
>
> *(h) any advice received from the rail or road authority".*

The following is relevant with respect to the development proposal:

a. Increase in traffic. The proposed development is expected to generate approximately 70 vehicle trips per day, including 8 vehicle trips during the AM peak hour and 11 vehicle trips during the PM peak hour. Traffic is expected to distribute relatively evenly between Best Street and Oldaker Street, resulting in approximately 4 to 6 additional vehicle movements at each end of Kempling Street during the peak hours. Council-supplied traffic survey data indicates peak-hour traffic volumes of up to approximately 190 vehicles per hour on Kempling Street. The additional development traffic therefore represents only a minor increase in existing traffic volumes and will have no material impact on the operation or capacity of the adjoining roads or intersections.

b. Nature of traffic. The development will generate typical residential traffic comprising predominantly passenger vehicles associated with residents and visitors. Heavy vehicle movements will be limited to occasional service vehicles and private waste collection vehicles. These movements will occur infrequently and are compatible with the existing mixed residential and commercial function of Kempling Street.

c. Nature of road. Kempling Street is a local road providing access to a mixture of residential and commercial properties. Council-supplied traffic data indicates peak-hour traffic volumes of up to approximately 190 vehicles per hour. The proposed development will add only approximately 4 to 6 vehicle movements at each end of Kempling Street during peak periods, which is well within the functional capacity of the existing road network.

d. Speed limit and traffic flow of road. Kempling Street is subject to a 50 km/h speed limit. The small increase in traffic generated by the development is not expected to materially affect traffic flow, delays or operating conditions on Kempling Street or at its intersections with Best Street and Oldaker Street.

e. Alternative access. The subject site has frontage to both Best Street and Kempling Street. Vehicular access from Kempling Street is considered appropriate as it avoids introducing an additional access onto Best Street, which performs a higher-order minor collector road function and carries substantially higher traffic volumes. Kempling Street is therefore the preferred and most appropriate access location.

f. Need for use. The proposed driveway is required to provide safe and convenient vehicular access to the on-site parking area associated with the residential development. The proposed access represents an appropriate outcome having regard to the configuration of the site and the surrounding road network.

g. Traffic impact assessment. This Traffic Impact Assessment has considered the existing transport network, traffic generation, trip distribution, access arrangements, sight distance, pedestrian impacts, road safety, waste collection and parking provision. The assessment concludes that the proposed development can be accommodated by the surrounding road network without adverse impacts on traffic safety or operational efficiency.

h. Road authority advice. This report has been revised having regard to the traffic information and advice provided by Council as part of its assessment of the development application.

Based on the above assessment, the proposed development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

4.4.1 Vehicle Sight Distance

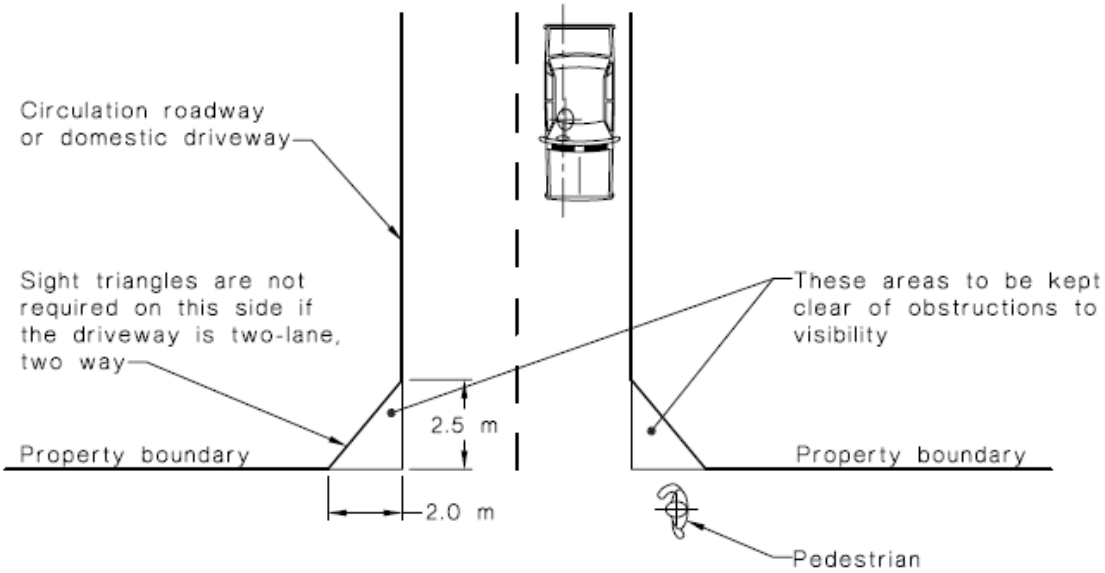
Australian Standards, AS2890.1, provide the sight distance requirements for commercial driveways. Sight distance requirements are lower for driveways compared to road junctions.

The minimum sight distance requirements for a commercial driveway access in a 50-km/h frontage road is 45 metres (the desirable sight distance is 69 metres). The available sight distance exceeds the minimum requirements in both directions and therefore satisfies the requirements of AS2890.1.

4.4.2 Pedestrian Sight Distance

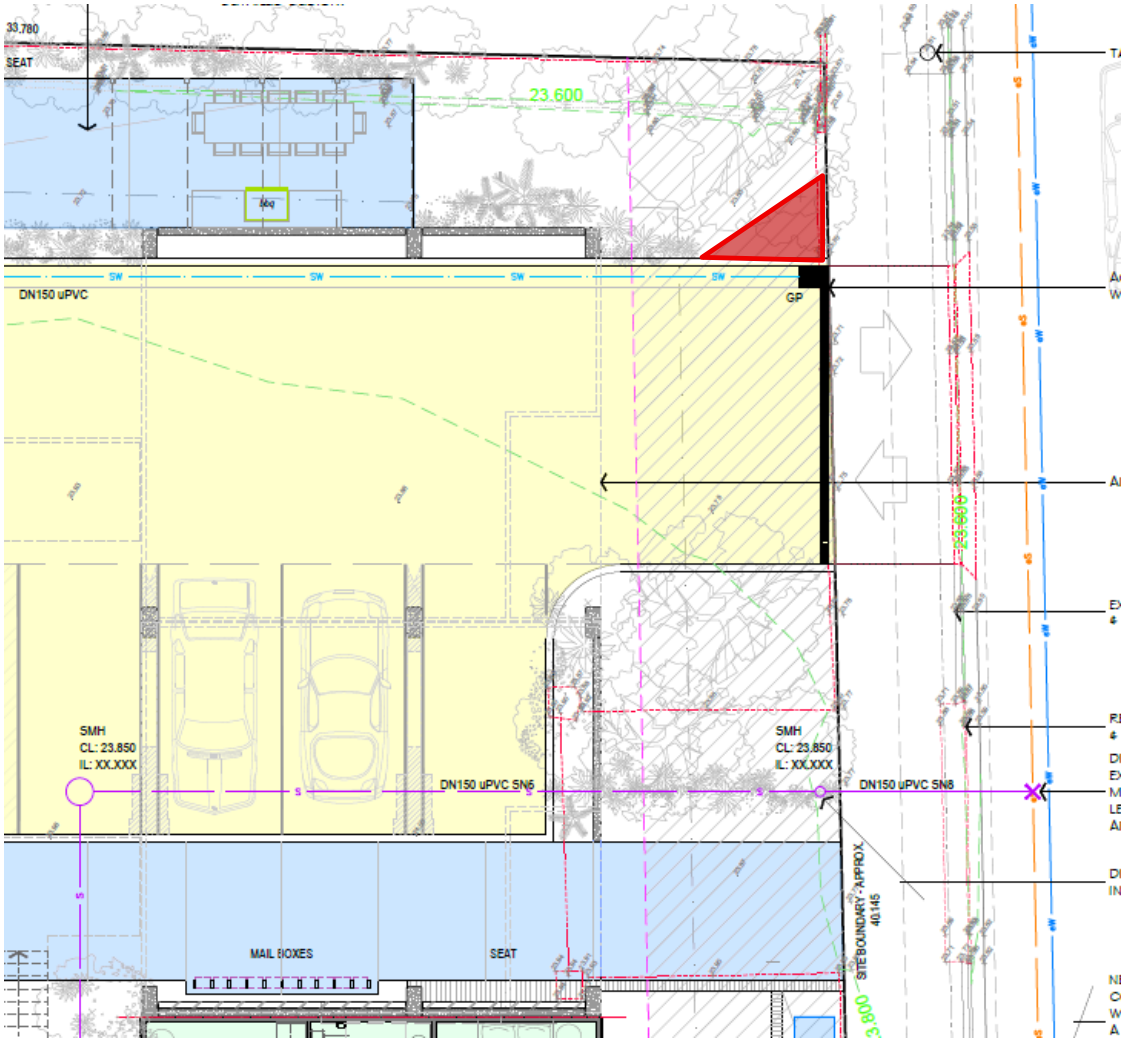
AS2890.1 specifies a pedestrian sight triangle provision at driveway accesses that connect adjacent to a footpath. This is reproduced in Figure 11.

Figure 11 AS2890.1 Pedestrian Sight Distance Requirements



The provision of a sight triangle is available at the access, as shown in Figure 12, noting that there is no physical barrier or impediment to sight distance at the access behind the footpath and the sight triangle is only required on the exit side of the access due to the two-way flow.

Figure 12 Pedestrian Sight Distance Provision



4.5 Pedestrian Impacts

The subject site is well served by pedestrian infrastructure. Concrete footpaths are provided along both Best Street and Kempling Street, providing continuous connections to the surrounding residential area, nearby commercial uses, public transport services and Devonport High School. A school pedestrian crossing is located immediately adjacent to the site on Best Street.

Vehicular access is provided from Kempling Street rather than Best Street. Kempling Street carries substantially lower traffic volumes than Best Street and therefore provides a lower conflict environment for both vehicles and pedestrians accessing the site. The proposed access also effectively replaces the existing vehicle crossing associated with the site, rather than introducing an additional access point onto the surrounding road network.

The development incorporates dedicated pedestrian access from both Best Street and Kempling Street, providing convenient and direct pedestrian connectivity between the public footpath network and the building entrances. Residents will therefore have safe access to surrounding services, public transport and nearby community facilities without reliance on private vehicles.

Overall, the proposed development is expected to have minimal impact on pedestrian movements. The low level of traffic generation, combined with the existing pedestrian infrastructure and location of the site access on Kempling Street, results in a low likelihood of vehicle-pedestrian conflict.

4.6 Road Safety Impacts

The proposed development is expected to generate approximately 70 vehicle trips per day, including 8 vehicle trips during the AM peak hour and 11 vehicle trips during the PM peak hour. Traffic is expected to distribute relatively evenly between Best Street and Oldaker Street, resulting in approximately 4 to 6 additional vehicle movements at each end of Kempling Street during the peak hours.

Council-supplied traffic survey data indicates that Kempling Street carries peak-hour traffic volumes of up to approximately 190 vehicles per hour. The additional traffic generated by the development therefore represents only a minor increase in existing traffic volumes and is not expected to materially alter the operating or safety conditions of Kempling Street or its intersections with Best Street and Oldaker Street.

Crash analysis identified that the majority of reported crashes within the study area occurred at the Best Street/William Street intersection, which is unrelated to the proposed development access. Only a single reported crash occurred at the Best Street/Kempling Street intersection during the five-year analysis period, while no crash trends or apparent road safety deficiencies were identified in the vicinity of the proposed site access.

The proposed driveway effectively replaces the existing vehicle crossing associated with the site and does not introduce an additional conflict point onto the surrounding road network. The available sight distance at the proposed access exceeds the minimum requirements of AS2890.1 in both directions.

Accordingly, having regard to the relatively small increase in traffic, satisfactory sight distance and favourable crash history in the vicinity of the site, the proposed development is not expected to result in any material adverse road safety impacts.

4.7 Waste Collection

Waste collection for the proposed development will be undertaken by a private waste contractor, with collection occurring from within the on-site car parking area. This avoids the need for kerbside presentation of bins on either Best Street or Kempling Street.

A Medium Rigid Vehicle (MRV) has been adopted as the design vehicle for the waste collection assessment. The MRV is approximately 8.8 metres long and is representative of the type of private waste collection vehicle typically used to service developments of this nature.

The waste vehicle will reverse from Kempling Street into the site, stand wholly within the site while waste is collected, and subsequently exit to Kempling Street in a forward direction. Swept path analysis has been undertaken for the MRV and demonstrates that this manoeuvre can be satisfactorily accommodated. The swept path assessment is shown in Figure 13.

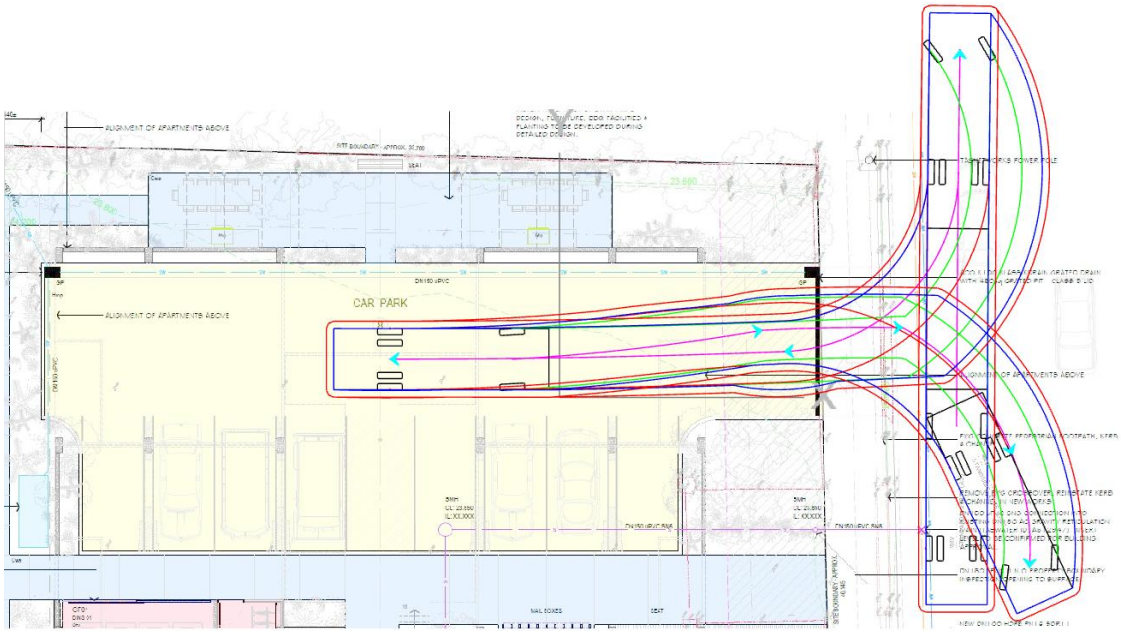
The waste collection arrangement has also been assessed with reference to AS2890.2, *Parking Facilities Part 2: Off-street commercial vehicle facilities*. AS2890.2 recognises that commercial vehicle access arrangements are influenced by the size of the design vehicle, the frequency of servicing activity and the nature of the adjoining road. Waste collection associated with the proposed residential development represents an occasional service activity rather than regular commercial vehicle access.

For occasional servicing, a reverse manoeuvre at the property boundary may be acceptable where it is limited to a single manoeuvre on either entry or departure, subject to acceptance by the relevant road authority. The proposed arrangement is consistent with this principle, with the MRV undertaking a single reverse movement when entering the site and subsequently departing in a forward direction. This avoids the less desirable arrangement of a waste collection vehicle reversing from the site into Kempling Street.

Kempling Street is a local road operating within a 50 km/h urban environment. Waste collection will occur infrequently and the reverse entry manoeuvre will be undertaken at low speed when traffic and pedestrian conditions permit. The swept path assessment demonstrates that the MRV can enter the site, stand wholly within the property during servicing and exit in a forward direction without requiring on-street waste collection.

Accordingly, the proposed arrangement provides a practical and controlled private waste collection outcome for the development and is considered consistent with the intent of AS2890.2 for occasional commercial vehicle servicing.

Figure 13 Waste Collection Vehicle Swept Path



5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 8 on-site car parking spaces for residents.

5.2 Empirical Parking Assessment

The TfNSW Guide provides indicative parking demand rates for residential developments. These rates provide a useful comparison with the proposed parking provision and assist in understanding the likely parking demand associated with the development.

For medium density residential developments (Category 2) within regional areas, the TfNSW Guide recommends a parking demand of one resident parking space per two-bedroom dwelling, together with one visitor parking space per five dwellings.

Application of these rates to the proposed development results in the following parking demand:

- Resident parking: 19 units × 1.0 = 19 spaces
- Visitor parking: 19 units ÷ 5 = 4 spaces
- Total parking demand **=** 23 spaces

As discussed in Section 4.1, whilst the proposed development has been assessed as medium density residential for traffic generation purposes, the apartment building form and relatively low parking provision are more reflective of a high-density residential development (which is defined as having more than 20 units and typically 3-storeys or more).

Application of the TfNSW Guide parking demand rates for high-density residential developments results in a parking demand of:

- Resident parking: 19 units × 0.9 = 18 spaces
- Visitor parking: 19 units ÷ 5 = 4 spaces
- Total parking demand = 22 spaces

The comparison demonstrates that there is little practical difference between the medium and high-density parking demand estimates, with the high-density category reducing the expected parking demand by only one parking space.

Accordingly, the proposed provision of eight on-site parking spaces is substantially lower than the indicative parking demand estimated by the TfNSW Guide, irrespective of whether the development is considered as medium or high-density residential. This reflects the intended operation of the development, which has been designed with a deliberately reduced parking supply to encourage lower levels of private vehicle ownership. The suitability of this parking provision is considered further in the following section.

5.3 Residential Parking Demand and Social Housing

The empirical parking assessment presented in Section 5.2 has been based on the regional residential parking rates contained within the TfNSW Guide. These rates provide a useful starting point for assessing parking demand in a regional setting and indicate a theoretical demand of approximately 22 to 23 parking spaces for a conventional residential development of this scale.

The TfNSW Guide is commonly used in traffic engineering practice throughout Australia, including Tasmania, where equivalent locally derived empirical parking demand data is limited. Importantly, the rates adopted in Section 5.2 are specifically applicable to regional areas rather than metropolitan Sydney. The resulting theoretical parking demand has therefore not been discounted simply because the development is located in Devonport.

Parking demand rates nevertheless represent average observations across a broad range of developments and cannot account for the particular operational characteristics of every residential development. In this case, the proposed development is not a conventional private apartment development. It will operate as social housing under the management of Homes Tasmania, with tenancy allocation and ongoing tenancy management forming part of the operation of the development.

The managed housing model is relevant to the likely parking demand. Prospective tenants can be allocated housing having regard to whether the dwelling and its available facilities are appropriate for their needs, including their transport circumstances and access to a private vehicle. The limited availability of on-site parking will therefore be known and considered as part of the tenancy allocation process. This differs from a conventional private apartment development where dwellings may be sold or leased on the open market without any ongoing relationship between the housing provider and the occupant.

Homes Tasmania also has experience in the operation of social and affordable housing developments where resident vehicle ownership and utilisation of provided parking is lower than would ordinarily be predicted by generic residential parking rates. This reflects the fact that parking demand within managed social housing is influenced by the characteristics of the tenant population, the location of the housing and the allocation of dwellings to tenants for whom the particular housing offer is suitable.

Contemporary Australian research provides further support for this approach. A study by De Gruyter et al. (2024) examined the relationship between parking provision and vehicle ownership across 1,316 apartment households in Perth, Melbourne and Sydney. The study identified a strong association between off-street parking supply and vehicle ownership, including a substantial increase in the likelihood of multiple vehicle ownership where additional off-street parking was provided.

The metropolitan location of the households surveyed in that research is acknowledged. The study is therefore not relied upon as a direct quantitative prediction of vehicle ownership in Devonport. Its relevance is the broader relationship identified between the provision of off-street parking and household vehicle ownership. Parking provision is not simply a passive response to vehicle ownership; the availability of parking can itself influence vehicle ownership and the types of households attracted to a particular residential development.

This principle is particularly relevant to the proposed development because the limited parking provision is an inherent and deliberate characteristic of the housing offer. Households requiring regular access to

multiple private vehicles would be less suited to the development, while households with lower levels of vehicle ownership can be appropriately accommodated. The managed tenancy allocation process provides a mechanism through which the characteristics of the housing can be matched with the needs of prospective tenants.

The location of the site also supports this outcome. The development is immediately adjacent to an established secondary shopping and commercial precinct (including a supermarket), is served by continuous pedestrian infrastructure and has public transport services operating along Best Street. Residents therefore have access to shops, services and public transport without requiring every trip to be undertaken by private vehicle.

Accordingly, the theoretical parking demand identified by the regional TfNSW rates in Section 5.2 is acknowledged, but is not considered to represent the likely parking demand of this particular development. The combination of the social housing use, managed tenancy allocation, relatively compact apartment form, deliberate limitation of on-site parking and access to nearby services and public transport is expected to result in lower vehicle ownership and parking demand than would occur within a conventional regional residential apartment development.

5.4 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

> *"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, 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".

Table C2.1 requires 2 parking spaces per dwelling and 1 space per 4 dwellings for visitors for multiples dwellings in the general residential zone. This is a requirement for 43 spaces. The provision of 8 spaces therefore does not satisfy the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

The Performance Criteria P1.2 of Clause C2.5.1 of the Planning Scheme states:

"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".

The following is relevant with respect to the development proposal:

a. Nature and intensity of the use and car parking required. The proposed development comprises 19 two-bedroom social housing apartments with a total of 8 on-site car parking spaces. As discussed in Sections 5.2 and 5.3, application of the regional residential parking rates contained within the TfNSW Guide indicates a higher theoretical parking demand for a conventional residential development. These rates provide an appropriate regional benchmark, but do not account for the particular operational characteristics of managed social housing.

   The residential component will be managed by Homes Tasmania, including the allocation and ongoing management of tenancies. The suitability of the housing for prospective tenants can therefore be considered as part of the tenancy allocation process, including their transport circumstances and need for access to a private vehicle. The limited parking provision will be an inherent characteristic of the development and can be taken into account when matching prospective tenants with the available housing.

   The development is also located immediately adjacent to an established shopping and commercial precinct, with pedestrian connections and public transport services available along Best Street. These characteristics provide practical alternatives to private vehicle travel for a range of day-to-day trips.

   Accordingly, while the theoretical parking demand for a conventional regional apartment development is acknowledged, the nature of the proposed social housing use, managed tenancy allocation and accessible location are expected to result in lower levels of vehicle ownership and parking demand.

b. Size of the dwellings and the number of bedrooms. All apartments comprise two-bedroom dwellings with a floor area of approximately 65 m². These are relatively compact dwellings and are expected to accommodate smaller households than would typically occur within larger conventional residential dwellings. The scale and form of the apartments, together with their social housing function, is consistent with lower vehicle ownership than would ordinarily be associated with larger family dwellings.

   The provision of 8 parking spaces therefore represents a meaningful level of on-site parking for those tenants for whom vehicle access is appropriate, while the managed allocation process allows the parking characteristics of the development to be considered when determining the suitability of individual tenancies.

c. Pattern of parking in the surrounding area. The site is located within an established mixed residential and commercial area immediately adjacent to a secondary shopping precinct. On-street parking is available within the surrounding road network and provides an opportunity to accommodate occasional visitor or short-duration parking demand in the same manner as other residential and commercial uses in the locality.

   The proposed development is not, however, intended to rely upon surrounding on-street parking as a substitute for extensive long-term resident parking. The limited on-site parking provision forms part of the managed housing model, with tenancy allocation providing a mechanism to match the transport and parking characteristics of prospective residents with the facilities available at the site.

   Having regard to the nature of the proposed social housing use, the relatively compact dwelling form, the managed tenancy arrangements, the site's access to shops, services and public transport, and the surrounding parking environment, the provision of 8 on-site parking spaces is considered to meet the reasonable needs of the proposed residential use.

Accordingly, the proposed development satisfies Performance Criteria P1.2 of Clause C2.5.1 of the Planning Scheme.

5.5 Car Parking Layout

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"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".

The parking layout was assessed against the requirements of AS2890.1, A1.1(b) in the following sections.

5.5.1 Parking Space Dimensions

The car parking is classified as User Class 1A ("residential, domestic and employee parking"). The dimensional requirements for 90-degree parking for User Class 1A are as follows:

- Space length 5.4 metres
- Space width 2.4 metres
- Aisle width 5.8 metres

All parking spaces exceed AS2890.1 dimensional requirements (2.5m x 5.5m with aisle width of 6.0m).

5.5.2 Parking Grade

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%)

The grades of the parking spaces are effectively level, thus complying with the AS2890.1 grade requirements.

5.5.3 Access Width Requirements

AS2890.1 defines the access as 'Category 1' access facility (Class 1A parking with less than 25 spaces fronting onto a local road). The AS2890.1 minimum driveway width requirement for a Category 1 access is 3.0 metres.

The width of the access driveway complies with this requirement.

5.5.4 Parking Layout Summary

The car parking layout complies with the requirements of AS2890.1, thus satisfying the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

6. Conclusions

Midson Traffic were engaged by Beardwood Group to prepare a Traffic Impact Assessment for a proposed residential apartment development at 132 Best Street, Devonport. The proposed development comprises 19 two-bedroom social housing apartments with vehicular access provided from Kempling Street and a total of 8 on-site parking spaces.

The assessment has considered the existing transport network, traffic generation, access arrangements, sight distance, pedestrian impacts, road safety, waste collection and parking provision. The key findings of the assessment are summarised as follows:

- The proposed development is expected to generate approximately 70 vehicle trips per day, including 8 vehicle trips during the AM peak hour and 11 vehicle trips during the PM peak hour.
- Council-supplied traffic survey data indicates that Kempling Street carries peak-hour traffic volumes of up to approximately 190 vehicles per hour. Traffic generated by the development is expected to distribute relatively evenly between Best Street and Oldaker Street, resulting in only approximately 4 to 6 additional vehicle movements at each end of Kempling Street during the peak hours. This represents a minor increase in existing traffic activity and will have no material impact on the operation or capacity of the surrounding road network.
- Vehicular access is proposed from Kempling Street, effectively replacing the existing vehicle crossing associated with the site. Access from Kempling Street avoids introducing an additional access onto Best Street, which performs a higher-order minor collector road function.
- Sight distance at the proposed vehicle access exceeds the minimum requirements of AS2890.1. Sight lines at the Best Street/ Kempling Street intersection can also be maintained clear of the proposed fencing and landscaping, including having regard to Council's proposed pedestrian crossing upgrade.
- Existing pedestrian infrastructure provides convenient connections between the site, nearby shops and services, public transport and the surrounding residential area. The development is not expected to result in any material adverse pedestrian impacts.
- Crash data indicates that the majority of reported crashes within the study area are associated with the Best Street/ William Street intersection rather than the vicinity of the proposed development. No crash trends or apparent road safety deficiencies have been identified at the proposed access location, and the relatively small increase in traffic generated by the development is not expected to adversely affect road safety.
- Waste collection will be undertaken by a private contractor using a Medium Rigid Vehicle approximately 8.8 metres in length. Swept path analysis demonstrates that the waste vehicle can reverse into the site from Kempling Street, stand wholly within the site during collection and subsequently exit in a forward direction. The arrangement involves a single reverse movement at the property boundary and is considered consistent with the intent of AS2890.2 for occasional commercial vehicle servicing.

- The proposed development provides 8 on-site parking spaces compared with the higher theoretical parking demand identified by the Planning Scheme and regional TfNSW parking rates. These theoretical rates provide an appropriate benchmark for a conventional regional residential development, but do not account for the particular operational characteristics of the proposed managed social housing.
- The residential component will be managed by Homes Tasmania, with tenancy allocation providing an opportunity to consider the suitability of the housing for prospective tenants, including their transport circumstances and need for access to a private vehicle. The limited parking provision is therefore an inherent characteristic of the housing offer rather than an unmanaged parking shortfall.
- The apartments are relatively compact, the site is immediately adjacent to an established shopping and commercial precinct, continuous pedestrian infrastructure is available and public transport operates along Best Street. Contemporary residential parking research, considered together with the managed social housing model and site-specific characteristics, supports an expectation of lower vehicle ownership and parking demand than would occur within a conventional regional residential development.
- Having regard to the nature of the social housing use, the managed tenancy arrangements, the size and form of the dwellings, the accessibility of nearby services and public transport and the surrounding parking environment, the provision of 8 on-site parking spaces is considered to meet the reasonable needs of the residential use and satisfies Performance Criteria P1.2 of Clause C2.5.1.

Based on the findings of this assessment, the proposed development can be accommodated within the surrounding transport network without adverse impacts on traffic operation or road safety. The proposed development is therefore supported on traffic, access, parking and servicing grounds.

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	24 June 2026
1	Keith Midson	Zara Kacic-Midson	20 August 2026

Stormwater Report

verto
Engineers + Project Managers



Apartment Development

Transforming Possibilities.

06/07/2026

PROJECT INFORMATION

DOCUMENT TITLE	Stormwater Report - 26E99-116 Rev A
PROJECT LOCATION	132 Best St, Devonport TAS 7310
CLIENT ORGANISATION	Beardwood Pty Ltd
CLIENT REFERENCE	Apartment Development
CLIENT CONTACT/S	Ash Beardwood
VERTO REFERENCE	26E99-116
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Verto will notify you immediately if at any stage during the works we believe that the fee will be higher than this estimate. In this event Verto will cease works until written approval to proceed is provided by you.

DOCUMENT CONTROL

REVISION	DATE	REVISION DETAILS	PREPARED	VERIFIED	APPROVED
A	06/07/2026	Development Approval	JQ	DE	MY

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1. INTRODUCTION

Verto have been engaged to provide a stormwater report for the proposed development at 132 Best St, Devonport.

The following requirements have been applied to this development:

- Stormwater runoff from the site will be no greater than pre-existing runoff for a 5% AEP rainfall event adjusted for climate change to year 2090 using SSP3-7.0. The underground (minor) drainage system is be designed to convey this event.
- The overland flow path (major) network must have capacity to convey a 1% AEP storm event adjusted for climate change to year 2090 using SSP3-7.0.
- As per Section 2.4 of the Tasmanian Stormwater Policy Guidance a development is exempt from stormwater treatment requirements when the new impervious area of the development is less than 500m2.

This report demonstrates that the proposed development at 132 Best St Devonport complies with the applicable stormwater requirements.

2. SITE OVERVIEW

The site at 132 Best St Devonport is an existing carpark. Based on NearMaps and LISTMap imagery the site has always been either vacant or a carpark owned by the Devonport High School. The site is zoned General Residential.



Figure 1: LISTMap extract of the site at 132 Best St

The legal point of discharge of the site is to an existing lot connection in the north-west corner of the site. There is an IO and site investigations indicate a DN150 pipe. Refer to the Devonport Council GIS extract below. The asset number for the lot connection is D017922.



Figure 2: Devonport Council GIS extract showing the stormwater lot connection in the NW corner

The existing surface of the site is heavily compacted gravel with sections of asphalt as seen in the figures below. The site is generally flat with a 1% slope towards the north-east corner of the site. There is an existing channel along the northern boundary of the site directing runoff to the stormwater lot connection.



Figure 3: The carpark is heavily compacted gravel with areas of asphalt





Figure 4: A significant portion of the existing surface is impervious

There is kerb and channel on Best St to the south and Kempling St to the east. There are residential properties to the north and west of the lot.

The proposed development is a three-storey residential apartment building. Part of the ground floor area will be undercover carparking and there will be new landscaping around the building at ground level as indicated on the CMK Architects drawings. The development will increase the proportion of impervious area within the site, which is expected to increase the quantity of stormwater runoff.



Figure 5: Ground floor plan from CMK Architects



Figure 6: Elevation from Kempling St from CMK Architects

QUANTITY MODEL

2.1 CLIMATE CHANGE DESIGN CRITERIA

Climate change adjustment factors for Devonport were obtained from the ARR Data Hub (https://data.arr-software.org/) by selecting the project location and enabling the climate change factors option. The below climate change factors have been applied in the DRAINS modelling in lieu of specific advice from the Devonport Council. This represents a high emissions climate change scenario where emissions roughly double by 2100 resulting in 2.8-4.6 degrees of global warming.

- SSP3-7.0 Year 2090 factors applied to the 1% AEP major storm event analysis (overland flow paths assessment).
- SSP3-7.0 Year 2090 factors applied to the 5% AEP minor storm event analysis (underground pipe drainage design).

2.2 INITIAL LOSS / CONTINUING LOSS (IL-CL) METHOD

The Initial Loss / Continuing Loss (IL-CL) loss method was applied within the software DRAINS to determine the change in runoff between the pre-development and post-development conditions. The DRAINS model was used to determine the volume and configuration of on-site detention (OSD) required to limit post-development site runoff to pre-development quantities.

Rainfall data for the DRAINS model was sourced from the ARR Data Hub and includes storm losses, pre-burst rainfall depths, and temporal patterns, with climate change factors applied as described above.

2.3 SITE CATCHMENTS

Pre-development catchment area was determined from the survey prepared by PDA. There is a single catchment which flows to the northern boundary and is then taken to the stormwater lot connection.

For the post-development condition, catchment areas were determined from the CMK drawings and AutoCAD file. Catchments reflect the roof areas as well as exposed impervious and pervious ground level surfaces. These catchments will all flow to the stormwater lot connection.

The proportion of effective impervious area (EIA), remaining impervious area (RIA) and pervious area (PA) for each catchment are shown in Table 1. The site has been modelled as 50% impervious in the existing condition based on the extent of existing asphalt and heavily compacted gravel coverage.

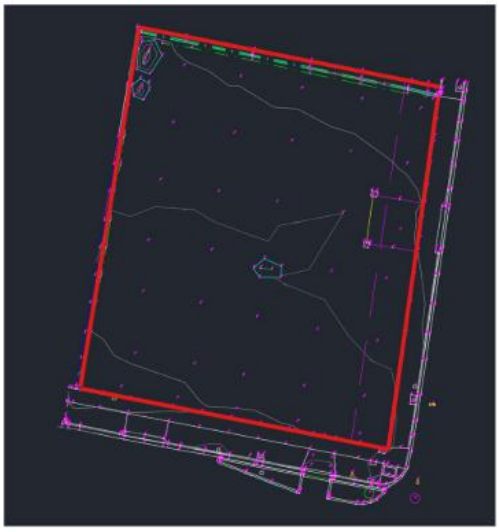


Figure 7: Pre-development catchment area

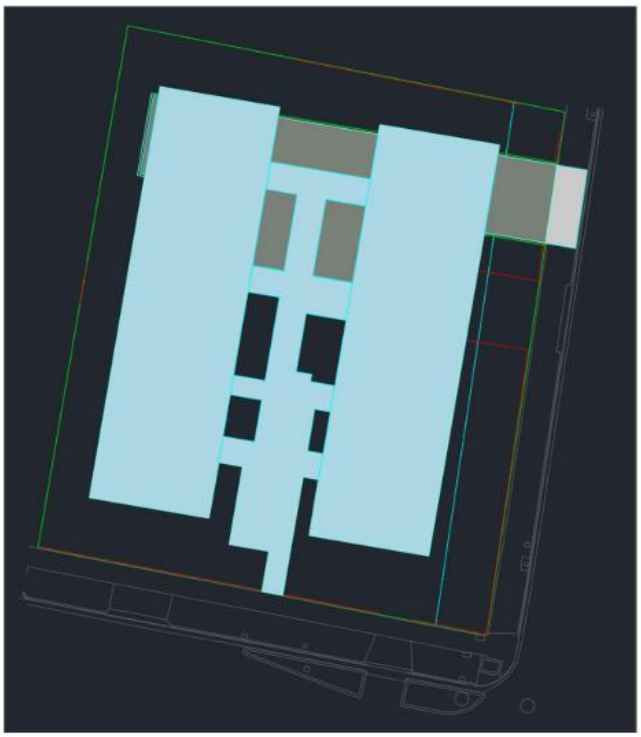


Figure 8: Blue is roof/walkways, grey is the exposed area of carpark, additional area is landscaping with a small percentage of paths

TABLE 1: SITE CATCHMENTS BREAKDOWN

CATCHMENT	AREA (Ha)	EIA (%)	RIA (%)	PA (%)
Pre-development to lot connection	0.1373	50	0	50
Post-development				
Roofed area and walkways	0.0717	100	0	0
Exposed carpark	0.0086	100	0	0
Landscaping	0.0517	10	0	90

2.4 STORM LOSSES

The initial and continuing losses for the pre-development condition were sourced from the ARR Data Hub website and the impervious area losses were set as per advice in ARR 2019 Book 5 Chapter 3 Section 3.5.3.1.2.

Table 2 captures the storm losses assumed in the DRAINS model for both the pre-development and post-development conditions.

TABLE 2: ASSUMED STORM LOSSES (ARR)

Storm Losses	Value
Impervious Area Initial Losses (mm)	1
Post-Impervious Area Continuing Losses (mm/hr)	0
Pervious Area Initial Losses (mm)	12.43

Pervious Area Continuing Losses (mm/hr)	4.978

2.5 MODEL RESULTS

The DRAINS analysis showed that the post-development site runoff increases in both the 1% AEP (major) and 5% AEP (minor) storm events when compared to the pre-development condition (unmitigated).

To limit post-development outflows to pre-development quantities, the following on-site detention (OSD) system have been incorporated into the design.

- Roofed areas to be connected to a minimum 6,000 L detention tank with 112 mm low-flow orifice and DN150 overflow pipe.

With the OSD systems in place, the post-development peak flows is below pre-development quantities for the design storm events. Table 3 summarises the peak site runoff results.

TABLE 3: 5% AEP PEAK SITE RUNOFF SUMMARY

Condition	Site Runoff (L/s)
Pre-development	43
Post-development (Unmitigated)	50
Post-development (with OSD)	39

TABLE 4: 1% AEP PEAK SITE RUNOFF SUMMARY

Condition	Site Runoff (L/s)
Pre-development	59
Post-development (Unmitigated)	69
Post-development (with OSD)	51

Refer to Appendix A for DRAINS results. Full specification for the nominated detention system will be provided as part of the Building Application documentation.

3. OVERLAND FLOW PATHS

Overland flows in the 1% AEP event will be directed to the northern boundary of the site to a kerb and channel along the northern edge of the carpark. Overland flows that exit the site will do so via the new crossover on the eastern boundary and then into the Kempling St kerb and channel.

DRAINS modelling indicates that the maximum depth in the kerb and channel will be 0.033m. The maximum flow rate onto Kempling St will be 5 L/s. Refer to Appendix A for DRAINS results.

4. STORMWATER QUALITY

The pre-development and post-development impervious areas are listed below.

Pre-development	Area (m2)
Existing site (50% of total area)	686
Post-development	**Area (m2)**
Roofed areas and walkways	717
Exposed carpark	86
Hard landscaping	51
TOTAL	854

The increase in impervious area from the development is 168m2. A development is exempt from stormwater quality treatment when the increase in impervious areas is less than 500m2 as per Section 2.4 of the Tasmanian Stormwater Policy Guidance. No stormwater treatment devices are proposed for this development.

5. MAINTENANCE

The recommended maintenance schedule for the on-site detention system specified in this report are outlined in Table 4.

The manufacturer's maintenance requirements for the stormwater detention devices that are installed will form part of the project's Plumbing Maintenance Schedule.

TABLE 4: MAINTENANCE PLAN FOR DETENTION SYSTEM

ACTIVITY	FREQUENCY
Cleaning of rainwater tanks via 450sq cleaning pit.	Every 6 months

6. CONCLUSION

This report has demonstrated that the proposed development complies with the stormwater quantity and quality requirements outlined in Section 1 of this report.

Note:

- No assessment has been undertaken of Council's stormwater infrastructure and its capacity.
- This report assumes the Council stormwater main has capacity for the pre-development peak discharge.
- It is the responsibility of Council to assess their infrastructure and determine the impact (if any) of altered inflows into their stormwater network.

Please contact jquaile@vertotas.com.au if you require any additional information.

Yours faithfully,



Jordan Quaile MEng Civil
Civil Engineer

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APPENDIX A - DRAINS MODEL

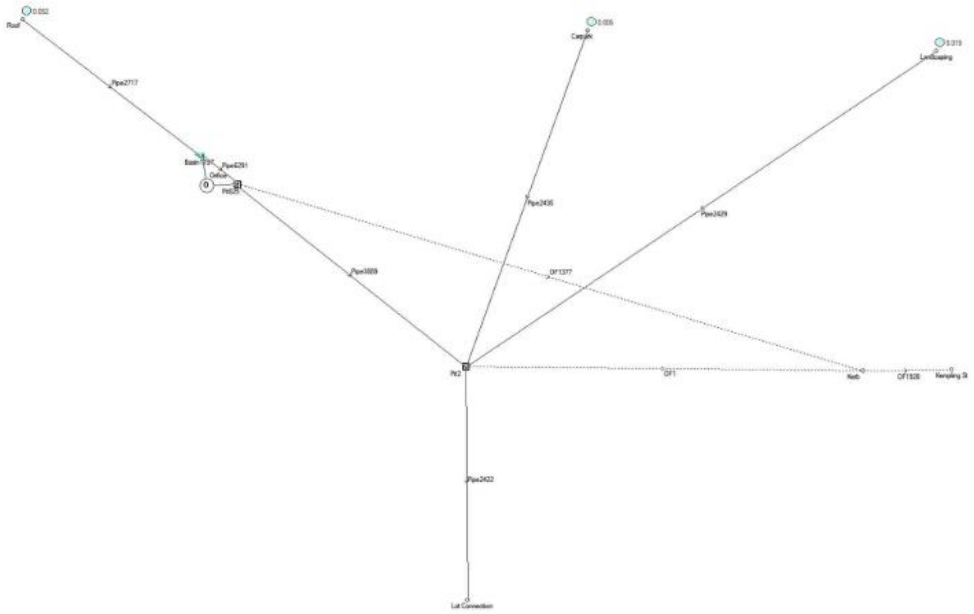


Figure 9: DRAINS model setup

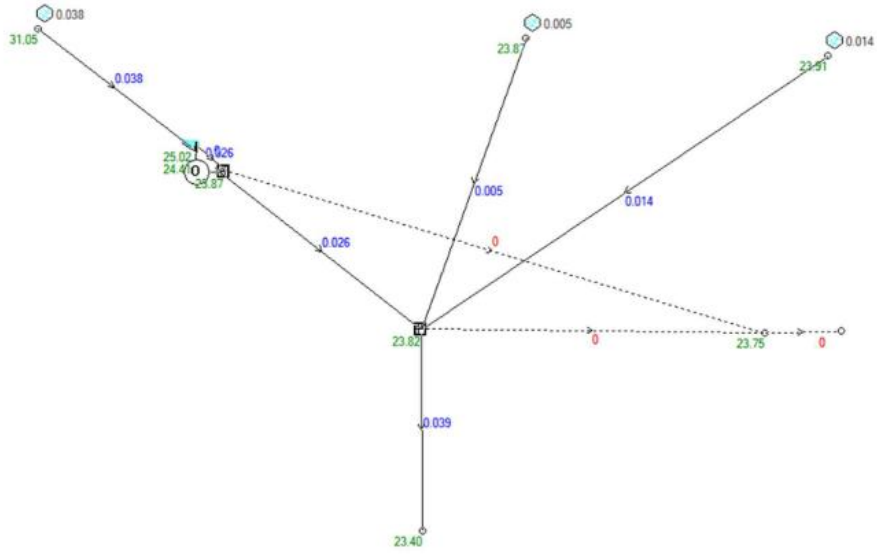


FIGURE 10: DRAINS model - 5% AEP event

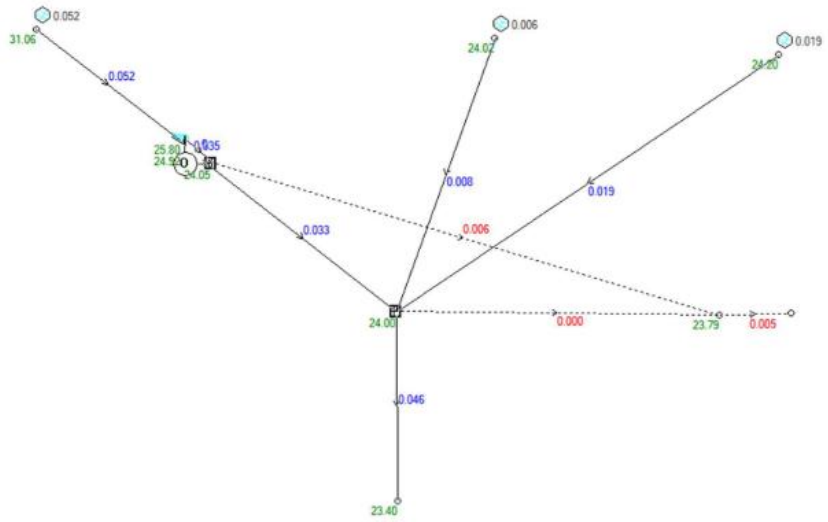


FIGURE 11: DRAINS Model - 1% AEP Event

APPENDIX B – BOX AND WHISKER PLOTS

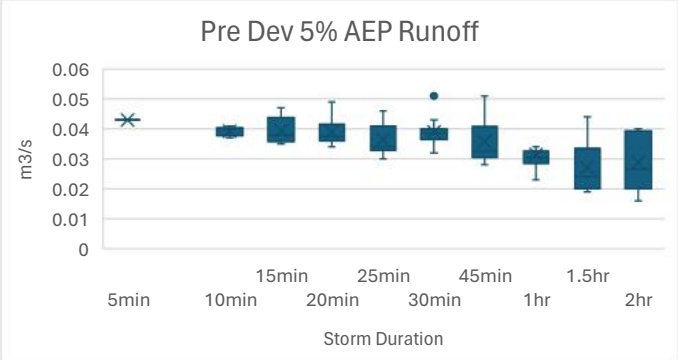


FIGURE 12: PRE-DEVELOPMENT 5% AEP RUNOFF

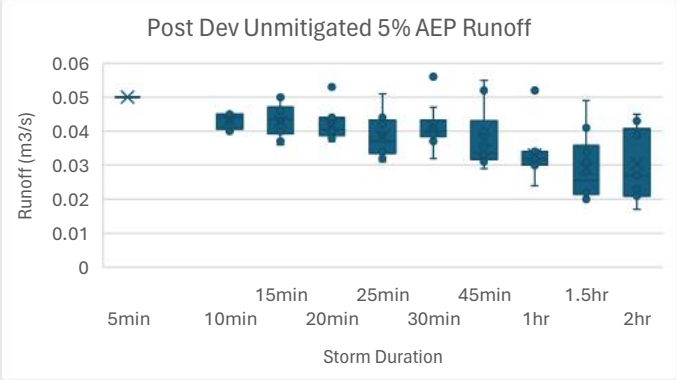


FIGURE 13: POST-DEVELOPMENT 5% AEP RUNOFF UNMITIGATED

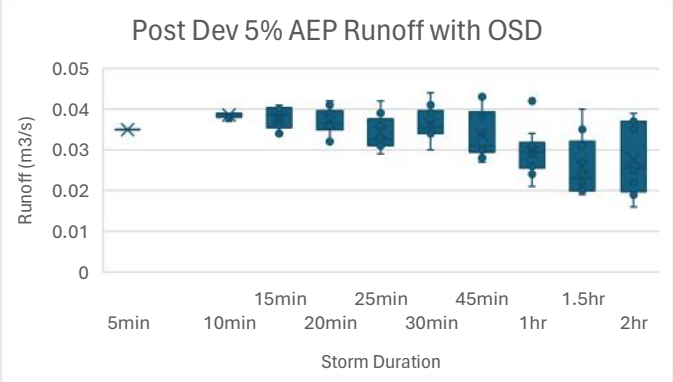


FIGURE 14: POST-DEVELOPMENT 5% AEP RUNOFF WITH OSD



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260702 ED 26E99-116 TASWATER ET CALCULATION

To: Ash Beardwood — Beardwood Pty Ltd

Cc: CMK Architects

INSPECTION ☐
INSTRUCTION ☒
MEMO ☐
RFI RESPONSE ☐
SHOP DRAWING APPROVAL ☐

PROJECT: Best St Apartment Development, 132 Best St Devonport
SUBJECT: TasWater ET Calculation

RELEVANT DOCUMENTS:

- Architectural/building design drawings by CMK Architects dated 30/06/2026
- TasWater supplement to the Sewerage Code of Australia WSA 02-2014-3.1
- TasWater supplement to the Water Code of Australia WSA 03-2014-3.1
- Site survey by PDA dated 24/06/2026

Verto Engineers have been engaged to provide preliminary assessment of the sewer and water demands for the proposed development at 132 Best St Devonport.

PROPERTY ID: 6285051
TITLE REFERENCE: 185700/1

The proposed development involves the construction of a new apartment building with carparking at 132 Best St on the corner of Best and Kempling St. The development comprises of 19 new 2-bedroom apartments over three floors.

TASWATER SEWEARGE DEMANDS

As per WSA 02-2014 Section C1, the sewerage design can be calculated using the following equation:

$$DESIGN\ FLOW = PDWF + GWI + RDI$$

Where:

$$Peak\ Dry\ Weather\ Flow = d * Average\ Dry\ Weather\ Flow$$
$$Groundwater\ Infiltration, GWI = 0.025 * A * Portion_{wet}$$
$$Rainfall\ Dependent\ Inflow\ and\ Infiltration, RDI = 0.028 * A_{eff} * C * I$$

The total equivalent (ET's) calculation is provided in tabular form below. Sewerage loadings are in accordance with TasWater Sewerage Code Supplement to the Sewerage Code of Australia WSA 02-2014 Version 3.1. Gross development areas are based on survey documents provided to Verto by PDA Surveyors dated 24/06/2026.

9/07/2026

PRE-DEVELOPMENT

The site is currently a gravel hardstand with no existing sewer connection.

POST-DEVELOPMENT

TYPE	COMMENTS	UNIT	QUANTITY	UNIT RATING (SEWER)	TOTAL SEWERAGE ET'S
RA02 – Apartment	2 Bedroom	Dwelling	19	0.75	14.25
				TOTAL APPROXIMATE EQUIVALENT TENEMENTS (ET'S)	14.25

Based on the above information, WSA 02-2014 and 450L/ET/day, the sewerage flows are:

$$Q_{ADWF} = 0.074\ L/s$$
$$Q_{PDWF} = 0.949\ L/s$$
$$Q_{RDI} = 0.23\ L/s$$
$$Q_{GWI} = 0.002\ L/s$$
$$\mathbf{Q_{TOTAL} = 1.18\ L/s}$$

SEWER CONNECTION POINT

The new sewer connection point is proposed to be in the north-east part of the site adjacent to the new driveway crossover. The new connection will tie into the existing DN150 AC gravity reticulation main (ID: A512947) which runs along adjacent to the site along Kempling St.

Based on the CMK Architect drawing set there are 19 x 2-bedroom apartments proposed for the development. As per MRWA-S-104A the proposed development will therefore require a DN150 sewer property connection. Refer to CMK drawings for the proposed connection point.

9/07/2026

TASWATER WATER DEMANDS

The total equivalent (ET's) calculation is provided in tabular form below. Water demands have been calculated in accordance with WSA 03-2015-2.0 and TasWater's Supplement to this code.

PRE-DEVELOPMENT

The site is currently a gravel hardstand with no existing water connection.

POST-DEVELOPMENT

TYPE	COMMENTS	UNIT	QUANTITY	UNIT RATING (WATER)	TOTAL WATER ET'S
RA02 – Apartment	2 Bedroom	Dwelling	19	0.5	9.5
				TOTAL APPROXIMATE EQUIVALENT TENEMENTS (ET'S)	9.5

As per Clause 2.3.1 of TasWater's Supplement to WSA 03-2015-2.0, the Average Day Demand (AD) shall be 685L/ET/day. The Peak Hour Demand can therefore be assumed as:

$$AD = \frac{685\frac{L}{ET}}{day}\ X\ 9.5\ ET's\ X \frac{1}{24X60X60} = 0.075\frac{L}{s}$$

$$PD = 2.5\ X\ AD = 0.188\ L/s$$

$$PH = 2.0\ X\ PD = 0.377\ L/s$$

Total fire demands will be developed during detailed design. Verto anticipate that the internal fire supply requirements will be to deliver 10 L/s at 200kPa based on Table 3.1.5 of the TasWater Supplement.

To assist Verto with the detailed design of the fire connection, can TasWater please provide the following information at the proposed connection point:

- Details on supply zone and supply head
- Connection point elevation in m/AHD & max static pressure
- Residual pressure at boundary without fire flow
- Fire flow residual pressures at the connection point elevation with the reservoir at its lowest operable level for the following fire flow demands: 10 l/s, 20 l/s, 30 l/s, 40 l/s, 50 l/s and Full flow

9/07/2026

WATER CONNECTION POINT

As per Section 3 of AS3500.1:2018 Table 3.2.3, the PSD = 2.55 L/s for 19 dwellings. Based on Table C1 of AS3500.1:2018 the proposed development will require a min. I.D. 50mm domestic metered connection to deliver the required pressure to all fixtures on all three floors.

We anticipate a DN100 connection to service the fire system. Therefore the proposed new connection will be a DN100 connection to the existing DN100 AC Water main (ID A137347) on Kempling St. The fire supply line will be metered via a Magnetic Flow Meter. Upstream of the fire meter there will be a connection to the 50mm domestic meter. Any downstream submetering will be developed during detailed design. Refer to CMK drawings for the proposed connection point and meter location.

The fire service connection and metering arrangement will be further developed during detailed design.

Please do not hesitate to contact the office if any further information is required.

Regards,

Jordan Quaile MEng
Civil Engineer

BEST STREET APARTMENT DEVELOPMENT
BEARDWOOD PTY LTD

132 BEST STREET, DEVONPORT, TAS 7310

project no. 26.03

issued for: DEVELOPMENT APPLICATION

Date 10/07/2026

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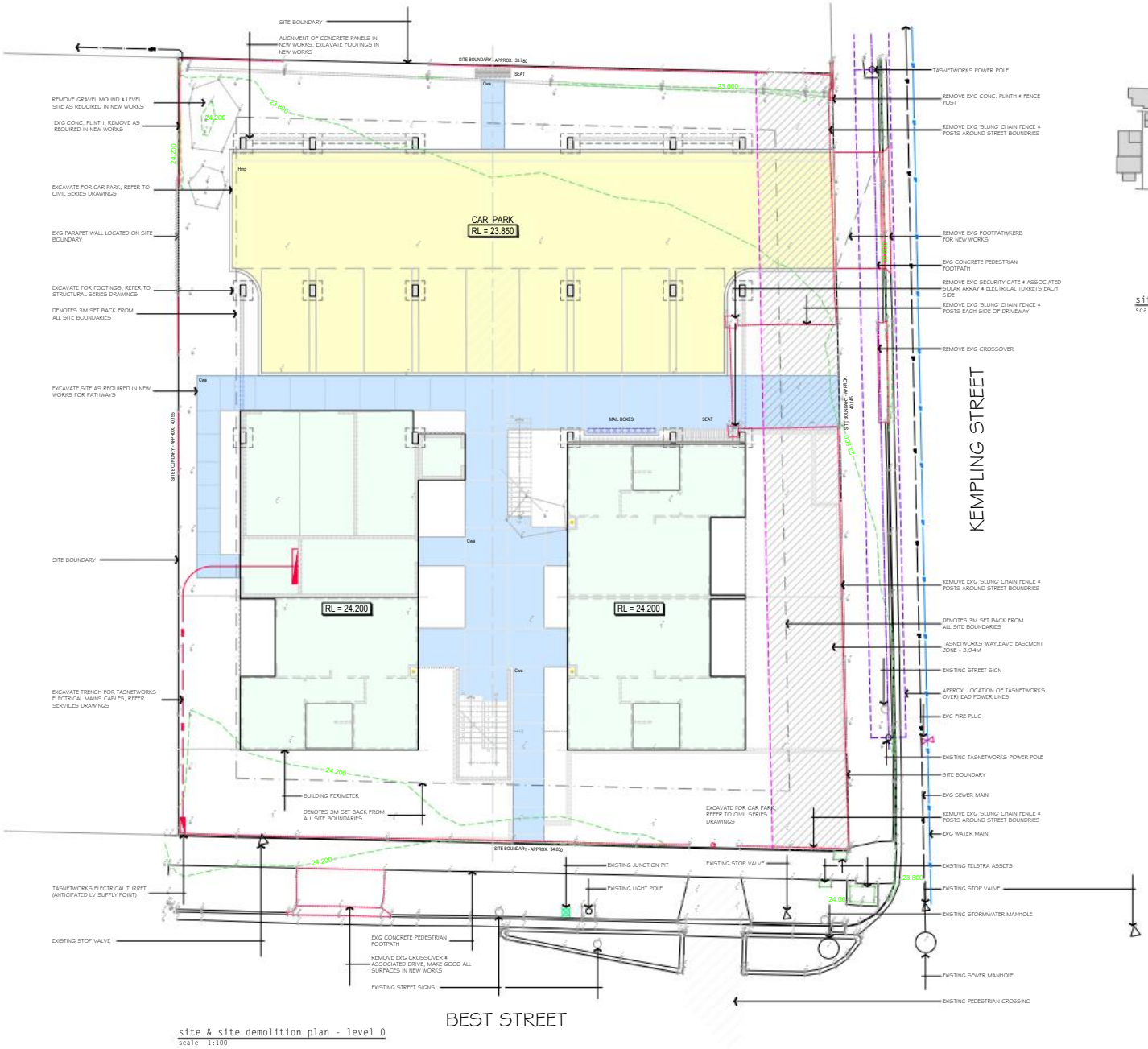
ARCHITECTURAL:

DA101	SITE & SITE DEMOLITION PLAN, LEVEL 0
DA102	SITE LAYOUT & FLOOR PLAN, LEVEL 0
DA103	SITE LAYOUT & FLOOR PLAN, LEVEL 1
DA104	SITE LAYOUT & FLOOR PLAN, LEVEL 2
DA201	ELEVATIONS, NORTH & EAST
DA202	ELEVATIONS, SOUTH & WEST
DA301	PERSPECTIVE IMAGES

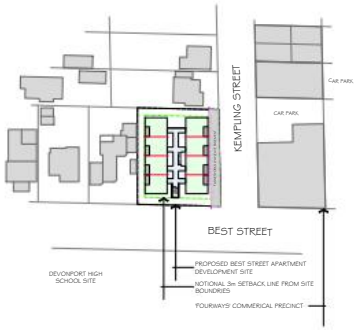


LAND TITLE REFERENCE NO.	185700/1	DESIGN WIND CATEGORY	-
PROPERTY ID	6285051	SOIL CLASSIFICATION	-
FLOOR AREA	TOTAL (3 LEVELS) - 1,470m^2	CLIMATE ZONE	7
SITE AREA	1,373m^2	BAL RATING	N/A
SITE COVERAGE (BUILDING FOOTPRINT)	720m^2		

CMK architects



site & site demolition plan - level 0
scale 1:100



site location plan
scale 1:1000

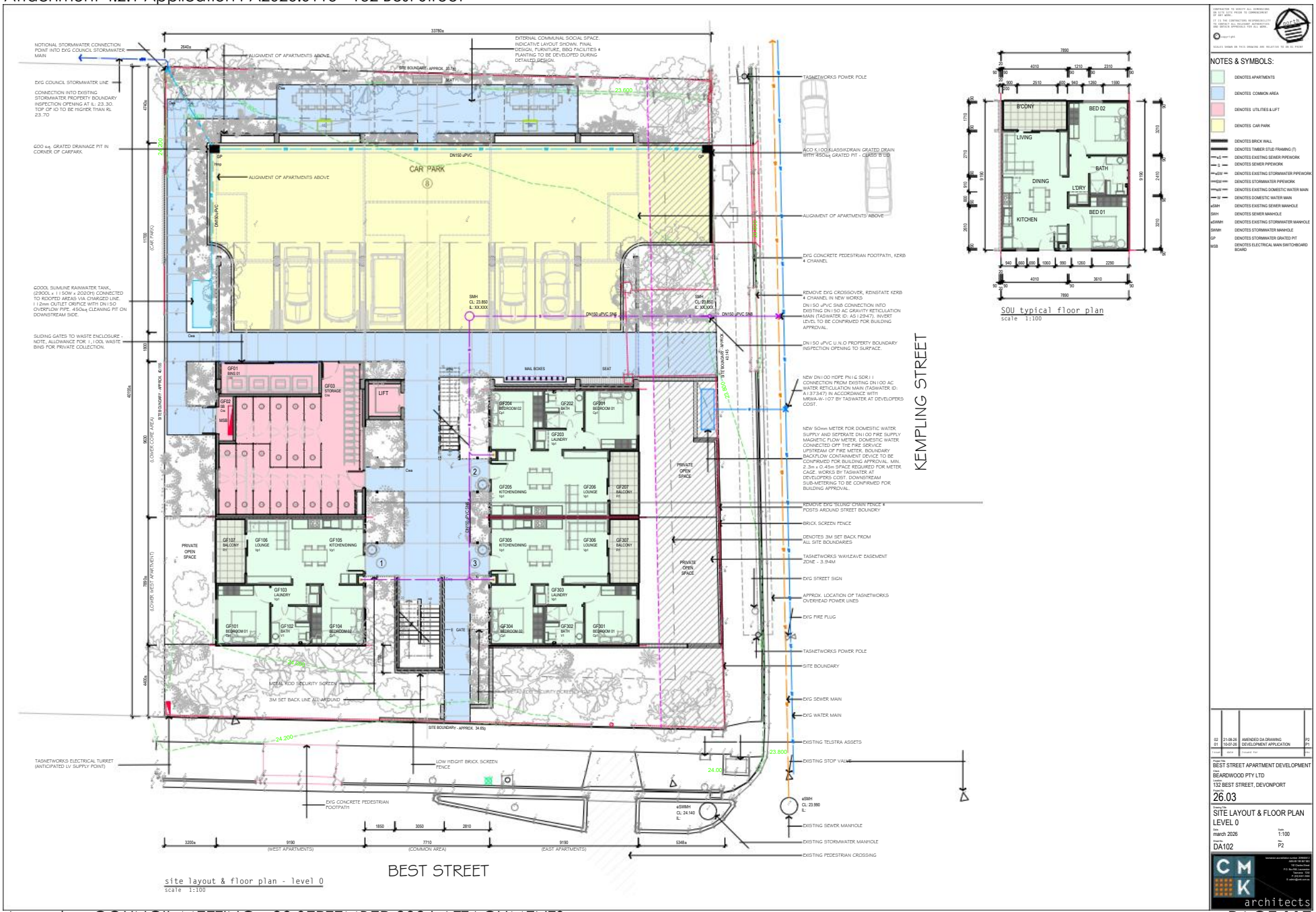
NOTES & SYMBOLS:

- DENOTES BUILDING FOOTPRINT
- DENOTES CIRCULATION AREA
- DENOTES CAR PARK AREA
- DENOTES BRICK WALL
- DENOTES TIMBER STUD FRAMING (T)
- DENOTES EXISTING SEWER PIPEWORK
- DENOTES SEWER PIPEWORK
- DENOTES EXISTING STORMWATER PIPEWORK
- DENOTES STORMWATER PIPEWORK
- DENOTES EXISTING DOMESTIC WATER MAIN
- DENOTES DOMESTIC WATER MAIN
- SMH DENOTES EXISTING SEWER MANHOLE
- SMH DENOTES SEWER MANHOLE
- SWMH DENOTES EXISTING STORMWATER MANHOLE
- SWMH DENOTES STORMWATER MANHOLE
- GP DENOTES STORMWATER GRATED PIT
- MSB DENOTES ELECTRICAL MAIN SWITCHBOARD BOARD

01	10-07-26	DEVELOPMENT APPLICATION	P1
Issue	Date	Issued For	By

Project Title: BEST STREET APARTMENT DEVELOPMENT
Client: BEARDWOOD PTY LTD
Location: 132 BEST STREET, DEVONPORT
Project No: 26.03
Drawing Title: SITE & SITE DEMOLITION PLAN LEVEL 0
Date: march 2026
Scale: 1:100
Drawing No: DA101
Rev: P1

CMK architects



NOTES & SYMBOLS:

- DENOTES APARTMENTS
- DENOTES COMMON AREA
- DENOTES UTILITIES & LIFT
- DENOTES CAR PARK
- DENOTES BRICK WALL
- DENOTES TIMBER STUD FRAMING (T)
- DENOTES EXISTING SEWER PIPEWORK
- DENOTES SEWER PIPEWORK
- DENOTES EXISTING STORMWATER PIPEWORK
- DENOTES STORMWATER PIPEWORK
- DENOTES EXISTING DOMESTIC WATER MAIN
- DENOTES DOMESTIC WATER MAIN
- eSMH DENOTES EXISTING SEWER MANHOLE
- SMH DENOTES SEWER MANHOLE
- eSWMH DENOTES EXISTING STORMWATER MANHOLE
- SWMH DENOTES STORMWATER MANHOLE
- GP DENOTES STORMWATER GRATED PIT
- MSB DENOTES ELECTRICAL MAIN SWITCHBOARD BOARD

02	21-08-26	AMENDED DA DRAWING	P2
01	10-07-26	DEVELOPMENT APPLICATION	P1

Project: BEST STREET APARTMENT DEVELOPMENT
Client: BEARDWOOD PTY LTD
Location: 132 BEST STREET, DEVONPORT
Job No: 26.03
Drawing Title: SITE LAYOUT & FLOOR PLAN LEVEL 0
Date: march 2026
Scale: 1:100
Drawing No: DA102
Rev: P2

CMK architects



site layout & floor plan - level 1
scale 1:100

NOTES & SYMBOLS:

- DENOTES APARTMENTS
- DENOTES COMMON AREA
- DENOTES UTILITIES & LIFT
- DENOTES CAR PARK
- DENOTES BRICK WALL
- DENOTES TIMBER STUD FRAMING (T)
- DENOTES EXISTING SEWER PIPEWORK
- DENOTES SEWER PIPEWORK
- DENOTES EXISTING STORMWATER PIPEWORK
- DENOTES STORMWATER PIPEWORK
- DENOTES EXISTING DOMESTIC WATER MAIN
- DENOTES DOMESTIC WATER MAIN
- eSMH DENOTES EXISTING SEWER MANHOLE
- SMH DENOTES SEWER MANHOLE
- eSWMH DENOTES EXISTING STORMWATER MANHOLE
- SWMH DENOTES STORMWATER MANHOLE
- GP DENOTES STORMWATER GRATED PIT
- MSB DENOTES ELECTRICAL MAIN SWITCHBOARD BOARD

02	21-08-26	AMENDED DA DRAWING	P2
01	30-06-26	DEVELOPMENT APPLICATION	P1

Project Title: BEST STREET APARTMENT DEVELOPMENT
Client: BEARDWOOD PTY LTD
Location: 132 BEST STREET, DEVONPORT
Project No: 26.03
Drawing Title: SITE LAYOUT & FLOOR PLAN LEVEL 1
Date: march 2026
Scale: 1:100
Drawing No: DA103
Rev: P2

CMK architects



site layout & floor plan - level 2
scale 1:100

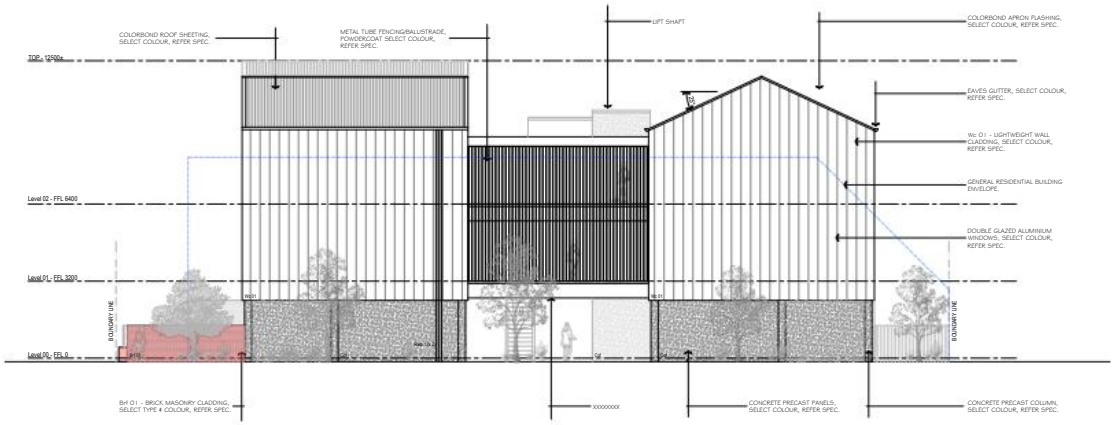
NOTES & SYMBOLS:

- DENOTES APARTMENTS
- DENOTES COMMON AREA
- DENOTES UTILITIES & LIFT
- DENOTES CAR PARK
- DENOTES BRICK WALL
- DENOTES TIMBER STUD FRAMING (T)
- DENOTES EXISTING SEWER PIPEWORK
- DENOTES SEWER PIPEWORK
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- DENOTES STORMWATER PIPEWORK
- DENOTES EXISTING DOMESTIC WATER MAIN
- DENOTES DOMESTIC WATER MAIN
- eSMH DENOTES EXISTING SEWER MANHOLE
- SMH DENOTES SEWER MANHOLE
- eSWMH DENOTES EXISTING STORMWATER MANHOLE
- SWMH DENOTES STORMWATER MANHOLE
- GP DENOTES STORMWATER GRATED PIT
- MSB DENOTES ELECTRICAL MAIN SWITCHBOARD BOARD

02	21-08-26	AMENDED DA DRAWING	P2
01	10-07-26	DEVELOPMENT APPLICATION	P1

Project Title: BEST STREET APARTMENT DEVELOPMENT
Client: BEARDWOOD PTY LTD
Location: 132 BEST STREET, DEVONPORT
Job No.: 26.03
Drawing Title: SITE LAYOUT & FLOOR PLAN LEVEL 2
Date: march 2026
Scale: 1:100
Drawing No.: DA104
Rev: P2

CMK architects



north elevation
scale 1:100

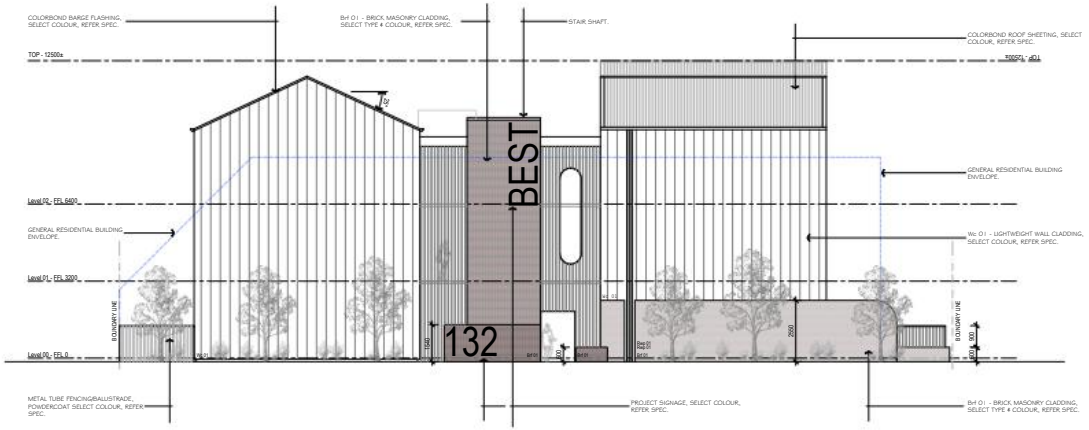


east elevation
scale 1:100

01	10-07-26	DEVELOPMENT APPLICATION	P1

Project Title
BEST STREET APARTMENT DEVELOPMENT
Client
BEARDWOOD PTY LTD
Location
132 BEST STREET, DEVONPORT
Project No.
26.03
Drawing Title
ELEVATIONS , NORTH & EAST
Date
march 2026
Scale
1:100
Drawing No.
DA201
Rev.
P1

CMK architects



south elevation
scale 1:100



west elevation
scale 1:100

01	10-07-26	DEVELOPMENT APPLICATION	P1

Project Title
BEST STREET APARTMENT DEVELOPMENT
Client
BEARDWOOD PTY LTD
Location
132 BEST STREET, DEVONPORT
Project No.
26.03
Drawing Title
ELEVATIONS, SOUTH & WEST
Date
march 2026
Scale
1:100
Drawing No.
DA202
No.
P1

CMK architects



Image 01 - Best & Kempling St


indicative internal walkways


indicative unit entry


Image 02 - Kempling St


Image 03 - Best St

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.

IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT ALL RELEVANT AUTHORITIES AND OBTAIN APPROVALS FOR ALL WORK.

Copyright

SCALES SHOWN ON THIS DRAWING ARE RELATIVE TO AN A1 PRINT

01	10-07-26	Development Application	P1

Project Title
BEST STREET APARTMENT DEVELOPMENT
Client
BEARDWOOD PTY LTD
Location
132 BEST STREET, DEVONPORT
Job No.
26.03
Drawing Title
PERSPECTIVE IMAGES
Date
march 2026
Scale
1:100
Drawing No.
DA301
Rev.
P1

CMK architects

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PA2026.0113
Council notice date	3/08/2026
TasWater Reference No.	TWDA 2026/00906-DCC
Date of response	14/08/2026
TasWater Contact	Robert Stapleton
Phone No.	0417279866

Response issued to

Council name	DEVONPORT COUNCIL
Contact details	townplanning@devonport.tas.gov.au
Development details	
Address	132 BEST ST, DEVONPORT
Property ID (PID)	6285051
Description of development	Multiple Dwellings x 19

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
CMK Architects	"Site Layout & Floor Plan Level 0" / Sheet: DA102	P1	10/07/2026

Conditions

SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL

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 a metered connection and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

   Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.

2. Plans submitted as part of the application for a Certificate for Certifiable Work (Building and/or Plumbing) must be amended to relocate the metered water connection outside the documented wayleave easement.

   Reason for Condition: The concept servicing plan listed in the Schedule of Drawings/Documents shows the proposed metered water connection within a documented wayleave easement.

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

3. 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.
4. Prior to commencing construction/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.

ASSET CREATION & INFRASTRUCTURE WORKS

5. Prior to applying for a Certificate for Certifiable Works, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.
6. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
7. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.

HEADWORK CHARGES

8. Before TasWater issues Certificate(s) for Certifiable Work (Building and/or Plumbing), the applicant or landowner (as applicable) must pay a headworks charge for water and sewerage.

   The charge is determined by TasWater based on connection size, in accordance with:

   - the pricing approved by the Tasmanian Economic Regulator in its price determination in respect of regulated services for the period 1 July 2026 to 2030; and
   - the methodology set out in TasWater's Developer Charges Policy.

   The charge is subject to indexation, as approved by the Tasmanian Economic Regulator, from the date of this Submission to Planning Authority Notice until the date of payment.

   Advice: Please see TasWater's Developer Charges Guideline for more detail on how the Headworks Charge has been calculated.

DEVELOPMENT ASSESSMENT FEES

9. The applicant or landowner as the case may be, must pay a development assessment fee 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

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/application-information/application-for-development-services-form

Assessment Fees

A development assessment fee will be payable to TasWater in connection with this development. The applicable fee will be determined by TasWater at the relevant design approval stage in accordance with the fees approved by the Economic Regulator and in effect at that time. Applicants are encouraged to refer to the Fees and Charges section of the TasWater website for information on current fees and charges that may apply.

Important Notice Regarding Plumbing Plans and Associated Costs
The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.
TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.
Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.
Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Headworks Charges
For information on Developer Charges please visit the following webpage - https://www.taswater.com.au/building-and-development/developer-charges

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.

30 August 2026

Devonport City Council
PO Box 604
Devonport TAS 7310

Re: Proposed Development – 132-134 Best Street, Devonport

Dear Mayor, Councillors and Chief Executive Officer,

We have been residents of Tasmania for 12 years and purchased our home at 136 Best Street in 2003. Over 12 years, we established our home and garden with the expectation that the surrounding residential environment would remain compatible with the existing neighbourhood. A three-storey development adjacent to our property would have a direct and ongoing impact on our quality of life, our ability to enjoy our home, and could adversely affect the value and saleability of our property in the future.

On 26 July 2026, we received information from *Homes Tasmania* regarding the proposed development located at **132-134 Best Street, Devonport (corner Kempling Street),** termed by *Homes Tasmania* as 132 Best Street, Devonport.

Attached is a copy of the information provided to us, which includes the *Fact Sheet, Proposed Development details* and *Artist's Rendering*.

According to the information provided, the proposal is for a **three-storey building comprising nineteen two-bedroom units**.

We understand that the proposal cannot proceed without changes to the current zoning to the site. Therefore, we respectfully ask Council to carefully consider if the **overall design of this particular proposal is appropriate for this location and its existing residential surroundings**.

We have a number of concerns about the proposal, which we have outlined below.

1. Height and scale of the development

Our primary concern is that the proposed three-storey design would significantly impact our home and garden.

In particular:

- **Loss of natural light:** The proposed building would block a significant amount of morning light to our home and garden.
- **Loss of privacy:** The height of the windows and balconies of the 2nd and 3rd story facing west would provide direct views of our property and therefore removing our privacy.

2. Parking and increased traffic

We are also extremely concerned about the lack of off-street parking provision in the proposal.

The development currently allows for **only one car space per unit**. It is unrealistic to assume that each dwelling will require only one vehicle.

The *Homes Tasmania* information refers to the site's proximity to schools, which suggests that families may be one of the intended groups for the development, and provision for two cars would be more appropriate.

If each unit only has one parking space allocated, additional vehicles will need to park on the **already heavily congested** surrounding streets.

This could mean:

- Second vehicle for each unit = **19 additional cars on surrounding streets**
- Three vehicles for each unit = **38 additional cars**
- Four vehicles for each unit = **57 additional cars**

These figures are simply to demonstrate how the demand for on-street parking will increase by only allowing for a single parking space for each unit.

We have attached photographs of surrounding streets on weekdays to demonstrate the current parking situation, and how more parking demand will affect not only existing residents but local businesses.

We therefore ask Council to undertake a realistic assessment of the increased **parking demand**, rather than relying solely on the minimum number of spaces proposed on the site.

3. Is this the most appropriate form of housing for this site?

We want to make it very clear that **we do not oppose the provision of housing at this location**. Our concern is whether the proposed design is the most appropriate housing for this particular site.

With any new development, **Council legislation** states that surrounding built form, residential amenities and the impact the development has on neighbouring properties as matters that must be addressed when considering any higher-density residential development.

We agree the location, being close to schools and existing community facilities, is ideal for families. We therefore question whether very small two-bedroom apartments, with no meaningful outdoor space, is the most appropriate long-term housing solution for this purpose.

We respectfully ask Council to consider whether a **lower-rise, lower-density development,** i.e. a group of townhouses with courtyards, could provide much-needed accommodation, while being more compatible with the existing residential properties surrounding the site

4. Precedent and future development

We are also concerned about the potential precedent that approval of this proposal could establish for the area.

If the planning controls for this site are changed to facilitate a substantially more intensive form of development, this may effect future developments on neighbouring properties.

Perhaps Council could consider the **cumulative effect** that this type of development would have on the neighbourhood over time, rather than considering this proposal in isolation.

5. Consideration of alternative designs

We respectfully ask Council and *Homes Tasmania* to consider whether the same objective of providing additional housing could be achieved through a design that is **lower in height and less intensive**, while still delivering meaningful additional housing.

A reduction in height, increased setbacks, improved landscaping, greater provision of on-site parking, appropriate privacy screening and a reduction in the overall number of dwellings could potentially reduce many of the concerns raised in this letter.

6. Our position

We wish to emphasise again that **we do not oppose the development of housing on this corner**, our grievance is with the height, density, parking provision and overall scale of what is currently proposed, and the significant effect we believe this could have on our home, our quality of life and the surrounding community.

We believe that providing additional housing is important, but it must be balanced against the legitimate rights and amenity of the people who already live in the area.

We respectfully ask Council to **reject the proposal in its current form, or require significant changes to reduce its height, density and impact on surrounding residents**.

Thank you for your time and consideration.

Yours sincerely,

Brian & Pandola Baker

136 Best St.
Devonport 7310

From: Corey S.
Sent: Saturday, 5 September 2026 8:40 PM
To: townplanning@devonport.tas.gov.au
Subject: FORMAL OBJECTION TO PROPOSED BUILDING DEVELOPMENT Application No: PA2026.0113

Categories: Town Planning

FORMAL OBJECTION TO PROPOSED BUILDING DEVELOPMENT

To: Planning Department / General Manager
Devonport City Council
Re: Proposed Development at 132 Best Street Devonport
Application No: PA2026.0113

Dear Chief Executive Officer

Dear Planning Officer,
I wish to formally object to the proposed development at 132 Best Street, Devonport, particularly due to its scale, potential impact on privacy, parking and traffic impacts, and its compatibility with the existing character of the neighbourhood.
My property is located at 2 Adelaide Street, Devonport, and I am particularly concerned about the significant loss of privacy that this development could create. The proposed upper-level balconies and windows appear to have direct views towards my yard and windows. This would substantially change the level of privacy currently enjoyed by my family in our own home and private outdoor area.
The scale and bulk of the proposed building are also a major concern. While I understand that Devonport needs additional housing, I do not believe a development of this scale is appropriate for this particular location. The building presents as a large multi-level development within an established, quieter residential area, and I believe its height, bulk and intensity are inconsistent with the surrounding neighbourhood.
The Tasmanian Planning Scheme recognises the importance of reasonable privacy and requires elevated balconies and similar areas to be designed to minimise overlooking of adjoining properties and private open space.

I ask Council to carefully assess the actual views from the proposed balconies and upper-level windows into neighbouring homes and yards, rather than relying solely on the proposed building setbacks.

Parking is another significant concern. Parking is already challenging for local residents and visitors in this area. Adding 19 dwellings will inevitably increase demand for on-street parking, particularly from residents, visitors and service providers.
There is also an existing gym in the surrounding area that generates considerable traffic and vehicle movements, including during the early hours of the morning. The additional residents and associated vehicle movements from 19 dwellings could further increase congestion, parking pressure and disturbance for existing residents.

I am also concerned about the cumulative impact of the development on the quiet residential character of the area. I understand that other local residents share similar concerns regarding the proposed development, particularly its size, parking impacts and effect on the existing neighbourhood.
I believe there are more appropriate locations within Devonport for a development of this scale. In particular, I believe the former Devonport Showgrounds site would be much better suited to a larger-scale residential development. A site of that nature could accommodate higher-density housing while allowing the development to be planned around appropriate access, parking, infrastructure and separation from established residential properties.
I am not opposed to providing much-needed housing in Devonport. My objection is to the scale, intensity and location of this particular proposal and the impact it would have on existing residents.
I respectfully ask Council to consider:

The direct overlooking of my yard and windows from the proposed balconies and upper-level windows.
The loss of privacy to adjoining properties.
The height, bulk and visual scale of the development.
Whether the development is genuinely compatible with the existing character of the surrounding residential area.
The existing shortage of convenient street parking for residents and visitors.
The additional parking demand created by 19 dwellings with visitors
Additional vehicle movements and traffic associated with the development.
The existing early-morning traffic associated with the nearby gym.
The cumulative impact on residential amenity, noise, traffic and parking.
The concerns raised by other surrounding residents.
Whether a more suitable site, such as the former Devonport Showgrounds, could accommodate this scale of development with considerably less impact on established residential properties.

I respectfully request that Council refuse the application in its current form, or require substantial changes to reduce the height, scale, overlooking, parking and other impacts on neighbouring residents.
Yours sincerely,

Corey Swain

2 Adelaide Street
Devonport TAS

Date: 05/Sept/2026

From: Maddisson Lockett
Sent: Wednesday, 9 September 2026 11:28 AM
To: HousingProjects@homes.tas.gov.au; townplanning@devonport.tas.gov.au
Subject: Proposed Development - 132 Best Street, Devonport

Categories: Town Planning

Good morning.

My name is Maddisson Mitchell and I, along with my husband, own 140 Best Street, Devonport. We have owned this property coming up on 5 years. We have a young family and own and run a local business in Devonport.

We have recently been advised through the letter drop of the proposed development at 132 Best Street, Devonport. This is only 2 houses east of our property. We have read through the documents provided to us and it has raised many concerns that we believe have not been considered appropriately.

I have spoken extensively with many of our neighbours regarding this proposal and we all have serious concerns for how our daily lives will be impacted by the extra traffic & congestion this will bring to the area. Our next door neighbour Ken Edelstein has sent through a very thorough report of his concerns for this proposal, which echo what the other residents believe to be true. I also wanted to send through my thoughts in writing to hopefully receive a response on how these issues will be dealt with.

The Fourways/Kempling Street/Best Street/Adelaide Street area is extremely congested through the working week. Employees of local businesses park in free parking zones up Best Street and Adelaide Street. Our property is the corner of Best and Adelaide Street and we have people parking over our driveway every single day. Adelaide Street is at best reduced to a one way street due to the extreme congestion from those utilising free parking. People park dangerously close to the intersections just to fit their cars in as free parking spaces are extremely hard to come by. Residents of the street are unable to safely access their driveways or even park outside their house in business hours Monday to Friday, even most Saturdays. Adding a development of 19 units - with each unit only having 1 car space allocated but assuming there will be minimum 2 cars per unit - will add SIGNIFICANT pressure on the already extremely minimal parking available in the area. There is not adequate parking to service 19 extra residential cars on top of the many, many employees working in the Fourways area.

We have also taken advice from a trusted Real Estate agent that the development of Social Housing Units in such close range to our property will see a significant decrease in the value of our property. As a young family, running a successful business in which we work 60-70 hours to get ahead, seeing that all our hard work and persistence will be for nothing is extremely discouraging. The housing market is already a losing game at the moment but to lose out due to a development we have no say in is really disappointing.

We understand the need for more social housing, however as residents of the area who witness the severe congestion every day, we do not believe this to be an appropriate site for such a large development.

I look forward to hearing from you in a timely manner and hearing how you plan to combat the above issues this development will create.

Regards,
Maddisson Mitchell

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

Submission Date
12/09/2026

I/We
Rhett

Of
126 Madden Street
Devonport, Tasmania 7310
AU

Email Address
[redacted]

Phone Number
[redacted]

Development Application Number
PA2026.0113

Address of Development
132 Best Street
Devonport 7310
AU

Details of representation
This development does not have enough car parks to support the intended residents in an area already packed with cars lining the streets.
When my wife and I wanted to build a unit we needed 5 car parking spaces for 1 unit, how can that not be the case for a development of this size?

Consent
✔ I agree that all the information i have provided is accurate and is truthful.

Privacy Consent
✔ I agree to the privacy policy of the Devonport City Council.



Chief Executive Officer
Devonport City Council
townplanning@devonport.tas.gov.au

12 September 2026

RE: Representation regarding Planning Application No. PA2026.0113

Property Address: 132 Best Street, Devonport
Proposal Description: Residential (multiple dwellings x19)

We congratulate the proponent on putting forward this much-needed development. **We support the planning application, provided that approval is granted subject to the following conditions**, as also illustrated in the attached visualisation (**Annexure A**):

1. Introduce at least two (2) windows per floor to the southern facade to provide **passive surveillance**, improve visual amenity and reduce the extent of blank built form.
2. Refine the proportions of the proposed windows to achieve a more human scale, incorporating suitable framing and subdivisions to the glazed areas to provide greater architectural articulation and visual interest.
3. Increase facade articulation and visual resolution through the use of complementary colours to distinguish architectural details and elements.
4. Provide suitable detailing to terminate the building elevations, such as fascias, cornices, bargeboards or similar elements, to achieve a more resolved and finished appearance.
5. Harmonise the overall colour scheme by replacing the proposed metallic or light-grey finish with a warm mid-grey tone, better complementing the remaining facade elements.

The above amendments would improve the development's function, and provide for a more locally characteristic built form, while setting a positive precedent for the quality of future development within the City of Devonport.

With kind regards

Jiri Lev Architects
PO Box 1
Launceston TAS 7250

Annexure A

Visualisation of proposed amendments:



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

Submission Date
15/09/2026

I/We
Judy and Robert Reid

Of
142 Best Street
Devonport, Tas 7310
AU

Email Address
[redacted]

Phone Number
[redacted]

Development Application Number
PA 2026.0113

Address of Development
132 Best Street
Devonport 7310
AU

Details of representation
Height of building:
Should be no higher than 2 storey. It is completely unacceptable to have a building over 2 storeys high in a residential area.

Parking:
If the building has 19 units then each unit should have its own dedicated parking bay not 8 as per the plan.
It is ridiculous to assume that each tenant will not have a car and if there is not sufficient on site parking, they will park their cars on Best and Adelaide Street as Kempling Street is metered.
As a resident of Adelaide Street we are extremely concerned that this will increase the street parking in an already heavily congested street.

Consent
✔ I agree that all the information i have provided is accurate and is truthful.

Privacy Consent
✔ I agree to the privacy policy of the Devonport City Council.



30 August 2026

PLEASE SEND THIS DOCUMENT TO ALL INVOLVED

Devonport City Council
PO Box 604
Devonport TAS 7310

NOTE: CORRECTED INFORMATION

Re: Proposed Development – 132-134 Best Street, Devonport

Dear Mayor, Councillors and Chief Executive Officer,

We have been residents of Tasmania for 42 years and purchased our home at 138 Best Street in 2003. Over 22 years, we established our home and garden with the expectation that the surrounding residential environment would remain compatible with the existing neighbourhood. A three-storey development adjacent to our property would have a direct and ongoing impact on our quality of life, our ability to enjoy our home, and could adversely affect the value and saleability of our property in the future.

On 26 July 2026, we received information from *Homes Tasmania* regarding the proposed development located at **132-134 Best Street, Devonport (corner Kempling Street),** termed by *Homes Tasmania* as 132 Best Street, Devonport.

Attached is a copy of the information provided to us, which includes the *Fact Sheet, Proposed Development details* and *Artist's Rendering*.

According to the information provided, the proposal is for a **three-storey building comprising nineteen two-bedroom units**.

We understand that the proposal cannot proceed without changes to the current zoning to the site. Therefore, we respectfully ask Council to carefully consider if the **overall design of this particular proposal is appropriate for this location and its existing residential surroundings**.

We have a number of concerns about the proposal, which we have outlined below.

1. Height and scale of the development

Our primary concern is that the proposed three-storey design would significantly impact our home and garden.

In particular:

- **Loss of natural light:** The proposed building would block a significant amount of morning light to our home and garden.
- **Loss of privacy:** The height of the windows and balconies of the 2nd and 3rd story facing west would provide direct views of our property and therefore removing our privacy.

2. Parking and increased traffic

We are also extremely concerned about the lack of off-street parking provision in the proposal.

The development currently allows for only **eight vehicles**. It is unrealistic to assume that ~~each~~ 8 dwelling, will require only one vehicle.

The *Homes Tasmania* information refers to the site's proximity to schools, which suggests that families may be one of the intended groups for the development, and provision for two cars would be more appropriate.

If ~~each~~ 8 units only has one parking space allocated, additional vehicles will need to park on the **already heavily congested** surrounding streets,

~~This could mean:~~

- ~~**Second vehicle for each unit = 19 additional cars on surrounding streets**~~
- ~~Three vehicles for each unit = 38 additional cars~~
- ~~Four vehicles for each unit = 57 additional cars~~ **INCORRECT**
-

Also: There is no space for visitors, who will need to park on the road.

These figures are simply to demonstrate how the demand for on-street parking will increase by only allowing for a single parking space for ~~each~~ 8 units.

We have attached photographs of surrounding streets on weekdays to demonstrate the current parking situation, and how more parking demand will affect not only existing residents but local businesses.

We therefore ask Council to undertake a realistic assessment of the increased **parking demand**, rather than relying solely on the minimum number of spaces proposed on the site.

3. Is this the most appropriate form of housing for this site?

We want to make it very clear that **we do not oppose the provision of housing at this location**. Our concern is whether the proposed design is the most appropriate housing for this particular site.

With any new development, **Council legislation** states that surrounding built form, residential amenities and the impact the development has on neighbouring properties as matters that must be addressed when considering any higher-density residential development.

We agree the location, being close to schools and existing community facilities, is ideal for families. We therefore question whether very small two-bedroom apartments, with no meaningful outdoor space, is the most appropriate long-term housing solution for this purpose.

We respectfully ask Council to consider whether a **lower-rise, lower-density development,** i.e. a group of townhouses with courtyards, could provide much-needed

accommodation, while being more compatible with the existing residential properties surrounding the site

4. Precedent and future development

We are also concerned about the potential precedent that approval of this proposal could establish for the area.

If the planning controls for this site are changed to facilitate a substantially more intensive form of development, this may effect future developments on neighbouring properties.

Perhaps Council could consider the **cumulative effect** that this type of development would have on the neighbourhood over time, rather than considering this proposal in isolation.

5. Consideration of alternative designs

We respectfully ask Council and *Homes Tasmania* to consider whether the same objective of providing additional housing could be achieved through a design that is **lower in height and less intensive**, while still delivering meaningful additional housing.

A reduction in height, increased setbacks, improved landscaping, greater provision of on-site parking, appropriate privacy screening and a reduction in the overall number of dwellings could potentially reduce many of the concerns raised in this letter.

6. Our position

We wish to emphasise again that **we do not oppose the development of housing on this corner**, our grievance is with the height, density, parking provision and overall scale of what is currently proposed, and the significant effect we believe this could have on our home, our quality of life and the surrounding community.

We believe that providing additional housing is important, but it must be balanced against the legitimate rights and amenity of the people who already live in the area.

We respectfully ask Council to **reject the proposal in its current form, or require significant changes to reduce its height, density and impact on surrounding residents**.

Thank you for your time and consideration.

Yours sincerely

K & L Eddleston

Ken and Lyn Eddleston

138 Best Street, Devonport,

Tasmania 7310

Devonport TAS 7310 [redacted]

FROM: KEN AND LYN EDDLESTON 138 BEST STREET DEVONPORT.

[redacted]

ADDRESS 138 BEST STREET DEVONPORT 7210 13 SEPTEMBER 2026

ADDITIONAL INFORMATION RE: PROPOSED DEVELOPMENT:
132 BEST STREET DEVONPORT. 13/9/26

As we have now read the full proposal, we realise these facts have come to light.

1) THREE STORY BUILDINGS 14/9/26

The three story pair of blocks are inappropriate for the site, as the site has a minimum depth of 7.3 metres of clay and the groundwater rises to 3 metres from the surface.

We did a soil test when we first purchased our property and proved this to be the case.

We did not see a soil test on the proposal.

2) SUN SHADOW

The shadow model they are showing is total fantasy.
They show the sun at 20 degree NNE at 10am on the winter solstice.

Where in reality, it is closer to 64 degree ENE at this time and has a low angle of 16 degree in Devonport.

3) 4.2 TRIP ASSIGNMENT 14/9/26
ATTACHED

K & L Eddleston

K & L EDDLESTON

NOTES: K & L EDDLESTON 14/9/26

4.2 TRIP ASSIGNMENT
Re: 8 tenants have cars and parking available.
It will be impossible to stop other tenants to have cars, and they will just park on the road.

It would be almost impossible for *Homes Tasmania* to stop tenants from driving cars and parking on the road.

Even if tenants don't own a car, they could use friends/family/etc and they would just park on the road.

IN TIME:
When the Tenants children's reach 16 age, they also will want a car.

Also:-

If 1 tenant per unit has one car = 19 cars (less 8 parking space) = 11 cars parked on road
or
If 2 tenants per unit have two cars = 38 cars (less 8 parking space) = 30 cars parked on road
or
If 3 tenants per unit have three cars = 57 tenants (less parking space) = 49 cars parking on road
or
If 4 tenants per unit have four cars = 76 tenants (less parking space) = 68 cars on the road

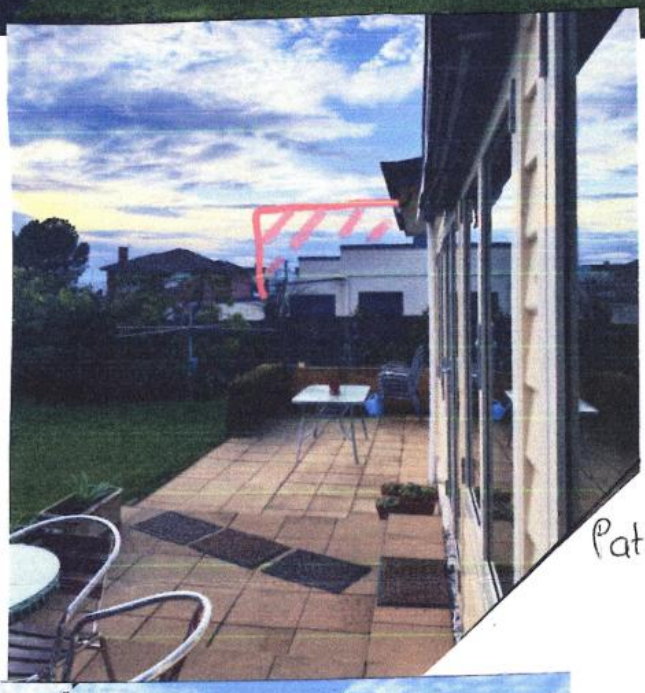
Also: Because there is only 8 parking area there will be no space for any number of visitors who will have to park on the road.

138 Best Street

Photos of our home and garden with an artists impression of the proposed 3-story apartment building to illustrate the visual impact on our home.



Front. Garden.



Patio



Back Yard. Garden.

FULL PARKING PROBLEM : AT 4 WAYS AND SURROUNDING HOUSING AREA ROADS

21 July 2026 Council Parking - 4 Ways 12.18pm.....Same time - **Full** **(1)**





21 July 2026 Council Parking - 4 Ways 12.18pm.....Same time - **Full**





21 July 2026 Council Parking - 4 Ways 12.18pm.....Same time - **Full**





21. July 2026 Council Parking - 4 Ways



12.18pm.....Same time Kempling St - **Full** **(2)**



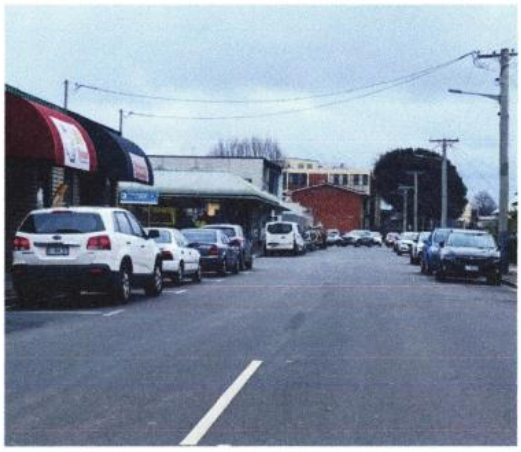
21 July 2026 Kempling Street - 4 Ways



12.20pm..... Same time Kempling St - **Full**



21 July 2026 Same time Kempling St - .....12.20pm....Best Street
Between - Kempling Street and Adelaide Street
School - Bus Stop





21 July 2026 - Further West along Best Street
- Full 2.25pm...Same Time Adelaide Street - Full **(3)**





21 July 2026 Oldaker St 4 Ways (East) .....2.25pm. Same Time William Street (North)





21 July 2026 William Street 4 Ways.....2.25pm Same 4 Ways





21 July 2026 William Street -- 4 Ways.....2.25pm.Best Street East of 4 Ways **(4)**





21 July 2026 - Barker Street..4 Ways .....2.30pm Same Barker Street ... 4 Ways





Objections to Planning Application PA2026.0113

132 Best Street, Devonport TAS.

16/09/2026

Dear Emma

I write to oppose the proposed **Homes Tasmania** *Best Apartments Development Application (BADA) PA2026.0113*, for a planning permit on the corner of Kempling and 132 Best Street, Devonport, with the following concerns;

1. <u>Parking</u>

a. The BADA states there is a 19, 2-bedroom apartment with <u>8</u> carparks; the reasoning for the lack of carparking in this planning permit states that for residents of social housing …

"***vehicle ownership is lower than would ordinarily be predicted***" (page 27, Traffic Impact Assessment (TIA).

i. This statement is assumptive, vague and unsupported by local data, making the model appear experimental in this location. It does not consider the impact of how additional parked vehicles will be managed in a busy area with high peaks of traffic including, commuters to and from work, and to and from high school. It also does not consider the unique challenges of regional Tasmania including limited public transport, challenges to access services locally and consequentially more people in low socio-economic thresholds owning a vehicle than interstate counterparts.

The BADA states

b. '***limited parking provision is an inherent and deliberate characteristic of the housing offer. Households requiring access to <u>multiple</u> private vehicles would be less suited to this development***" (page 27 & 28 TIA).

i. Respectfully, the definition of **multiple** is '*consisting of, including, or involving more than one*' (Merriam-Webster Dictionary, 2026). This language indicates that Homes Tasmania is flexible and willing to match tenants with a vehicle to this build irrespective of available off-street parking.

c. Homes Tasmania states on their webpage "*to apply for social housing, you must: … not own land or a home, not have financial assets worth more than $35,000 …* ***It does not include things such as your car****"* (Applying for social housing, Homes Tasmania,2026).

i. In response I seek clarity on the rigidity of applicant data; is applicant data crossed checked for accuracy with Transport Tasmania? Is there anything that precludes tenants not allocated off road parking from purchasing vehicles once assigned a unit?

d. Where do the friends and family and service providers park when visiting a resident at this proposed address? The BADA states;

'The site is located within an established mixed residential and commercial area immediately adjacent to a secondary shopping precinct. ***On-street parking is available*** *within the surrounding road network and provides an opportunity to accommodate* ***occasional visitor*** *or* ***short-duration parking*** *demand in the same manner as other residential and commercial uses in the locality* (TIA, page 30).

i. In this context what is the meaning of short-duration parking, and respectfully, the definition of 'occasional' is ***not happening or done often or regularly*** (Cambridge English Dictionary, 2026). I would contest that Homes Tasmania or the Devonport Council have no capacity to moderate who visits and how often. I would also assert it is not reasonable to expect a resident in a healthy social environment to have an occasional visitor. I would assert this loose definition will enable parking congestion and contribute to existing parking congestion in the immediate area of Kempling St, with on-street parking at capacity between 0800 and 1800 for all connecting streets, including Best Street, Oldaker Street, Lindsay Place and Adelaide Street.

ii. 

Photo: Adelaide Street, 17/09/2026 @ 1132am

iii. Further to the above statement I reject that residents in this area use on-street parking; instead using driveways and front lawns due to minimal and often no standing room on the surrounding streets of Kempling, Adelaide, Best, and Oldaker Streets and Lyndsey Place. As a resident of Adelaide St, it is the norm to observe "witches hats" placed on the road to protect on street space for service vehicles required for residential maintenance (see image below)

Photo with 'witches hats'and residents vehicles on front yard due to persitent on-road parking congestion.

Adleiade Street, 0854 am, 17/09/2026



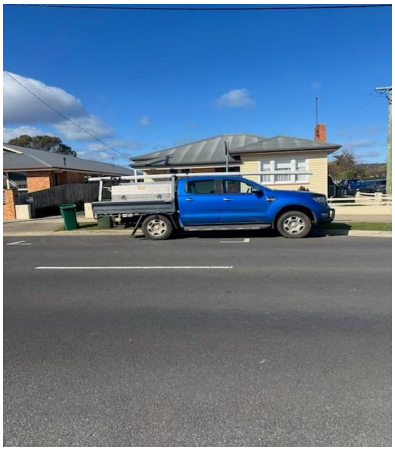
e. Current parking congestion results in unsafe parking and compromises the safe use of local roads.

i. I have submitted two online complaints and rang the council 3 times in the last 16 weeks with parking congestion. These complaints address illegally parked on-street and impeding the drivers view when attempting to join the flow of traffic.

ii. Additionally, there is insufficient staffing to monitor parking in the Devonport region with the scribe being advised yesterday on the general council number (16/09) that they would try and send and a parking officer out but are "restricted by lack of staffing".

Obstructive parking due to traffic congestion in the area.

Adelaide Street and Lyndsay Place onto Oldaker Street, 16 and 17/9/2026.





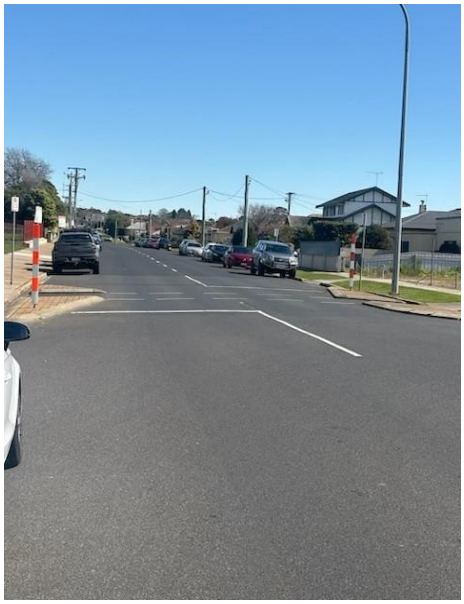


2. <u>Traffic Congestion</u>

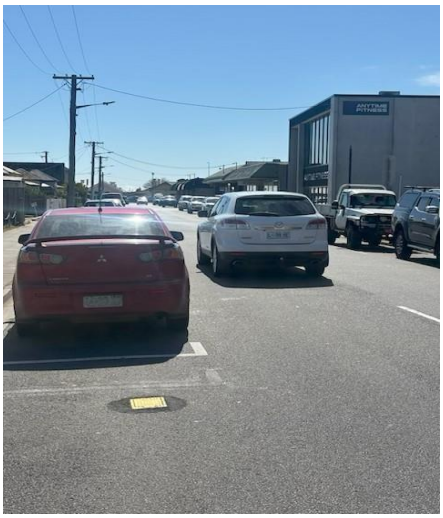
The breadth of the Traffic Impact Statement completed August 2026 by MIDSON traffic is narrow, specifically page 8, point 2.1 Transport Network '*for the purpose of this report, the transport network consists of Best Street and Kempling Street only*'. The images provided in the application show minimal parked vehicles and are not a reasonable representation of these two streets or the impact on the surrounding streets, and rate paying residential homeowners.

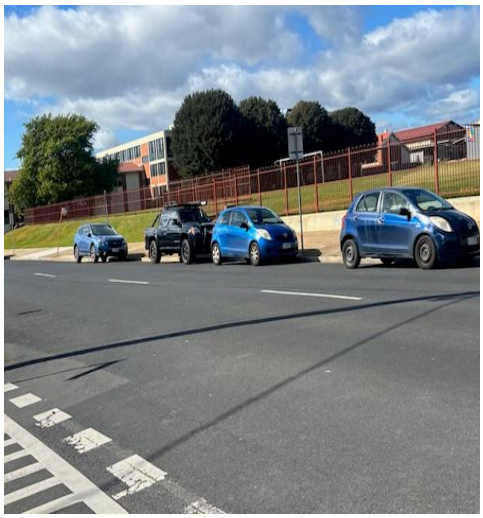


Cnr 132 Best & Kempling Street 1126am, 17/09/2026



Best Street 0944 am, 16/09/2026





Turning into streets adjacent to Kempling Street frequently means giving way to oncoming traffic with the street narrowed to one-way through density of parking. As a resident the amount of on-street parking requires that I pull off into a resident's driveway to make room for oncoming traffic, and at times reversing to make way for traffic turning into the street, – sometimes reversing is not possible as vehicles are at the rear and safe merging is dependent on awareness from the oncoming traffic.

These concerns are not mitigated in the BADA and with further infrastructure currently in progress (Green Leaves Daycare) the traffic congestion should be expected to increase.

a. 98 – 100 Oldaker Street Green Leaves Early Learning Centre scheduled to open late 2026 and with capacity to accept 70 enrolments (https://thesector.com.au/article/devonport-early-learning-expansion-malangenna, 2026)

This proposed build is currently impacted by traffic density with employees and shoppers from the shopping district in the Fourways parking from 0800 until 1800 daily, advantageously using free untimed parking for 8+ hours daily. During before school and after school hours the density and congestion swells with pickups – as does the risk to pedestrian traffic including school children who are vulnerable by traffic density, and the inclination of youthful impulsivity when using the road.

3. Noise Pollution

a. I seek clarifications on the impact that heating and cooling would have on the local neighbourhood; assuming 19 air conditioners and heat pumps would have a cumulative effect on the local environment.

b. I seek to highlight that as a shift worker (night duty 2130 to 0730) traffic noise is exponentially increased during business hours when commuters attempt to short cut between Oldaker and Best Streets avoiding the congestion of Kempling Street, the residential impact is engine noise and when parking is located people blasting music in their cars loudly. I anticipate this will increase with 19 planned units and 8 carparks.

c. Speeding down short cross streets; significant speeds from cars hooning with no infrastructure to deter this behaviour.

4. Density

a. The build states that 19 two-bedroom apartments on a space of 1373 m2, what is the occupancy per unit, assumed up to 4 persons – 2 per bedspace? The primary frontage of this building is to Best Street – adjacent to a pedestrian crossing utilised by high school students aged 12 years to 16 years (grade 7 to 10) what governance is in place to assure the safety of a 12 years old walking to school will be protected from inadvertent exposure to antisocial behaviour that could be expected to increase with medium density living?

I request that the above mentioned concerns be taken into consideration and the impact to the wider community beyond Kempling and Best Street be more broadly considered.

Thank you for your time and attention to this matter,

Kind regards

Belinda Ward

5 Adelaide Street,
Devonport Tas.

From: Diana Burrows
Sent: Thursday, 17 September 2026 3:16 PM
To: townplanning@devonport.tas.gov.au
Subject: Representation Re: PA2026.0113

Categories: Town Planning

To: Chief Executive Officer
Devonport City Council
Subj: Representation Relating to Application for Planning Permit
132 Best Street, Devonport, TAS 7310
Ref: PA2026.01113

Dear Sir or Ma'am:

With respect, I will address issues that are especially meaningful to me and others of my acquaintance.

Height Restrictions: These were laid out to create a balance between area growth and livability needs. These include both private and public safety and security concerns; structural and environmental hazard minimization; utility capacity, consumption, and protection; density control; neighborhood character, and privacy. Safety and structural concerns are more seriously tested during a fire. Safety requires that firefighters have access to all levels of the building, including the roof and spaces between the building and fences. Planning and building demand a proactive regard for the safety of residents, firefighters, and neighbors, as well as for properties. This building will be close to and overshadowing multiple homes and impacting on several business properties in the area. In case of fire, the demand for water will stress water resources and water pressure to the limit and more than one building will be lost.

Even In "normal" conditions, a three-story building will be very difficult to maintain externally. Roof repairs are common in this area because of very strong winds which often approach cyclone strength. Repairs at that height will be both expensive and problematic—given Health & Safety requirements and the shortage of local tradesmen qualified and willing to work that high. Also, washing the windows will be a never-ending process, especially during starling season.

Density: These restrictions protect public safety, ensure adequate infrastructure to support the population, and maintain quality of life. Inside a building, excessive density makes evacuating a building difficult in an emergency. Crowding can lead to panic and violence. Children, the elderly, and people with disabilities may not be able to get out. Consequently, as density increases and exit options decrease, on-site fire suppression becomes crucial: smoke alarms, fire extinguishers, ceiling sprinklers, fire alarms, warning systems for the hearing-impaired, etc. Incidentally, winds in this area, as stated above, are very strong, and that must not be ignored! Heavy winds often approach cyclone strength, and roof damage is not unusual. Winds alone will

severely test the building's design and structural integrity. In fire-plus-wind conditions, even a small fire will spread very quickly, severely curtailing time to evacuate--and destroying multiple homes before it's put out. Density inside buildings can also lead to plumbing stress, ventilation problems, mental stress, angry confrontations which can lead to violence, public health and sanitary problems such as contagion, and--over time--challenges to the building's structural integrity. Outside the building, density can lead to traffic gridlock**,** water shortages, overloaded electrical grids, and strained sewer systems. If a narrow street is too densely packed--without proper traffic control, parking, and setbacks--fire trucks, ambulances, and police vehicles will struggle to access property quickly enough. Density control outside buildings limits environmental degradation. It manages site coverage and stormwater runoff from paved surfaces. It also preserves green spaces, mitigating the heat effect from excessive concrete, which is especially important now, during a time of global warming.

Setback and Site Coverage Limitations: These ensure that there is enough space between buildings. Emergency services vehicles and responders must be able to navigate and access all areas of buildings during an emergency. During a fire, it prevents flames from easily leaping from one structure to the next. A Setback between a building and the street contains easements for sewer pipes, water lines, electricity, gas, telephone wires, and internet lines. Setbacks allow workers access to these utilities for repairs without damaging structures. Also, and very significant here, proper concern for limiting site coverage allows rainwater to absorb into the ground, reducing the risk of additional local flooding of streets, neighboring properties, storm water systems, and underground lines, such as Telstra. This area has already had problems with excess water damaging underground tele-communication wiring, and streets overflow at the curbs during heavy rains. This entire area was built over swamp land, and it comes with all the problems that were created back then. Yards stay wet longer, toilets and ground-level plumbing backs up, water seeps in when the ground is saturated, etc. Setbacks and site coverage limitations also prevent properties from blocking sunlight and natural airflow to neighboring homes and yards. Requiring distance between structures also prevents windows from directly overlooking a neighbor's living space. In this case, two floors of the building will overlook private homes, windows, and garden areas—in spite of privacy fencing. Appropriate spacing of buildings also stops waste bin odors and flying rubbish from becoming an environmental nuisance to both residents and neighbors.

Parking Availability: This directly impacts economic vitality, public safety, traffic flow, and community livability. Improper management has already created widespread community issues in this area. Additional street parking is almost non-existent due to current demand; and what may be found requires luck. All parking is metered. A childcare center will be opening very soon at the intersection of Kempling and Oldaker Streets. After it does so, no spaces will remain. Kempling and Oldaker will have to handle spillover parking from there too. Endless cruising for space will become the norm, and tempers will flare even more than they already do. The area will become a "don't-even-bother zone" for both shopping and services. More businesses will either move or shut their doors forever. Carparks are already full to capacity during the day. And where will emergency services park? Where will delivery vans, personal care providers, yardmen, and repair utes park? Where will visitors to the new building park? Too few spaces were allotted for the

proposed building and the soon-to-open childcare center; none were allotted for the busy 24-hour gym. Kempling, Best, William, Oldaker, and Adelaide Streets simply cannot accommodate any additional traffic and parking demand. School and business traffic and parking is very heavy on Best Street. Trucks queue up to deliver goods to shops at Fourways. Shoppers have to cruise. As evidenced by current traffic, shopping is rarely walkable these days. Kempling Street is just one block in length. It already accommodates avoidance traffic and overflow parking from William Street, Fourways shopping, busy 24-hour-gym parking, regularly scheduled, pick-up and delivery to shops (by semis and vans), residential visitor parking (when luck holds), tradesmen, and maintenance vehicles. Waste management workers and street sweepers have to take their chances, often down the middle.

As to the residents of the new building without transportion, how will they get to and from work—or seek work? The city continues to grow, and jobs for most people have not been walkable for many years now. To be unable to get to a job is to become resigned, to give up. Yet adequate and essential parking will be—by design—unavailable.

The Consequences: I would like to address some issues that are especially close to my heart.

Children grow and need a place to play and thrive. The school just across the street, with its nice oval, well-kept grounds, and basketball courts looks available and inviting, but it is locked for security and safety reasons shortly after the last bell, so it will not be there to welcome children needing a place to play. There is no place. Will the building provide an outdoor play area? A place to walk their dogs? A game and meeting room? Will they have a monitored computer area for homework? The internet and Wi-fi? Will the building be child-friendly? If not, children will roam the streets aimlessly and bored, growing angrier and more resentful over the years. They will feel cheated; they will feel like outsiders. They may experience helplessness or even hopelessness. Some will overcome and excel in spite of their circumstances, but too many will take the wrong path. Disruptive and oppositional behavior, mischief and crime may prevail. Some may be redeemed. Others may cause grievous harm. Only wise leaders and planners can stop it, and the time to stop it is before it ever starts.

Elderly tenants need increasing help, stable mobility, transportation, safety, social communications, and people to rely on. They also need people to remember and assist them in emergencies. Where will they find them? Will they become neglected and isolated? Most people drive to shopping areas, social events, and medical appointments in a town of this size; and the town is growing every year. Will the building and its tenants be senior-friendly? Will it also accommodate and assist those with temporary disabilities and special needs? At this moment, I can only hope.

Conclusion: As it stands, the plan does not consider the requirements and rights of either the existing, area or the needs of future tenants. A neighborhood of businesses and homes already exists. It should not be ignored or overshadowed or overwhelmed in such an encroaching manner. It should not have its own rights minimized or outright stolen. And regarding the new building, what has been planned is a tenement, designed for the warehousing of human beings. While private

spaces may include currently modern amenities, planners ignored the need for green areas and communal spaces--features needed for safety, accessibility, quality of life, and mental health—humanity that every person on this good Earth deserves. Finally, the building will not fit into the community, and its imposing presence here among existing homes and modest shops will not be forgiven. Sadly, as a consequence, its tenants will be resented and not allowed to fit in for many years to come. It is essential for everybody that you do not ignore existing planning and building rules—rules that were laid out with a mind for good sense, mutual rights, privacy, human needs, and safety. This building will remain for a very long time. Mistakes will affect real human beings for a very long time. In the Present, all of us are planning, designing and growing the Future, and we are all responsible to do our very best. Please get your part right. Thank you.

Yours very respectfully,

Diana J. Burrows
7A Kempling Street (Top Floor)
Devonport TAS 7310



About Me: I am a 77-year-old lady who moved from the US to Australia just over 19 years ago after marrying the kindest, dearest gentleman that Australia has ever produced. He was born and lived in WA but always dreamed of living in TAS. We moved here to live that dream, and we were very happy until his death. I stayed on and became an Aussie citizen. Tassie is my home. I have lovely friends here, but fewer than I had before Covid. Several of them live in social housing units and houses that was sensibly designed and built years ago to blend in with existing homes. They say they are happy there; they have lived there for many years and raised children there; they have a garden and live in a nice area to walk their dogs; they also enjoy the friendship of their neighbors. I live in the red brick house next to the proposed building site. Memories of my husband are here, so I have no plans to move.

The new building will completely overshadow my home; I will need to buy much more moss and mold killer. The gentlemen who mow for me cannot come if they have no place to park. My cleaner sometimes parks at her sister's and walks when no parking is available. In my opinion, the gym music across the street is entirely too loud in the early, early morning when I'm trying to sleep; the throbbing bass can be heard and felt two blocks away; neighbors and I complain; both police and the Council deny responsibility; the new tenants will not like it.

My résumé would read that I'm well educated. I taught psychology and published research at a large university in the US. For many years, I also provided mental health and substance abuse counseling to incarcerated felons in the US—both adolescents and adults. Recidivism was very low. I wasn't a bleeding heart then, and I'm not a bleeding heart now. I have a firm belief that the very best thing you

can teach a child is that they must take responsibility for their own behavior—but that lesson is more easily taught when it comes with a hug and a good cookie.

Paula Febey
7 Monash Court
DEVONPORT TAS 7310

Sunday 20 September 2026

Chief Executive Officer
Devonport City Council
PO Box 604
DEVONPORT TAS 7310

To whom it May Concern

I wish to make representation against the below planning application in its current form.

Application Details

Application Number:	**PA2026.0113**
Proposed Use or Development:	**Residential (multiple dwellings x19)**
Address of the Land:	**132 Best Street, Devonport**
Date of Notice:	**05/09/2026**

I am NOT opposed to social housing, my objection is the size of the development. I would be open to a 2-story development. The proposal also does not meet some of the planning criteria, as highlighted in the copy of the Planning application I have include.

I also want to know if the Devonport City Council have done a Storm Water Assessment because there have been issues in the past on my properties and the application states in the Storm Water Assessment that this is Council's responsibility to assess?

Just to be transparent, I own 4 properties in Kempling Street – 9, 11, 13 & 15

I am currently running my own social housing project at these properties on a much smaller scale. My tenants consist of the following and all pay well below market rates for rent, not because I'm wealthy, but because I have a social conscious

- A transgender person who no one else would rent to because of who they identify as
- A single mother with 1 child
- A bipolar & schizophrenic individual on a disability pension
- A single mother with 3 children

I have also toyed with the idea of developing my properties further to accommodate housing for the elderly who can no longer drive, purpose-built housing for people waiting for a place in a nursing home where family members can stay with them until something becomes available or for those with a physical disability.

I would also like to establish that I am self-made, I grew up in a difficult environment, and I have had no handouts. I've just worked very hard.

I believe that 3 stories is too high and that 19 units with only 8 car parks is too much for the area. The Planning Application's own Traffic Assessment of the area states that 22 car spaces meet the criteria. Noting that the housing side of Kempling Street is zones as Closed Residential. I am particularly concerned that the development only allows for 8 Car parks and that this could impact retailers in the area who are already struggling. Especially if people associated with the complex start parking in spaces normally designated to the public accessing the Fourways Shopping area.

It appears that the 19 x 2 Bedroom Units would be aimed at young families. It's disappointing to see that there has been no allowance made for the elderly or people with physical disabilities who I believe would benefit most from living in the area, so they have immediate access to some form of community. There appears to be no allowance for a lift in the design to accommodate these types of people who often become isolated.

How will Homes Tasmania manage the fact that there are only 8 car spaces, does this mean that you can only be allocated a unit on site if you don't own a car if 8 other tenants are already occupying car spaces? I find this hard to believe and I think it will be very difficult to manage.

There is almost no green space for children to play, if it is to be a family based development. You will have a situation where there will be potentially 50 to 60 people living on top of one another. In my experience in managing 4 properties in Kempling Street, some people have complex social needs and can sometimes create complex social environments, making it difficult for others living in close proximity.

There is also a high level of delinquent youths that frequent the area after hours, causing residents no end of grief. I am frequently having to replace smashed windows, so much so, that I have started placing expensive, Perspex sheets over the glass to try and prevent the glass from being broken. Tenants are also reporting people in their yards late at night and all have had theft from their properties on many occasions. I have had to install cameras in some instances. Initially events were reported to police, but it became very clear that this is a waste of time. I highlight this issue just to make you aware of what's actually happening in the area.

I am asking you to think about what you want the Fourways area to look like in the future? Don't just think about the now and Homes Tasmania, who have no knowledge of the area, trying to cram in as many people as they can.

What future developments in the area does the community need and making sure all community needs are catered for. It needs to be socially cohesive for those already living in the area and for the retailers in the area. You have focussed the living city project on the CBD and the waterfront, but in reality, the Fourways is only a couple of blocks away, how will you tie it all together for the best of our community?

Please see attached a copy of the Planning Application with highlights, marking the areas where the Application doesn't meet the Performance Criteria including in the Parking Assessment and Storm Water Assessments Documentation.

Can I please ask that my representation is distributed to ALL Councillors and decision makers prior to meeting discussions, so that they have adequate time to consider it properly, prior to the meeting.

Kind regards

Paula Febey
Paula Febey

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

Submission Date
20/09/2026

I/We
I/ Sally Hay

Of
96 Oldaker Street
Devonport, Tasmania 7310
AU

Email Address
[redacted]

Phone Number
[redacted]

Development Application Number
PA2026.0113

Address of Development
132 Best Street
Devonport 7310
AU

Details of representation
This property is more suited to staying as a carpark
The 4ways kempling st carpark during normal business trading hours, (the Northern end) is usually full of staff parking 8 hours a days, 5 day week they are prepared to pay up to $100 per week.
On the other hand Best, Oldaker, Adelaide streets and Victoria Avenue are usually full with staff that prefer not to pay for parking . Creating problems for residents in that area, to access their properties as streets running north south are narrower than the major arterial roads, best and oldaker.
Traffic flow is an increased problem as ,Kempling st is also very narrow, especially when large delivery trucks are servicing local businesses.
There are also 2 gyms, servicing this area, with a minimum 100 membership each . That is another issue relating to parking both are accessible 24 hours a day. From 5am both sides of Kempling st are fully utilised for parking as people are exercising early before employment/life duties.
The garbage trucks etc that are servicing our town early mornings struggle to access Kempling st at this time if the day.
There is also Devonport high school that congests that area ,morning and afternoon drop off and pick up which is directly opposite proposed units.
At the Northern end of Kempling and Oldaker sts intersection there is a 94 a day child care centre to open mid November. That is still an unknown traffic flow problem waiting to be discovered.
The multiple unit development at 169 William street has 11 units plus 1 office , there was only 9 car spaces



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provided, most nights there are numerous vehicles parked regularly in William Street.
But next door 171 william street a recently finished project has only 8 units but conveniently has a double secure garage under the new units, hence not putting any pressure on parking and traffic flow to that area.
The proposed unit development at 132 Best st, to give the units only to tenants that don't own a vehicle is discrimination against the tenants with a vehicle.
There are no residential buildings outside of the cbd that are greater than 2 stories.
The Western tower has many windows overlooking 134 Best st disturbing their privacy.

Consent

✔ I agree that all the information i have provided is accurate and is truthful.

Privacy Consent

✔ I agree to the privacy policy of the Devonport City Council.



REPRESENTATION / OBJECTION

Planning Application PA2026.0113
132 Best Street, Devonport - Proposed 19 Multiple Dwellings

To:

Chief Executive Officer
Devonport City Council
PO Box 604
Devonport TAS 7310

Email: townplanning@devonport.tas.gov.au

Re: Planning Application PA2026.0113 - 132 Best Street, Devonport

Dear Chief Executive Officer,

I wish to lodge a formal representation in relation to Planning Application PA2026.0113, for the proposed construction of 19 two-bedroom residential units at 132 Best Street, Devonport.

I have carefully considered the application documents, including the Traffic Impact Assessment prepared for the development.

My concerns are primarily regarding parking capacity and likely overflow parking, pedestrian and traffic safety associated with the proximity of Devonport High School, and the proposed waste collection arrangements.

I respectfully request that Council give these matters particular consideration before determining the application.

1. Significant lack of on-site parking

The proposed development comprises 19 two-bedroom apartments but provides only 8 on-site car parking spaces.

This appears to be an exceptionally low level of parking for a development of this size.

Importantly, this is not simply my assumption. The applicant's own Traffic Impact Assessment acknowledges that the Tasmanian Planning Scheme parking requirement would result in 43 parking spaces for the development. The proposed 8 spaces therefore fall 35 spaces short of that figure.

The traffic consultant has also undertaken an alternative assessment using regional parking demand rates. This estimates approximately 22-23 spaces would be required for a development of this scale, compared with only 8 spaces proposed.

While I acknowledge the applicant's argument that the development will be managed social housing and that tenant selection may take transport circumstances into account, I do not believe this adequately addresses the practical consequences of providing only eight spaces for nineteen dwellings.

The application itself states that on-street parking is available in the surrounding road network. This raises a significant concern that the shortage of on-site parking will place additional pressure on surrounding streets.

I therefore ask Council to carefully assess:

- the existing availability and occupancy of on-street parking surrounding 132 Best Street;
- the likely parking demand generated by 19 two-bedroom dwellings;
- visitor parking requirements;
- parking requirements for staff, support workers, tradespeople and service providers associated with managed housing;
- whether tenants with vehicles can realistically be accommodated without relying upon surrounding streets; and
- the likely cumulative effect on neighbouring residential and commercial properties.

I also ask Council to consider whether an appropriate parking management plan should be required as a condition of any approval.

2. Proximity to Devonport High School and pedestrian safety

I am particularly concerned about the relationship between the proposed development and Devonport High School.

The application itself identifies the school as being immediately opposite the site and confirms that a school pedestrian crossing is located immediately adjacent to the development on Best Street.

Best Street is identified in the Traffic Impact Assessment as carrying approximately 4,500 vehicles per weekday, with a 50 km/h speed limit.

The development will also generate additional vehicle movements, estimated at approximately 70 vehicle trips per day, including 8 during the AM peak hour and 11 during the PM peak hour.

While the traffic consultant considers these numbers relatively small, I believe the assessment should give greater consideration to the timing and location of these movements.

The issue is not simply the total number of additional vehicle movements. The concern is the potential interaction between school children and other pedestrians, the existing school crossing, vehicles entering and leaving the development, vehicles searching for on-street parking, visitors to the development, and service and waste collection vehicles.

The application states that the site has pedestrian connections to Devonport High School and that the school crossing is immediately adjacent to the site.

I therefore request that Council ensure the pedestrian and traffic assessment specifically considers school arrival and departure periods, rather than relying solely upon general daily and peak-hour traffic figures.

In particular, Council should consider whether additional traffic management, pedestrian protection, signage, line marking or other measures are required.

3. Waste collection and reversing vehicle

I also have concerns regarding the proposed waste collection arrangements.

The application proposes that a private waste contractor will use a Medium Rigid Vehicle approximately 8.8 meters long. The vehicle is proposed to reverse from Kempling Street into the development before exiting forward.

The applicant's own report acknowledges that the reverse movement is to occur when traffic and pedestrian conditions permit.

This wording concerns me because Kempling Street is a public road and the site is in an area containing residential, commercial and school-related pedestrian activity.

The swept-path diagram is based on the waste vehicle being able to undertake the maneuver, but I believe Council should also consider the real-world operational safety of an approximately 8.8-metre rigid waste vehicle reversing into the development.

I request that Council consider requiring a waste management arrangement that:

- minimises reversing movements;
- does not obstruct Kempling Street;
- does not interfere with pedestrian movements;
- does not occur during school arrival or departure periods;
- provides adequate visibility for pedestrians and motorists; and
- clearly identifies who is responsible for managing the collection operation.

4. The cumulative effect of these issues

I believe the individual issues should not be considered in isolation.

The development would place 19 dwellings on the site with only 8 on-site car spaces, immediately opposite a high school, adjacent to a busy road and close to commercial activity.

The applicant's own documentation identifies the site's mixed residential, commercial and community setting.

In my view, the combination of substantially reduced on-site parking, existing pedestrian activity associated with the school, additional residential traffic and the proposed waste vehicle movements warrants a more cautious assessment of the development's practical impact on the surrounding area.

I am particularly concerned that the assumption that prospective residents will have low vehicle ownership may not adequately protect the surrounding streets if actual circumstances differ from those anticipated by the applicant.

5. Request to Council

I respectfully request that Devonport City Council:

1. Undertake a detailed assessment of the likely parking overflow into surrounding streets;
2. Give particular consideration to the 43-space planning scheme benchmark compared with only 8 proposed spaces;
3. Assess the likely parking requirements of residents, visitors and service providers;
4. Assess pedestrian and vehicle interaction during Devonport High School arrival and departure periods;
5. Consider the safety implications of the proposed 8.8-metre waste collection vehicle reversing from Kempling Street;

6. Consider whether additional traffic, parking, pedestrian and waste-management conditions should be imposed; and
7. If Council is not satisfied that these matters can be adequately managed, refuse the application.

I acknowledge the need for appropriate social housing within Devonport and my concerns are not directed at the principle of providing social housing. My representation relates to whether this particular development, at this particular location and with the proposed level of parking and servicing arrangements, can operate without creating unreasonable impacts on the surrounding community.

I ask that this representation be taken into consideration in Council's assessment of Planning Application PA2026.0113.

Yours faithfully,

David Morgan
5 Adelaide Street Devonport Tas, 7310

Date: 21/09/2026

From: Tony Smith
Sent: Monday, 21 September 2026 1:34 PM
To: Town Planning
Subject: Application Number: PA2026.0113

Categories: Town Planning

Address of the Land: 132 Best Street, Devonport;

Proposed Use or Development: Residential (multiple dwellings x19)
Address of the Land: 132 Best Street, Devonport
Application Number: PA2026.0113
Proposed Use or Development: Residential (multiple dwellings x19);

To who it may concern

The purpose of this email is to object to the above proposal, for the following:-

A MAJOR INCREASE OF ON STREET PARKING IN THE LOCAL AREA

THE LACK OF RESIDENCE PARKING FOR THE TENANTS OF THE PROPOSED DEVELOPMENT

THERE APPEARS TO BE ARE LARGE NUMBER OF UNITS FOR LAND AREA PROPOSED

A POOR CHOICE FOR THE LOCATION GIVEN THE GENERAL FLOW OF TRAFFIC IN THE AREA OF FOUR-WAYS

THREE STORY RESIDENCE'S ARE NOT USUALLY BUILT IN THIS AREA.

COULD REDUCE THE NUMBER OF PAID PARKING AND EXTEND FREE PARKING AWAY FROM THE SHOPPING AREA.

THIS INCREASE COULD PUT PRESSURE ON LOCAL SHOP-KEEPERS BY REDUCING PATRONIZE NUMBERS

Also I do not believe that Devonport is ready for high density living or is it required.

SIGNED
Anthony Smith
103 Best street
Devonport

From: Ian Rose
Sent: Monday, 21 September 2026 4:56 PM
To: Town Planning
Subject: Re. Application Number PA2026.0113 (132 Best Street, Devonport)

Categories: Town Planning

To the Council,

I write to object to the proposed development at 132 Best Street, Devonport.

We consider the proposal for 19 two-bedroom apartments as highly likely to increase the traffic congestion in this area, and thus to inconvenience or endanger the local residents, the retailers and shoppers at FourWays, and most importantly the school children of Devonport High across the road.

A 19-apartment block is an unreasonably large increase over the density of similar dwellings in the area, which are almost all regular houses. The most prominent unit block in the area, at the end of Kempling Street, numbers only 6 apartments, each of which has its own allocated car space. 19 apartments in this new proposal is bad enough, but they are supposed to get by with just 8 car spaces. This seems wishful thinking. Nor does this take into account the visitors to the complex, who would obviously have to park on the street. We are aware of accidents around the intersection of Best and William Streets, and I myself had a near miss recently when two pedestrians stepped out in front of our moving car. My wife's elderly father who lives with us is severely disabled. We do not want him to face the danger of the increased congestion that would come of this proposal, nor do we wish it for the many other elderly and physically challenged residents of this area.

Aside from moving cars, there is a danger from the increase in street parking that would result from this proposal. We have lived at 101 Best Street for just over a year and have had two close calls getting out of our driveway owing to cars being parked up to and beyond our driveway, rendering it extremely difficult to judge oncoming traffic when exiting our property. I attach two images taken at the same time in our driveway on 17 September to illustrate the situation as it can be now. If the proposed development at 132 Best Street goes ahead this issue will only get worse.

If Council is concerned for the residents, retailers, shoppers and school children in this area it would simply turn this lot into more parking -- perhaps low-cost all-day parking to encourage the current drivers in the area to park off-street. In any case it should reject the proposal for an apartment complex.

Sincerely,

Ian Rose





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: 64 Don Road, Devonport

Certificate of Title Reference No.: CT 55471/119

Applicant's Details

Full Name/Company Name: Pharos Properties Pty Ltd by their agent Ireneinc Planning & Urban Design

Postal Address: 49 Tasma Street, North Hobart, 7000

Telephone: (03)62349281

Email: kate@ireneinc.com.au

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

Full Name/Company Name: 55471/119 : C & M KELLY HOLDINGS PTY LTD

Postal Address: 64 Don Road, Devonport TAS 7310

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?: Demolishion of existing building and its out building to provide for a new commercial building and change of use from Service Industry to General retail and Hire.

Description of how the use will operate: The proposed change in use it to provide for a bottle shop to occupy the site.
The proposed bottle shop will have hours of operation that are within 8:00am-9:00pm seven days a week, including public holidays.
Further information is provided in the accompanying planning report.

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

$ 600,000

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

If land is not in applicant's ownership

I, Kate Heckelmann, Ireneinc Planning & Urban Design declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: K Heckelmann Date: 20/07/2026

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

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

GM consent request included as part of this 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: K Heckelmann Date: 20/07/2026

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.

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.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
55471	119
EDITION	DATE OF ISSUE
6	28-Nov-2023

SEARCH DATE : 09-July-2026
SEARCH TIME : 03.10 pm

DESCRIPTION OF LAND

City of DEVONPORT
Lot 119 on Plan 55471 (formerly being P1154)
Derivation : Part of Lot 5275 Gtd. to J.M. Dooley
Prior CT 2561/99

SCHEDULE 1

N157785 TRANSFER to C & M KELLY HOLDINGS PTY LTD Registered 28-Nov-2023 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: A Right of Drainage (appurtenant to Lots 120, 121 and 122 on Plan No. 55471) over the Drainage Easement passing through the said land within described
146034 FENCING CONDITION in Transfer

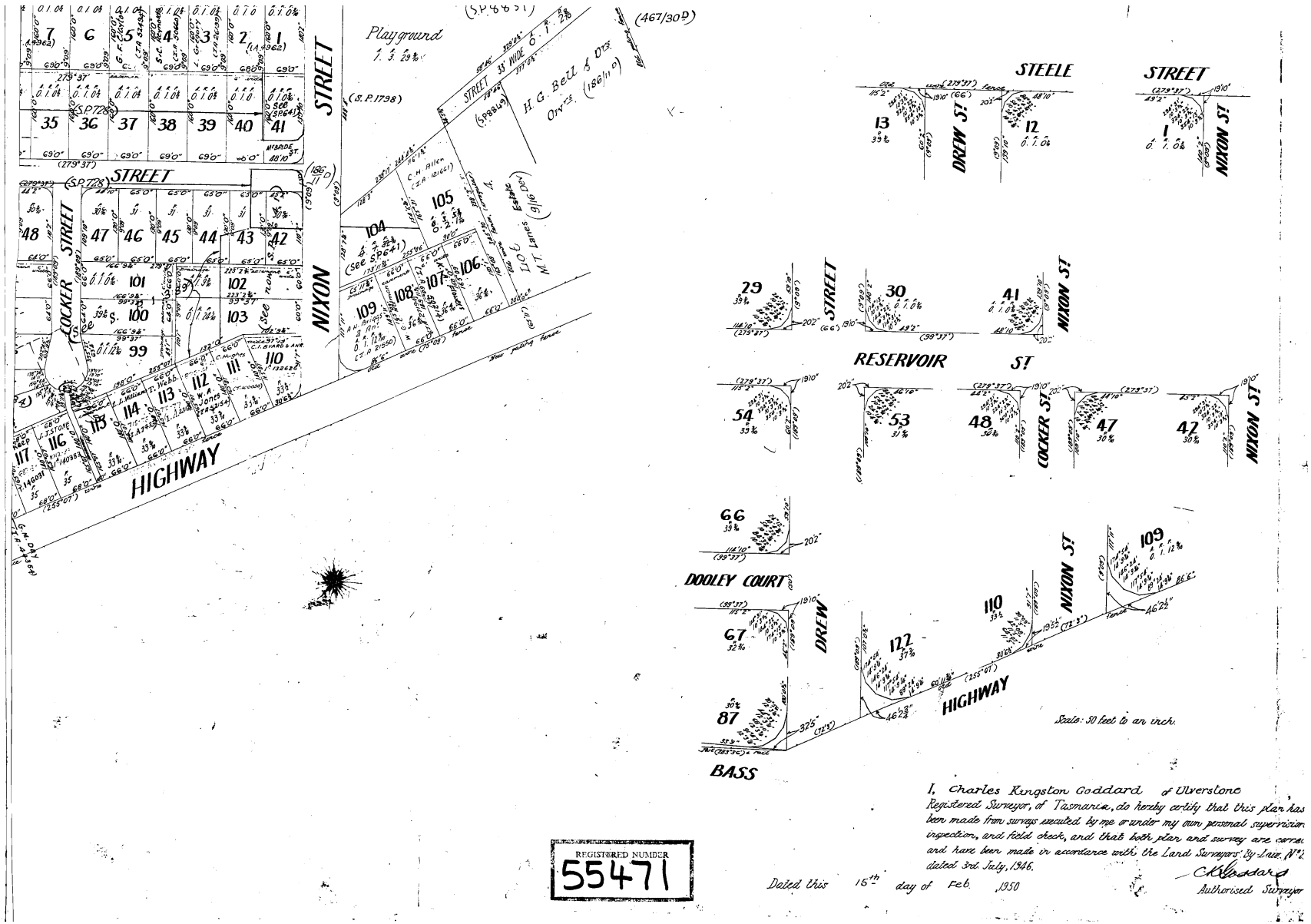
UNREGISTERED DEALINGS AND NOTATIONS

N224318 PRIORITY NOTICE reserving priority for 90 days TRANSFER C & M Kelly Holdings Pty Ltd (ACN 150 737 910) to
Pharos Properties Pty Ltd (ACN 619 266 643)
Lodged by WALLACE WILK & WEB on 15-May-2026 BP: N224318
E434947 MORTGAGE to Commonwealth Bank of Australia Lodged by DOBSON MITCHELL ALLPORT on 06-July-2026 BP: N224272
N224272 TRANSFER to PHAROS PROPERTIES PTY LTD Lodged by DOBSON MITCHELL ALLPORT on 06-July-2026 BP: N224272

Tasmanian Government

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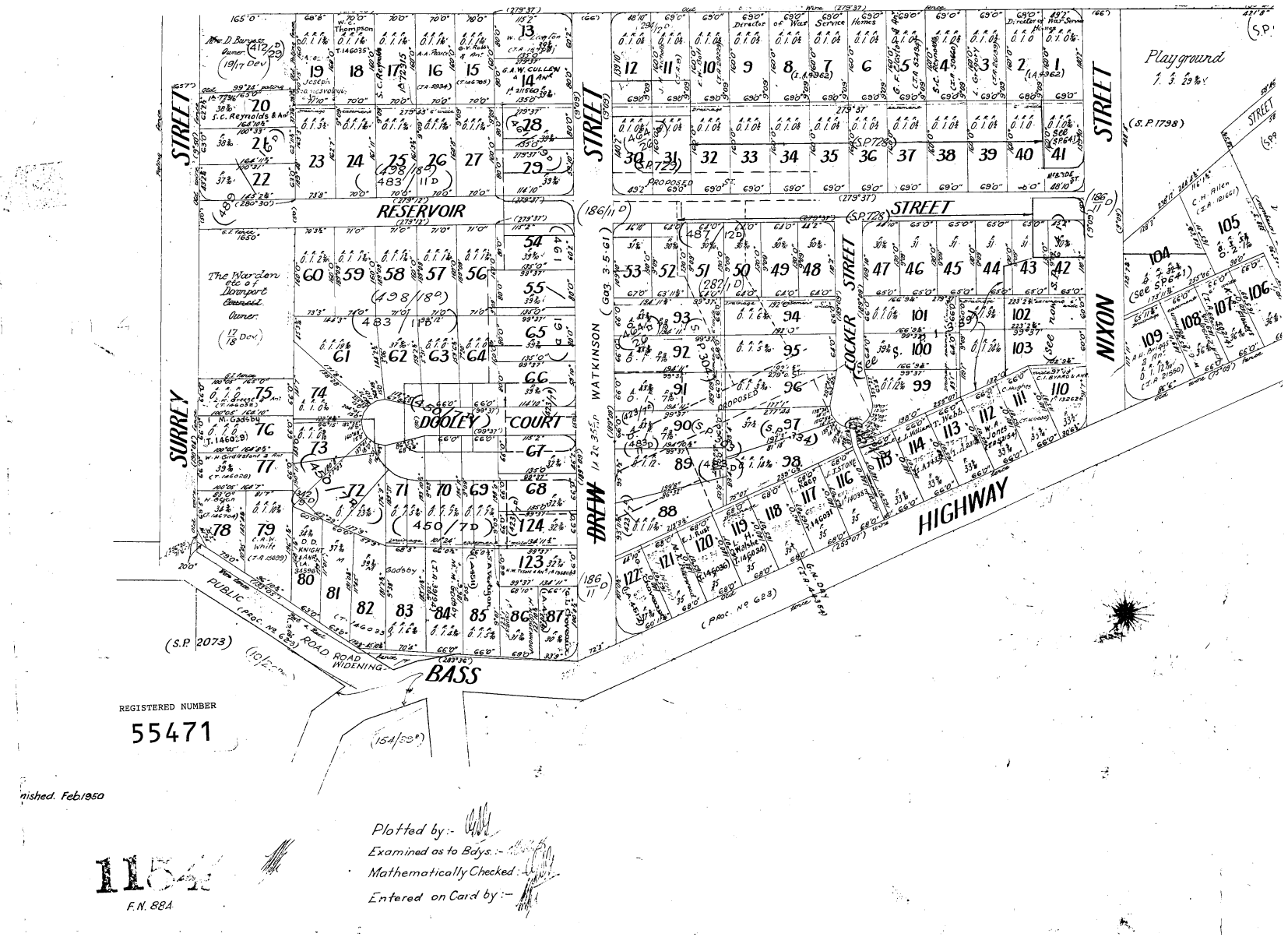


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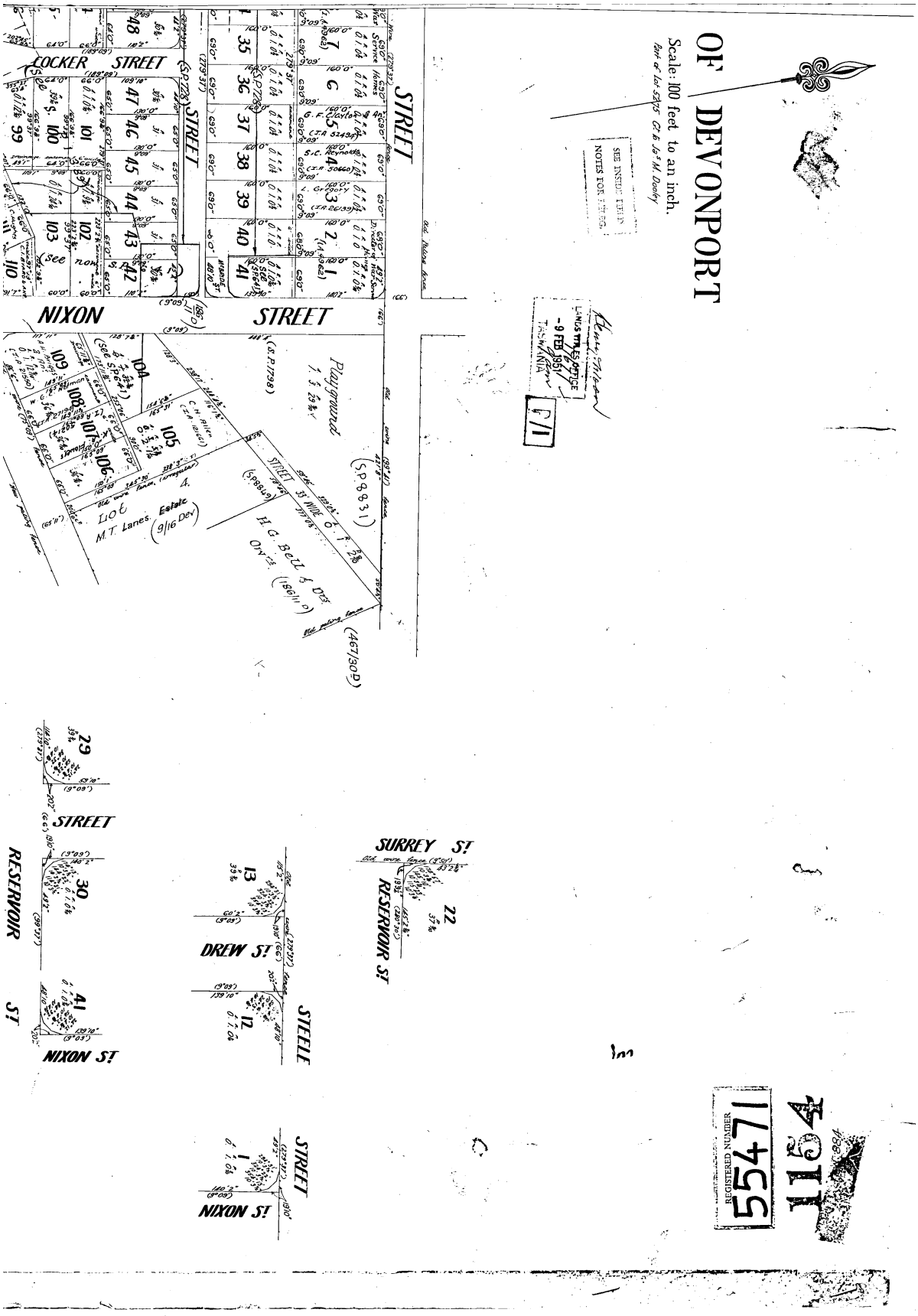


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the list

REGISTERED NUMBER
55471

The Common Seal of the Warden, Councillors and Inhabitants of the municipality of Devonport has been hereunto affixed in the presence of us this Twenty-first day of October One thousand nine hundred and Forty in pursuance of an Ordinance of the said Council made on the 26th day of September 1950.

Warden
Council Clerk
Councillor

TOWN OF DEVONPORT

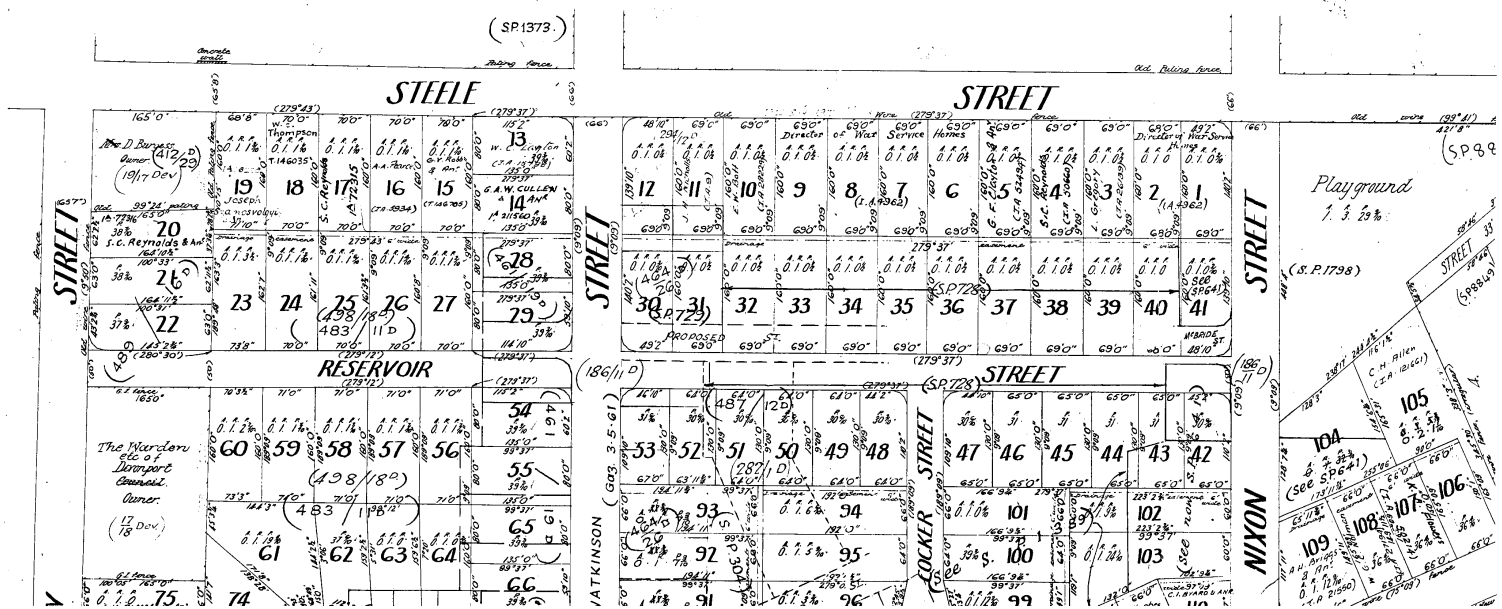
Scale: 100 feet to an inch.

Part of Lot 5275 Gtf to Jas M. Dooley

SEE INSIDE OF FOLIO FOR NOTES FOR REGIS.

LANDS TITLES OFFICE
- 9 FEB 1951
TASMANIA

H. G. Bell & others 531-94 C.T.



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ireneinc

PLANNING & URBAN DESIGN



16 July 2026

Mr Matthew Atkins
General Manager
Devonport Council
137 Rooke Street
Devonport, TAS 7310

Email: council@devonport.tas.gov.au

Dear Mr Atkins,

GENERAL MANAGER CONSENT REQUEST – 64 DON ROAD, DEVONPORT

I am writing to request Council consent to lodge a development application at the above mentioned property. This consent request forms part of a full planning application for the site, which is being submitted to Devonport Council for approval.

The proposed development seeks approval for the demolition of an existing workshop and shed buildings and the development of a new commercial building at the subject site, as well as change of use to General Retail and Hire (bottle shop) at 64 Don Road, Devonport.

As part of this proposal, the planning application seeks approval to alter the existing vehicle cross over for the site by removing the existing vehicle crossover and replace it with a wider 6m crossover that is shifted to align with the western boundary of the site. As this will involve works within the reserve of a Council road and as required by section 52 of the *Land Use and Approvals Act 1993,* I request Council's consent in respect to this application. The following figure shows the extent of changes between the existing and proposed crossover.

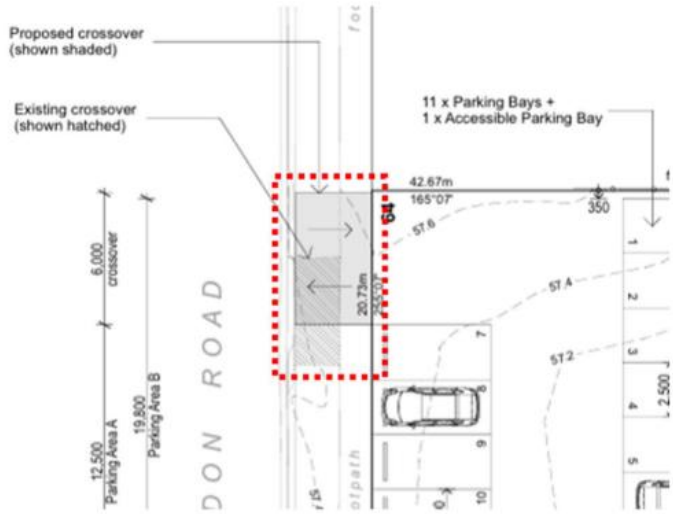


Figure 1: Extent of proposed changes to the access as shown in Proposal Plans prepared by Meraki Creative Studio.

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Mob 0418 346 283
Email planning@ireneinc.com.au

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,



Kate Heckelmann
Senior Planner
IRENEINC PLANNING & URBAN DESIGN



64 DON ROAD, DEVONPORT

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN ABN 78 114 905 074

64 DON ROAD, DEVONPORT

PLANNING APPLICATION – GENERAL RETAIL AND HIRE USE (BOTTLE SHOP) AND ASSOCIATED DEVELOPMENT

Tasmanian Planning Scheme – Devonport

AUTHOR: **HARSANA SRITHARAN/KATE HECKELMANN**
REVIEWER: **IRENE DUCKETT**
VERSION / DATE: 16/7/2026

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1 Executive Summary

1.1 Proposal

Ireneinc Planning & Urban Design has been engaged by Pharos Property Group to prepare a planning application seeking approval to demolish an existing workshop and shed buildings to provide for a new commercial building for the use of a bottle shop (General retail and hire use) and associated works at 64 Don Road, Devonport.

In addition to this Planning Report, the following documents have been prepared to support this planning application and form part of the permit application:

- Proposal Plans (Prepared by Meraki Creative Studio - dated 15 July 2026)
- Traffic Impact Assessment (July 2026 Midson Traffic)
- Services Design Report (Prepared by Poortenaar Consulting – version 1.0)
- Certificate of Title (CT 55471/119).

1.2 Response to Planning Scheme

This report provides an assessment of the proposal in response to the relevant provisions of the *Tasmanian Planning Scheme - Devonport* (the Planning Scheme) and has been prepared in accordance with the requirements of the *Land Use Planning Approvals Act 1993*.

2 Introduction

2.1 Site & Location

The site is located at 64 Don Road, Devonport formally referred to as CT 55471/119. The site, as shown in Figure 1 and Figure 2 below, is approximately 884.5m^2 and has an existing building footprint of 290.5m^2 across two structures. The site has been most recently occupied by ACE Industries, a welding and mechanical workshop, which incorporated a significant proportion of outdoor storage.



Figure 1: Site identified on ariel mapping. (Source: the LISTmap)



Figure 2: Closer range ariel view of the subject site. (Source: the LISTmap)

The site is located on the northern edge of a large commercial precinct that has a variety of activities occurring, including:

- service industries
- manufacturing
- warehousing
- small and large format retail offerings
- takeaway food outlets.

Immediately to the north of the site is residential land predominantly made up of single dwellings houses.



Figure 3: Existing building frontage and the streetscape of the site. (Source: Google Earth Pro).

2.2 Infrastructure Services & Easements

The site has a 20m frontage along Don Road and has an existing access cross-over incorporated in this frontage. Don Road connects between Stoney Rise Road at its western end, and Steele Street at its eastern end. It provides connectivity between Bass Highway and Devonport through the grade separated interchange connecting to the Stoney Rise Road roundabout at the eastern end of Don Road.

The site is serviced via standard connections to reticulated water, sewer, stormwater, power and telecommunications.

The site is identified as being burdened by an existing water drainage easement which runs along the rear (north- western) boundary, which is identified as containing a 150 mm PVC stormwater main.

2.3 Proposal Description

This application seeks approval for the demolition of an existing workshop and shed buildings and the development of a new commercial building at the subject site, as well as change of use to General Retail and Hire (bottle shop).

2.3.1 Use

The application seeks approval for this site to be used for a bottle shop.

2.3.2 Development

The application seeks approval for the demolition of the industrial building and its associated outbuildings on the site and the construction of a new commercial building. The building will have a 462m^2 GFA . The new building will have concrete tilt-up walls with a sheet metal roof. The frontage of the building will include a metal roller door to provide for effective stock delivery to the site. Approximately 11.6m of the building frontage will include shopfront windows and an automatic sliding entrance door.

The proposed has a building height which ranges from 5.45m to 5.84m and will be built to boundary on each side boundary of the lot and have a rear setback of 1.87m. The building is setback 18.4m from the frontage which provides for the sites car parking area.

No signage is proposed as part of this application.

2.3.3 Access and Parking

The application seeks approval to alter the existing vehicle crossover for the site by removing the existing 5m crossover and replacing it with a wider 6m crossover that is to be aligned with the sites western boundary. A General Manager's consent request to support this application is provided with the application material.

The proposal provides for a new concrete driveway and parking area with 12 on-site car parking bays (including one DDA parking space).

3 Planning Scheme Assessment

3.1 Use

The most recent use of this site was as a welding and mechanical business which is best categorised as Service Industry, defined under the Planning Scheme as:

> *use of land for cleaning, washing, servicing or repairing articles, machinery, household appliances or vehicles. Examples include a car wash, commercial laundry, electrical repairs, motor repairs and panel beating.*

The proposed change in use is to provide for a bottle shop, categorised as a General Retail and Hire use, which is defined under the Planning Scheme as:

> *use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, bottle shop, cellar door sales, commercial art gallery, department store, hairdresser, market, primary produce sales, local shop, shop, shop front dry cleaner and supermarket.*

3.2 Zoning Plan

The subject site is identified within the Commercial Zone of the Planning Scheme.

The rear boundary of the site adjoins land within the General Residential Zone. The eastern and western side boundaries adjoin land within the Commercial Zone.

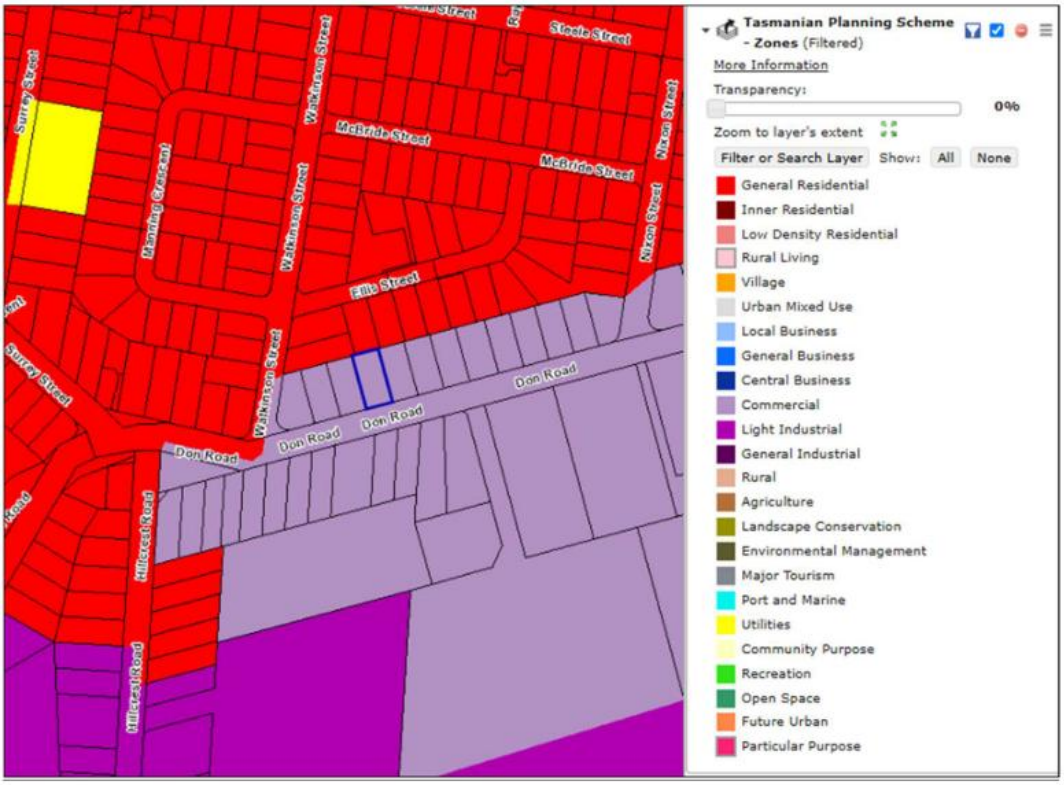


Figure 4: The site identified within the Commercial Zone of the Planning Scheme. (Source: the LISTmap)

3.3 Commercial Zone

3.3.1 Zone Purpose

The purpose of the Commercial Zone is:

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

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

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

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

The proposal will contribute to the mix of uses within the surrounding commercial precinct and as a small scale retail offering which is considered within the uses to be provided for within the Commercial Zone. It will not compromise or distort the role of other activity centres in the activity centre hierarchy.

3.3.2 Use Table

The proposed use is best classified as a General Retail and Hire use which is categorised as a discretionary use within Commercial Zone under the Planning Scheme.

3.3.3 Use Standards

17.3.1 All uses

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

Response:

A1 – Complies

The site adjoins General Residential Zone land at its rear boundary. The proposed bottle shop will have hours of operation that are within 8:00am-9:00pm seven days a week, including public holidays.

A2 *External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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 so that direct light does not extend into the adjoining property in those zones.*	*P2* *External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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* *(b) the distance to habitable rooms of an adjacent dwelling.*

Response:

A2 - Complies

The site adjoins General Residential Zone land at its rear boundary. The proposed bottle shop will not have external lighting outside the hours of operation, other than security lighting which, where required will be baffled to ensure that light does not extend into the adjoining residential properties.

A3 *Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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 adjoining residential area; and* *(f) potential conflicts with other traffic.*

Response:

A2 - Complies

The site adjoins General Residential Zone land at its rear boundary. The proposed bottle shop will limit commercial vehicle movements to align with its hours of operation that are within 8:00am-9:00pm seven days a week, including public holidays.

17.3.2 Discretionary uses

Objective:	*That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.*
Acceptable Solutions	***Performance Criteria***
A1 *No Acceptable Solution.*	*P1* *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 functions of the activity centre and the surrounding activity centres; and* *(d) the extent that the proposed use impacts on other activity centres.*

Response:

P1 complies.

The proposed bottle shop is a relatively small scale retail offering, comprising a development footprint of 462 m^2. The scale and intensity of the proposed bottle shop use are considered commensurate with, and compatible with the existing uses on the site and the nature of commercial activities surrounding the site.

The Cradle Coast Regional Land Use Strategy (CCRLUS) establishes a Land Use Planning Framework which seeks to focus *"high-order business and commercial activity into major centres at Burnie and Devonport; Latrobe, Sheffield, Ulverstone, Wynyard, Queenstown, Smithton and Currie will support on-going viability of these towns and assist sustained access by the Region's population."* (CCRLUS pg. 68).

The CCRLUS also identifies Devonport as one of the regions Regional Activity Centres, which are to provide *"services and facilities which deliver for needs of the local community together with a wider regional or subregional catchment."* (CCRLUS pg. 69).

The site is situated within a large commercial precinct in Devonport which provides a range of uses and activities including a variety of small and large format retail offerings, service industries, manufacturing, warehousing and takeaway food outlets.

The proposal will contribute to the mix of commercial offerings providing within the precinct and will not result in a change or shift in the classification of this centre nor will it disrupt the existing order of the hierarchy, nor subvert or impair the purpose of the activity centre hierarchy.

17.3.3 Retail impact

Objective:	*That Bulky Goods Sales do not compromise or distort the activity centre hierarchy.*
Acceptable Solutions	***Performance Criteria***
A1 *The gross floor area for Bulky Goods Sales must be not less than 250m^2 per tenancy, unless the use relies on more than 50% of the site area for outdoor display of goods for sale.*	*P1* *Bulky Goods Sales must not compromise or distort the activity centre hierarchy, having regard to:* *(a) the extent that the proposed use improves and broadens the commercial or retail choice within the area;* *(b) the extent that the proposed use impacts on surrounding activity centres; and*

	(c) any relevant local area objectives contained within the relevant Local Provisions Schedule.

Response:

N/A – the proposed application is not for Bulky Goods Sales and is for a General Retail and Hire use class (bottle shop).

3.3.4 Development for Buildings and Works

17.4.1 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***
A1 *Building height must be not more than 12m.*	*P1* *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 building on the site and adjacent properties;* *(c) the bulk and form of proposed buildings;* *(d) the apparent height when viewed from the adjoining road and public places; and* *(e) any overshadowing of public places.*

Response:

A1 - Complies

The proposed building height ranges from 5.45m to 5.84m, satisfying A1.

A2 *Building height:* *(a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or* *(b) within 10m of an Inner Residential Zone must be not more than 9.5m.*	*P2* *Building height within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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.*

Response:

A2 - Complies

The site is located within 10 m within the General Residential Zone, the proposed building height ranges from 5.45m to 5.84m , satisfying A2.

17.4.2 Setbacks

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***
A1 *Buildings must have a setback from a frontage of:* *(a) not less than 5.5m;* *(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.*	*P1* *Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:* *(a) the topography of the site;* *(b) the setback of buildings on adjacent properties; and* *(c) the safety of road users.*

Response:

A1 - Complies

The building has an 18.4m setback (16.8m excluding the proposed awning) from the frontage which satisfies A1(a).

A2 *Buildings must have setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone of not less than:* *(a) 4m; or* *(b) half the wall height of the building,* *whichever is the greater.*	*P2* *Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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 to the adjoining property; or* *(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.*

Response:

P2 - Complies

The rear boundary of the site adjoins land within the General Residential Zone including the properties at 2 Watkinson Street and 2 Ellis Street. The proposed building has a setback of 1.87m from the rear boundary. As this is less than 4m, the proposal does not comply with A2 and must be assessed against the performance criteria.

The proposed siting of the new building will not cause an unreasonable loss of residential amenity to the adjoining residential properties, having regard to the following:

(a) The residences at 2 Watkinson Street and 2 Ellis street are over 10m from the rear boundary of the subject site and are located to the north of the site. As a result, the proposed building it will not cause any overshadowing or reduction in sunlight to the habitable rooms and private open space of dwellings.

(b) The development is orientated towards the Don Road frontage and only has a door providing effectively staff and maintenance access to the rear of the building. There are no windows along the rear wall. The proposed development will not reduce privacy for the adjoining properties and will not result in overlooking.

(c) It is acknowledged that the existing shed and storage area to the rear of the site is located closer to the rear boundary than is proposed by the new building. The proposed development will result in a new building that is not greater than 5.84m in height that has a rear setback that is consistent with the majority of other nearby Commercial Zoned properties along Don Road. Considering the extent of building and outdoor storage that had occupied the subject site, it is considered that the visual impacts of the proposal when viewed from the adjoining residential properties will be similar to that experienced by the existing site and adjoining commercial properties.



Figure 5: Rear setbacks of commercial zoned land existing at the subject site and immediate surrounds. (Source: the LISTmap)

A3 *Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone.*[1] *1 An exemption for air conditioners and heat pumps applies in this zone – see clause 4.6.*	*P3* *Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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.

Response:

N/A

The proposal does not include any air extraction, pumping, refrigeration systems or compressors.

17.4.3 Design

Objective:	*That building design is compatible with the streetscape.*
Acceptable Solutions	***Performance Criteria***
A1 *Buildings must be designed to satisfy all the following:* *(a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;* *(b) 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;* *(c) roof-top mechanical plant and service infrastructure, excluding lift structures, must be contained within the roof or screened from public spaces and adjoining properties;* *(d) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places;* *(e) provide awnings over a public footpath if existing on the site or on adjoining properties; and* *(f) provide external lighting to illuminate external vehicle parking areas and pathways.*	*P1* *Buildings must be designed to be compatible with the streetscape, having regard to:* *(a) how the main pedestrian access to the building addresses the street or other public places;* *(b) 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;* *(c) minimising the visual impact of roof-top service infrastructure, excluding lift structures;* *(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 other alternatives are not practical;* *(e) the need for provision of awnings over a public footpath; and* *(f) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.*

Response:

A1 - Complies

As shown within the plans which accompany this application, the proposal complies with the relevant acceptable solutions, including:

- A pedestrian entrance is provided along the eastern boundary of the site which provides a connection from the Don Road frontage to the building entrance.
- No roof-top mechanical plant or services infrastructure is proposed, nor are shutters or grills over windows or doors on the façade facing the frontage are proposed.
- There are no awnings over the public footpath on the site or adjoining properties and no awning over the public footpath is proposed.
- All exterior lighting will be provided in accordance with the Clause 17.3.1 of the Commercial Zone to meet the Acceptable Solution requirements. Exterior lighting to pedestrian pathways and parking

areas will be provided to ensure safe movement – noting that general layout and fixtures have yet to be determined and shall be provided at a later stage.

17.4.4 Fencing

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

Acceptable Solutions	***Performance Criteria***
A1 *No Acceptable Solution.*[2] *2 An exemption applies for fences in this zone – see Table 4.6.*	*P1* *A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to:* *(a) its height, design, location and extent;* *(b) its degree of transparency; and* *(c) the proposed materials and construction.*

Response:

N/A

It is intended that all existing fences will remain unchanged with the retention of existing fencing along portions of the side boundaries as shown in the accompanying proposal plans.

A2 *Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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* *2 An exemption applies for fences in this zone – see Table 4.6.*	*P2* *Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, if not within 4.5m of a frontage, must not cause an unreasonable loss of residential amenity, having regard to:* *(a) their height, design, location and extent; and* *(b) the proposed materials and construction.*

Response:

N/A

Existing fence is to retained therefore it considered to be not applicable.

17.4.5 Outdoor storage areas

Objective:	*That outdoor storage areas do not detract from the appearance of the site or surrounding area.*

Acceptable Solutions	***Performance Criteria***
A1 *Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.*	*P1* *Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.*

Response:

N/A

No outdoor storage areas are proposed.

17.4.6 Landscaping	
Objective:	*That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.*

Acceptable Solutions	***Performance Criteria***
A1 *If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:* *(a) to a depth of not less than 5.5m; or* *(b) not less than the frontage of an existing building if it is a lesser distance.*	*P1* *If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:* *(a) the width of the setback;* *(b) the width of the frontage;* *(c) the topography of the site;* *(d) existing vegetation on the site;* *(e) the location, type and growth of the proposed vegetation; and* *(f) the character of the streetscape and surrounding area.*

Response:

P1 – Complies

The proposal does not include the provision of landscaping treatments along the frontage. Although the building is set back 18.4m from the frontage, the entire area is required for car parking and pedestrian access to the building. This is a constraint of the nature of the proposal and the size of the site.

The interface between the sites frontage and Don Road currently provides for vehicle access to and parking for the site and does not have and landscaping treatments. The neighbouring properties at 62 Don Road and 66 Don Road have a similar configuration to the subject site and also do not have landscaping along the frontage.

The proposal provides a streetscape outcome which is consistent with and reflective of the dominant streetscape pattern along Don Road, where the majority of properties do not have landscaped frontage, instead providing for vehicle access and parking.

The following figure identifies the properties which have limited to no landscaping treatment along the frontage:



Figure 6: Subject site identified in purple with surrounding properties that have no landscaping treatments along the road frontage are identified in blue. (Source: the LISTmap)

3.4 Parking and Sustainable Transport Code

3.4.1 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 Solutions	***Performance Criteria***
A1 *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, 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.*	*P1.1* *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:* *(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.* *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.*

Table C2.1 Parking Space Requirements (Car Spaces)

Use		***Parking Space Requirements***
General Retail and Hire	*Drive-in bottle shop, if associated with a Hotel Industry*	*6 spaces*
	General Retail and Hire, excluding as otherwise specified in this table	*1 space per 30m² of floor area, unless subject to Clause C2.5.5*

Response:

P1.1 and P1.2 - Complies

Table C2.1 establishes that General Retail and Hire uses require one car parking space per 30m² of floor area. Based on the proposal having a floor area of 462m², a total of 16 car parking spaces are required. The proposal provides 12 spaces, including one DDA parking space, resulting in a shortfall of four spaces. The proposal does not comply with the Acceptable Solution and must be assessed against the Performance Criteria.

The Traffic Impact Assessment which accompanies this application provides an assessment of the proposal against this performance criteria and confirms that the proposal satisfies P1. This assessment concludes that the expected parking demand is moderated by the nature of the use, as liquor store visits are typically short in duration, resulting in a high turnover of parking spaces throughout the day. The assessment considers that the additional parking demand would be able to be distributed across the available on-street parking spaces along Don Road. Having regard to the scale and nature of the development, the proposed parking provision is considered sufficient to meet the demand and P1 is satisfied.

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 Solutions	***Performance Criteria***
A2 *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.*	*P2* *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 facilities for bicycles in the surrounding area.*

Response:

P2 - Complies

Table C2.1 establishes that 1 bicycle parking space per 100m² of floor area is required. The proposal has a GFA of 462m² and would result in a requirement of five bicycle spaces. Only one bicycle parking space is provided by the proposal. This does not satisfy the Acceptable Solution and must be considered against the Performance Criteria.

Section 5.5 of the Traffic Impact Assessment which accompanies this application confirms that the proposal satisfies P2 concluding that the nature and scale of the proposed development is such that bicycle parking demand is expected to be very low and that the provision of one conveniently located bicycle parking space is considered sufficient to meet the reasonable needs of the development.

C2.5.3 Motorcycle parking numbers

Objective:	*That the appropriate level of motorcycle parking is provided to meet the needs of the use.*
Acceptable Solutions	***Performance Criteria***
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.*	*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.*

Table C2.4 Motorcycle Parking Space Requirements

Number of car parking spaces required for a use	***Number of motorcycle parking spaces required for a use***
0-20	*No requirement*
21-40	*1 space*
41 or more	*1 space for every additional 20 car parking spaces required*

Response:

A1 - Complies

The proposal does not provide on-site motorcycle parking spaces. As less than 20 car parking spaces are required by the Planning Scheme for the proposed use, none are required to be provided and A1 is satisfied.

The following standards within this code are not identified as applicable:

- ***C2.5.4 Loading Bays -*** The proposal does not involve a use with a tenancy of greater than 1000m^2.
- ***C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone*** - The proposal is not located within an identified Residential Zone.

3.4.2 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective:	*That parking areas are constructed to an appropriate standard.*
Acceptable Solutions	***Performance Criteria***

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.*	*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.*

Response:

A1 - Complies

All parking spaces proposed will be constructed with durable all-weather pavement and stormwater to be drained to the public stormwater as provided in the proposal drawings.

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 Solutions	***Performance Criteria***
A1.1 *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.*	*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;* *(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.*

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.*	

Response:

A1.1 and A1.2 - Complies

Section 5.3 of the Traffic Impact Assessment which accompanies this application confirms that the proposed development complies with the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

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 Solutions	***Performance Criteria***
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.*	*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.*

Response:

A1 – Complies

The proposal provides for one access to the Don Road frontage.

A2 *Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.*	*P2* *Within the Central Business Zone or in a pedestrian priority street, any new accesses must:* *(a) not have an adverse impact on:* *(i) pedestrian safety and amenity; or* *(ii) traffic safety; and* *(b) be compatible with the streetscape.*

Response:

N/A

The site is not identified within Central Business Zone or in a pedestrian priority street.

C2.6.5 Pedestrian access	
Objective:	*That pedestrian access within parking areas is provided in a safe and convenient manner.*
Acceptable Solutions	***Performance Criteria***
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.* *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.*	*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.*

Response:

P1 – Complies

The proposal does not provide for a separate pedestrian path within the car parking area, and as such the development does not satisfy the requirements of the Acceptable Solution and must be assessed against the Performance Criteria.

Section 4.5 of the accompanying Traffic Impact Assessment confirms that the proposal satisfies P1, noting that the assessment considered that the scale of the development is such that pedestrian movements can be readily accommodated without the need for additional pedestrian separation or protective devices and that given the compact nature of the development and the extremely low vehicle speeds, the likelihood and severity of any conflicts are reduced.

The following standards within this code are not identified as applicable:

- C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone
- C2.6.6 Loading bays
- C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone
- C2.6.8 Siting of parking and turning areas
- C2.7.1 Parking Precinct Plan

3.5 Road and Railway Assets Code

3.5.1 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 Solutions	***Performance Criteria***
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.* *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.* *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.* *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.* *A1.5* *Vehicular traffic must be able to enter and leave a major road in a forward direction.*	*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;* *(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.*

Response:

P1 - Complies

Table C3.1 establishes that the maximum permitted increase in daily traffic volume at an access is 20% or 40 vehicle movements per day. The accompanying Traffic Impact Assessment identifies that the proposal will generate a more intensive traffic demand than the existing use. On this basis, the increase is likely to exceed the threshold under Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme and must be assessed against the Performance Criteria.

Section 4.3 of the accompanying Traffic Impact Assessment confirms that the proposal satisfied P1 concluding that that the existing access provides satisfactory sight distance and that the development will not adversely affect the safety or efficiency of the existing road network and that the surrounding road network has sufficient capacity to accommodate the modest increase in traffic associated with the proposal.

3.5.2 Development Standards for Buildings or Works

C3.6.1 - Habitable buildings for sensitive uses within a road or railway attenuation area – **N/A** the proposal does not involve a sensitive use within a road or railway attenuation area.

3.6 Safeguarding of Airports Code

3.6.1 Application of the Code

This code applies to:

(a) a sensitive use within an airport noise exposure area; and

(b) development within an airport obstacle limitation area.

The overlays relevant to the Code affect the site as described in the following figure:

3.6.2 Exemptions from this Code

The following is exempt from this code:

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

The site is identified within the Airport Obstacle Limitation Area overlay, with a specified development height of not more than 155.1m AHD. The proposal is well below this height and is therefore exempt from this code.

Conclusion

This planning application seeks approval for demolishing existing workshop and shed buildings to develop a new commercial building on the site located at 64, Don Road, Devonport. The application also seeks approval for a General Retail and Hire Use (bottleshop) to occur within this new development.

Under the Planning Scheme this site is identified as being within the Commercial Zone. In this zone General Retail and Hire uses are categorised as discretionary.

The proposed use and development has been considered assessed against the relevant provisions of the *Tasmanian Planning Scheme – Devonport*, including the Parking and Sustainable Transport Code and the Road and Railway Assets Code and relevant provisions of relevant Zone code, and achieves the outcomes sought by the Planning Scheme.

MIDSON
traffic
pty ltd

Pharos Property Group

64 Don Road, Devonport
Traffic Impact Assessment

July 2026

CELEBRATING 18 YEARS
2008 - 2026

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1. Introduction

1.1 Background

Midson Traffic were engaged by Pharos Property Group to prepare a traffic impact assessment for a proposed liquor store development at 64 Don Road, Devonport.

Figure 1 Proposed Development



1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Devonport, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 30 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 64 Don Road, Devonport. The site is currently a commercial premises.

The subject site and surrounding road network is shown in Figure 2.

Figure 2 Subject Site & Surrounding Road Network



Image Source: LIST Map, DNRE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Devonport, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2026
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Don Road only.

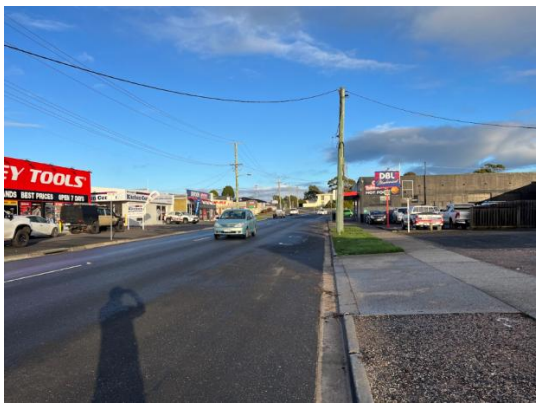
Don Road connects between Stoney Rise Road at its western end, and Steele Street at its eastern end. It provides connectivity between Bass Highway and Devonport through the grade separated interchange connecting to the Stoney Rise Road roundabout at the eastern end of Don Road.

Don Road has a traffic volume of approximately 10,000 vehicles per day near the subject site. The posted speed limit is 60-km/h. It has a sealed pavement width of approximately 12 metres, with footpaths and wide nature strips on both sides of the road. On-street parking is available on both sides of the road.

Don Road adjacent to the subject site is shown in Figure 3.

Figure 3 Don Road

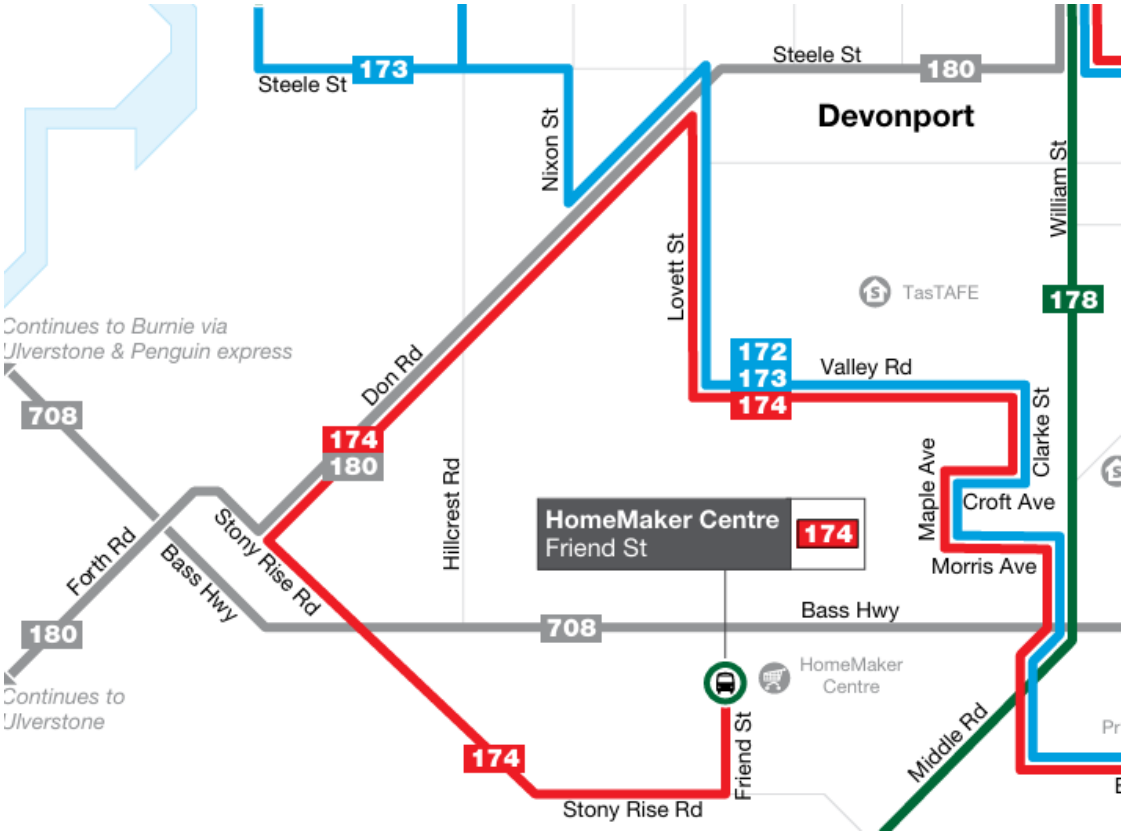




2.2 Public Transport

Kinetic operate public transport bus services along Don Road on a regular basis (Routes 174 and 180). The bus routes are shown in Figure 4.

Figure 4 Public Transport Bus Routes



Source: Building Tasmania, Transport Services

2.3 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2021 and 30th May 2026 for Don Road between Watkinson Street and Nixon Street.

The findings of the crash data is summarised as follows:

- A total of 20 crashes were reported during this period.
- Severity. 1 crash resulted in minor injury; 1 crash resulted in first aid at the scene; 18 crashes resulted in property damage only.

- Time of day. 18 crashes were reported between 8:00am and 5:00pm. 2 crashes were reported between 5:00pm and 7:30pm. Crashes were relatively evenly disbursed throughout the day, with 9 crashes occurring during the morning; 9 crashes during the afternoon and 2 crashes in the evening.
- Day of week. 6 crashes were reported on Wednesdays; 4 crashes were reported on Tuesdays and Thursdays; 3 crashes were reported on Mondays; 1 crash was reported on a Friday, Saturday and Sundy.
- Crash types. Intersection crash types were dominant. 4 crashes involved 'right-rear' collisions; 4 crashes involved 'same-lane-right-near' collisions; 3 crashes involved 'cross-traffic' collisions; 2 crashes involved 'emerging-from-driveway' collisions; 2 crashes involved 'parking-vehicles'. Various other crash types were noted with no clear crash trend.
- Crash locations. 11 crashes were reported at the Don Road/ Watkinson Street intersection. 2 crashes were reported at the Don Road/ Nixon Street intersection; 4 crashes were reported at midblock locations; 3 crashes were reported in off-road locations (car parks of commercial properties).

Overall, the crash data indicates that the surrounding road network has a satisfactory safety performance. Whilst the Don Road/ Watkinson Street intersection exhibits a relatively high crash frequency, crash severity is generally low and there is no evidence of an existing road safety deficiency associated with the subject site's vehicle access that would be exacerbated by the proposed development.

Figure 5 Crash Locations



Source: Building Tasmania

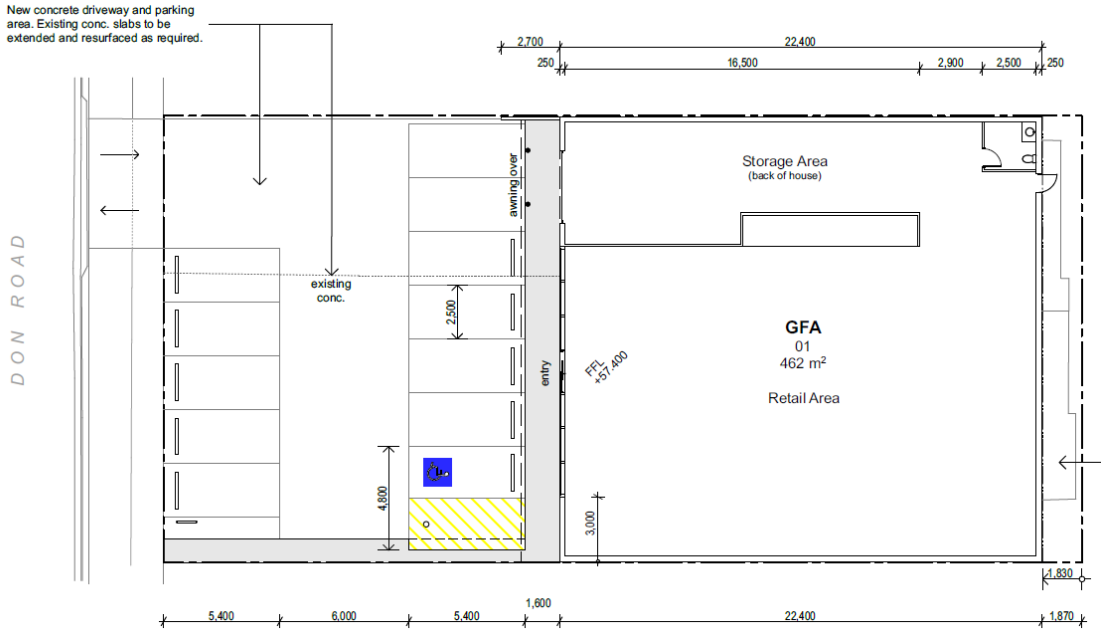
3. Proposed Development

3.1 Development Proposal

The proposed development is conversion of the existing building to a liquor store with floor area of 462m^2. A total of 12 on-site car parking spaces are proposed.

The proposed development is shown in Figure 6.

Figure 6 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

The TfNSW Guide does not provide traffic generation rates for liquor stores (bottle shops). Accordingly, the traffic generation has been determined using survey data collected by Midson Traffic from a standalone liquor store in Tasmania during 2014 (BWS, 124 Davey Street, Hobart on the Friday immediately before Father's Day in 2014). The surveys were undertaken over multiple weekday periods to establish the peak hour and daily traffic generation characteristics of the land use.

The surveys identified a PM peak hour traffic generation rate of approximately 13.8 vehicle movements per hour per 100 m² of gross floor area. This rate is considered representative of the proposed development, given the comparable land use and operating characteristics.

Applying this rate to the proposed liquor store (462 m² gross floor area) results in an estimated PM peak hour traffic generation of approximately 64 vehicle movements per hour. Assuming the PM peak hour represents approximately 10% of the daily traffic generation, the proposal is estimated to generate approximately 640 vehicle movements per day.

4.2 Trip Assignment

It is likely that the accesses will have a relatively even distribution of traffic entering/ exiting the site from/ to the west and east (Bass Highway and Devonport CBD origin/ destination).

4.3 Access Impacts

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states "*Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than the amounts in Table C3.1*".

Table C3.1 specifies a maximum increase in daily traffic volume at an access to be 20% of 40 vehicle movements per day whichever is greater.

The traffic generation of the existing site is not known. It is assumed that the proposed development has a more intensive traffic generation than the existing use. On this basis the traffic generation increase is likely exceed 40 vehicle movements per day and the Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme is not satisfied.

The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

> *"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
>
> *(a) any increase in traffic caused by the use;*
>
> *(b) the nature of the traffic generated by the use;*

(c) the nature of the road;

(d) the speed limit and traffic flow of the road;

(e) any alternative access to a road;

(f) the need for the use;

(g) any traffic impact assessment; and

(h) any advice received from the rail or road authority".

The following is relevant with respect to the proposed development:

a. Increase in traffic. The proposed development is estimated to generate approximately 640 vehicle movements per day, with approximately 64 vehicle movements during the PM peak hour (approximately one vehicle movement per minute). Whilst this exceeds the threshold specified by the Acceptable Solution, it represents only around 6.4% of the existing traffic volume on Don Road (approximately 10,000 vehicles per day) and is therefore relatively modest in the context of the surrounding road network. It is also recognised that a proportion of customer trips will comprise pass-by or linked trips from vehicles already travelling on Don Road, reducing the net increase in traffic

b. Nature of traffic. The development will predominantly generate light vehicle movements associated with customers and staff. Heavy vehicle traffic will be limited to occasional deliveries and is not expected to materially affect the operation or safety of the surrounding road network.

c. Nature of road. Don Road is a major urban arterial road providing an important connection between Devonport and the Bass Highway. It is specifically intended to accommodate substantially greater traffic volumes than those generated by the proposed development.

d. Speed limit and traffic flow. Don Road has a posted speed limit of 60 km/h adjacent to the subject site and carries approximately 10,000 vehicles per day. The additional traffic generated by the proposal represents only a small proportion of existing traffic volumes and is not expected to have any measurable impact on traffic flow or network efficiency.

e. Alternative access. The proposal will utilise the existing vehicle access from Don Road. No changes are proposed to the access location or configuration, and no additional access points are required.

f. Need for use. The proposal represents the adaptive reuse of an existing commercial building within an established commercial precinct. The proposed liquor store is consistent with the surrounding commercial land uses and will make efficient use of existing infrastructure without requiring upgrades to the surrounding road network.

g. Traffic impact assessment. This Traffic Impact Assessment concludes that the surrounding road network has ample capacity to accommodate the modest increase in traffic associated with the proposed development. The existing access provides satisfactory sight distance, and the proposal is not expected to adversely affect the safety or efficiency of Don Road.

h. Road authority advice. No written advice has been received from Council as road authority.

Accordingly, the proposed development satisfies the Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme. Whilst the proposal does not satisfy the numerical threshold specified by the Acceptable Solution, the additional traffic is relatively modest in the context of Don Road, the existing access arrangements are retained, and this Traffic Impact Assessment demonstrates that the proposal will not adversely affect the safety or efficiency of the surrounding road network.

4.4 Sight Distance

Australian Standards, AS2890.1, provide the sight distance requirements for residential and commercial driveways. Sight distance requirements are lower for driveways compared to road junctions.

The minimum sight distance requirements for a commercial driveway access in a 60-km/h frontage road is 65 metres (the desirable sight distance is 83 metres). The available sight distance exceeds the requirements of AS2890.1 in both directions along Don Road from the site's exit driveway.

The available sight distance therefore complies with the requirements of AS2890.1.

4.5 Pedestrian Impacts

The surrounding road network provides a high level of pedestrian infrastructure. This includes footpaths on both sides of Don Road.

The proposed development provides a pedestrian footpath between the building frontage and the adjacent row of parking.

The Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme states:

> *"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".*

As no separated pedestrian path is proposed within the car parking area, the development does not satisfy the requirements of Acceptable Solution A1 of Clause C2.6.5.

The Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme states:

> *"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".

The following is relevant with regard to the proposed development:

a. Characteristics of the site. The proposed development comprises a small standalone liquor store with a total of only 12 on-site parking spaces. A dedicated pedestrian footpath is provided between the parking spaces and the building entrance, resulting in short and convenient pedestrian travel distances throughout the site.

b. Nature of the use. The development will generate relatively low traffic volumes and consists primarily of short-duration customer visits. Users will generally be familiar with the layout of the site and vehicle movements are expected to be predictable and infrequent.

c. Number of parking spaces. The development provides 12 on-site parking spaces. Whilst this exceeds the threshold requiring assessment against Clause C2.6.5, the car park remains relatively small and substantially limits the number of potential vehicle-pedestrian conflict points within the site.

d. Frequency of vehicle movements. The proposed development is estimated to generate approximately 64 vehicle movements during the PM peak hour, equivalent to approximately one vehicle movement per minute. Given the compact nature of the car park, vehicle speeds will be extremely low, significantly reducing the likelihood and severity of any vehicle-pedestrian conflict.

e. Needs of persons with a disability. A compliant accessible parking space is provided immediately adjacent to the pedestrian footpath and building entrance, minimising pedestrian travel distances for persons with a disability.

f. Footpath crossings. Pedestrians are required to cross only a single internal parking aisle between the parking spaces and the building entrance. The crossing distance is short and pedestrian movements are direct and easily understood by drivers.

g. Vehicle and pedestrian safety. The combination of the dedicated pedestrian footpath, relatively low traffic volumes, very low vehicle speeds and short pedestrian walking distances provides a safe operating environment. The scale of the development is such that pedestrian movements can be readily accommodated without the need for additional pedestrian separation.

h. Location of access ways and parking aisles. The development incorporates a single parking aisle providing direct access to all parking spaces. The simple layout provides good visibility between drivers and pedestrians throughout the car park.

i. Protective devices. Whilst the pedestrian footpath is not separated from the parking aisle by the prescribed horizontal offset or protective devices, the compact layout, low operating speeds, good sight lines and relatively limited vehicle movements provide an inherently low-risk environment in which additional pedestrian separation is not considered necessary.

Accordingly, the proposed development satisfies the Performance Criteria P1 of Clause C2.6.5. Whilst the pedestrian footpath is not separated from the parking aisle in accordance with the Acceptable Solution, the provision of a dedicated pedestrian path, together with the low traffic volumes, low operating speeds and short pedestrian travel distances, provides for safe and convenient pedestrian access within the parking area.

4.6 Road Safety Impacts

The proposed development is not expected to have any significant impact on road safety. The following is relevant:

- Traffic generation. The development is estimated to generate approximately 64 vehicle movements during the PM peak hour, representing a relatively modest increase in traffic on Don Road of approximately one vehicle movement per minute during peak periods. A proportion of these trips are also expected to comprise pass-by trips from vehicles already travelling on Don Road.
- Access. The development will utilise the existing vehicle access from Don Road. No changes are proposed to the location or configuration of the access.
- Sight distance. The available sight distance at the site access exceeds the minimum requirements of AS2890.1, providing good visibility for vehicles entering and exiting the site.
- Crash history. The crash analysis did not identify any road safety deficiencies associated with the subject site or its existing access. The crash history does not indicate any underlying road safety concerns that would be exacerbated by the relatively modest traffic generation associated with the proposed development.
- Vehicle speeds. Don Road has a posted speed limit of 60 km/h, whilst vehicle speeds within the site will be extremely low due to the configuration of the on-site car park.

Having regard to the modest traffic generation, satisfactory sight distance, retention of the existing access, and the absence of any identified road safety issues associated with the site, the proposed development is not expected to have any adverse impact on the safety performance of the surrounding road network.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 12 on-site parking spaces. This includes one disabled parking space.

5.2 Planning Scheme Requirements

The subject site is an existing commercial premises. Whilst the proposal represents a change of use, the existing building will be demolished and the proposed development represents a new use. Accordingly, the parking assessment has been undertaken against the standard parking requirement in Table C2.1.

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

> *"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".*

Table C2.1 requires one space per 30m² of gross floor area for retail. This is a requirement for 16 spaces (rounded up from 15.4 spaces). The proposed development provides 12 on-site parking spaces and therefore has a shortfall of four parking spaces relative to the Acceptable Solution. Accordingly, the proposal does not satisfy Acceptable Solution A1 of Clause C2.5.1, and is therefore assessed against the corresponding Performance Criterion.

The Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme states:

> *"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".*

The following is relevant with respect to the proposed development:

a. Off-street public parking. There is no nearby public off-street parking.

b. Shared parking. The proposal comprises a standalone liquor store and does not form part of a mixed-use development where parking demand varies throughout the day. Shared parking opportunities are therefore not available.

c. Public transport. Public transport services are available within reasonable walking distance of the subject site. Kinetic operates bus services (Routes 174 and 180) along Don Road, with bus stops located a short walking distance from the site.

d. Alternative transport. The subject site is located within an established commercial area that is readily accessible by walking and cycling. Pedestrian footpaths are provided on both sides of Don

Road, enabling convenient access from surrounding businesses. Whilst the surrounding area is predominantly vehicle-oriented, the site remains accessible by a range of transport modes.

e. Site constraints. The site is constrained by its relatively small size and frontage. Provision of the additional four parking spaces required to satisfy the Acceptable Solution would significantly reduce the developable area of the site and adversely affect the efficiency and functionality of the proposed development.

f. On-street public parking. There is a modest supply of on-street parking available in the immediate vicinity of the site. Six spaces are provided on the northern side of Don Road adjacent to the development. Additional parking is available in Watkinson Street and on the southern side of Don Road to the east of the site. These spaces are located within a very short walking distance of the building entrance and provide an opportunity to accommodate occasional parking demand in excess of the on-site supply.

g. Streetscape impacts. Requiring additional on-site parking would reduce opportunities for landscaping and building presentation along the Don Road frontage. Retaining the approved parking layout allows for a more efficient site design whilst maintaining an appropriate streetscape outcome.

h. Parking demand. The proposed development provides 12 on-site parking spaces, including one accessible parking space. Whilst this represents a numerical shortfall relative to the Acceptable Solution, the expected parking demand is moderated by the nature of the land use. Liquor store visits are typically short in duration, resulting in a high turnover of parking spaces throughout the day. Furthermore, the site benefits from an established supply of nearby on-street parking with available nearby parking. Having regard to the scale of the development, the short duration of customer visits, and the availability of nearby on-street parking, the proposed parking provision is considered sufficient to meet the reasonable parking demand generated by the development.

Accordingly, the proposed parking provision satisfies the Performance Criteria P1 of Clause C2.5.1. Whilst the proposal has a shortfall of four parking spaces relative to the Acceptable Solution, there is sufficient nearby available on-street parking to readily accommodate occasional parking demand in excess of the on-site supply. The combination of the 12 on-site parking spaces, the short duration of customer visits, and the availability of nearby on-street parking is considered sufficient to meet the reasonable parking needs of the proposed development.

5.3 Car Parking Layout

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"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".

The development was assessed against A1.1(b). The relevant Australian Standards associated with the development is AS2890.1. The assessment is provided in the following sections.

5.3.1 Driveway Grade

Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps:

i. Longer than 20 metres – 1 in 5 (20%) maximum.

ii. Up to 20 metres long – 1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

The maximum grade of the access is effectively level, thus satisfying the AS2890.1 requirements.

5.3.2 Parking Grade

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%)

The grades of the parking spaces are effectively level, thus complying with the AS2890.1 grade requirements.

5.3.3 Parking Dimensions

AS2890.1 defines the parking as User Class 3A ("short-term city and town centre parking, parking stations, hospital and medical centres"). The parking requirements for User Class 3A are as follows:

- Space width 2.6 metres
- Space length 5.4 metres
- Aisle width 5.8 metres

The parking dimensions of the car park are typically:

- Space width 2.5 metres
- Space length 5.4 metres
- Aisle width 6.0 metres

Whilst the space width is lower than AS2890.1 requirements, the increased aisle width compensates by allowing improved manoeuvrability into and out of the spaces. The width of 2.5 metres satisfies the requirements of User Class 2 (medium term parking, typical of town centres) and is therefore considered acceptable.

5.3.4 AS2890.1 Assessment Summary

Whilst the parking spaces are slightly narrower than the dimensions specified for User Class 3A, the significantly increased aisle width provides additional manoeuvring area which offsets the reduced bay width. Overall, the parking layout provides a satisfactory level of functionality and is considered consistent with the intent of AS2890.1. The development therefore complies with the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

5.4 Motorcycle Parking

The Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme states "*The number of on-site motorcycle parking spaces for all uses must be no less than the number specified in Table C2.4*".

Table C2.4 specifies that no motorcycle parking is required for uses that have a parking requirement between zero and 20 spaces. No motorcycle parking is proposed, thus satisfying the requirements of Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme.

5.5 Bicycle Parking

The Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme states:

"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".

Table C2.1 requires 1 bicycle parking space be provided for each 100m^2 of floor area for general retail and hire. This is a requirement for 5 bicycle spaces.

One bicycle parking space is provided adjacent to the property boundary, immediately adjoining the pedestrian footpath. The provision of 1 bicycle space does not satisfy the requirements of Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme.

The Performance Criteria P1 of Clause C2.5.2 of the Planning Scheme states:

> *"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 facilities for bicycles in the surrounding area".*

The following is relevant with regard to the proposed development:

a. Likely bicycle demand. The proposed development is a small standalone liquor store which will primarily attract customers travelling by private motor vehicle due to the nature of the goods purchased. Liquor purchases commonly involve carrying relatively heavy or bulky items, reducing the likelihood of customers travelling by bicycle. Staff numbers will also be low, resulting in limited demand for employee bicycle parking.
b. Existing and planned bicycle parking. One bicycle parking space is provided adjacent to the property boundary in a highly visible location immediately adjoining the public footpath. This location provides convenient access to the building entrance and is considered sufficient to accommodate the limited bicycle parking demand expected to be generated by the proposed development. There are no known existing or planned public bicycle parking facilities in the immediate vicinity that would materially influence the bicycle parking demand associated with the site.

Accordingly, the proposed development satisfies the Performance Criteria P1 of Clause C2.5.2 of the Planning Scheme. Whilst the proposal does not satisfy the numerical bicycle parking requirement specified by Table C2.1, the nature and scale of the proposed liquor store is such that bicycle parking demand is expected to be very low. The provision of one conveniently located bicycle parking space is considered sufficient to meet the reasonable needs of the development.

5.6 Commercial Vehicles

The loading arrangements have been assessed against AS2890.2 – Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities in accordance with Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

A loading area is provided within the building structure. Access to the loading area requires two parking spaces to be vacant and two bollards removed.

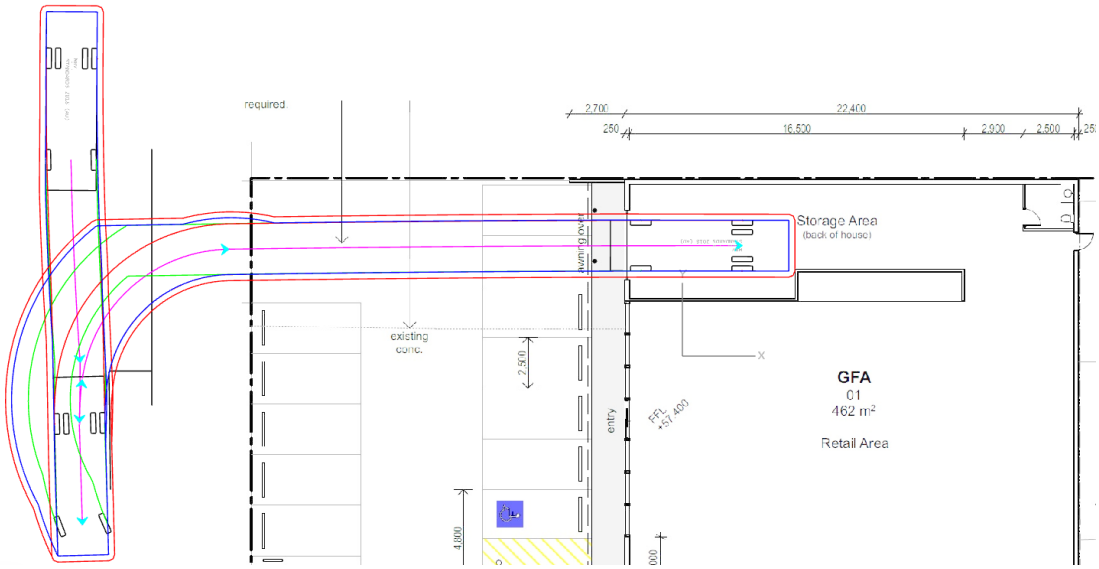
The proposed liquor store is expected to generate infrequent commercial vehicle movements, with deliveries anticipated to occur less than once per day. This level of servicing is comparable to that associated with the previous commercial use of the site.

The loading bay will be used less than once per day and is therefore classified as 'occasional service' under AS2890.2. Section 3.2.2 of AS2890.2 specifies the requirements for occasional service as follows:

- The vehicle shall be able to stand wholly within the site.
- Reverse manoeuvres at the property boundary shall be limited to one only.
- The swept path plus clearances shall be accommodated within the access driveway or circulation roadway.

The swept path of a Medium Rigid Vehicle (MRV – 8.8 metres long) shown in Figure 6 demonstrates that the vehicle can enter, manoeuvre within and exit the site in accordance with the requirements of AS2890.2. The proposed loading arrangements therefore satisfy Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

Figure 7 MRV Swept Path



6. Conclusions

This Traffic Impact Assessment (TIA) investigated the traffic and parking impacts associated with the proposed liquor store development at 64 Don Road, Devonport.

The key findings of the assessment are summarised as follows:

- The proposed liquor store is expected to generate approximately 640 vehicle movements per day, including approximately 64 vehicle movements during the PM peak hour. This represents a relatively modest increase in traffic compared with the existing traffic volume on Don Road.
- The surrounding road network has ample capacity to accommodate the traffic generated by the proposed development. The additional traffic is not expected to adversely affect the operation or efficiency of Don Road.
- The existing vehicle access provides satisfactory sight distance in accordance with the requirements of AS2890.1 and will continue to operate safely.
- The proposed development provides safe pedestrian access throughout the site. Whilst the pedestrian path does not satisfy the prescriptive requirements of the Acceptable Solution, the low traffic volumes, low operating speeds and compact nature of the site satisfy the relevant Performance Criteria.
- The proposed development provides 12 on-site parking spaces. The parking provision satisfies the requirements of Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme due to the short duration of customer visits together with the availability of nearby on-street parking, thus satisfying the reasonable parking demand generated by the development.
- The proposed parking layout complies with the intent of AS2890.1, with satisfactory driveway grades, parking grades and manoeuvring areas.
- Whilst only one bicycle parking space is provided, this is considered appropriate having regard to the low expected bicycle demand associated with the proposed land use.
- Commercial vehicle access has been assessed using AS2890.2 and demonstrated to accommodate an occasional Medium Rigid Vehicle servicing the site.

Based on the findings of this report, the proposed development is considered acceptable from a traffic engineering and parking perspective and is supported on traffic grounds.

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SERVICES DESIGN REPORT

JUNE 2026

64 DON ROAD, DEVONPORT - PROPOSED COMMERCIAL DEVELOPMENT

CLIENT: PHAROS PROPERTY GROUP PTY LTD

Report version 1.0

Hein Poortenaar (BE, civil) CBOS Lic No. 733037667

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SERVICES DESIGN REPORT

64 DON ROAD, DEVONPORT - PROPOSED COMMERCIAL DEVELOPMENT

1. INTRODUCTION

The property at 64 Don Road, Devonport, is currently developed with an existing dwelling and associated outbuildings (Survey & Alignment Services, Detail & Boundary Identification Survey, Reference 2026044, Revision 01, dated 10 June 2026). This report relates to a proposed development comprising the demolition of the existing dwelling and outbuildings and the construction of a new single commercial building of 462 m² gross floor area (GFA), with associated on-site car parking, as shown on the concept plans prepared by Meraki Creative Studio (Drawing Nos. DA-A.00 to DA-A.04, "Retail Development at Don Rd – Demolition Works + New Commercial Premises", Preliminary DA issue, dated 30 June 2026) for Pharos Property Group.

Pharos Property Group has engaged Poortenaar Consulting to prepare this Services Design Report in support of the development application. The purpose of the report is to:

- describe existing site conditions and constraints
- confirm the feasibility of servicing the proposed development with:
  - legal and physical vehicle access
  - stormwater drainage
  - sewer
  - water
  - power, gas and telecommunications
- identify any typical servicing requirements or upgrades that will be addressed at the detailed design and permit condition stage.

This report is intended to accompany the development application plans and to be read alongside any permit conditions imposed by Devonport City Council, TasWater, TasNetworks, Tas Gas Networks and other relevant service authorities.

2. SITE DESCRIPTION

The subject site at 64 Don Road, Devonport, is a relatively level, regular-shaped allotment with a frontage of approximately 20.73 m to Don Road and a depth of approximately 42.67 m (Survey & Alignment Services, Reference 2026044). The site is currently occupied by an existing dwelling and several outbuildings/sheds, set within a predominantly hard-surfaced yard (gravel and concrete). The site lies within the Devonport Local Provisions Schedule Commercial zone (Zone 17) and adjoins a mix of established residential and commercial development along Don Road. A 1.83 m wide drainage easement runs along the rear (north-western) boundary of the site, containing a 150 mm PVC stormwater main (Survey & Alignment Services, Reference 2026044; TasWater BYDA Asset Plan, Sequence No. 273536003).

Table 1. Site details (Source: LISTmap[1])

Property Address	64 Don Road, Devonport TAS 7310
Property ID/Title Reference	6328808 / 55471/119
Planning Scheme	Tasmanian Planning Scheme – Devonport Local Provisions Schedule
Zoning	Commercial (Zone 17)
Planning Scheme codes and overlays	Safeguarding of airports
Site area	885 m^2
Existing	A single dwelling, associated outbuildings/sheds
Services	Existing dwelling has connections to water, sewer, stormwater and power (Devonport City Council Drainage Plan No. 58836, dated 23 September 1986)
Slope	Relatively flat; site levels range from approximately RL 56.7 m to RL 57.6m AHD (Survey and Alignment Services, Reference 2026044)
Geology	TQ Alluvial sediments
Water courses and water bodies	No natural water courses or water bodies are present on, or identified near the site
Catchment	Don Road urban stormwater catchment, serviced by Devonport City Council's stormwater network
Easements	1.83m water drainage easement along the rear (north-western) boundary, containing a 150 mm PVC stormwater main

Refer to Figures 1, 2 and 3 for the location map, aerial view of the site and planning scheme overlays.

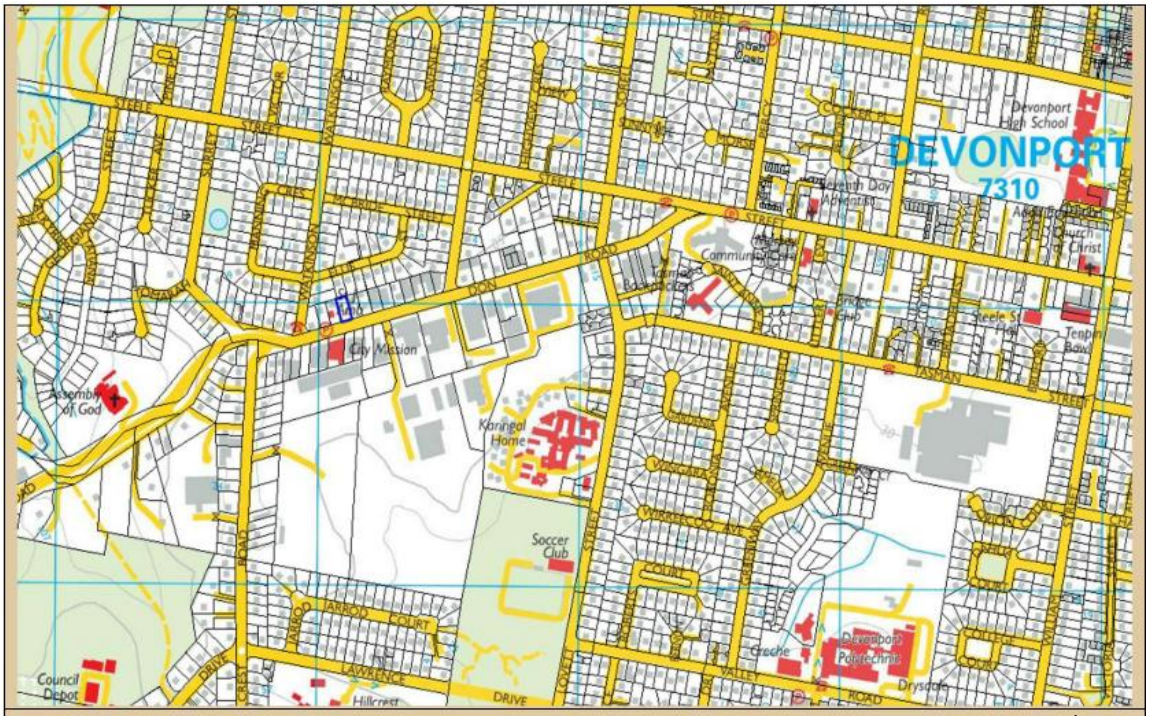


Figure 1. Regional context of the sites and location of the site with respect to the city of Devonport (↑N) (Source: map from the LIST, © State of Tasmania).

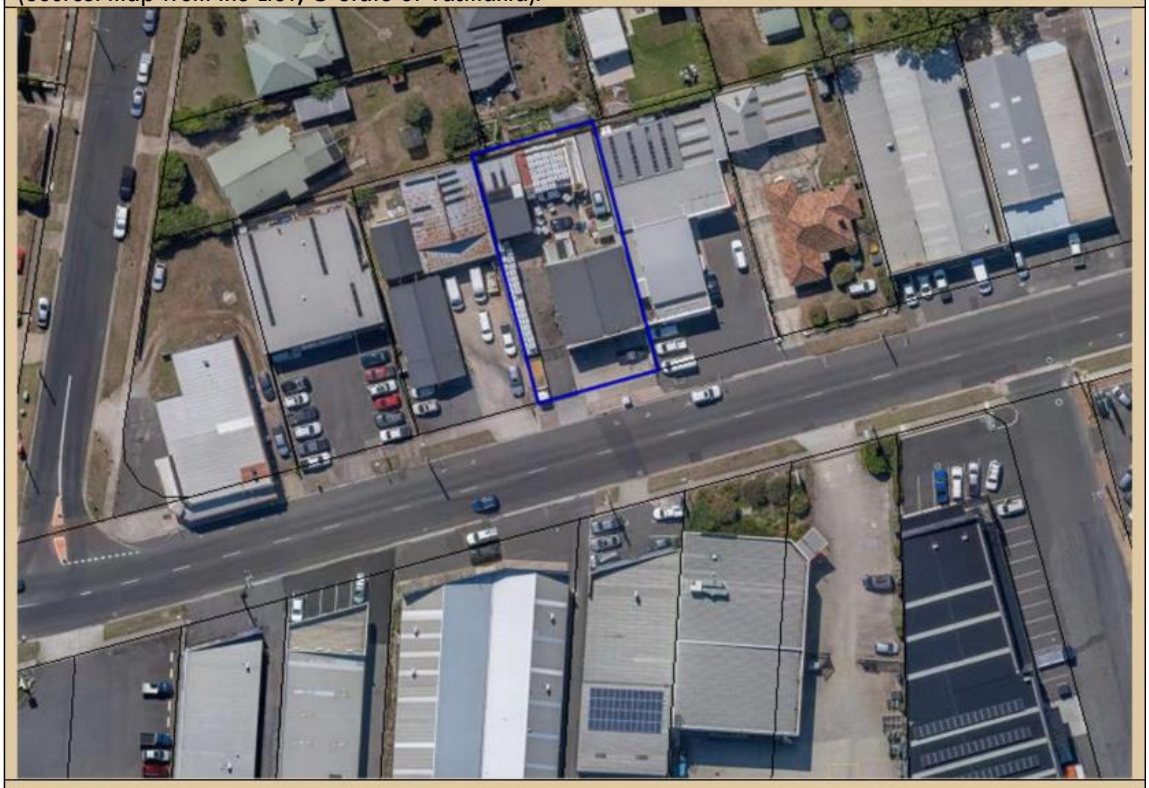


Figure 2. Aerial view of the site (property boundary in blue). (↑N) (Source: aerial photo from the LIST, © State of Tasmania).

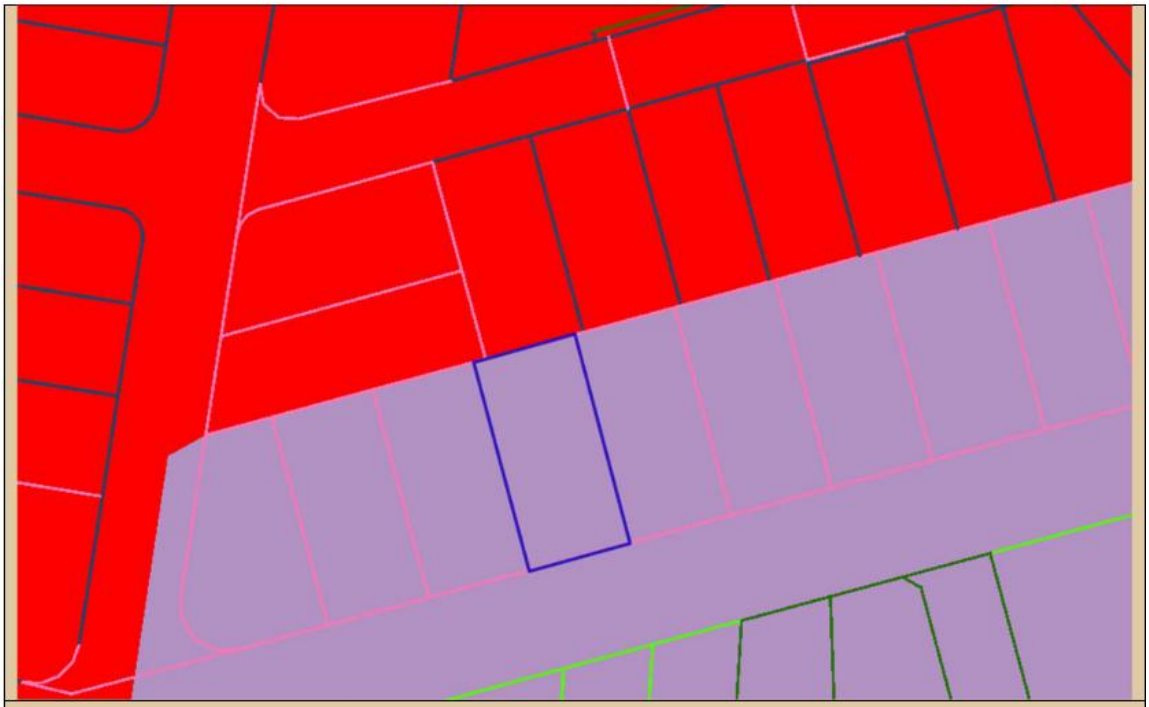


Figure 3. Planning scheme zoning (property boundary - blue). (↑N) (Source: aerial photo from the LIST, © State of Tasmania).

3. DEVELOPMENT PROPOSAL

The proposal is for the demolition of the existing dwelling and outbuildings on the site and the construction of a new single commercial building of 462 m² GFA, with 11 on-site car parking bays plus 1 accessible bay (12 bays total) accessed from Don Road, as shown on the concept plans prepared by Meraki Creative Studio (Drawing Nos. DA-A.00 to DA-A.04 – Cover Sheet, Site Plan, Floor Plans and Elevations, Preliminary DA issue, dated 30 June 2026, for Pharos Property Group). The development will utilise standard connections to reticulated water, sewer, stormwater, power and telecommunications, with a gas connection to be confirmed if required for the proposed commercial use.

4. ACCESS

Vehicle access to the development is from Don Road, a Devonport City Council road which forms the site's full frontage of approximately 20 m. The civil concept plan (Poortenaar Consulting, Drawing 26532-01, Revision A) shows a new double-width concrete apron and open crossing to be constructed to Council's standard drawing TSD R09, with the existing crossover and concrete apron to be removed and the verge reinstated to match the adjacent verge surface.

On-site, 11 car parking bays and 1 accessible bay are provided in a single row addressing Don Road, with a shared aisle/turning area adjacent to the accessible bay to accommodate manoeuvring. The internal layout allows vehicles to enter and exit in a forward direction to Don Road.

5. EARTHWORKS AND RETAINING WALLS

The site currently slopes to the rear with a fall of 800mm and a grade of 2%.

The building floor level will be elevated above existing ground levels to achieve a level platform off the carpark at the front. The floor level will be 600mm above ground level at the northeast corner. At the rear, there will be steps down to the rear easement strip.

The carpark will be close to the existing ground level with a central dish but otherwise flush surfaces.

No flood-prone hazard or other earthworks-related overlay was identified for the site in the Tasmanian Planning Scheme planning maps reviewed (LISTmap identify results). The only code overlay identified affecting the site is the Safeguarding of Airports Code (Code 16), which limits building heights to 155.1 m AHD and does not affect site or ground levels. Based on the available survey information and concept levels, only minor earthworks appear likely.

The site slopes to the rear, and the proposed building blocks any overland flowpath. The proposed building roof slopes to the rear except for the awning. The Don Road kerb and verge grade protects the site from any flooding from Don Road. There is potential flooding from the neighbouring property at 66 Don Road. To protect the building from flooding, the front carpark pipe is sized for a 100-year ARI storm flow (10L/s).

6. STORMWATER

6.1 EXISTING CONDITIONS

A 1.83 m wide drainage easement runs along the rear (north-western) boundary of the site, containing an existing 150 mm PVC stormwater main (Survey & Alignment Services, Reference 2026044). Devonport City Council's BYDA response (Sequence No. 273536002) shows this stormwater line connecting through Council's stormwater network.

6.2 PROPOSED STRATEGY

Roof water from both the main building roof and the front awning, together with pavement runoff from the new car park, will be collected via internal roof drainage (downpipes) and pavement pits, and directed to a new stormwater connection. Proposed downpipe (DP) locations are shown on the architectural plans (Meraki Creative Studio, Drawing Nos. DA-A.00 to DA-A.04) and the civil concept plan (Poortenaar Consulting, Drawing 26532-01), which will be further detailed and back-referenced in the final DA drawing set. The civil concept plan shows this connection replacing the existing 150 mm connection and discharging to the existing 150 mm PVC stormwater main within the rear drainage easement, ultimately connecting to Devonport City Council's stormwater network.

The development will be designed to comply with Devonport City Council's stormwater requirements and the Urban Drainage Act 2013, with detailed sizing of pits and pipes, and any required water quality treatment for runoff from the car parking area to be confirmed with Council at the detailed design stage.

7. SEWER

7.1 EXISTING CONDITIONS

A 150 mm RC gravity sewer main owned by TasWater is located on the adjacent property to the rear. With a sewer maintenance hole located at the rear corner of the site (lid RL 56.69 m, invert RL 54.91 m – Survey & Alignment Services, Reference 2026044).

The existing building has an existing sewer connection, shown as a 100 mm diameter connection to the sewer main near the rear maintenance hole, and on Devonport City Council's Drainage Plan No. 58836 (dated 23 September 1986).

7.2 PROPOSED STRATEGY

The new commercial building will connect to the existing TasWater sewer infrastructure via the existing connection.

The building will have a single staff toilet in the NW corner of the building. There are also drains for cooler condensate.

Sewer flows have been calculated using both AS3500.2:2018 and the TasWater Supplement to the WSA 02-2014-3.1, the WSAA Gravity Sewerage Code of Australia.

Development Flows for the Buildings are shown in Table 2.

Table 2: Development Sewage Flows

Design Parameter	Unit
Show room	462m²x0.0023=1.0ET
Average Dry Weather Flow (ADWF)	0.004 L/s
Peaking Factor 'd'	10
Peak Dry Weather Flow (PDWF)	0.04 L/s

The existing 100mm connection is suitable for connection.

Should the proposed commercial tenancy or tenancies involve trade waste (for example, food preparation), a grease trap or other pre-treatment may be required in accordance with TasWater's trade waste requirements. This will be confirmed once the specific tenancy fit-out is known.

8. WATER

8.1 THE EXISTING CONDITIONS

A 150 mm CI (cast iron) water main owned by TasWater is located within Don Road along the site's frontage (TasWater BYDA Asset Plan, Sequence No. 273536003; Survey & Alignment Services, Reference 2026044, Revision 01). The existing dwelling is connected to the water supply, as shown on Devonport City Council's Drainage Plan No. 58836 (dated 23 September 1986), with a 25mm connection.

8.2 PROPOSED STRATEGY

Domestic water pipework has been sized in accordance with AS3500.1:2018 for probable simultaneous demand, on the basis that Equivalent Tenements for the development are < 100 in accordance with TasWater Supplement to the Water Supply Code of Australia WSA 3-2011.3.1 MRWA Editions V2.0.

Development Flows are shown in Table 3.

The proposed development is class 6 (showroom) and class 7a (carpark) under the National Construction Code (NCC). There are very few combustible materials. Initial response internal firefighting will be with a fire extinguisher. The site is well served by fire hydrants within the street. There is no fire connection proposed, and fire sprinklers are not required to be installed in the building.

Table 3: Development Water Flows

Design Flows	Unit
Domestic Water (AS3500.1:2018)	1.90 L/s @ 700 kPa
Show room	462m²x0.002=0.92ET
Average Day Demand @685L/ET	616L/d
Mean day, Max Month	924L/d
Peak Day Demand	1367L/d
Peak Hour demand	0.03L/s
Instantaneous demand	0.25L/s

The existing DN25 (ID20) water connection is adequate for this flow.

9. POWER

9.1 THE EXISTING CONDITIONS

The existing building at 64 Don Road has an existing power connection from the overhead power on Don Road.

9.2 PROPOSED STRATEGY

The new commercial building will be provided with a power connection from TasNetworks' electricity distribution network, taken from the existing overhead LV reticulation within Don Road via a new underground service to the building (consistent with standard practice for new connections from overhead networks). The exact connection point, available network capacity, and any required network augmentation (such as new poles, pillars, service pits or pole relocations) will need to be confirmed directly with TasNetworks through its standard connection application and design process at the detailed design stage, as a detailed asset plan covering the site frontage was not available for this assessment.

10. GAS

A 90 mm PE gas main (SDR11, 500 kPa MAOP) owned by Tas Gas Networks is located within Don Road along the site frontage (Tas Gas Networks BYDA response, Sequence No. 273536005, Location Plan TGN-675-NW-AL-106). Tas Gas's "Before You Dig Requirements of Work – Non-Strategic Polyethylene (PE) Pipe" document (Form BMSDOC-18-999) requires that a Tas Gas Technician be engaged to provide a location mark-up prior to any works within 25 m of this asset, with specific minimum clearances and protection measures applying to works within 1 m of the main.

A gas connection has not been assumed as part of this development. Should a gas connection be required for the proposed commercial use, this would need to be applied for separately with Tas Gas Networks.

11. COMMS

11.1 EXISTING CONDITIONS

Telstra's cable plan for the area (Sequence No. 273536006) shows a Telstra pit/pillar (P64) located on the Don Road frontage in the vicinity of the site, with cable routes extending along Don Road, Ellis Street and the surrounding street network. Optus's BYDA response (Sequence No. 273536001) confirms the presence of underground Optus fibre optic telecommunications assets within Don Road along the site's frontage. The NBN BYDA response (Sequence No. 273536004) did not return populated asset location data for the site.

11.2 PROPOSED STRATEGY

Telecommunications conduits and a pit will be provided for the new building, located to allow connection to the existing carrier networks within Don Road in accordance with carrier requirements at the building stage. Given the presence of Optus fibre optic assets along the frontage, any excavation in this area will require those assets to be physically located by an Optus Accredited Locator prior to works commencing, in accordance with Optus's stated clearance requirements. The specific servicing arrangement, including any NBN new development process, will be confirmed with the relevant carriers at the detailed design stage.

12. CONCLUSION

The proposed redevelopment of 64 Don Road, Devonport – comprising demolition of the existing dwelling and outbuildings and construction of a new 462 m² commercial building with 11 on-site car parking spaces plus 1 accessible space – can be effectively serviced for all essential utilities, including stormwater, sewer, water, power, gas and telecommunications, utilising existing infrastructure within Don Road and the rear drainage easement.

Vehicle access will be provided via an upgraded crossover to Don Road, constructed to Council's standard drawing TSD R09. No flood-prone hazard overlay applies to the site, and only minor earthworks are anticipated to achieve the proposed design levels. Stormwater from the new building and car park will connect to the existing 150 mm PVC stormwater main within the rear drainage easement, maintaining the existing upstream flow path from 66 Don Road. Sewer and water will be provided via connections to the existing TasWater reticulated sewer and water mains within the rear easement and Don Road, respectively, and the development will be connected to TasNetworks' electricity network and to the existing Telstra, Optus and/or NBN telecommunications infrastructure within Don Road. An Aboriginal Heritage Tasmania search (Search Record PS0455647, Job No. 53256999) did not identify any registered Aboriginal relics or apparent risk of impact to such relics within the site.

The servicing concept is considered practical, utilising existing urban infrastructure and standard commercial connections without the need for atypical systems. The following matters are identified as requiring confirmation at the detailed design and permit condition stage, as the information available at the time of this report does not allow them to be finalised:

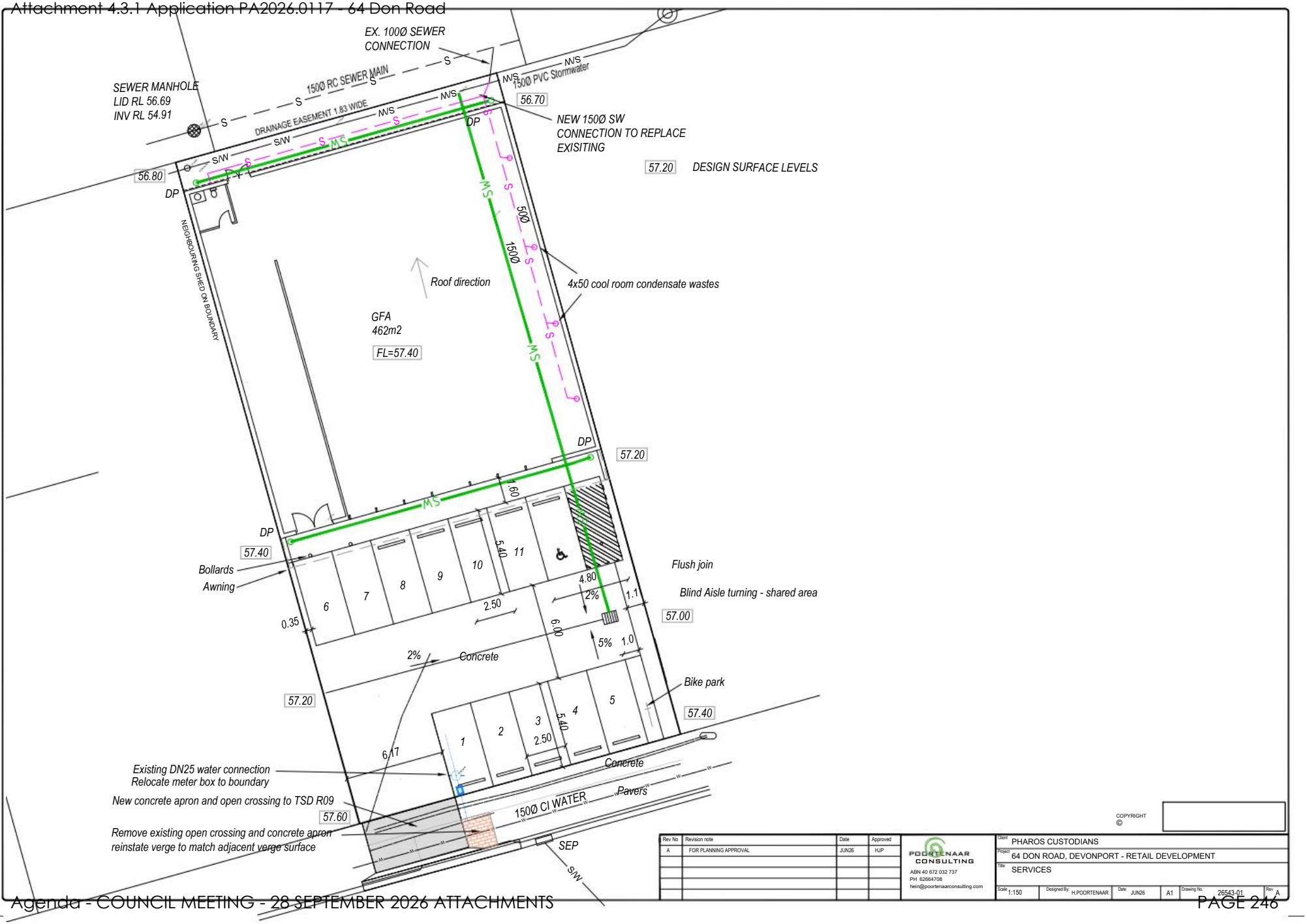
- confirmation of the TasNetworks electricity connection point and available network capacity, given that no asset plan covering the Don Road frontage was available for this assessment;
- confirmation of TasWater sewer and water connection capacities and invert levels;
- confirmation of Devonport City Council's stormwater requirements, including any water quality treatment for runoff from the car parking area;
- confirmation of telecommunications servicing arrangements with Telstra, Optus and NBN; and

- confirmation of any trade waste requirements, dependent on the final commercial tenancy use(s).

Subject to the above matters being confirmed at detailed design and approval by Devonport City Council, TasWater, TasNetworks, Tas Gas Networks and other relevant authorities, the proposed servicing arrangements are considered adequate to support the development and provide a safe, functional and efficiently serviced commercial premises.

13. ATTACHMENTS

- Civil Services Concept Plan (Poortenaar Consulting, Drawing 26532-01, Revision A)



Rev No	Revision note	Date	Approved
A	FOR PLANNING APPROVAL	JUN26	HJP

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PH 62664708
hein@poortenaarconsulting.com

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Client: PHAROS CUSTODIANS
Project: 64 DON ROAD, DEVONPORT - RETAIL DEVELOPMENT
Title: SERVICES
Scale: 1:150 | Designed By: H.POORTENAAR | Date: JUN26 | A1 | Drawing No. 26543-01 | Rev A



Site Frontage - Perspective View

Proposed Retail Premises - No. 64 Don Road, Devonport TAS

Drawing List

DA - A.00	Cover Sheet
DA - A.01	Site Plan
DA - A.02	Floor Plans
DA - A.03	Elevations
DA - A.04	Elevations
26543-01	Services - Concept Plan

REV.	AMENDMENT	DATE

Meráki creative studio
800 Sandfly Rd, Sandfly, Tasmania 7150
E: rita@meraki-creative.studio T: 0409 801 054
ABN: 72 [illegible]

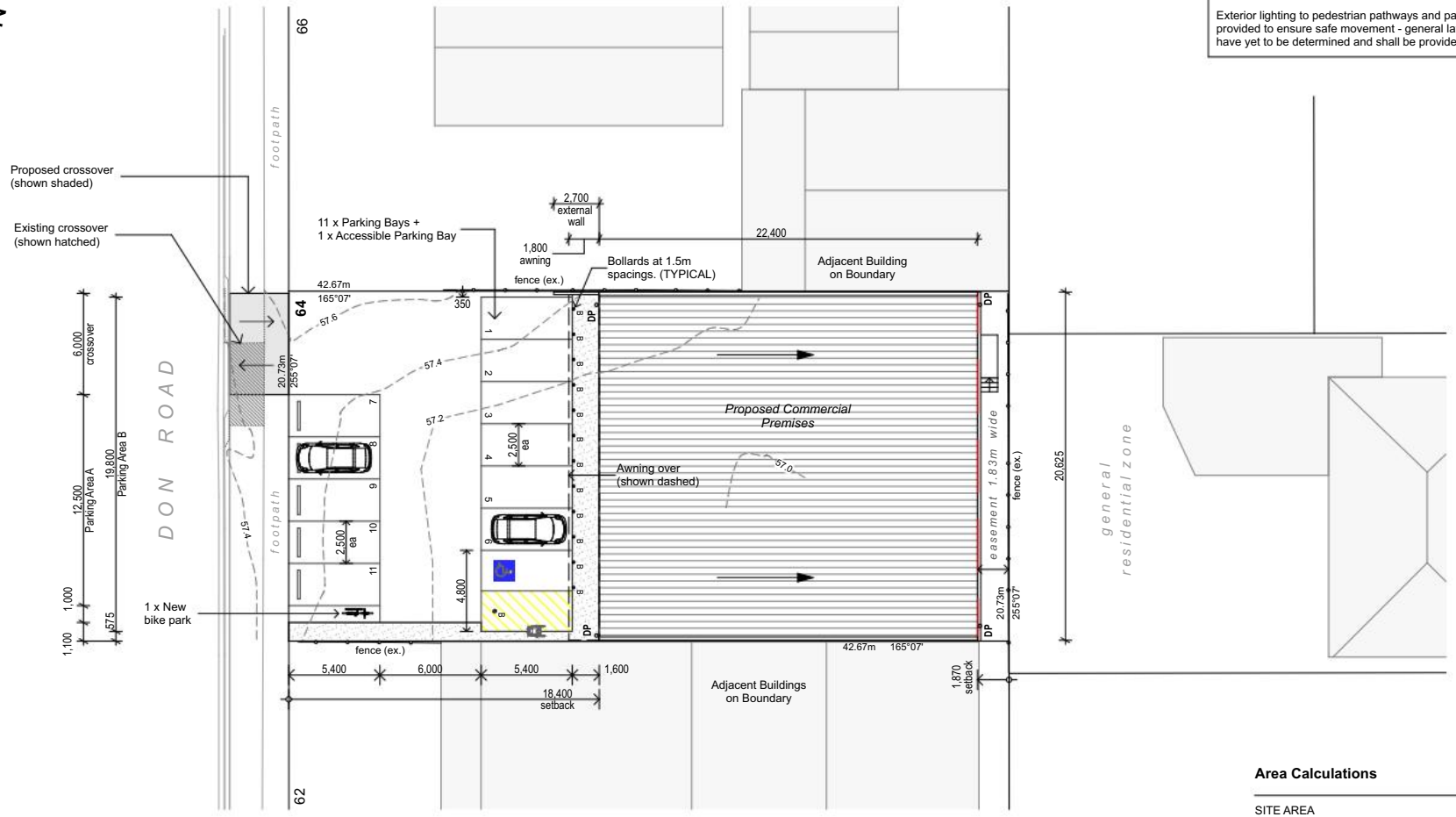
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PROJECT:	Retail Development at Don Rd *Demolition Works + New Commercial Premises*
ADDRESS:	64 Don Road Devenport TAS 7310
CLIENT:	for Pharos Property Group

DRAWING: Cover Sheet		PROJECT no. 26-05	DRAWING no. DA - A.00
		DRAWN BY: SH	REV
DATE: 15/7/2026	ISSUE: Planning Application	CHECKED BY:	SCALE: @A3

Note:
All Exterior Lighting will be provided in accordance with TPS-SPP **17.3.1 - A2**: to meet the Acceptable Solution requirements.

Exterior lighting to pedestrian pathways and parking areas will be provided to ensure safe movement - general layout and fixtures have yet to be determined and shall be provided at a later stage.



Site Plan - Proposed
Scale 1:250

NOTE:
*Refer Poortenaar Consulting Services Report & Plan Drawing **26543-01** for proposed site services design, drainage layout and driveway falls.*

Area Calculations

SITE AREA	884.5 m²
Building Footprints	
Total Existing Footprint	**290.5m²**
Total Existing - to be demolished	290.5m²
Proposed Building Footprint	464 m²
Proposed Awning Footprint	37 m²
Total Proposed Footprint	**501 m²**

REV.	AMENDMENT	DATE

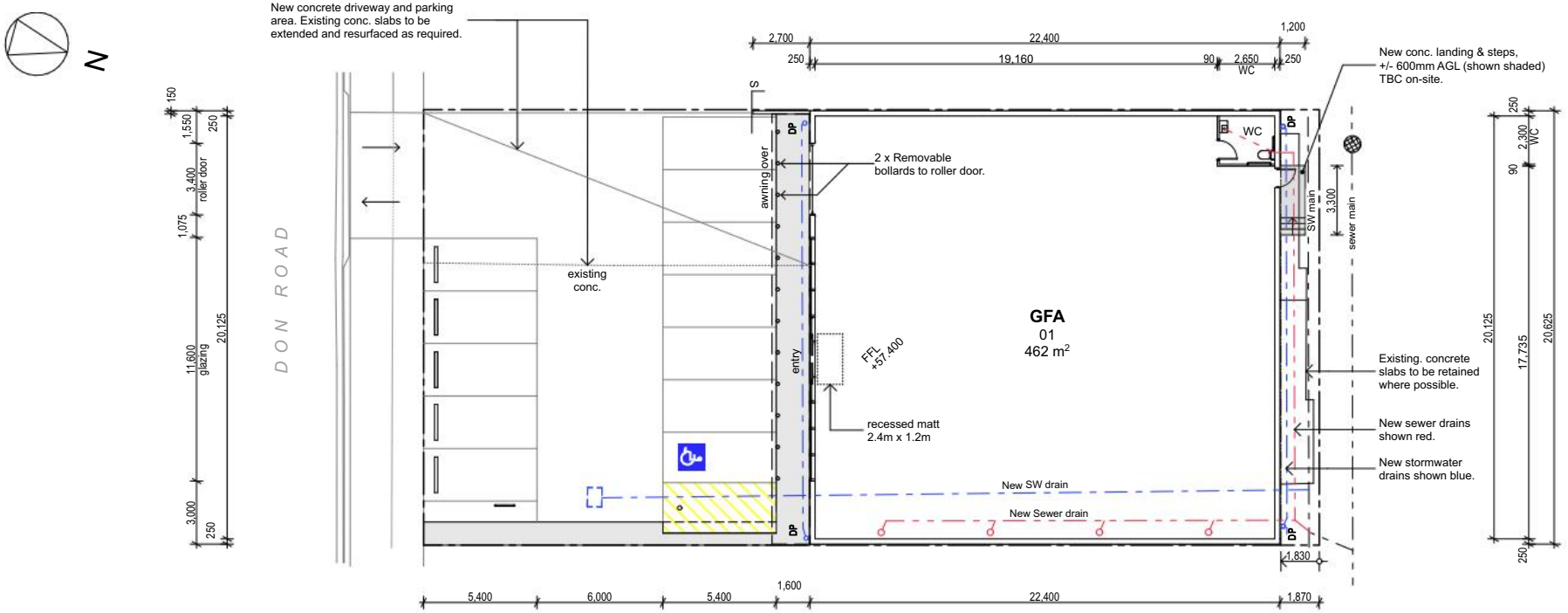
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PROJECT: Retail Development at Don Rd
Demolition Works + New Commercial Premises
ADDRESS: 64 Don Road Devenport TAS 7310
CLIENT: for Pharos Property Group

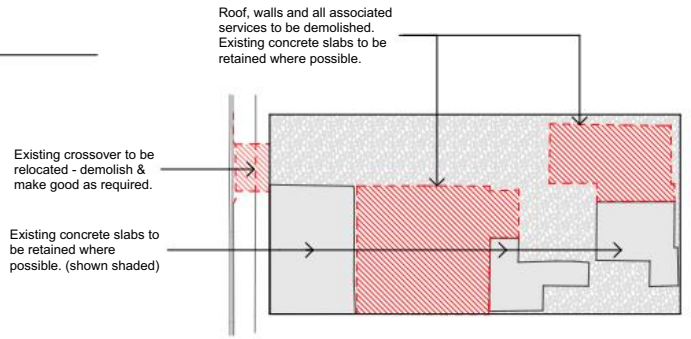
DRAWING: Site Plan
DATE: 15/7/2026 ISSUE: Planning Application

PROJECT no. 26-05 DRAWING no. DA - A.01
DRAWN BY: SH REV
CHECKED BY: SCALE: 1:250 @ A3



Ground Level - Floor Plan
Scale 1:200

*This drawing is to be read in conjunction with Poortenaar Consulting 'Services' Concept Plan **26543-01**.*



Demolition Plan
Scale 1:500

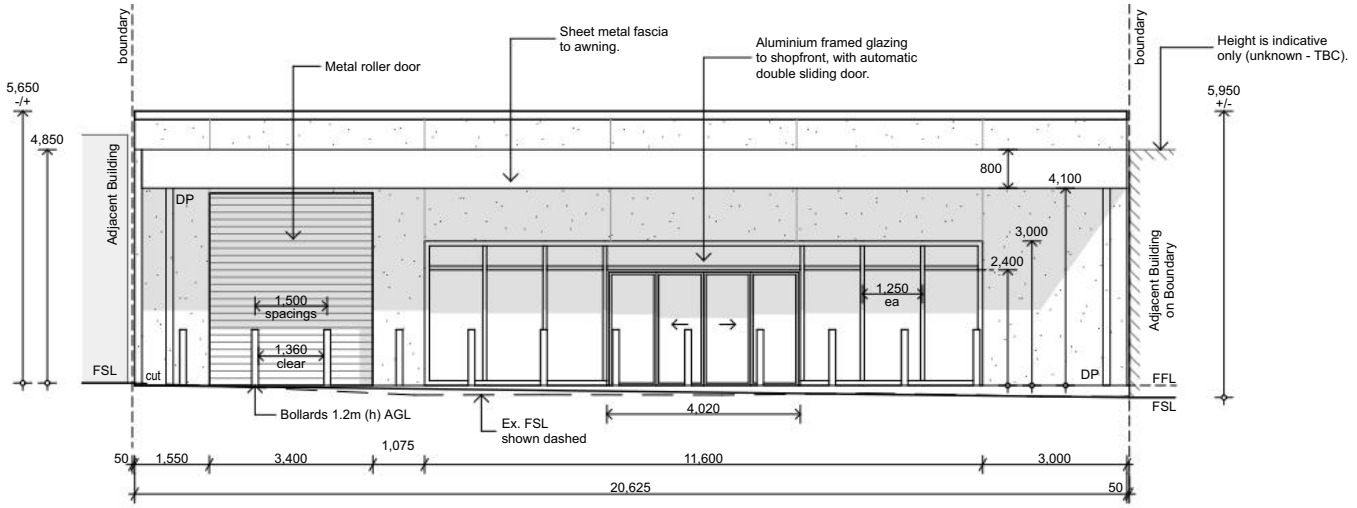
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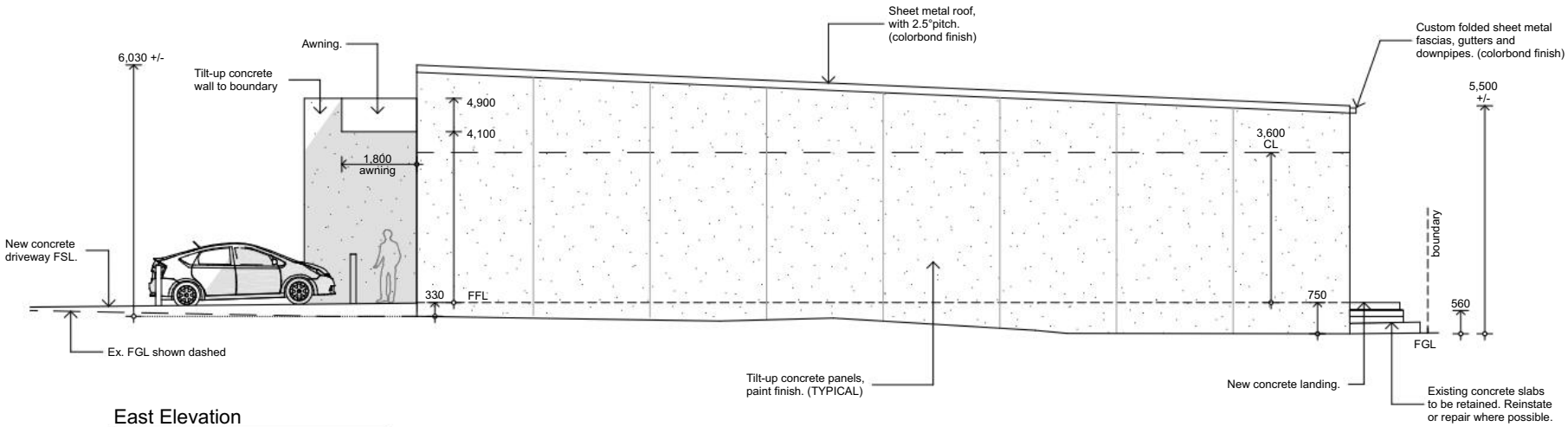
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PROJECT:	Retail Development at Don Rd *Demolition Works + New Commercial Premises*
ADDRESS:	64 Don Road Devenport TAS 7310
CLIENT:	for Pharos Property Group

DRAWING: Floor Plans		PROJECT no. 26-05	DRAWING no. DA - A.02
		DRAWN BY: SH	REV
DATE: 15/7/2026	ISSUE: Planning Application	CHECKED BY:	SCALE: @A3



South Elevation
Scale 1:100



East Elevation
Scale 1:100

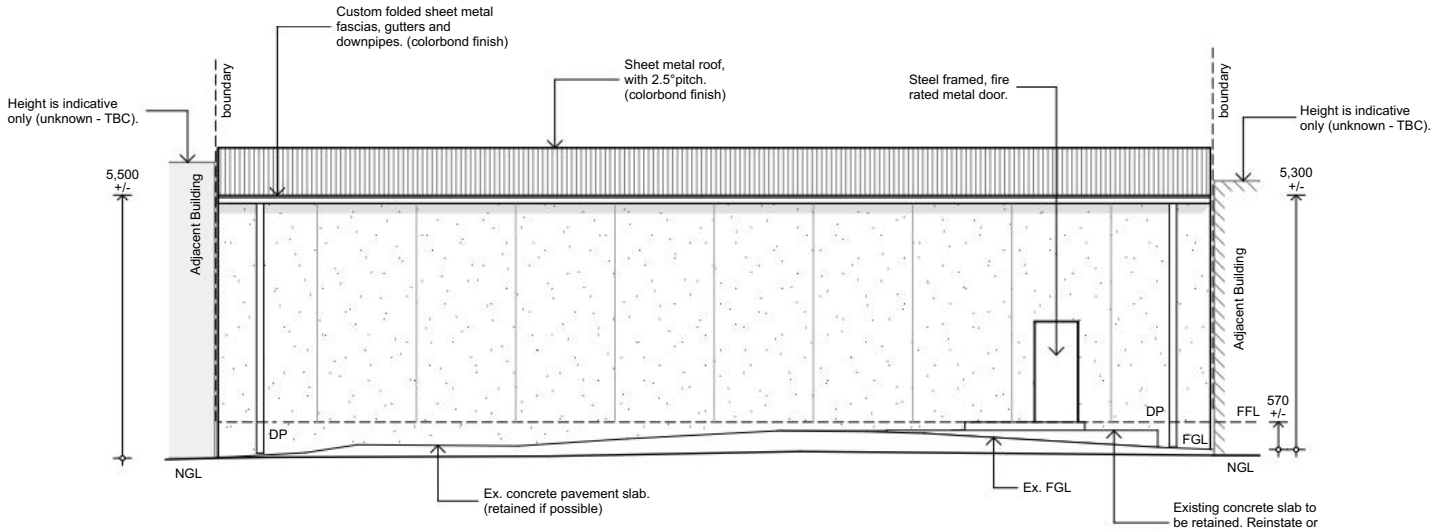
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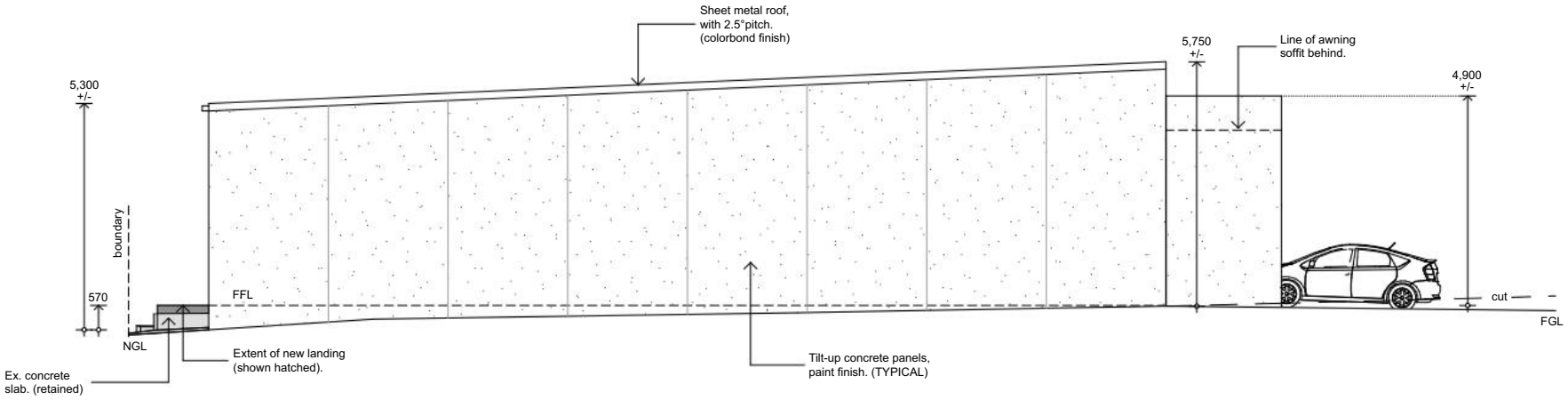
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PROJECT:	Retail Development at Don Rd *Demolition Works + New Commercial Premises*
ADDRESS:	64 Don Road Devenport TAS 7310
CLIENT:	for Pharos Property Group

DRAWING: Elevations		PROJECT no. 26-05	DRAWING no. DA - A.03
		DRAWN BY: SH	REV
DATE: 15/7/2026	ISSUE: Planning Application	CHECKED BY:	SCALE: As A3



North Elevation
Scale 1:100



West Elevation
Scale 1:100

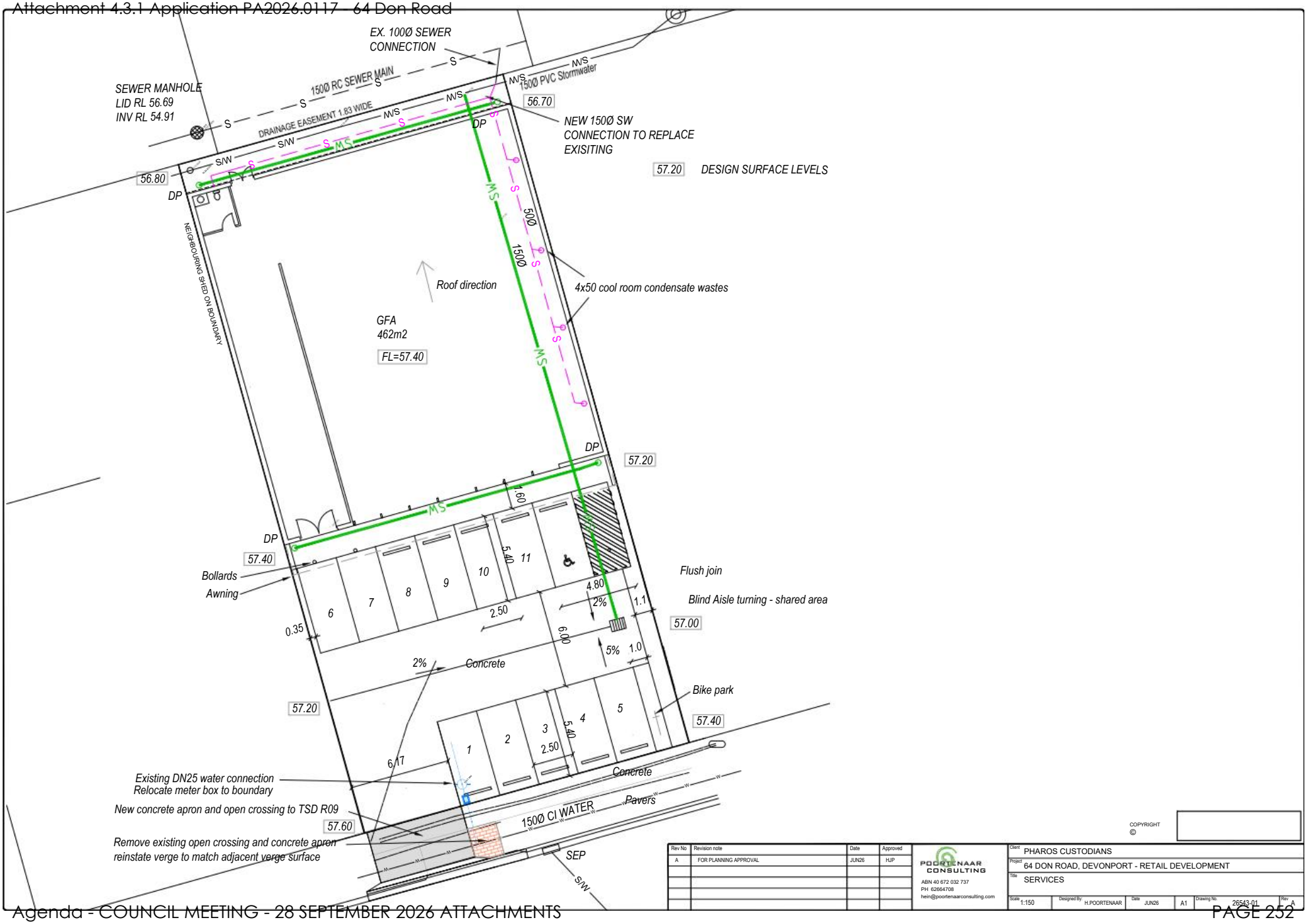
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ADDRESS:	64 Don Road Devenport TAS 7310
CLIENT:	for Pharos Property Group

DRAWING: Elevations		PROJECT no. 26-05	DRAWING no. DA - A.04
		DRAWN BY: SH	REV
DATE: 15/7/2026	ISSUE: Planning Application	CHECKED BY:	SCALE: @A3



Rev No	Revision note	Date	Approved
A	FOR PLANNING APPROVAL	JUN26	HJP

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Client: PHAROS CUSTODIANS
Project: 64 DON ROAD, DEVONPORT - RETAIL DEVELOPMENT
Title: SERVICES
Scale: 1:150 | Designed By: H.POORTENAAR | Date: JUN26 | A1 | Drawing No. 26543-01 | Rev A

PHOEBE PTY LTD
2 Lyndhurst Court Penguin Tas 7316

File: PA2026.0117

14 September 2026

Planning & Regulatory Coordinator
Devonport City Council
PO Box 604
DEVONPORT Tas 7310

Dear Sir/Madam

PA2026.0117 – Application for Planning Permit
64 Don Road Devonport

I am writing to request further information and discussion with the appropriate parties for understanding on how the proposed demolition of the main building at 64 Don Road will affect our property at 62 Don Road Devonport.

The concerns are:

1. Our storeroom is situated on the western boundary and shares a common wall with our neighbour, which was in place when we purchased the building in 1999. It would be helpful to know if we need to make alterations to counter this in a timely manner and what can be done.
2. If the existing concrete wall is demolished, that our building foundations will be protected and any damage to our property will be made good by the developer.
3. Also if that wall is removed, that appropriate secure fencing will be put in place as this will expose our building, with the details of such fencing to be agreed upon by both parties.

Please let it be noted that I have phoned the council office on two occasions to request information from planning over the last week and am still awaiting a returned call.

I trust all parties can work constructively together for a good outcome and would value a conversation to discuss the above concerns. Thank you!

Yours sincerely

Michael Febey
DIRECTOR

From: Danica Aldridge
Sent: Monday, 14 September 2026 8:00 PM
To: townplanning@devonport.tas.gov.au
Subject: Submission regarding Planning Application PA2026.0117 – 64 Don Road, Devonport

Categories: Town Planning

Dear Chief Executive Officer,

I am writing in relation to the **Planning Application PA2026.0117 – 64 Don Road, Devonport**, for the demolition of the existing workshop and construction of a new general retail and hire premises, being a bottle shop.

I live at the residential property immediately behind and adjoining the proposed development site.

I would like to make clear that I welcome the redevelopment of the site and the construction of a new building. The existing building is currently quite untidy and, in my view, is an eyesore, so I see considerable benefit in the site being redeveloped and improved.

My concerns are not about development of the site itself, or about commercial use of the property. Rather, I would like Council to carefully consider the potential impacts of the particular use proposed, given the very close proximity of my home and the existing traffic and parking conditions in the immediate area.

The proposed operating hours are **8:00 am to 9:00 pm, seven days a week**.

As my property directly adjoins the rear of the proposed development, I am concerned about the level of activity that may occur throughout these hours, particularly during the evening.

Sound travels quite readily between the proposed development and the surrounding neightbourhood. From my experience of living immediately adjacent to the existing site, I am aware that sounds from the property can be noticeable at my home, even when the activity itself may appear relatively minor from within the commercial premises.

For example, even something as simple as an audible bell or notification to staff when a customer enters the store could potentially be heard from my property, particularly during the evening when general background noise is lower. Similarly, vehicle doors, engines, reversing alarms, customer activity, deliveries

and other incidental commercial sounds may be more noticeable from a directly adjoining residence outside normal daytime business hours.

I appreciate that some level of noise is an inevitable part of commercial activity. My concern is the cumulative effect of these relatively minor sounds occurring regularly, potentially until 9:00 pm every day of the week, given the very close proximity of my home.

I therefore ask that Council consider the actual residential amenity impact of the proposed operating hours, including the transmission of incidental noise to the adjoining residential property, rather than considering the proposed hours in isolation. It won't just be my property impacted by the noise, my neighbours will be as well. My neighbourhood is a quiet area outside of business hours so it will make a difference to the general atmosphere of the neighbourhood.

My second concern relates to the additional traffic generated by the proposed use.

The Traffic Impact Assessment estimates approximately **640 vehicle movements per day**, including approximately **64 vehicle movements during the PM peak hour**. This equates to approximately one additional vehicle movement per minute during the PM peak.

I acknowledge that the Traffic Impact Assessment considers Don Road to have sufficient overall capacity. My concern, however, is more specifically about the localised traffic conditions immediately around the site.

In my experience, the section of Don Road between Nixon Street and Watkinson Street is already difficult and congested at busy times, particularly around the Watkinson Street intersection which, in my experience, can become dangerous during peak times.

I am concerned that additional vehicles entering and leaving the proposed development, together with turning, manoeuvring and delivery movements, may add to the existing difficulties in this area.

I therefore ask that Council consider the localised impact of the additional traffic around the development and the Watkinson Street intersection, rather than considering only the overall capacity of Don Road.

Thirdly I am also concerned about the proposed parking arrangements.

The Traffic Impact Assessment identifies a requirement for 16 parking spaces, while only **12 spaces are proposed on site**, resulting in a four-space shortfall.

The application proposes that existing on-street parking can accommodate the additional demand.

I am concerned that existing on-street parking may not represent sufficient spare capacity to reliably accommodate this shortfall. Parking in the surrounding area is already somewhat constrained, and existing commercial properties in the vicinity have varying amounts of off-street parking.

There is also an existing pattern of workers from businesses in the area parking in the surrounding residential streets, including the street where my property is located. I do not object to people generally parking in front of or near my property, and I understand that public streets are available for parking.

However, additional employees associated with the proposed development may result in further parking demand being displaced into surrounding streets, particularly if the on-site spaces are occupied by customers during trading hours.

I would therefore like Council to clarify whether the 12 proposed on-site parking spaces are intended to accommodate both staff and customers, and whether staff parking demand has been taken into account when assessing the adequacy of the proposed parking provision.

My concern is not simply whether a vehicle can physically find a parking space. Increased parking activity also means additional vehicle movements through the surrounding streets, vehicles entering and leaving parking spaces, doors opening and closing, and associated noise and activity.

In this respect, I am concerned that the impacts of the proposed development may extend beyond the immediate site and into the surrounding residential streets. While I do not consider parking outside my property to be a problem in itself, the cumulative increase in parking, traffic and associated activity from multiple commercial premises is contributing to pressure in the broader area.

I ask that Council consider this wider parking impact when assessing whether the proposed parking provision is adequate, particularly given the identified four-space shortfall.

As noted above, I do not object to commercial development of the site. In fact, I welcome the replacement of the existing building with a new and more appropriate development.

My concern is the particular nature and intensity of the proposed use.

There is also an existing property around the corner from the proposed development that is actively used for youth support services. I appreciate that the presence of a youth-support service does not necessarily prevent a liquor retail premises from operating in the area. However, I question whether the particular

combination of uses in such close proximity has been adequately considered as part of the assessment.

The proposed development would introduce a liquor retail premises operating until 9:00 pm, seven days a week, into an area that includes residential properties as well as nearby community and youth-support services. I ask that Council consider whether the proposed use is appropriate having regard to the **existing mix of uses in the immediate area**, and whether any additional measures may be appropriate to manage potential impacts on surrounding residents and users of nearby services.

Given the immediate proximity of my home, I ask that Council consider the change in the nature, frequency and timing of activity at the site, and whether appropriate measures can be put in place to minimise impacts on adjoining residential properties.

There is also an existing sewer easement running immediately inside my property boundary, adjoining the proposed development site.

Given the proximity of the proposed development to this boundary, I ask that Council ensure the proposed building and associated works have been appropriately designed having regard to the existing sewer infrastructure and easement.

In particular, I would appreciate confirmation that the proposed building, parking, access, loading, drainage and landscaping arrangements do not create issues in relation to the existing infrastructure, and that any required TasWater approvals or consents are obtained. The current buildings would constitute much less weight at the back of the property than the proposed new building that is much closer to the boundary we share.

I respectfully ask Council to give particular consideration to:

- the proposed **8:00 am–9:00 pm, seven-day operating hours**;
- potential noise and activity associated with customers, vehicles and deliveries, particularly during evening hours;
- the impact of evening commercial activity on the generally quiet character of the surrounding residential neighbourhood;
- the estimated **640 vehicle movements per day** and approximately **64 movements during the PM peak hour**;
- existing localised traffic conditions around Don Road and Watkinson Street;
- the **four-space on-site parking shortfall**;
- whether the proposed 12 spaces adequately account for both customer and staff parking;
- the potential for additional parking demand to extend into surrounding residential streets;

- the change in the nature, scale and pattern of activity associated with the proposed use;
- the relationship of the proposed development to nearby residential and youth-support uses;
- the increased proximity and scale of the proposed building in relation to my property; and
- the existing sewer infrastructure and easement immediately adjoining the development.

I would be very supportive of a redevelopment that improves the appearance and condition of the site, and I hope the above concerns can be considered as part of ensuring that the new development is appropriate for both the commercial and residential properties surrounding it.

Thank you for considering my submission.

Warm regards,

Danica Aldridge

Equilibrium
Town
Planning

15 September 2026

Chief Executive Officer
Devonport City Council
ATTN: Town planning department
townplanning@devonport.tas.gov.au

PA2026.0117 64 DON ROAD, DEVONPORT

This submission is made on behalf of our client under s.57 of the *Land Use Planning and Approvals Act 1993* as a representation to the development application PA2026.0117 for 64 Don Road, Devonport, as advertised on the Council website on the 2 September 2026.

The proposal is for a new General Retail and Hire use and the associated development, to be utilised as a bottle shop on the subject site. The site sits within the Commercial Zone within the Don Road area of Devonport, a busy commercial area that is mostly surrounded by General Residential land. A small section of Light Industrial land also adjoins the subject site.

This submission raises a number of concerns and questions in relation to the proposal. These are detailed below, and in the attached peer review of the traffic impact assessment accompanying the development application.

Issue 1: Validity of the public notification as advertised, in response to s.57(4) of the *Land Use Planning and Approvals Act 1993 (LUPAA) and clause 6.1.2 of the Tasmanian Planning Scheme.*

S57(4) specifies the requirements for public notification of an application for a discretionary permit, as follows:

> *A notice referred to in subsection (3) is, in addition to any other matters required to be contained in it, to name a place where **a copy of the application, and of all plans and other documents submitted with the application**, will be open to inspection by the public at all reasonable hours during the period for which representations may be made.* (Emphasis added)

The key point here is that a copy of the application, including **all plans and other documents** submitted with the application must be available for public inspection.

The application documentation as provided on the Devonport City Council's website (attached, as downloaded in full, Appendix A) does not include either the application form or the land title (including any schedule of easements).

Clause 6.1.2 of the Tasmanian Planning Scheme requires that an application **must** include both a signed application form and a copy of the land title.

The omission of the application form and the land title indicates that either the application was invalid by the exclusion of these documents, or that the public notification may be insufficient as **all plans and documents submitted with the application** were not available for inspection by the public.

It is noted that the Services Design Report references a rear easement strip, and the Site Plan illustrates an easement which cannot be reviewed due to this lack of documentation. This would appear to be necessary in order that a person viewing the application be able to fully review a proposal.

Issue 2: Landowner consent

The supporting report accompanying the application includes the following statement:

> *"A General Manager's consent request to support this application is provided with the application material" (p.7).*

If this consent was required for the application to be valid under clause 6.1.2(b) and s.52 of LUPAA, then this forms an additional document submitted with the application that was not made available for public inspection, assuming that consent was granted.

Issue 3: Purpose of the Commercial Zone

The Commercial Zone is intended to provide for businesses that require large floor or outdoor areas *and* high levels of vehicle access and parking for customers.

The application documentation does not include a demonstration that the proposal meets these requirements. Instead, on page 9 of the supporting planning statement, the assertion is made that the proposal is for a "small scale retail offering", which would appear to conflict with the Zone Purpose.

The purpose of the Commercial Zone also specifies the importance of not compromising or distorting the role of other activity centres in the activity centre hierarchy. No demonstration is made in the application documentation how a "small scale retail offering" outside of the main retail centre of Devonport meets this requirement.

Issue 4: Conflict with residential areas

The use and development standards are designed with the obvious intention of protecting residential amenity for nearby residential areas. This proposal triggers multiple performance criteria in relation to these provisions.

In particular, Clause 17.4.2 P2 is triggered, due to the rear setback. The submission made in response to this provision relies upon a comparison of the visual impacts being similar to that which is existing.

Currently, the rear of the subject site is developed with a number of smaller buildings, providing significant areas of visual relief and variation. The proposed development will present as a

single, bulky façade (as demonstrated by the north elevation plans) to the residential properties to the north, with no visual variation or relief. These visual impacts will be significantly different, being bulkier and less varied, to those which are currently experienced, undermining the demonstration being made in the application documentation in response to this provision.

The application includes a statement that the systems listed in clause 17.4.2 A3 will not be required for the development, in order to comply with the acceptable solution. Given this is a bottleshop, which usually serves chilled alcohol, and would likely require additional space heating and cooling for staff and customer comfort, it is not unreasonable to query this position.

Issue 5: Traffic

The traffic impact assessment provided with the application has been reviewed and comment provided by Ratio Consulting (Appendix B).

This review draws into question a number of matters in relation to the proposal. As part of this, the capacity of the development to operate within the hours as specified in the application documentation, due to the difficulty of delivery and access by a large vehicle within these hours is therefore raised. As a result, it is not clear how the proposal will be able to maintain compliance with the hours of operation specified within cl.17.3.1 A1, and as such the performance criteria would be applicable, for which there is no demonstration of compliance.

There are additional matters that remain unclear in relation to the TIA provided with the application, in addition to the technical aspects raised in the peer review provided as Appendix B to this representation:

- High crash frequency (p.9). Is low crash severity as relied upon in the supporting TIA sufficient to justify the acceptance of additional traffic movements, where there is a high crash frequency?
- The TIA states on pages 13 and 14 that the proposal triggers the PC as "no separated pedestrian path is proposed within the car parking area". It then proceeds to declare that "a dedicated pedestrian footpath is provided". This appears to be contradictory and confuses the attempted demonstration of compliance with the performance criteria.
- Page 14 states that the safety and nature of the use relies upon users being "generally familiar with the layout of the site". It is unclear where in the performance criteria the familiarity of the user with the site can be relied upon for compliance.
- The TIA states in multiple locations that "no changes are proposed to the location or configuration of the access", however the plans provided with the proposal and the supporting documents demonstrate that the development includes widening of the access. This would appear to be a "change to the configuration of the access".
- The demonstration provided against C2.5.1 P1 cannot be considered sufficient, as follows:
    - The TIA speaks to the fact (p.17 and 18) that the provision of additional parking spaces would "reduce the developable area of the site and adversely affect the efficiency and functionality of the proposed development".

This would appear to be a misinterpretation of the performance criteria, which requires that the site constraints be considered in the assessment of the parking meeting the reasonable needs of the use.

There is no provision for site constraints to be considered in the assessment of whether a development would remain functional or efficient, as argued in the TIA, and as such this attempted demonstration against the performance criteria is insufficient to demonstrate compliance.

- The TIA proceeds to make the case on page 9 that requiring additional parking would result in reduced opportunities for landscaping as an attempt to demonstrate compliance with C2.5.1 P1(g). It is unclear how this is relevant, given that the proposal does not include any streetscape landscaping, further undermining the attempt at demonstration with the performance criteria.

- In relation to commercial vehicle movements, the TIA states that the operation of the loading area requires two parking spaces to be vacant. Parking spaces supplied with the development are therefore reduced to 10, not the 12 assessed in the documentation. There is no consideration of this elsewhere in the TIA, or demonstration that this is sufficient or appropriate, thus the demonstration against C2.5.1 P1.1 is insufficient.

Issue 6: Rear setback

The rear setback is called into question when the proposal plans are reviewed in detail. With the design including a new concrete landing and steps (as marked on the Floor Plans) which are not considered in the rear setback submissions.

Issue 7: Services Design Report

The Services Design Report accompanying the application states on page 2 that the site is currently developed with an existing dwelling and associated outbuildings. This is in conflict with the observed existing use on the property and the remainder of the said report, which does not appear to include any residential use and may indicate that the Services Design Report has located the site incorrectly.

The Services Design Report relies upon existing services at the rear of the property within an easement. There is no documentation provided (e.g. the land title) in order that this can be reviewed.

Equilibrium
Town
Planning

Summary:

The issues raised in this representation can be summarised as follows:

- Validity of the public notification
- Potential lack of landowner consent
- Conflict with the zone intent
- Conflict with the amenity of nearby residential uses
- Traffic (as per Appendix B as well as additional matters raised)
- Rear setback demonstration lacking and / or in error
- Existing use within the Services Design Report in error and lack of information

Each of these contribute to either a critical failure within the application assessment process, a demonstrated conflict within the scheme, or errors and / or insufficient demonstration against relevant performance criteria, such that the proposal cannot be approved as compliant with the *Tasmanian Planning Scheme – Devonport*.

Should you have any queries regarding this representation, please do not hesitate to contact me

Regards,

Theresia Williams
Principal Planner

Enclosed:
Appendix A: Application documents, as advertised
Appendix B: Peer review of Traffic Impact Assessment

Melbourne Geelong Sydney Brisbane Adelaide Hobart E mail@ratio.com.au
ABN 93 983 380 225

Planning | Transport | Urban Design | Waste Management | Landscape Architecture | Civil Engineering

9 September 2026

Michael Best
Managing Director
The Goodstone Group
18-22 King Street
DEVONPORT TAS 7310

PA2026.0117 – Traffic Engineering Peer Review
64 Don Road, Devonport

Dear Michael

The following letter outlines our traffic engineering peer review of the development application at 64 Don Road, Devonport. We have reviewed the following advertised documents:

— Planning Application prepared by Ireneinc

— Traffic Impact Assessment prepared by Midson Traffic

— Architectural drawings prepared by Meraki Creative Studio

1. Carpark Layout

The proposed carpark is designed with 11 general use car parking spaces having dimensions of 2.5 metres wide by 5.4 metres long, with a 6.0-metre-wide parking aisle, and the proposed accessible (DDA) car parking space and adjacent shared area are 2.4 metres wide.

The TIA (Section 5.3) states that the proposed carpark is consistent with the *intent* of AS2890.1 and asserts that therefore it complies with Clause C2.6.2-A1.1(b). This is an incorrect application of the acceptable solution and an assessment against performance criteria is required. No performance criteria assessment has been provided.

The TIA also incorrectly states the requirements of User Class 3A carparks as:

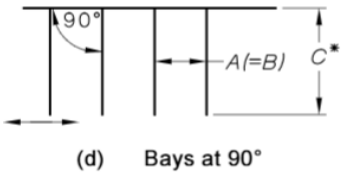
— Space width 2.6 metres

— Space length 5.4 metres

— Aisle width 5.8 metres

An extract from AS 2890.1 is provided in Figure 1 below.

Figure 1: Car Parking Requirements (Extract from AS/NZS 2890.1:2004)



(d) Bays at 90°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.8
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4	(See Note 5)					

There are two alternatives for User Class 3A which are:

— A 2.6-metre-wide space with a 6.6-metre-wide aisle, or

— A 2.7-metre-wide space with a 6.2-metre-wide aisle.

It is noted that a User Class 3A classification is warranted for the proposal due to the expected high turnover of parking spaces.

The TIA justifies reduced car parking space width of 2.5 metres as being acceptable because *"the increased aisle width compensates by allowing improved manoeuvrability into and out of the spaces."* However, this is based on an incorrect premise because the proposed aisle width of 6.0 metres is deficient with respect to the requirements of AS 2890.1.

It is likely that there would be significant difficulty turning into and out of car parking spaces, which is amplified by the high turnover of parking spaces during peak periods, as cited in Section 5.2 of the TIA which states *"Liquor store visits are typically short in duration, resulting in high turnover of parking spaces throughout the day."*

Other layout issues are described as follows:

— Car parking space no. 7 is located immediately adjacent to the site access point and would be difficult to access in either a front in or reverse in direction. Vehicles would likely be required to undertake a multi-point turn for entry and/or exit, potentially blocking the site access for the duration.

— Car parking space no. 1 has a similar issue. No swept path assessment has been provided demonstrating safe, convenient and efficient access to parking spaces and compliance with performance criteria cannot be established based on the information in the TIA.

— Car parking space no. 11 does not appear to provide sufficient clearance to the proposed bicycle hoop for door opening.

— The proposed DDA space cannot be accessed by a reverse parking manoeuvre. This means that the space is effectively non-functional for any wheelchair user requiring access via the passenger side of the vehicle. It should be relocated to be located central within the carpark to permit forward and reverse entry.

The above issues cannot be resolved without a reduction in the supply of parking on the site and a reduction in the floor area of the proposed building.

2. Car Parking Numbers

The proposed development falls into the *General Retail and Hire* use class and has a gross floor area of 462 m^2. Application of the Table C2.1 rate of 1 space per 30 m^2 gives 16 car parking spaces required.

The carpark as designed would provide 12 spaces. It is likely that resolution of the issues identified above in Section 1 would necessitate the removal of two spaces (resulting in a supply of 10) due to the following:

— Relocation of the accessible space to be centrally located within the carpark (-1 space).

— Removal of space 7 and additional clearance for space 11 (-1 space).

The TIA correctly identifies that there is no nearby off-street public parking, and no reasonable ability for shared parking. While alternative modes are available (walking, cycling, public transport) it is highly unlikely that any customers would travel to or from the site by any means other than private car.

On-street parking cannot reasonably be relied upon for the proposed development. Parking is limited to a few discrete bays providing 1-hour parking, which already experience significant competition from existing land uses. No parking surveys have been provided to demonstrate spare capacity.

The TIA provides some discussion on parking demand, but lacks any evidence. It appears to rely on a vague reference to 'short duration, high turnover' parking to justify a reduced supply. However, the opposite is true. Higher turnover parking requires greater spare capacity in order to enable efficient operation. That is, the higher the volume of entering traffic, the more important it is that spare parking spaces are readily identifiable and easy to access.

There is no consideration of staff parking demand provided in the TIA. It is unlikely that staff will be permitted to use the on-site customer carpark and they will instead need to find a suitable, long-term parking space in the surrounding area.

The design of the carpark and access arrangements further exacerbate the impact of the parking shortfall. Entering vehicles that cannot find a car parking space would need to reverse out of the site back onto Don Road given that there is no on-site turning provided.

The TIA has not demonstrated that the proposed development provides sufficient on-site car parking spaces to meet the reasonable needs of the use in accordance with Clause C2.5.1-P1. This is particularly given that the proposed supply is likely to reduce to resolve layout issues, and on-street parking or alternative transport cannot reasonably be relied upon.

3. Commercial Vehicle Access

The proposed development requires trucks to reverse into the site from Don Road to access the loading bay. The TIA (Section 5.6) relies on Section 3.2.2 of AS 2890.2 to assert compliance with Clause C2.6.2-A1.1(b) however it omits important context.

The relevant requirements for 'occasional service' derived from AS 2890.2 are as follows:

> *"Requirements for providing occasional service shall be as follows:*
>
> *(a) The vehicle shall be able to stand wholly within the site.*

(b) *Reverse manoeuvres at the property boundary,* ***if permitted by the relevant authority,*** shall be limited to one only, either on entering or departing, ***and be subject to determination of both safety and obstruction to other on-street traffic.***
(c) The swept path plus clearances shall be accommodated within the access driveway or circulation roadway."

The TIA has not provided any assessment of the safety or obstruction to traffic on Don Road, and therefore has not demonstrated compliance with AS 2890.2 or Clause C2.6.2-A1.1(b) of the Planning Scheme.

It is also noted that Clause C2.6.6-A2/P2 of the Planning Scheme has not been assessed or referred to in the TIA.

The impact of reversing trucks on the operation and safety of Don Road is potentially problematic. The TIA (Section 2.1) acknowledges that Don Road carries around 10,000 vehicles per day near the subject site and it is considered a high-volume arterial road. The proposed operating hours of 8:00 am to 9:00 pm essentially guarantees that truck movements will occur when Don Road is carrying relatively high hourly traffic flows.

Trucks approaching from the west are required to drive past the site access point, reverse back along Don Road and into the site, creating potential conflict with eastbound vehicles. The front end of the vehicle also appears to swing into the westbound traffic lane.

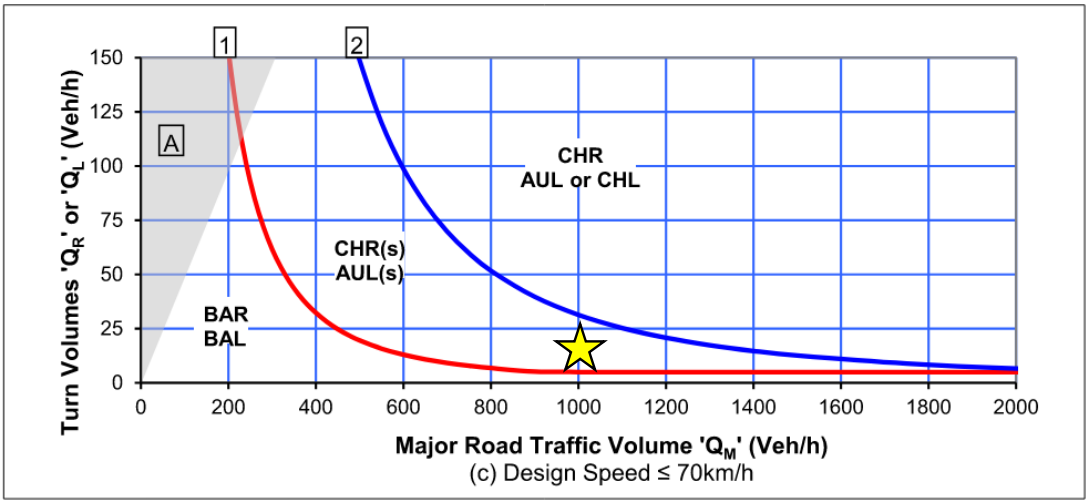
The TIA suggests that two car parking spaces will need to be utilised for truck loading, however the impact of this loss of supply has not been addressed.

4. Traffic Generation

The TIA (Section 4.1) suggests an evening peak hour traffic generation of around 64 vehicle movements per hour, approximately evenly split between the east and west. The right turn movements into the site are therefore 16 vehicles per hour. There is no assessment of the safety or efficiency of the proposed access provided in the TIA.

Assuming a peak traffic volume of around 1,000 vehicles per hour on Don Road (based on 10,000 vehicles per day), a Short Channelised Right Turn lane (CHRs) treatment would be warranted.

Figure 2: Austroads Warrants for Turn Lane Treatments



The lack of a formal turn lane treatment at this location is potentially problematic for the following reasons:

— A vehicle propped to turn right into the site may be required to wait for an extended duration of time due to high peak hour volumes and a lack of any metering effects on Don Road (e.g. no gaps created by traffic signals).

— The westbound traffic lane has a width of approximately 5.5 metres which is insufficient to function as a regular Basic Right (BAR) turn treatment (6.5 metres).

— The width of the westbound lane invites unsafe passing movements which can result in rear end collisions.

It is also noted however that the installation of a right turn lane at this location is challenging due to the presence of other properties and crossovers which would be impacted by any treatment.

This suggests that the proposed land use, and the level of peak hourly traffic that would be generated, is incompatible with the traffic environment.

The TIA has provided no discussion around the impacts of the proposal on the operation of Don Road, particularly around the treatment of the access point, and therefore has not adequately demonstrated compliance with Clause C3.5.1-P1 of the Planning Scheme.

5. Summary

The issues are summarised as follows:

— The carpark does not comply with Clause C2.6.2-A1.1(b) and no assessment of Clause C2.6.2-P1 or C2.6.6 A2/P2 is provided.

— The proposed space width (2.5 metres) and aisle width (6.0 metres) is deficient and does no provide safe, efficient or convenient manoeuvring into and out of parking spaces.

- Car parking spaces 1 and 7 will be difficult to access and likely require multiple turning movements for entry and/or exit. During the manoeuvres the access would be blocked. No swept path assessment has been provided to demonstrate safe, efficient and convenient access.
- The proposed bike hoop does not allow sufficient door opening clearance for car parking space no. 11.
- The proposed DDA space is effectively non-functional for any wheelchair user requiring access by the passenger side of the vehicle.
- The proposed parking supply of 12 spaces likely needs to be reduced to resolve layout issues (to around 10 spaces).
- There is insufficient parking on-site to meet the reasonable needs of the use, and it is not reasonable to rely on on-street parking or alternative modes of transport.
- Truck access has not been assessed with regard to the impact on safety or obstruction to traffic on Don Road.
- The level of traffic generated by the proposed development warrants a formal short channelised right turn (CHRs) treatment.
- No discussion is provided in the TIA regarding the safety and efficiency of the access point, and the TIA has not demonstrated compliance with Clause C3.5.1-P1.

Based on this peer review, the application has not demonstrated compliance with Clause C2.5.1-P1, Clause C2.6.2-P1, Clause C2.6.6-P1 or Clause C3.5.1-P1 and there are numerous layout and operational issues that must be resolved.

Mark Petrusma
Senior Associate: Transport
Ratio Consultants Pty Ltd

CELEBRATING
18 YEARS
2008 - 2026

Keith Midson
Midson Traffic Pty Ltd
28 Seaview Avenue
Taroona TAS 7053
0437 366 040

17 September 2026

Kate Heckelmann
IreneInc
49 Tasma St
Hobart TAS 7000

Dear Kate,

64 DON ROAD, DEVELOPMENT – RESPONSE TO TRAFFIC ENGINEERING REPRESENTATION

Midson Traffic has reviewed the traffic engineering representation prepared by Ratio Consultants dated 9 September 2026 in relation to the proposed liquor store development at 64 Don Road, Devonport.

A number of the matters raised in the representation relate to the manoeuvrability of the proposed car parking layout and were based on the advertised Traffic Impact Assessment (TIA), prior to preparation of the additional swept path assessment subsequently requested by Council. The swept path assessment is appended to this response.

The matters raised in the representation are addressed in the following sections.

1. Car Parking Layout

The representation raises concerns regarding the dimensions and functionality of the proposed car parking layout.

The TIA incorrectly stated the aisle width applicable to User Class 3A parking under AS2890.1. This is acknowledged and corrected by this response. The error related to the stated dimensional requirement and does not alter the assessment of the functionality of the proposed parking layout.

The proposed general parking spaces are 2.5 metres wide and 5.4 metres long, with a 6.0 metre wide manoeuvring aisle. These dimensions satisfy the dimensional requirements for User Class 2 parking under AS2890.1, which requires 2.5 metre wide spaces and a minimum aisle width of 5.8 metres. The proposed aisle therefore provides an additional 0.2 metres of manoeuvring width compared with the User Class 2 requirement.

AS2890.1 describes User Class 2 as applying to uses including long-term city and town centre parking and other generally medium-term parking. User Class 3, which includes short-term city and town centre parking, requires 2.6 metre wide spaces and a 5.8 metre aisle. User Class 3A provides an additional allowance for short-term, high-turnover parking at shopping centres, with alternative dimensional combinations of 2.6 metre spaces and a 6.6 metre aisle or 2.7 metre spaces and a 6.2 metre aisle.

The proposed liquor store is a relatively small standalone development and is not comparable in scale or parking environment to a shopping centre. There is therefore a reasonable basis for considering the parking characteristics against User Class 3 rather than automatically adopting the more generous User Class 3A dimensions applicable to high-turnover shopping centre parking.

In any event, the proposed parking dimensions sit between the dimensional requirements applicable to the relevant user classes. The proposed 2.5 metre space width satisfies User Class 2 and is only 0.1 metres narrower than the User Class 3 space width, while the proposed 6.0 metre aisle exceeds the 5.8 metre aisle required for both User Classes 2 and 3. The relevant practical consideration is therefore whether this relatively minor dimensional variation adversely affects the ability of vehicles to conveniently enter and exit the parking spaces.

This has been specifically tested. Following Council's Request for Information, Midson Traffic undertook swept path assessments using the AS2890.1 B85 design vehicle. The assessments demonstrate that vehicles can enter and exit the proposed parking spaces in a single manoeuvre without encroaching into adjacent parking spaces or conflicting with fixed objects. In particular, the swept paths directly address the concerns raised in the representation regarding Spaces 1 and 7. These swept paths are appended to this letter.

The parking layout therefore demonstrably provides satisfactory vehicle manoeuvring. There is no traffic engineering basis for the representation's suggestion that Spaces 1 or 7 need to be removed, or that the parking supply should consequently be reduced from 12 spaces.

2. Bicycle Parking

The representation raises a concern regarding the proximity of the proposed bicycle hoop to Parking Space 11. This is a minor detailed design matter that can readily be addressed by relocating the bicycle hoop approximately 300–500 mm further from the parking space. This will provide additional clearance to Space 11 while allowing bicycles to be secured on both sides of the hoop, effectively providing two bicycle parking spaces. The adjustment can be accommodated without any reduction in the proposed car parking supply or other change to the parking layout.

3. Car Parking Provision

The Planning Scheme requires 16 parking spaces under the numerical Acceptable Solution, compared with the proposed provision of 12 spaces. The parking provision was therefore assessed against Performance Criteria P1 of Clause C2.5.1 in the TIA.

The representation suggests that the proposed parking supply is inadequate but does not undertake an assessment of the likely parking accumulation generated by the proposed use.

The empirical liquor store survey relied upon in the TIA provides a useful basis for this assessment. Midson Traffic surveyed the BWS liquor store at 124 Davey Street, Hobart during the Friday PM peak period immediately prior to Father's Day. That survey forms the basis of the traffic generation rate adopted in the TIA.

Importantly, the survey also recorded customer parking duration. Customer stays ranged from approximately 1 to 8 minutes, with an average duration of approximately 4 minutes. This confirms the short-term nature and high turnover of parking associated with this type of use.

The proposed development is estimated to generate approximately 64 vehicle movements during the PM peak hour. Assuming an approximately even split between arrivals and departures, this represents approximately 32 customer arrivals per hour, or one arrival approximately every 1.9 minutes.

Applying the observed average parking duration of approximately 4 minutes results in an average peak parking accumulation of approximately:

- 32 arrivals/hour × 4/60 hours = 2.1 vehicles

Even if a substantially more conservative average parking duration of 10 minutes were adopted, the corresponding average parking accumulation would be approximately:

- 32 arrivals/hour × 10/60 hours = 5.3 vehicles

For the average parking accumulation to reach the full supply of 12 spaces, an average customer parking duration of approximately 22.5 minutes would be required. This is substantially greater than the parking durations observed during the empirical liquor store survey.

Staff associated with the proposed use are unlikely to regularly park within the customer parking area. Notwithstanding this, assuming one or two staff vehicles were parked on site during the peak period, sufficient spare capacity would remain within the car park to accommodate the anticipated customer parking demand. Based on the empirical average customer parking duration of approximately 4 minutes, the average peak customer parking accumulation is estimated at approximately 2.1 vehicles. Even adopting the conservative 10-minute average parking duration results in an average customer accumulation of approximately 6 vehicles (rounded up from 5.3 vehicles). Allowing for two staff vehicles would therefore result in a combined average peak parking accumulation of approximately 8 vehicles (rounded up from 7.3 vehicles), compared with the proposed supply of 12 spaces.

The parking accumulation assessment therefore provides a quantitative basis for concluding that the proposed supply of 12 spaces is sufficient to accommodate the reasonable parking demand generated by the proposed liquor store, including allowance for one or two staff vehicles should staff elect to park on site during the peak period. The numerical shortfall against the Acceptable Solution does not translate to an operational parking deficiency.

The representation's suggestion that the parking supply should be reduced to approximately 10 spaces is also based on its assumption that parking spaces need to be removed to address manoeuvring issues. As demonstrated by the attached swept paths, this assumption is not supported.

4. Commercial Vehicle Access and Loading

The representation raises concerns regarding the proposed commercial vehicle servicing arrangement and, in particular, the occasional reverse entry manoeuvre from Don Road.

The existing use of the subject site is commercial/ industrial in nature and currently generates heavy vehicle movements associated with servicing and other commercial activities. Heavy vehicle access to the site is therefore an existing feature of the traffic environment rather than a new type of vehicle movement introduced by the proposed development.

This is also consistent with the broader land use character of this section of Don Road. Properties in the surrounding area comprise a mix of commercial and industrial uses, many of which rely on regular commercial and heavy vehicle access directly from Don Road. Heavy vehicles accessing individual properties are therefore a common and expected vehicle type within this section of the road network.

The proposed liquor store is expected to generate relatively infrequent commercial vehicle movements, with deliveries anticipated to occur less than once per day. The proposed development will therefore not

result in an unusual or intensive level of heavy vehicle activity in the context of either the previous use of the subject site or the surrounding commercial and industrial environment.

The proposed loading arrangement has been assessed using an 8.8 metre Medium Rigid Vehicle (MRV). The swept path assessment demonstrates that the design vehicle can reverse into the site, stand wholly within the property while undertaking servicing, and subsequently depart the site in a forward direction. The TIA identifies the servicing demand as less than one delivery per day.

The reverse entry manoeuvre would occur at low speed and would result in only a brief and very occasional interruption to traffic. Once the vehicle has entered the site, it can be accommodated wholly within the property and can subsequently depart in a forward direction. The arrangement therefore avoids the less desirable alternative of a heavy vehicle reversing from the site onto Don Road.

Having regard to the existing commercial/ industrial use of the site, the established heavy vehicle access environment along this section of Don Road, the very low frequency of proposed deliveries, satisfactory available sight distance and the ability for the MRV to be accommodated wholly within the site, the proposed servicing arrangement is not expected to result in an unreasonable impact on the safety or operation of Don Road.

5. Traffic Generation and Existing Access

The proposed liquor store is estimated to generate approximately 640 vehicle movements per day, including approximately 64 movements during the PM peak hour.

This represents a relatively modest level of traffic generation in the context of Don Road, which carries approximately 10,000 vehicles per day. The development retains the existing vehicle access and satisfactory sight distance is available in both directions.

The crash history considered in the TIA also does not identify an existing road safety problem associated with the subject site access or with property accesses generally along this section of Don Road. The principal concentration of recorded crashes occurs at the Don Road/Watkinson Street intersection rather than at the subject access.

The relatively modest increase in traffic associated with the proposal is therefore not expected to materially affect the safety or efficiency of Don Road.

6. Suggested Right Turn Treatment

The representation concludes that the development warrants provision of a formal short channelised right-turn treatment (CHR(S)) at the site access.

Midson Traffic strongly disagrees with this conclusion.

The Austroads turn treatment guidance needs to be applied having regard to the actual road environment rather than treating the subject access as an isolated intersection on an undeveloped road.

Don Road is an established urban arterial corridor containing numerous closely spaced property accesses serving commercial and other urban development. It would not be physically practicable to provide an individual channelised right-turn lane at each property access along this section of Don Road. The logical extension of such an approach would effectively require a continuous central right-turn lane or other corridor-wide treatment rather than individual right-turn lanes associated with each property.

Such a substantial alteration to the road corridor would require an identified network-level operational or road safety justification. No such justification is apparent in this instance.

The proposed development is expected to generate only approximately 64 movements during the peak hour. Based on the distribution assumed in the representation, approximately 16 vehicles per hour would turn right into the site. This is equivalent to approximately one right-turn entry every four minutes during the peak period.

The existing access also has satisfactory sight distance and the recorded crash history does not identify a pattern of midblock or property-access crashes that would indicate a need for a dedicated right-turn facility.

More fundamentally, the Austroads guidance does not provide a compelling basis for requiring a major alteration to an established urban arterial corridor as a consequence of a relatively small development generating approximately 16 right-turn entries during the peak hour. This is particularly relevant given that numerous nearby commercial and industrial properties along Don Road generate substantially greater traffic volumes than the proposed development and operate without dedicated right-turn facilities. The proposed development is therefore entirely consistent with the established access and traffic environment along this section of Don Road.

The suggestion that the proposed land use is incompatible with the traffic environment because a dedicated right-turn lane cannot readily be constructed is therefore not supported from a traffic engineering perspective.

7. Clause C3.5.1 – Traffic Impact of Access

The representation suggests that the TIA has not demonstrated compliance with Performance Criteria P1 of Clause C3.5.1.

The TIA specifically assessed the proposal against the relevant Performance Criteria. The assessment considered the magnitude of the traffic increase, the nature of the traffic generated, the function and traffic characteristics of Don Road, the existing access arrangement, available sight distance and the findings of the traffic impact assessment.

The proposed development generates a relatively modest increase in traffic in the context of the existing approximately 10,000 vehicles per day carried by Don Road. Traffic generated by the development will predominantly comprise light vehicles, the existing access is retained, satisfactory sight distance is available and there is no identified crash history associated with the site access that indicates an existing safety deficiency.

For these reasons, the proposed development is not expected to adversely affect the safety or efficiency of Don Road and Performance Criteria P1 of Clause C3.5.1 is considered to be satisfied.

8. Conclusion

The traffic engineering representation prepared by Ratio Consultants has been reviewed in detail. The matters raised do not alter the overall conclusions of the Traffic Impact Assessment.

The TIA incorrectly stated the aisle width applicable to User Class 3A parking under AS2890.1. This dimensional reference is corrected by this response. The proposed 2.5 metre wide parking spaces and 6.0 metre manoeuvring aisle fully satisfy the dimensional requirements for User Class 2 parking, which require 2.5 metre spaces and a 5.8 metre aisle. User Class 3, which specifically includes short-term city and town centre parking, requires 2.6 metre spaces and a 5.8 metre aisle. The proposed layout therefore provides an aisle wider than required for both User Classes 2 and 3, with the parking spaces only 0.1 metres narrower than the User Class 3 requirement.

The functionality of the parking layout has also been specifically demonstrated rather than assumed. The B85 swept path assessments subsequently prepared at Council's request demonstrate satisfactory access to the proposed parking spaces, including Spaces 1 and 7 specifically identified in the representation. There is therefore no demonstrated requirement to remove these spaces or reduce the proposed parking supply.

The concern regarding the bicycle hoop adjacent to Space 11 can readily be addressed through a minor relocation of approximately 300–500 mm. This will increase clearance to the adjoining parking space while allowing bicycles to be secured on both sides of the hoop, effectively providing two bicycle parking spaces without affecting the car parking supply.

The parking accumulation assessment provides further quantitative evidence regarding the reasonable parking demand of the proposed use. The empirical liquor store survey used to derive the traffic generation rate recorded customer parking durations of between approximately 1 and 8 minutes, with an average duration of approximately 4 minutes. At the predicted peak arrival rate of approximately 32 vehicles per hour, this corresponds to an average parking accumulation of approximately 3 vehicles (conservatively rounded up from 2.1 vehicles). Even adopting a conservative average parking duration of 10 minutes, which exceeds the maximum duration observed in the survey, results in an average accumulation of approximately 6 vehicles (rounded up from 5.3 vehicles). This is substantially below the proposed supply of 12 parking spaces. Even allowing for one or two staff vehicles to park on site during the peak period, the resulting combined average parking accumulation would remain well below the available parking supply.

Commercial and heavy vehicle access is an existing and expected feature of this section of Don Road. The existing use of the subject site is commercial/ industrial in nature and currently generates heavy vehicle movements, while surrounding properties comprise a mix of commercial and industrial uses that similarly rely on heavy vehicle access. The proposed liquor store is expected to generate less than one delivery per day and will therefore not materially alter the existing heavy vehicle environment. The MRV swept path demonstrates that the service vehicle can reverse into the site, stand wholly within the property and subsequently depart in a forward direction. Having regard to the very low frequency of deliveries, satisfactory sight distance and the established commercial/industrial character of this section of Don Road, the proposed servicing arrangement is considered satisfactory.

The proposed development will generate a relatively modest level of traffic, comprising approximately 64 vehicle movements during the PM peak hour compared with approximately 10,000 vehicles per day on Don Road. The existing access is retained, satisfactory sight distance is available and the recorded crash history does not identify an existing safety problem associated with the subject access or property accesses generally along this section of Don Road.

There is also no compelling traffic engineering or road safety basis for requiring a dedicated right-turn lane at the site access. Don Road is an established urban arterial containing numerous closely spaced commercial and industrial property accesses. It would not be practicable to provide individual channelised right-turn lanes at each property access; such an approach would effectively require a corridor-wide central turning lane treatment. The proposal generates only a low frequency of right-turn entries and there is no identified operational or crash history that would justify such a substantial alteration to the existing urban road environment.

Accordingly, the additional information and assessment provided in this response confirms the conclusions of the original TIA. The proposed development can be satisfactorily accommodated by the existing road network, the proposed parking supply is sufficient to meet the reasonable parking demand of the use, and the development is considered acceptable from a traffic engineering, access, parking and road safety perspective.

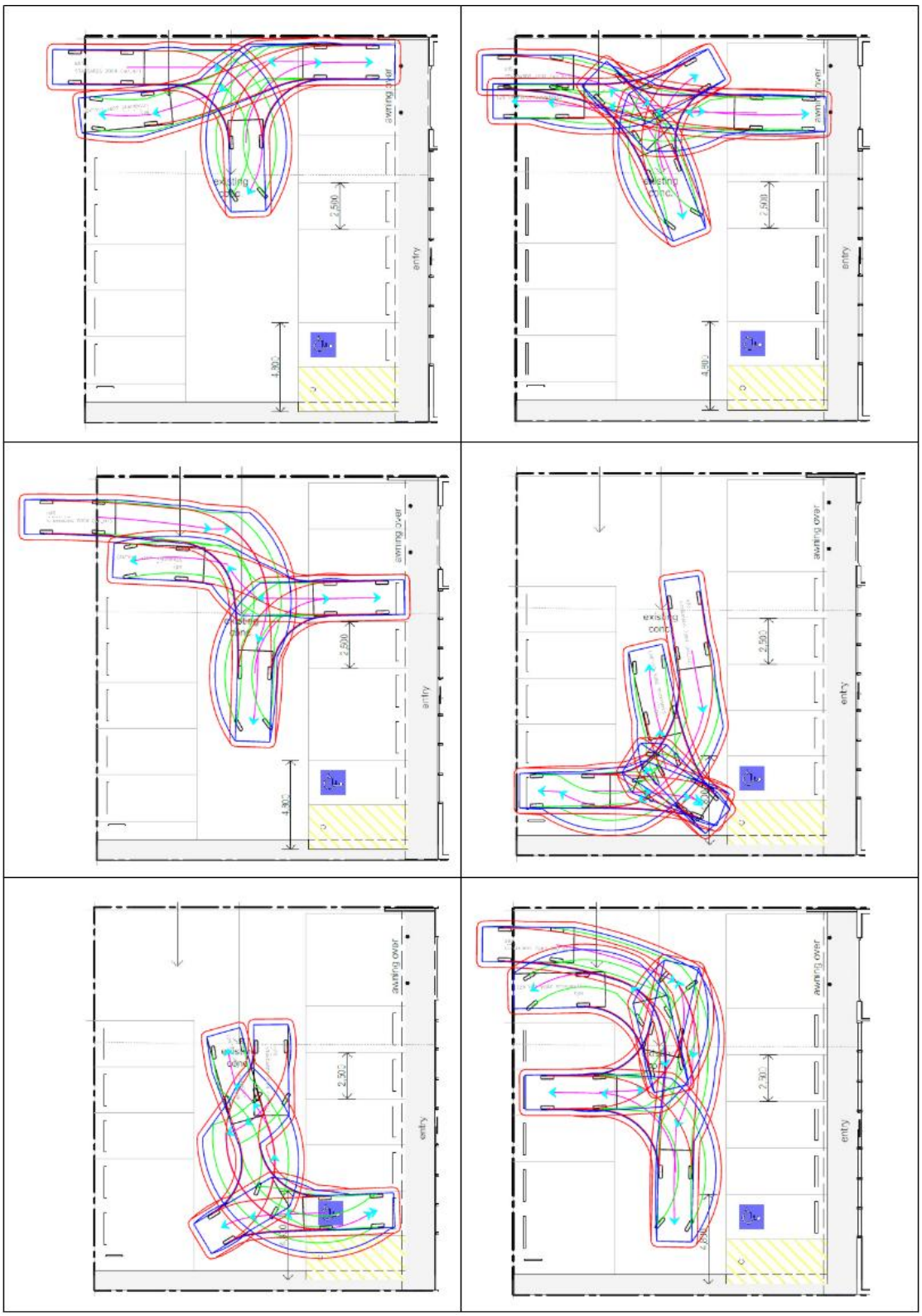
Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,



Keith Midson BE MTraffic MTransport FIEAust EngExec

DIRECTOR
Midson Traffic Pty Ltd


awning over
entry
2,500
4,800

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: 14-15 Victoria Parade, Devonport

Certificate of Title Reference No.: CT231628/3, CT220168/4, CT215118/1, CT221430/2 & CT223137/1

Applicant's Details

Full Name/Company Name: MRU Hotels Pty Ltd

Postal Address: PO Box 345, Devonport 7310

Telephone:

Email: C/- theresia@eqtownplanning.com.au

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

Full Name/Company Name: MRU Hotels Pty Ltd

Postal Address: PO Box 345, Devonport 7310

Telephone:

Email: mbest@goodstone.com.au

ABN: 47 611 448 016
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?: Redevelopment of existing Hotel Industry, including improved landscaping, buffering to adjoining residences, access, parking, internal works and extensions

Description of how the use will operate: No change to use.

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

$ 3.5million

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

If land is not in applicant's ownership

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

Applicant's signature: _____ Date: 25 March 2026

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: 25 March 2026

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.

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.

Equilibrium
Town
Planning

Development Application ð REVISION 2

Hotel Industry

14-15 Victoria Parade, DEVONPORT

CT231628/3, 220168/4, 215118/1, 221430/2 & 223137/1



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APPENDICES

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Version 1 – Revision 2
17 August 2026
ELIMATTA HOTEL EXTENSION
Theresia Williams 0409 793 803 theresia@eqtownplanning.com.au This statement has been prepared by Theresia Williams, urban and regional planner, member of the Planning Institute of Australia, M SocSc (Env & Planning) and Bch Sc.

1. EXECUTIVE SUMMARY

It is proposed to update the existing use (Hotel Industry) at 14-15 Victoria Parade, Devonport (CT231628/3, 220168/4, 215118/1, 221430/2 & 223137/1) (PID 6317295, 6298936 & 6317287). This submission has been revised in response to the s.54 request dated 18th May.

Development is proposed to include:

- Renovation of the existing bar, lounge, gaming and back of house areas;
- Demolition of the existing hotel accommodation to the rear of CT231628/3 and CT220168/4;
- Addition of new hotel accommodation to the rear of the site;
- Upgrading access to the site and parking within the site. This includes replacing the existing two crossovers with a single crossover to Lower Madden Street;
- Improving landscaping, service areas (including screening) and amenity from the street and river frontages and the neighbouring residential areas.

Development would remain within the use class of Hotel Industry, as per the existing use on the site.

The use class itself is a permitted use in the DEV.P1.0 Particular Purpose Zone – Elimatta Hotel. The property is not heritage listed, however the Local Heritage Precinct overlay applies to the site, triggering the discretionary assessment pathway, regardless of design. The proposal also relies on assessment under performance criteria within the PPZ.

Additional updates have been provided to accommodate TasWater servicing capacity and connection preferences.

The design is intended to integrate with the heritage values of the area, particularly through maintaining existing design features and mitigating bulk along road frontages in the new buildings and extensions.

The proposal is concluded to comply with the relevant provisions of the Tasmanian Planning Scheme – Devonport and the Devonport Local Provisions Schedule.



Figure 1 Aerial photo of site for development (boundaries approximate only) (Source: ListMap)

2. PLANNING OVERVIEW

Table 1 Planning Overview

Element	Details		
Property	***Address***	***PID***	***Title***
	14-15 Victoria Parade, Devonport	*6317295, 6298936 & 6317287*	*CT231628/3, 220168/4, 215118/1, 221430/2 & 223137/1*
Use	*Hotel Industry (existing)*		
Development	*Partial demolition and redevelopment, internal and external works, new rear entry to building and relocated crossover, updated parking and landscaping.*		
Planning Instrument	*Tasmanian Planning Scheme - Devonport:* *Zone:* • *Particular Purpose DEV-P1.0 Elimatta Hotel Zone* *Applicable Codes:* • *C2.0 Parking and Sustainable Transport Code* • *C3.0 Road and Railway Assets Code* • *C6.0 Local Historic Heritage Code* *Devonport Local Provisions Schedule:* • *DEV-P1.0 Particular Purpose Zone – Elimatta Hotel*		

Discretions applicable	*DEV-P1.6.1 P1 Building envelope* *DEV-P1.6.1 P2 Access* *DEV-P1.6.1 P4 Landscaping* *DEV-P1.6.1 P5 Continuous walls* *DEV-P1.6.1 P6 Site coverage* *C3.5.1 P1 Traffic*
Planning Directives	*Nil applicable*
Heritage status	*Property not heritage listed*

3. Proposal

It is intended to update the existing Hotel industry use as follows:

Demolition

- internal modifications;
- partial façade of Victoria Parade;
- external southern portion of building;
- existing motel to rear of site;
- existing rear entry to building, including fire escape; and
- removal of existing car parking bays.

Development

- buildings to be set back from the adjoining General Residential properties, allowing for landscaping and buffering between uses;
- new façade along a portion of Victoria Parade, including new landscaping, entry, entry and front façade;
- updated internal floor plan;
- new visitor accommodation at rear of site;
- new rear entry to the building, including fire access;
- new parking to the rear of the building, including four accessible parking bays;
- new rear entry to building;
- updated service area;
- screening of parking and development from Lower Madden Street; and
- rearrangement of services as per TasWater requirements.

3.1. Background

The site has been in continuous use as a Hotel Industry for many decades.

3.2. Property Ownership

The land is in the ownership of MRU Hotels Pty Ltd.

The landowner is the applicant for this proposal.

3.3. Site Description and Surrounding Area

The site is located in Devonport, with easy access to the CBD and the Bass Highway via Victoria Parade.

The site and existing Hotel Industry use is orientated towards Victoria Parade, with secondary frontage onto Lower Madden Street.

Vehicle access to and from the site is currently via two existing crossovers onto Lower Madden Street. Pedestrian access is via both street frontages.

Adjoining properties on three sides are within the General Residential zone, with the land to the east within the Open Space Zone.

The site is comprised of multiple land titles. A number of these remain vacant, other than for informal overflow parking.

3.4. Topography and waterways

The site runs at a slight slope, running from the highest point at the west, downhill across the site towards Victoria Parade and the Mersey River.

The topography of the site has little interaction with the development in this case.

3.5. Supporting Assessments

3.5.1. Access

The proposal includes replacing the existing two crossovers from Lower Madden Street with a single crossover, to be located in between the existing two crossovers.

3.5.2. Servicing

The site is within the sewer and water serviced land as identified on theList. These services are to be retained and updated where they may be impacted as per standard for any development within a serviced area.

3.5.2.1. Sewer and Water, Gas

Mains run along Victoria Parade and Lower Madden Street. Sewer and water connections have been redesigned as per TasWater requirements.



Figure 2 Sewer (red) and water (blue) mains locations.

TasGas pipelines run along both Victoria Parade and Lower Madden Street.

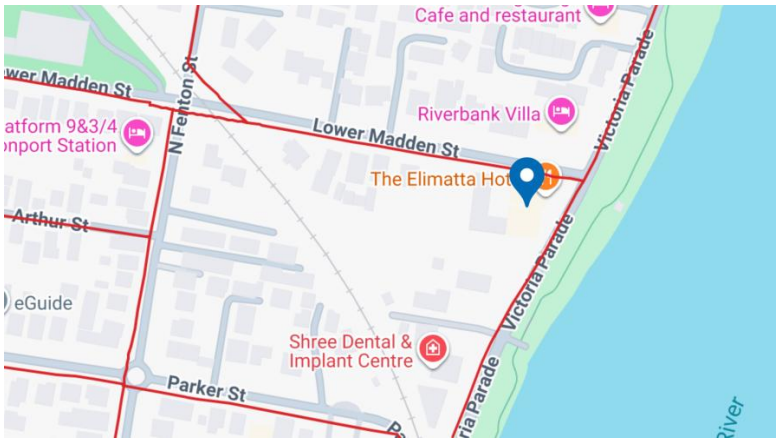


Figure 3 Gas pipeline locations (red)

3.5.2.2. Stormwater

The development is intended to connect to existing stormwater services.

3.5.2.3. TasNetworks

The property is currently connected to the TasNetworks above ground infrastructure and is intended to be maintained.

4. LEGISLATIVE FRAMEWORK

4.1. Tasmanian Planning Scheme - Devonport

Table 2 Planning Scheme Discretions

Clause	Comment
DEV P1.6.1 P1	Building envelope
DEV P1.6.1 P2	Access
DEV P1.6.1 P4	Landscaping
DEV P1.6.1 P5	Continuous walls
DEV P1.6.1 P6	Site coverage
C3.5.1 P1	Traffic

The site is located in the DEV.P1 PPZ – Elimatta Hotel Zone within the Tasmanian Planning Scheme – Devonport (the planning scheme). The use is a permitted use (Hotel Industry).

The following examines the relevant provisions of the Scheme with respect to the proposed development.

4.1.1. Zone Purpose Statements

DEV.P1 Elimatta Hotel Zone

The proposed development is within the DEV.P1 Elimatta Hotel Zone. The proposed works are for upgrades to an existing Permitted use class within the zone (Hotel industries).

The purpose of this zone is addressed as follows:

DEV-P1.1.1 *To provide for the continued use and further development of the property known as the Elimatta Hotel.*

The proposal does not change any land uses. Instead, the proposal is intended to facilitate the ongoing existing permitted use and further development of that use, in keeping with P1.1.1.

DEV-P1.1.2 *To provide for other use and development that does not constrain or conflict with the hotel use.*

Hotel use is the only use / development proposed.

DEV-P1.1.3 *That use and development of the land does not impact adversely on the residential amenity or heritage values of the locality.*

The proposal has been designed to respect the amenity of the adjoining residential uses, with the design:

- incorporating setbacks and landscaping along the shared boundaries;
- avoiding public entry or exit points along the shared boundaries. In particular, the design was revised to ensure there are no openings from the beer garden to the boundary shared with 12 Victoria Parade. The extension to the visitor accommodation includes stepped setbacks, including raised garden beds along the boundary with 7 Lower Madden and 12 Victoria Parade, in order to protect residential amenity on those two sites. These design features also limit overshadowing impacts;
- reducing the number of vehicle crossovers from 2 to 1;
- incorporating screening and plantings along Lower Madden Street to improve the visual façade;
- including stepped design and mixed materials for the facades, in order to reduce visual impact, bulk and proportion when viewed from Victoria Parade.

We make the submission that the application is therefore consistent with the purpose of the Particular Purpose - Elimatta Hotel Zone.

4.1.2. Use Standards

No use changes are proposed as part of this application. The proposal will retain the existing permitted use of Hotel Industry.

Clause	Comment
P1.5 Use Standards	
P1.5.1 Amenity	
A1	The existing hours of operation will not be altered by the proposal. Complies.
A2	Commercial vehicle hours will not be altered by the proposal. Complies.
A3	Noise emissions are not expected to be altered as a result of the proposal. Complies.

A4	No lighting is proposed outside of the listed hours, excluding security lighting. All security lighting is able to be baffled. Complies.
A5	The commercial scale equipment will be located away from the boundaries shared with the General Residential Zone. Heat pumps for the new visitor accommodation will be of a scale similar to standard residential scale, and setback from the property boundaries in accordance with A5.

4.1.3. Development Standards for Buildings and Works

Clause	Comment
DEV P1.6 Development Standards for Buildings and Works	
DEV P1.6.1 Location and configuration of development	
A1	The proposed design sits outside the building envelope. Relies on Performance Criteria.
P1	The proposal is designed with a staggered setback along the facades presenting to the adjoining residential properties. Each of these will be setback 4m minimum on the ground floor. The design will minimise overshadowing of these lots, with the majority of the overshadowing being over the driveway and outbuildings for the property to the south. The building will shade the habitable rooms to the property to the west in the morning, however this is no change from the existing circumstances, due to vegetation on the site of the adjoining property.  *Figure 4 Existing established vegetation overshadowing habitable rooms on property to the west.* In relation to (b), the design from Lower Madden will not change significantly for the eastern end of the site. The accommodation to the rear of the site has been designed with extensive setbacks, as well as screening and a staggered design, to ensure the scale, bulk and proportions are minimised when viewed from Lower Madden. The Victoria Parade façade has been designed to present a gradual 'stepping back' from the existing frontage of the building,

	utilising a retractable roof, glass, lower roofline and landscaping and setbacks from the residential property to minimise the apparent scale, bulk and proportion of the building when viewed from Victoria Parade. There are also a number of buildings along Victoria Parade with significant bulk and scale, as per images below. *Figure 5 Building(s) with existing bulk and scale along Victoria Parade* *Figure 6 Buildings with existing bulk and scale along Victoria Parade* *Figure 7 Proposed design will provide a staggered presentation to Victoria Parade, in contrast to the existing design*
A2	Vehicular ingress and egress is proposed from Lower Madden Street. Relies on performance criteria.

P2	The proposal includes the removal of the existing two accesses from Lower Madden Street, to be replaced with a single access point, in between the existing two, including parking and access ways. A traffic impact assessment has been provided with the proposal. This results in: - all buildings being serviced by a single access point, reducing the number of existing points. - the access being moved away from residential areas (further than existing). - minimising pedestrian impacts, particularly along the busy Victoria Parade, to one clear point.
A3	No doorways are proposed along the Lower Madden Street façade.
A4	The site is to be provided with approximately 490m^2 of landscaping. Relies on performance criteria.
P4	The development includes landscaping: - along all boundaries with the General Residential zone, reducing the visual impact of buildings from this zone and the approach from the south along Victoria Parade; - that will screen the carparking from the street, softening the view of the carparking significantly, with only the 6m access remaining unscreened; - that will not impact views of items with heritage values.
A5	The continuous section of wall along the southern boundary complies. The continuous wall along the western boundary sits just over 3m in height. Relies on Performance Criteria.
P5	Much of the wall to the rear of the site (western boundary) will sit below natural ground level and has no potential to impact streetscape as it will not be visible from the street. The wall will be buffered when viewed from the adjoining residence through landscaping. The wall will be setback 4.63m from the property to the west, retaining amenity.
A6	Buildings currently cover approximately 1,600m^2 of the already developed two land titles, at just over 72% site coverage of the 2,210m^2 site.

	The proposal will result in 2,707m² of the site being covered by buildings, including awnings, at 50.5% of the 5,358m² total site area. Relies on Performance Criteria.
P6	The proposal: (a) provides for adequate and usable vehicle, handling and storage needs, as per the TIA included in the application documents. The design results in these areas being moved away from the adjoining residences and two accesses being replaced with one single access. (b) has been designed to utilise the site and shape of the site through locating the buildings to shield the surrounding land uses from the vehicle movements. (c) is restricted in some design features to utilising the existing buildings on the site. The proposed access point is intended to minimise the impact on nearby residents as well as maintaining the function of Victoria Parade. The design ensures that the proposed extensions and additional buildings are staggered back from the boundaries with the intention of not exacerbating the existing presentation straight onto the street. (d) includes landscaped zones along all areas where new buildings and extensions are proposed. (e) does not differ significantly from the site coverage on the nearby 9 Victoria Parade, which sits at approximately 49.5%. (f) has been designed to respect the character of the surrounding area, staggering the design back from the property boundaries, including in the extension to the front façade. The new buildings have been designed to present minimal bulk to the streetscape in order to preserve the character of the surrounding area. Overall, the site coverage will be significantly reduced from the existing site coverage of developed lots.
A7	Outdoor storage areas are to be screened, as per the plans, and are not to be located within 10m of the adjoining residential uses.

The proposed development is considered to provide for development which is fully in keeping with the provisions of the PPZ.

4.1.4. Code Assessment

Relevant Codes are commented on below.

- *C1.0 Signs Code*

  No signage is proposed.

- *C2.0 Parking and Sustainable Transport Code*

  The proposed development is subject to assessment under C2.0 Parking and Sustainable Transport Code.

  The proposal complies with the relevant provisions as per the traffic impact assessment provided.

- *C3.0 Road and Railway Assets Code*

  The development is assessed against these provisions in the attached traffic impact assessment. It is noted that the number of traffic movements triggers assessment under C3.5.1(P1) and a full review is provided in the TIA, demonstrating compliance with the relevant performance criteria.

- *C7.0 Natural Assets Code*

  The site is covered by the priority vegetation overlay. No clearance is proposed.

- *C10.0 Coastal Erosion Hazard Code*

  The area for development sits partially within the coastal erosion area – low and medium risk.

  C10.4.1 provides that development that requires authorisation under the *Building Act 2016* (C10.4.1 (a)) or intensification of an existing use (C10.4.1 (b))(where the development is not a critical, hazardous or vulnerable use) are exempt from this code.

  The development is an expansion of the existing use and will require authorisation under the *Building Act 2016*. The intensification of the visitor accommodation is outside the erosion overlay. As such it is considered to be exempt from the Code.

- *C16.0 Safeguarding of Airports Code*

  The site is within this overlay.

  The area proposed for development is located along and below the 5m AHD mark. The development proposed is a lower elevation that the existing building.

  As per C16.4.1(a), the development is not more than the AHD height specified for the site of the development in the obstacle limitation area (85m and 90m) and as such, the proposal is exempt.

4.1.5. Devonport Local Provisions Schedule

Refer to section above.

4.2. PLANNING DIRECTIVES

No current planning directives impact upon this proposal.

5. CONCLUSION

The proposal is for modifications to an existing and permitted use within the Elimatta Particular Purpose Zone, intended to improve the ongoing operation of this use.

The proposal relies upon the exercise of discretion in regard to design features and traffic.

The design solutions have been developed with respect for the presentation of the building within the streetscape, whilst also protecting the amenity of the adjoining residential uses and the heritage values of the area.

This application submits that the proposed development would result in sensitive redevelopment of this site, in keeping with the requirements of the *Tasmanian Planning Scheme – Devonport 2023*.

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

R.P. 312

ANNEXURE TO CERTIFICATE OF TITLE

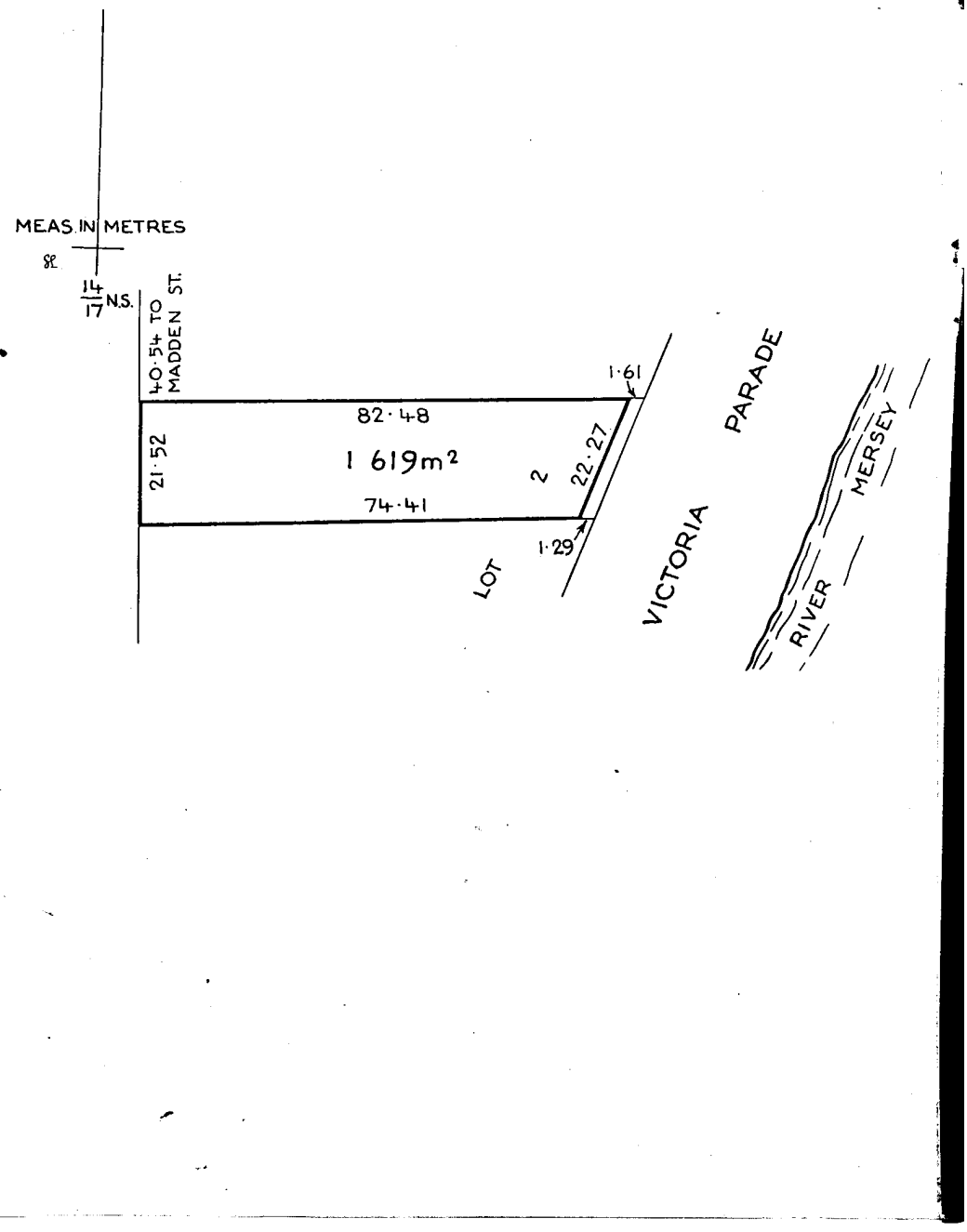
VOL. 2580 **FOL.** 44

Recorder of Titles

REGISTERED NUMBER

215118

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended

CERTIFICATE OF TITLE

Register Book
Vol. 2720 Fol. 22

Cert.of Title Vol.451 Fol.19

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

DESCRIPTION OF LAND

TOWN OF DEVONPORT
ONE ROOD AND ONE FIFTH OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

ELIMATTA PROPRIETARY LIMITED

SECOND SCHEDULE (continued overleaf)

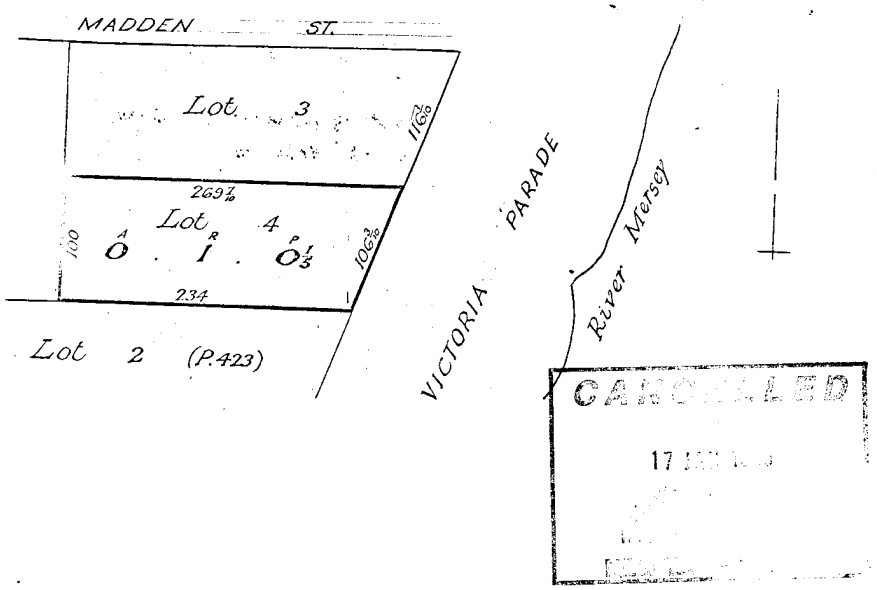
No.A184278 MORTGAGE to Alexander Charles Atkins
Registered 10th July, 1963 at 12.3pm
(Sgd.) T.E.HUTCHINSON,
Deputy Recorder of Titles.
DISCHARGED B141212 (8.10.1987)
Recorder of Titles.

No.A236825 MORTGAGE to The Honourable Alexander Charles Aktkins
Registered 11th January, 1966 at 12.1pm
(Sgd.) A.IMLACH, Recorder of Titles.
DISCHARGED B141212 (8.10.1987)
Recorder of Titles.

IF THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

REGISTERED NUMBER 220168

Lot 4 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.



Part of Lot 1 Sec.M. Gtd.to J.White Meas.in links 25/7TN
Edition. Registered 1970

Derived from C.T.Vol.451 Fol.19 Transfer 140426 P.V.Stephens

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

2758/93

R.P. 512

ANNEXURE TO CERTIFICATE OF TITLE VOL. FOL.

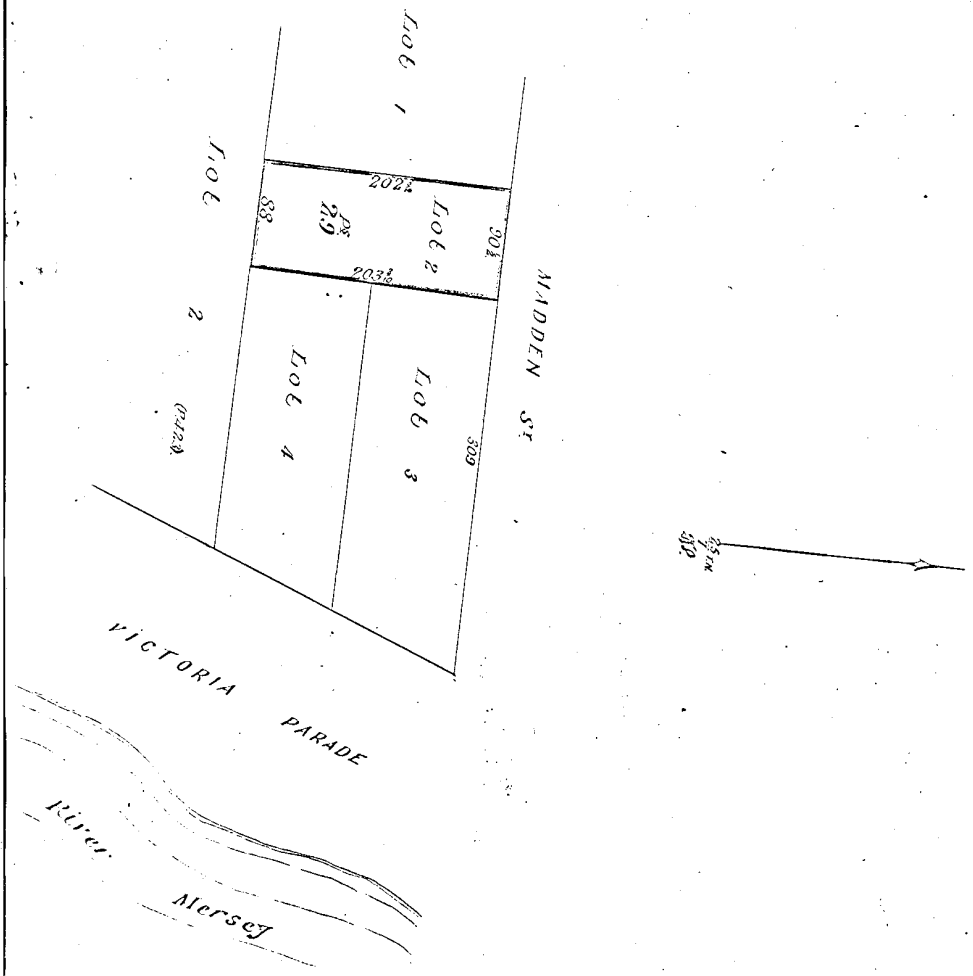
Recorder of Titles

RECORDER OF TITLES TASMANIA

REGISTERED NUMBER

221430

Lot 2 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

ORIGINAL – NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469

TASMANIA

REAL PROPERTY ACT, 1862, as amended

NOTE: REGISTERED FOR OFFICE CONVENIENCE TO REPLACE

CERTIFICATE OF TITLE

Register Book Vol. 2791 Fol. 41

Cert. of Title Vol. 404 Fol. 159.

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

RECORDER OF TITLES TASMANIA

DESCRIPTION OF LAND

TOWN OF DEVONPORT
TWENTY EIGHT PERCHES AND FOUR TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (Continued overleaf)

VERA PEIRCE of Devonport, Spinster

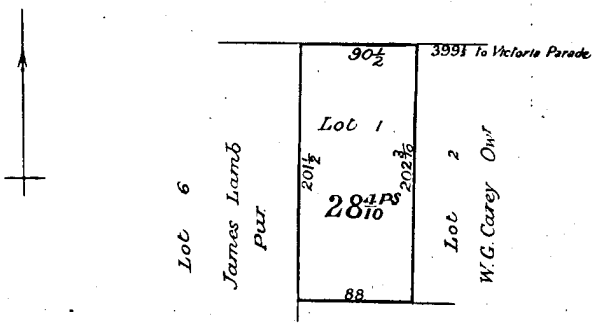
SECOND SCHEDULE (Continued overleaf)
NIL.

CANCELLED
24 JAN 1995
RECORDER OF TITLES
NO TITLE ISSUED

NOTE.—ENTRIES CANCELLED UNDER SIGNATURE OF THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

REGISTERED NUMBER 223137

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register



Part of Lot 1 Sec.M. Gtd.to J. White Meas.in Links 25/7 T.N.
FIRST Edition. Registered 10 SEP 1970

Derived from C.T. Vol.404.Fol.159. Transfer A242507 L. M. Peirce & anr.

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ORIGINAL – NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended
NOTE—REGISTERED FOR OFFICE CONVENIENCE TO REPLACE

CERTIFICATE OF TITLE

Register Book
Vol. 3175 Fol. 62

Cert. of Title Vol. 255 Fol. 151

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

RECORDER OF TITLES TASMANIA

DESCRIPTION OF LAND

TOWN OF DEVONPORT
ONE ROOD NINE PERCHES on the Plan hereon

FIRST SCHEDULE (continued overleaf)

ELIMATTA PROPRIETARY LIMITED.

SECOND SCHEDULE (continued overleaf)

NO. A184278 MORTGAGE to Alexander Charles Atkins.
Registered 10th July, 1963 at 12.3p.m.
(Sgd.) T.E. HUTCHINSON.
Deputy Recorder of Titles.

DISCHARGED B141212 (8.10.1987)
Recorder of Titles.

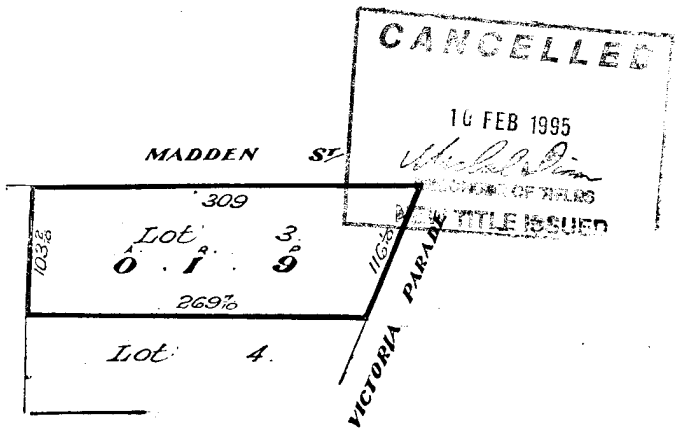
NO. A236825 MORTGAGE to The Honourable Alexander Charles Atkins.
Registered 11th June, 1966 at 12.1p.m.
(Sgd.) A. IMLACH. Recorder of Titles.

DISCHARGED B141212 (8.10.1987)
Recorder of Titles.

THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

Lot 3 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER 231628



Part of Lot 1. Sec. M. - Gtd. to J. White - Meas. in Links.

FIRST Edition. Registered

Derived from C.T. Vol.255.Fol.151. Transfer 113279 J.R.E. Eadie.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
215118	1
EDITION	DATE OF ISSUE
3	09-Dec-2021

SEARCH DATE : 25-Mar-2026
SEARCH TIME : 10.20 am

DESCRIPTION OF LAND

City of DEVONPORT
Lot 1 on Plan 215118
Derivation : Part of Lot 2 (Section M.) Gtd. to J. White.
Prior CT 2580/44

SCHEDULE 1

M922681 TRANSFER to MRU HOTELS PTY LTD Registered 09-Dec-2021 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
M917449 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 09-Dec-2021 at 12.02 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

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
220168	4
EDITION	DATE OF ISSUE
4	09-Dec-2021

SEARCH DATE : 25-Mar-2026
SEARCH TIME : 10.19 am

DESCRIPTION OF LAND

City of DEVONPORT
Lot 4 on Plan 220168
Derivation : Part of Lolt 1 SEc M Gtd to J White
Prior CT 2720/22

SCHEDULE 1

M922681 TRANSFER to MRU HOTELS PTY LTD Registered 09-Dec-2021 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
M917449 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 09-Dec-2021 at 12.02 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

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
221430	2
EDITION	DATE OF ISSUE
3	09-Dec-2021

SEARCH DATE : 25-Mar-2026
SEARCH TIME : 10.19 am

DESCRIPTION OF LAND

City of DEVONPORT
Lot 2 on Plan 221430
Derivation : Part of Lot 1 Sec.M. Gtd. to J. White
Prior CT 2758/28

SCHEDULE 1

M922681 TRANSFER to MRU HOTELS PTY LTD Registered 09-Dec-2021 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
M917449 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 09-Dec-2021 at 12.02 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

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
223137	1
EDITION	DATE OF ISSUE
3	09-Dec-2021

SEARCH DATE : 25-Mar-2026
SEARCH TIME : 10.18 am

DESCRIPTION OF LAND

City of DEVONPORT
Lot 1 on Plan 223137
Derivation : Part of Lot 1 Sec. M. - Gtd. to J. White.
Prior CT 2791/41

SCHEDULE 1

M922681 TRANSFER to MRU HOTELS PTY LTD Registered 09-Dec-2021 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
M917449 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 09-Dec-2021 at 12.02 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

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
231628	3
EDITION	DATE OF ISSUE
6	09-Dec-2021

SEARCH DATE : 25-Mar-2026
SEARCH TIME : 10.19 am

DESCRIPTION OF LAND

City of DEVONPORT
Lot 3 on Plan 231628
Derivation : Part of Lot 1 (Section M.) Gtd. to J. White.
Prior CT 3175/62

SCHEDULE 1

M922681 TRANSFER to MRU HOTELS PTY LTD Registered 09-Dec-2021 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
M917449 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 09-Dec-2021 at 12.02 pm

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

GOODSTONE GROUP

ELIMATTA HOTEL

Extension & Refurbishment

DRAWING LIST

Number	Sheet Name	Drawn By	Revision	Date
TP0.00	COVER SHEET	BSPN	P6	20.05.2026
TP1.00	EXISTING & DEMOLITION SITE PLAN	BSPN	P5	23.03.2026
TP1.10	PROPOSED SITE PLAN	BSPN	P6	20.05.2026
TP2.00	EXISTING & DEMOLITION GROUND FLOOR PLAN - HOTEL	BSPN	P5	23.03.2026
TP2.01	EXISTING & DEMOLITION GROUND FLOOR PLAN - ACCOMODATION	BSPN	P5	23.03.2026
TP2.02	EXISTING & DEMOLITION LEVEL 1 PLAN - HOTEL	BSPN	P6	20.05.2026
TP2.04	EXISTING & DEMOLITION ROOF PLAN - HOTEL	BSPN	P5	23.03.2026
TP2.05	EXISTING & DEMOLITION ROOF PLAN - ACCOMODATION	BSPN	P5	23.03.2026
TP2.10	PROPOSED GROUND FLOOR PLAN - HOTEL	BSPN	P7	23.03.2026
TP2.11	PROPOSED LEVEL 1 PLAN - HOTEL	BSPN	P6	20.05.2026
TP2.12	PROPOSED ROOF PLAN - HOTEL	BSPN	P5	23.03.2026
TP2.20	PROPOSED GROUND FLOOR PLAN - ACCOMODATION	BSPN	P7	20.05.2026
TP2.21	PROPOSED LEVEL 1 PLAN - ACCOMODATION	BSPN	P6	23.03.2026
TP2.22	PROPOSED ROOF PLAN - ACCOMODATION	BSPN	P5	23.03.2026
TP3.00	EXISTING & DEMOLITION N/S ELEVATIONS - HOTEL	BSPN	P6	20.05.2026
TP3.01	EXISTING & DEMOLITION E/W ELEVATIONS - HOTEL	BSPN	P6	20.05.2026
TP3.02	EXISTING & DEMOLITION ELEVATIONS - ACCOMODATION	BSPN	P5	23.03.2026

DRAWING LIST

Number	Sheet Name	Drawn By	Revision	Date
TP3.10	PROPOSED N/S ELEVATIONS - HOTEL	BSPN	P6	20.05.2026
TP3.11	PROPOSED E/W ELEVATIONS - HOTEL	BSPN	P6	20.05.2026
TP3.20	PROPOSED ELEVATIONS - ACCOMODATION	BSPN	P6	20.05.2026
TP5.00	EXISTING SHADOW DIAGRAMS	BSPN	P4	23.03.2026
TP5.01	PROPOSED SHADOW DIAGRAMS	BSPN	P4	23.03.2026



AERIAL VIEW. NOT TO SCALE



VIEW LOOKING SOUTH ALONG VICTORIA PARADE



VIEW LOOKING WEST FROM VICTORIA PARADE



VIEW LOOKING NORTH-WEST FROM VICTORIA PARADE

P6	20.05.2026	TP RFI	WC
P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

BSPN. ARCHITECTURE

BRISBANE
116 Brookes Street | PO Box 480 | Fortitude Valley QLD 4006
07 3852 9650

MELBOURNE
488 Victoria Street, Richmond | PO Box 3306, Burnley North | VIC 3121
03 9402 3400

bsp@bspn.com.au bspn.com.au

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Project
ELIMATTA HOTEL
Extension & Refurbishment

For
GOODSTONE GROUP

Drawing
COVER SHEET

Drawn BSPN
Scale 1 : 100 at A1

Project No.	Drawing No.	Revision
M2200016	TP0.00	P6

PRELIMINARY



LEGEND

- ELEMENTS TO BE DEMOLISHED
- FINISHES TO BE DEMOLISHED
- EXISTING WALL/BUILDING
- BOUNDARY LINE
- GAS METER
- STORMWATER MANHOLE
- SEWER MANHOLE
- SIGN POST
- POWER POLE
- SIGN POST
- TELSTRA PIT
- FIRE HYDRANT
- WATER METER

P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

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Project
ELIMATTA HOTEL
Extension & Refurbishment

For
GOODSTONE GROUP

Drawing
EXISTING & DEMOLITION SITE PLAN

Drawn BSPN
Scale 1 : 250 at A1

Project No. M2200016 | Drawing No. TP1.00 | Revision P5

PRELIMINARY

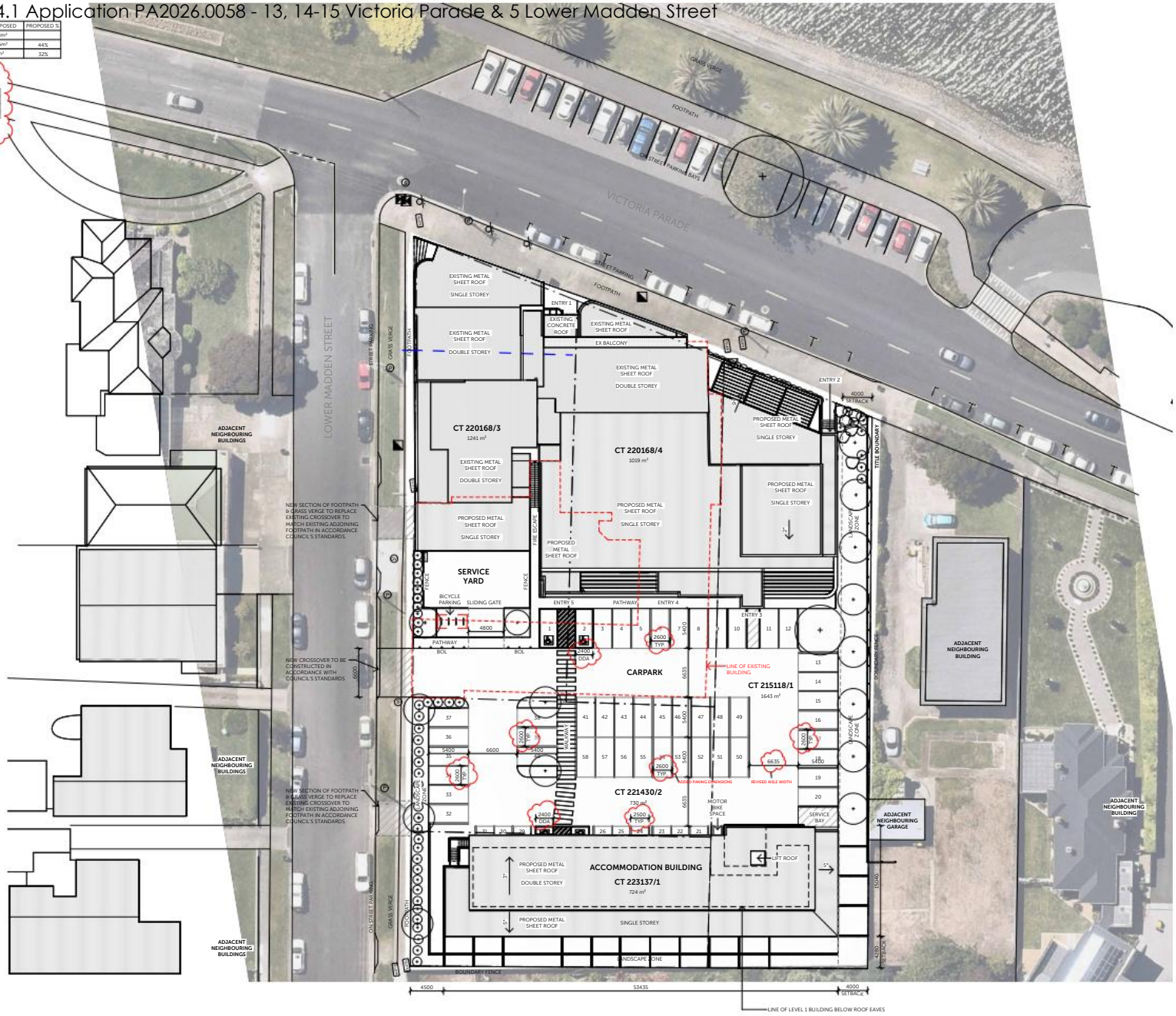
SITE AREA & COVERAGE

	EXISTING	EXISTING %	PROPOSED	PROPOSED %
SITE TOTAL	5358m²		5358m²	
INTERNAL AREA	1526m²	28%	2366m²	44%
EXTERNAL COVERED	167m²	3%	341m²	32%

PARKING SCHEDULE

TYPE	SIZE	QTY.
ACCOMMODATION	2500 x 5400mm	9
DDA	2400 x 5400mm	4
STANDARD	2600 x 5400mm	45
		58

NOTE: REVISED PARKING SCHEDULE UPDATED SPACE NUMBERS



LEGEND

- EXISTING WALL/BUILDING
- CONCRETE
- LANDSCAPING
- GRASS
- METAL ROOF SHEETING
- BOUNDARY LINE
- GAS METER
- STORMWATER MANHOLE
- SEWER MANHOLE
- SIGN POST
- POWER POLE
- SIGN POST
- TELSTRA PIT
- FIRE HYDRANT
- WATER METER

P6	20.05.2026	TP RFI	WC
P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

BSPN ARCHITECTURE

BRISBANE
116 Brookes Street | PO Box 480 | Fortitude Valley QLD 4006
07 3851 9650

MELBOURNE
488 Victoria Street, Richmond | PO Box 3306, Burnley North | VIC 3121
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Project
ELIMATTA HOTEL
Extension & Refurbishment

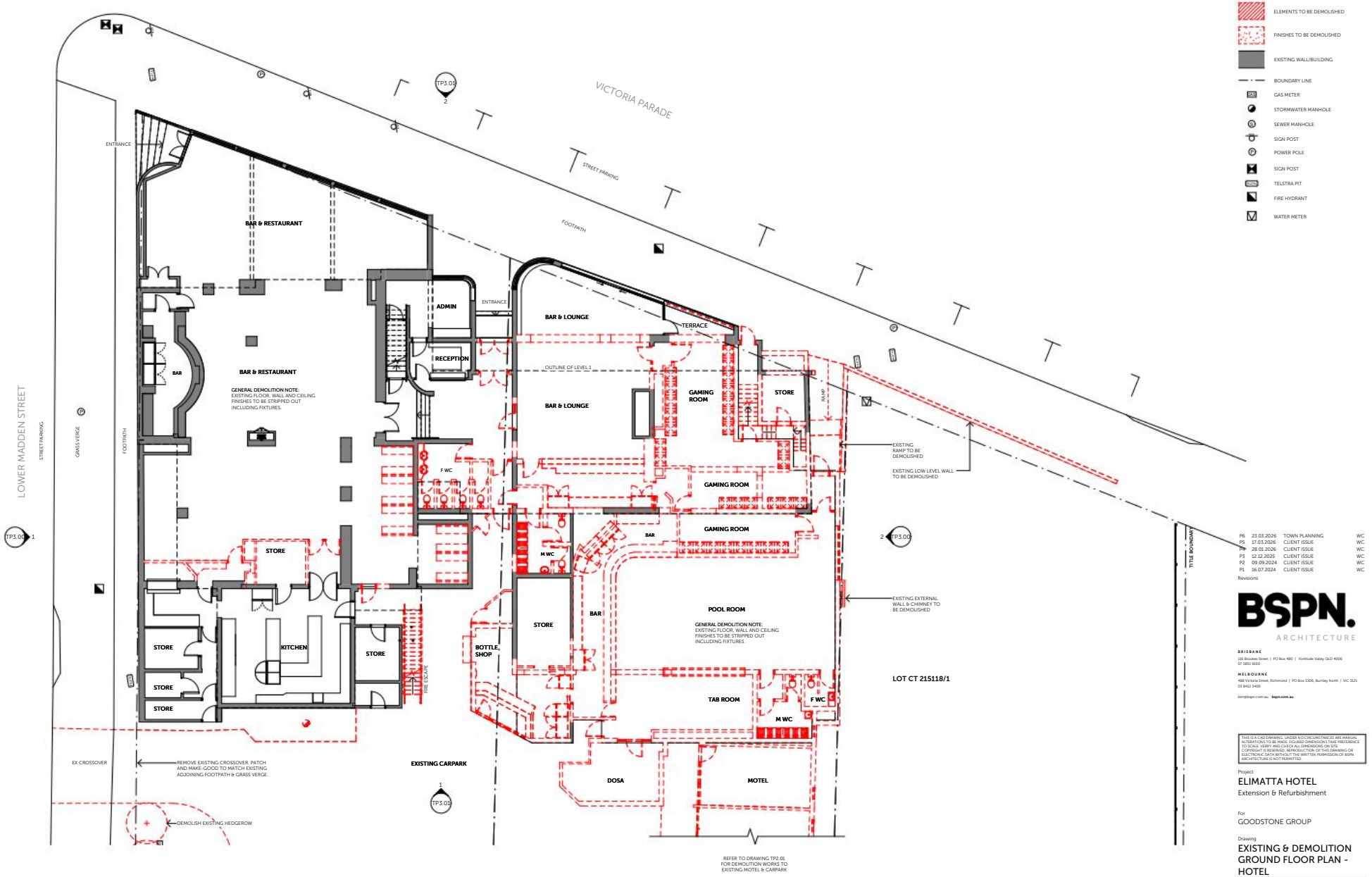
For
GOODSTONE GROUP

Drawing
PROPOSED SITE PLAN

Drawn BSPN
Scale 1 : 250 at A1

Project No. M2200016 | Drawing No. TP1.10 | Revision P6

PRELIMINARY



LEGEND

- ELEMENTS TO BE DEMOLISHED
- FINISHES TO BE DEMOLISHED
- EXISTING WALL/BUILDING
- BOUNDARY LINE
- GAS METER
- STORMWATER MANHOLE
- SEWER MANHOLE
- SIGN POST
- POWER POLE
- SIGN POST
- TELSTRA PIT
- FIRE HYDRANT
- WATER METER

P6	23.03.2026	TOWN PLANNING	WC
P5	17.03.2026	CLIENT ISSUE	WC
P4	28.01.2026	CLIENT ISSUE	WC
P3	12.12.2025	CLIENT ISSUE	WC
P2	09.09.2024	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

BSPN ARCHITECTURE

BRISBANE
116 Brookes Street | PO Box 480 | Fortitude Valley QLD 4006
07 3852 9650

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488 Victoria Street, Richmond | PO Box 3306, Burnley North | VIC 3121
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bsm@bspn.com.au bspn.com.au

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Project
ELIMATTA HOTEL
Extension & Refurbishment

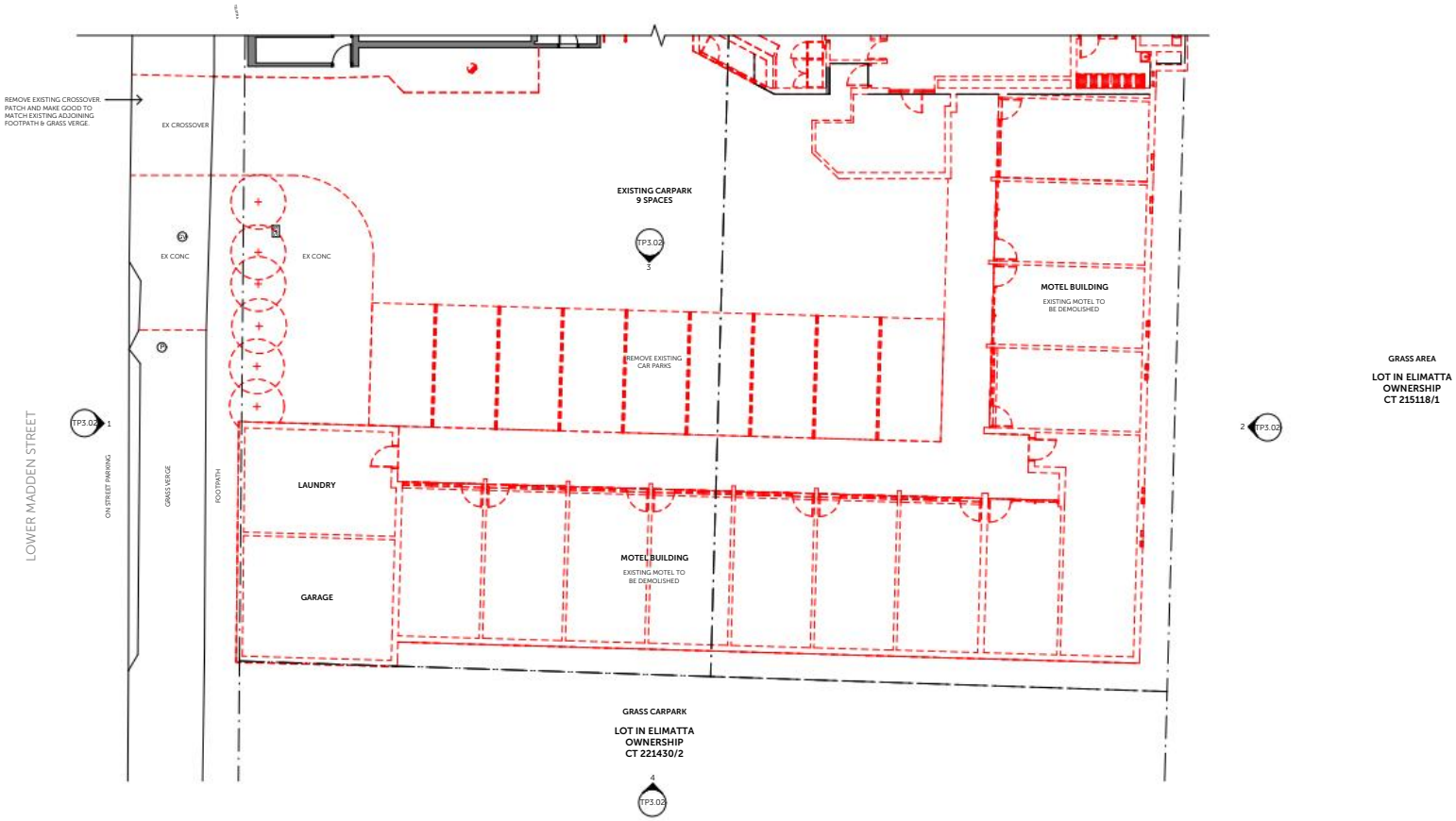
For
GOODSTONE GROUP

Drawing
EXISTING & DEMOLITION GROUND FLOOR PLAN - HOTEL

Drawn BSPN
Scale 1 : 100 at A1

Project No. M2200016 | Drawing No. TP2.00 | Revision P6

PRELIMINARY



LEGEND

- ELEMENTS TO BE DEMOLISHED
- FINISHES TO BE DEMOLISHED
- EXISTING WALL/BUILDING
- BOUNDARY LINE
- GAS METER
- STORMWATER MANHOLE
- SEWER MANHOLE
- SIGN POST
- POWER POLE
- SIGN POST
- TELSTRA PIT
- FIRE HYDRANT
- WATER METER

P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

BSPN. ARCHITECTURE

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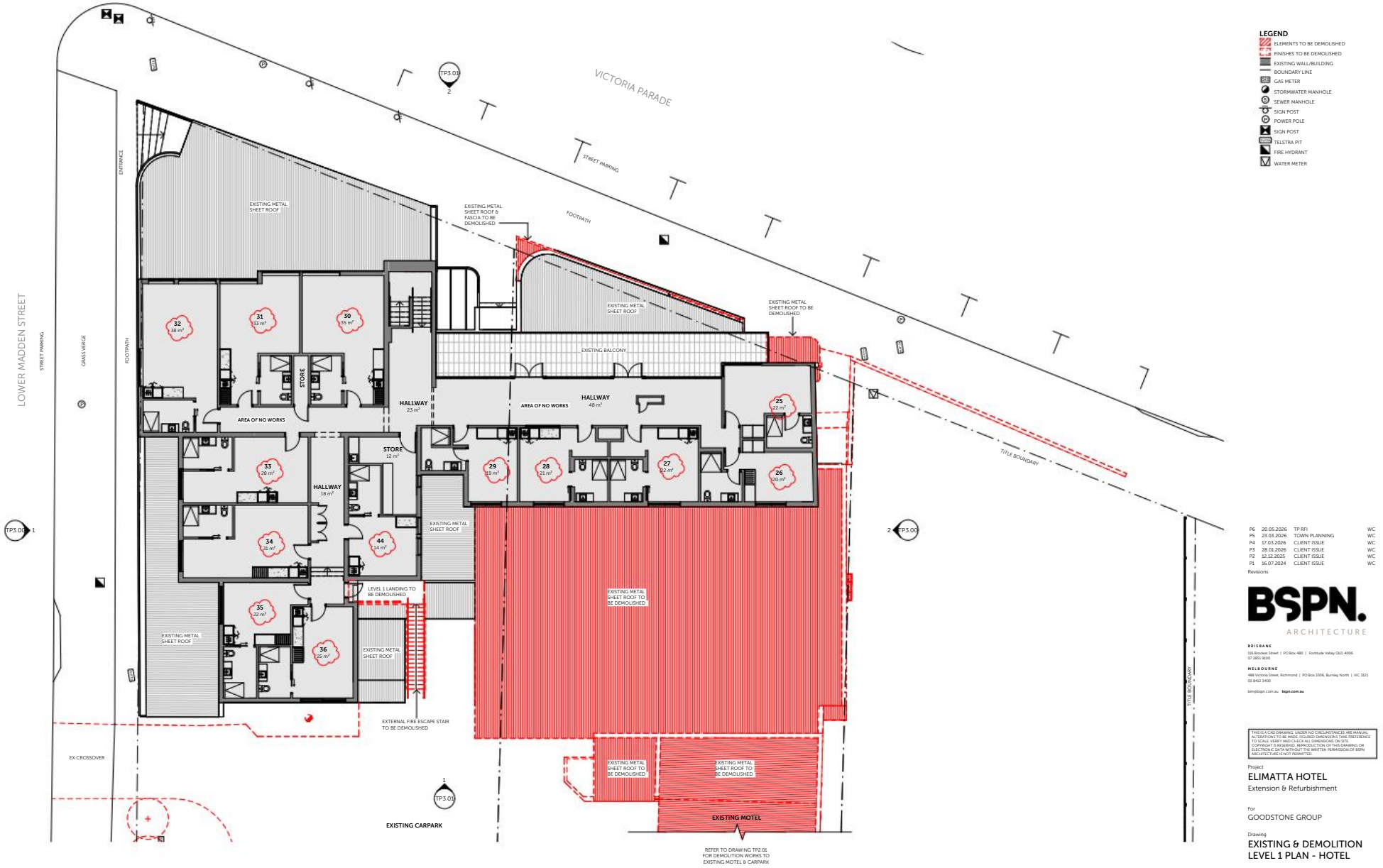
Project
ELIMATTA HOTEL
Extension & Refurbishment

For
GOODSTONE GROUP

Drawing
EXISTING & DEMOLITION GROUND FLOOR PLAN - ACCOMODATION

Drawn BSPN
Scale As indicated at A1

Project No.	Drawing No.	Revision
PRELIMINARY	M2200016 TP2.01	P5



LEGEND

- ELEMENTS TO BE DEMOLISHED
- FINISHES TO BE DEMOLISHED
- EXISTING WALL/BUILDING
- BOUNDARY LINE
- GAS METER
- STORMWATER MANHOLE
- SEWER MANHOLE
- SIGN POST
- POWER POLE
- SIGN POST
- TELSTRA PIT
- FIRE HYDRANT
- WATER METER

P6	20.05.2026	TP RFI	WC
P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

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Project
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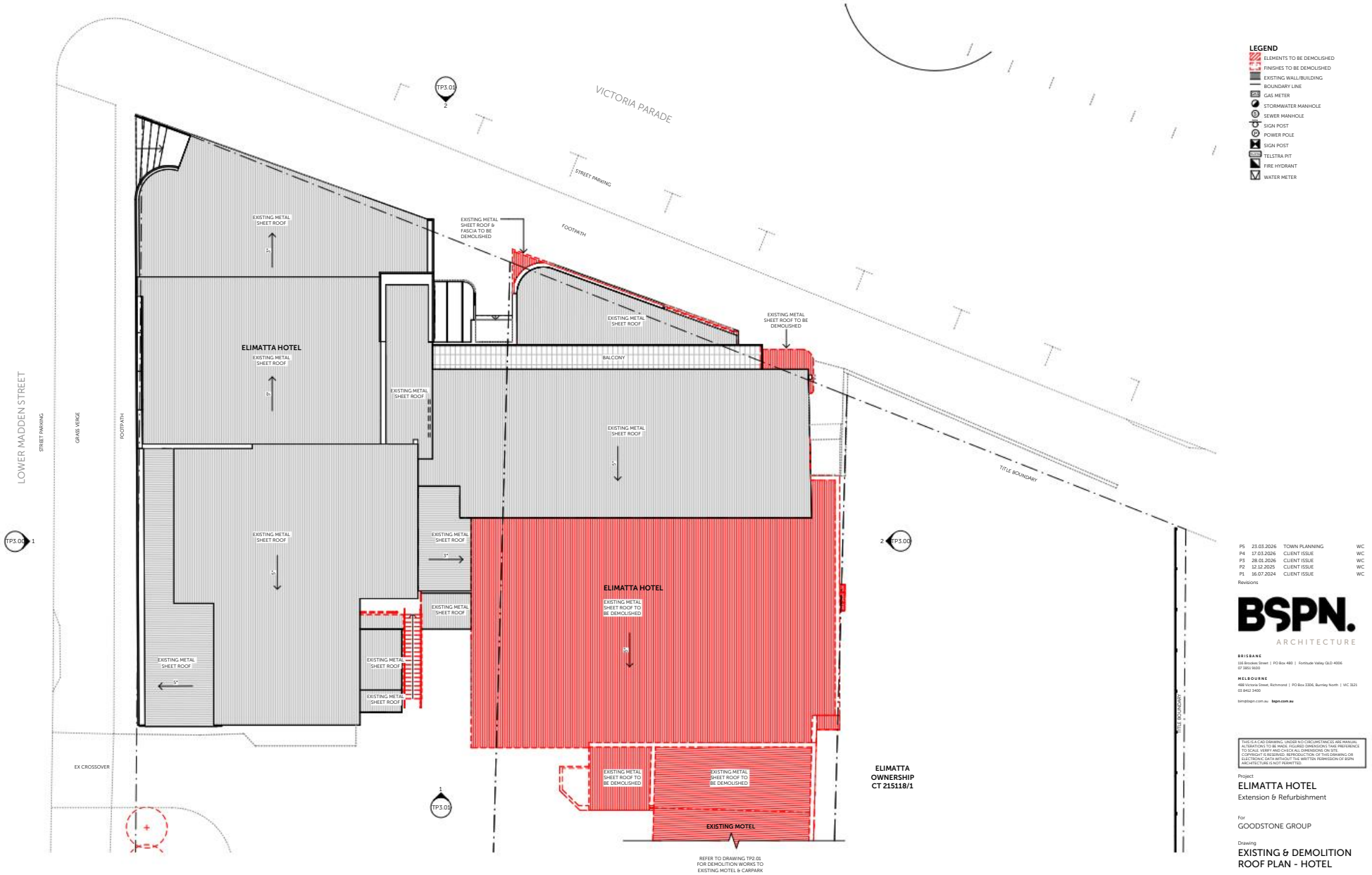
For
GOODSTONE GROUP

Drawing
EXISTING & DEMOLITION LEVEL 1 PLAN - HOTEL

Drawn BSPN
Scale As indicated at A1

Project No. M2200016 | Drawing No. TP2.02 | Revision P6

PRELIMINARY



P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

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Project
ELIMATTA HOTEL
Extension & Refurbishment

For
GOODSTONE GROUP

Drawing
EXISTING & DEMOLITION ROOF PLAN - HOTEL

Drawn BSPN
Scale As indicated at A1

Project No. M2200016 | Drawing No. TP2.04 | Revision P5

PRELIMINARY



LEGEND

- ELEMENTS TO BE DEMOLISHED
- FINISHES TO BE DEMOLISHED
- EXISTING WALL/BUILDING
- BOUNDARY LINE
- GAS METER
- STORMWATER MANHOLE
- SEWER MANHOLE
- SIGN POST
- POWER POLE
- SIGN POST
- TELSTRA PIT
- FIRE HYDRANT
- WATER METER

P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

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Extension & Refurbishment

For
GOODSTONE GROUP

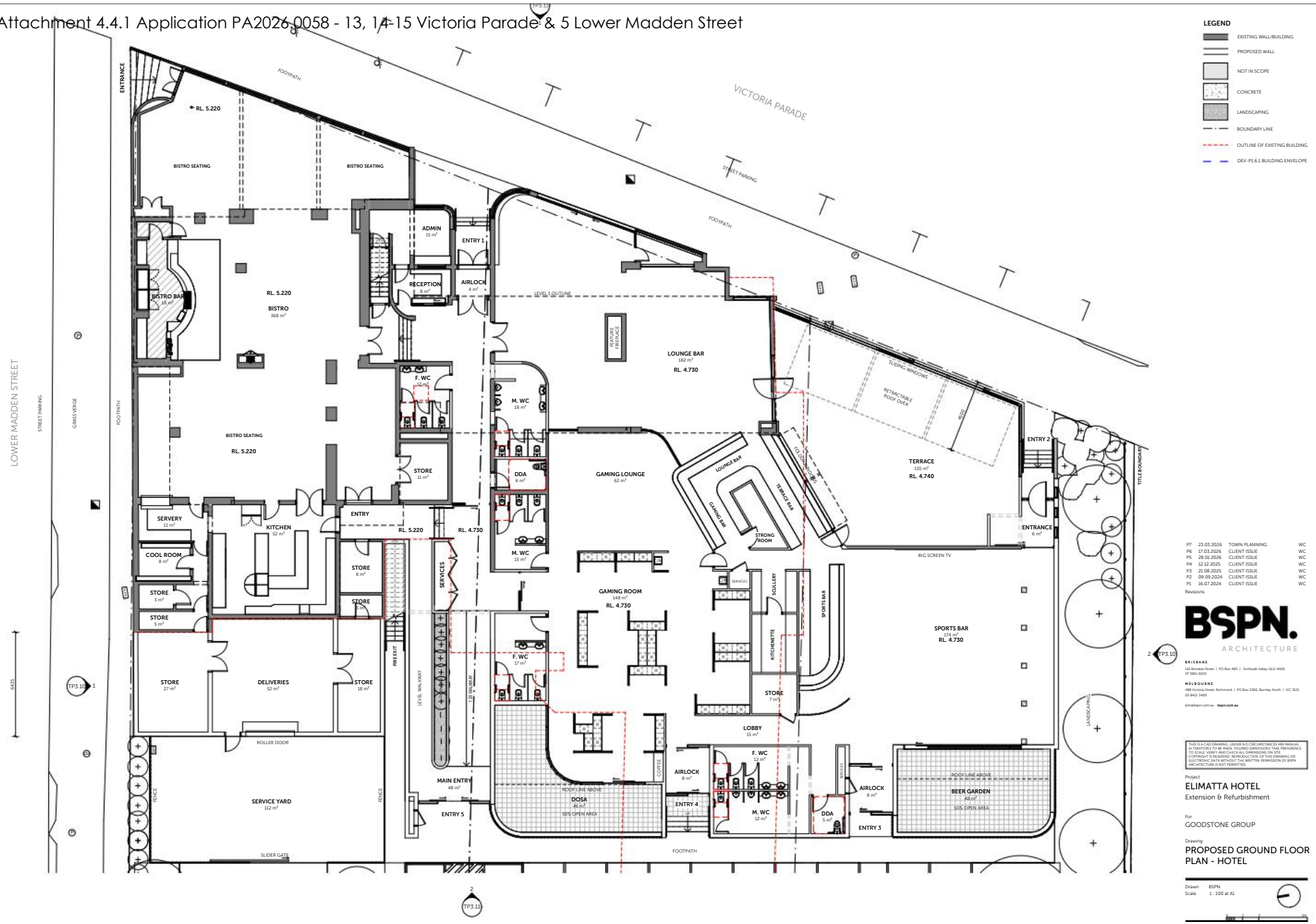
Drawing
EXISTING & DEMOLITION ROOF PLAN - ACCOMODATION

Drawn BSPN
Scale As indicated at A1

0 1 2 5m

Project No. M2200016 | Drawing No. TP2.05 | Revision P5

PRELIMINARY



LEGEND

- EXISTING WALL/BUILDING
- PROPOSED WALL
- NOT IN SCOPE
- CONCRETE
- LANDSCAPING
- BOUNDARY LINE
- OUTLINE OF EXISTING BUILDING
- DEV-P1.6.1 BUILDING ENVELOPE

P7	23.03.2026	TOWN PLANNING	WC
P6	17.03.2026	CLIENT ISSUE	WC
P5	28.01.2026	CLIENT ISSUE	WC
P4	12.12.2025	CLIENT ISSUE	WC
P3	21.08.2025	CLIENT ISSUE	WC
P2	09.09.2024	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

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Extension & Refurbishment

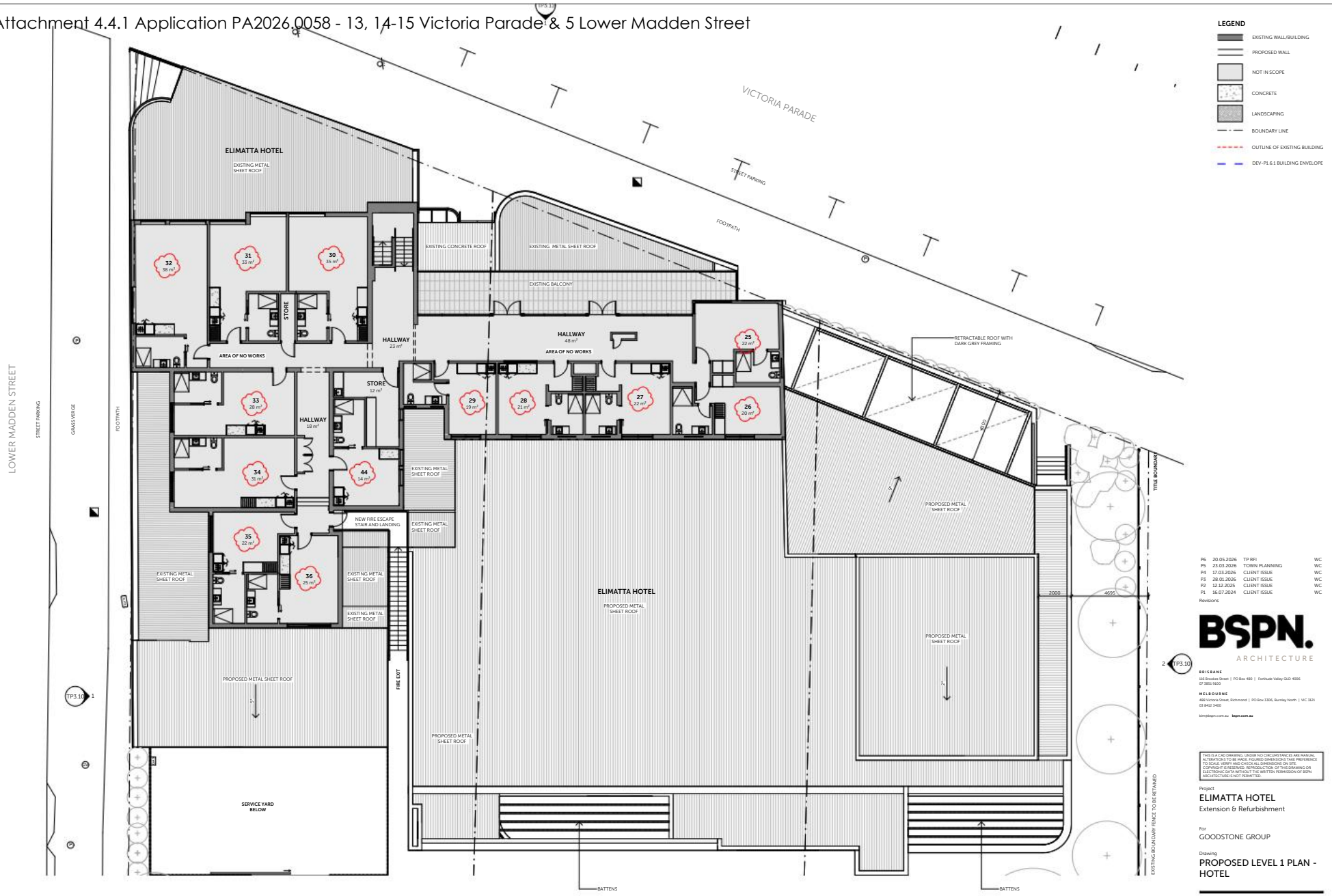
For
GOODSTONE GROUP

Drawing
PROPOSED GROUND FLOOR PLAN - HOTEL

Drawn BSPN
Scale 1 : 100 at A1

Project No. M2200016 Drawing No. TP2.10 Revision P7

PRELIMINARY



P6	20.05.2026	TP RFI	WC
P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

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Extension & Refurbishment

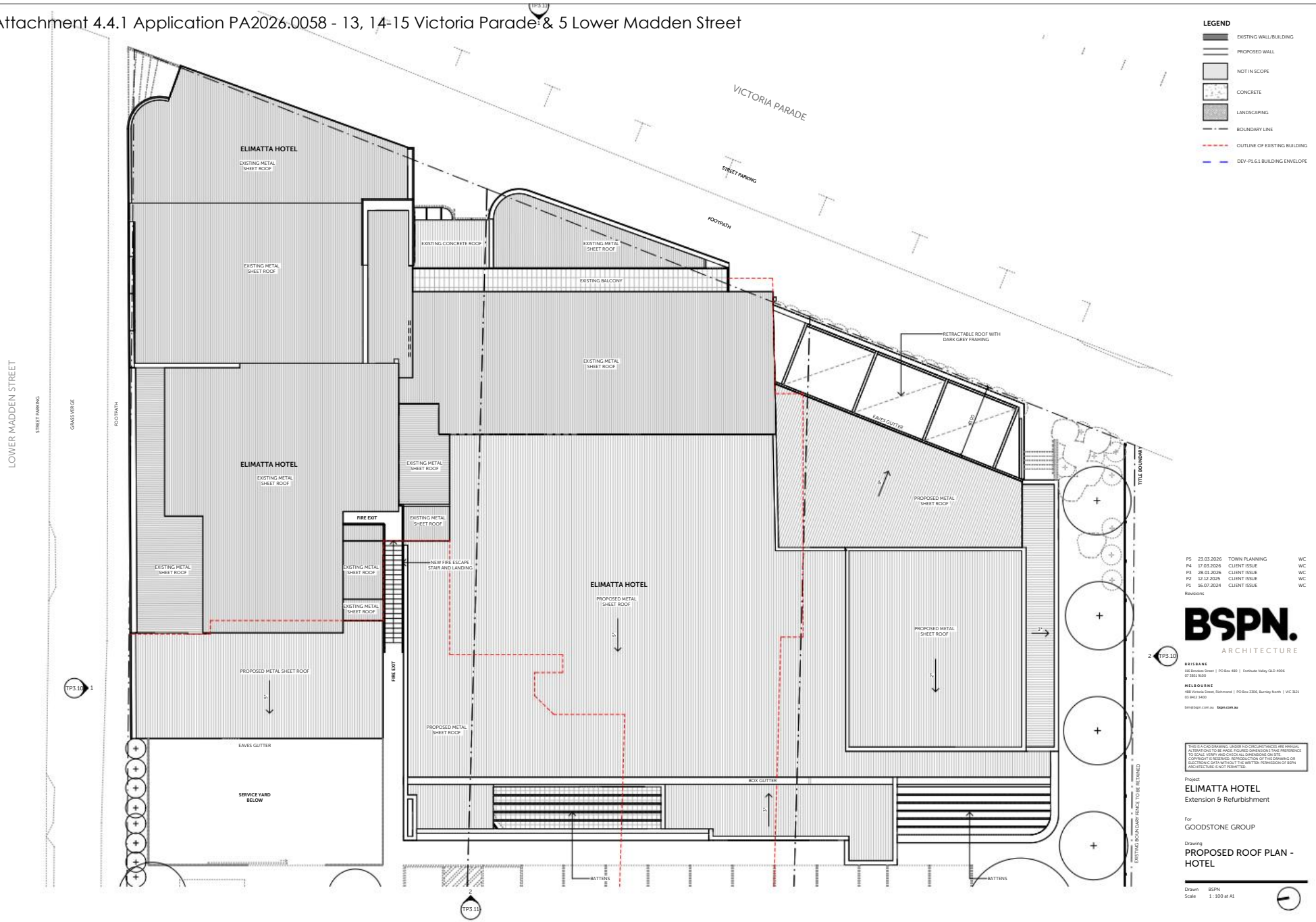
For
GOODSTONE GROUP

Drawing
PROPOSED LEVEL 1 PLAN - HOTEL

Drawn BSPN
Scale 1 : 100 at A1

Project No. M2200016 | Drawing No. TP2.11 | Revision P6

PRELIMINARY



LEGEND

- EXISTING WALL/BUILDING
- PROPOSED WALL
- NOT IN SCOPE
- CONCRETE
- LANDSCAPING
- BOUNDARY LINE
- OUTLINE OF EXISTING BUILDING
- DEV-P1.6.1 BUILDING ENVELOPE

P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

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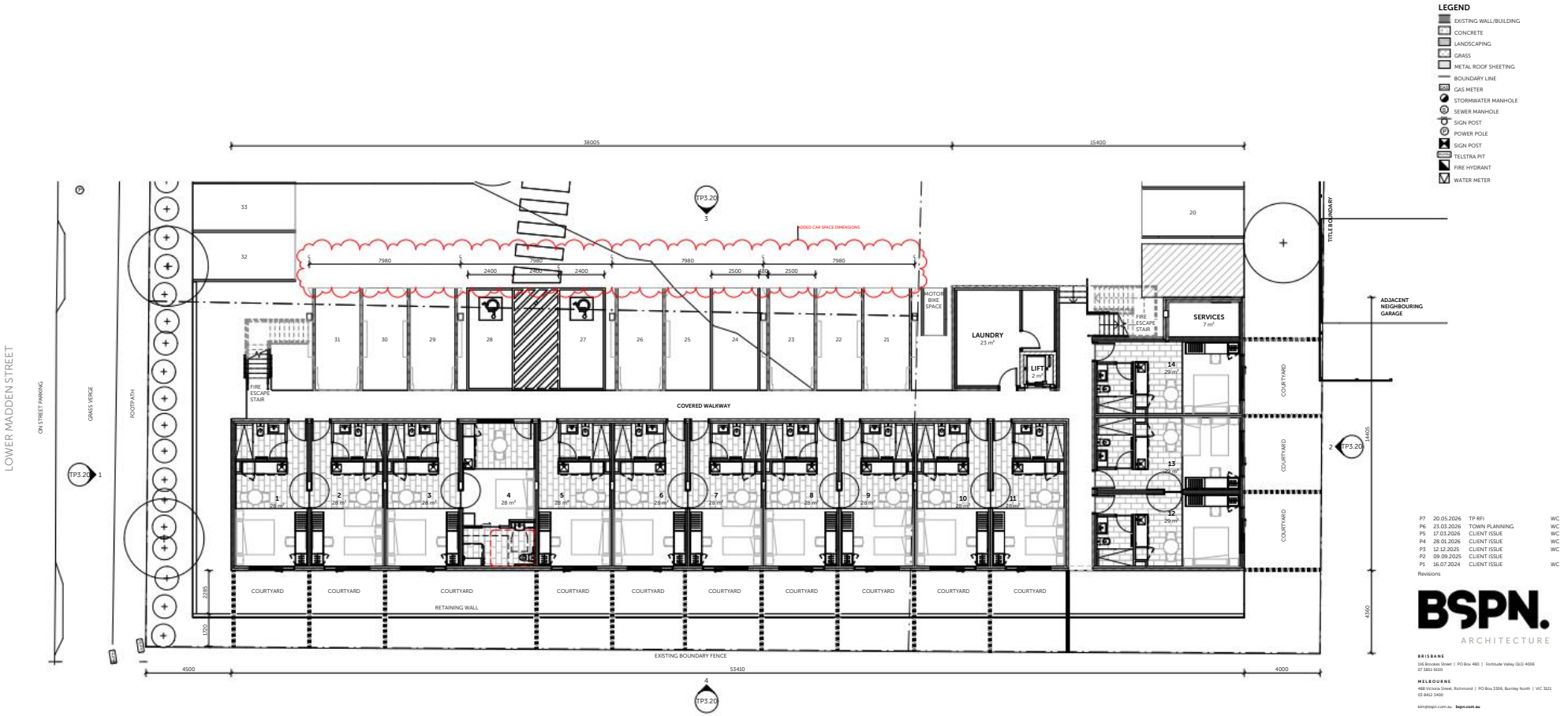
For
GOODSTONE GROUP

Drawing
PROPOSED ROOF PLAN - HOTEL

Drawn BSPN
Scale 1 : 100 at A1

Project No. M2200016 | Drawing No. TP2-12 | Revision P5

PRELIMINARY



LEGEND

- EXISTING WALL/BUILDING
- CONCRETE
- LANDSCAPING
- GRASS
- METAL ROOF SHEETING
- BOUNDARY LINE
- GAS METER
- STORMWATER MANHOLE
- SEWER MANHOLE
- SIGN POST
- POWER POLE
- SIGN POST
- TELSTRA PIT
- FIRE HYDRANT
- WATER METER

P7	20.05.2026	TP RFI	WC
P6	23.03.2026	TOWN PLANNING	WC
P5	17.03.2026	CLIENT ISSUE	WC
P4	28.01.2026	CLIENT ISSUE	WC
P3	12.12.2025	CLIENT ISSUE	WC
P2	09.09.2025	CLIENT ISSUE	
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

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Extension & Refurbishment

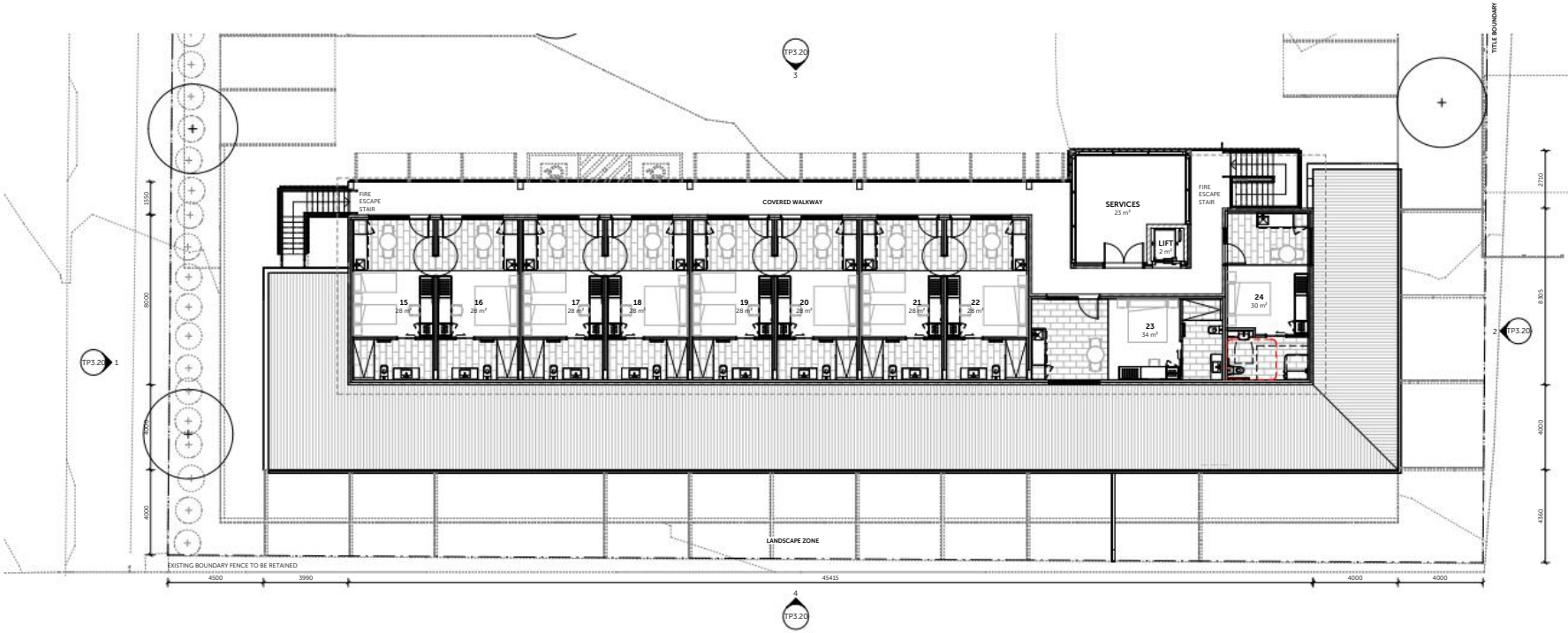
For
GOODSTONE GROUP

Drawing
PROPOSED GROUND FLOOR PLAN - ACCOMODATION

Drawn BSPN
Scale As indicated at A1

Project No. M2200016 | Drawing No. TP2.20 | Revision P7

PRELIMINARY



LEGEND

- EXISTING WALL/BUILDING
- PROPOSED WALL
- NOT IN SCOPE
- CONCRETE
- LANDSCAPING
- BOUNDARY LINE
- OUTLINE OF EXISTING BUILDING
- DEV-P1.6.1 BUILDING ENVELOPE

P6	23.03.2026	TOWN PLANNING	WC
P5	17.03.2026	CLIENT ISSUE	WC
P4	28.01.2026	CLIENT ISSUE	WC
P3	12.12.2025	CLIENT ISSUE	WC
P2	09.09.2025	CLIENT ISSUE	
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

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Project
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Extension & Refurbishment

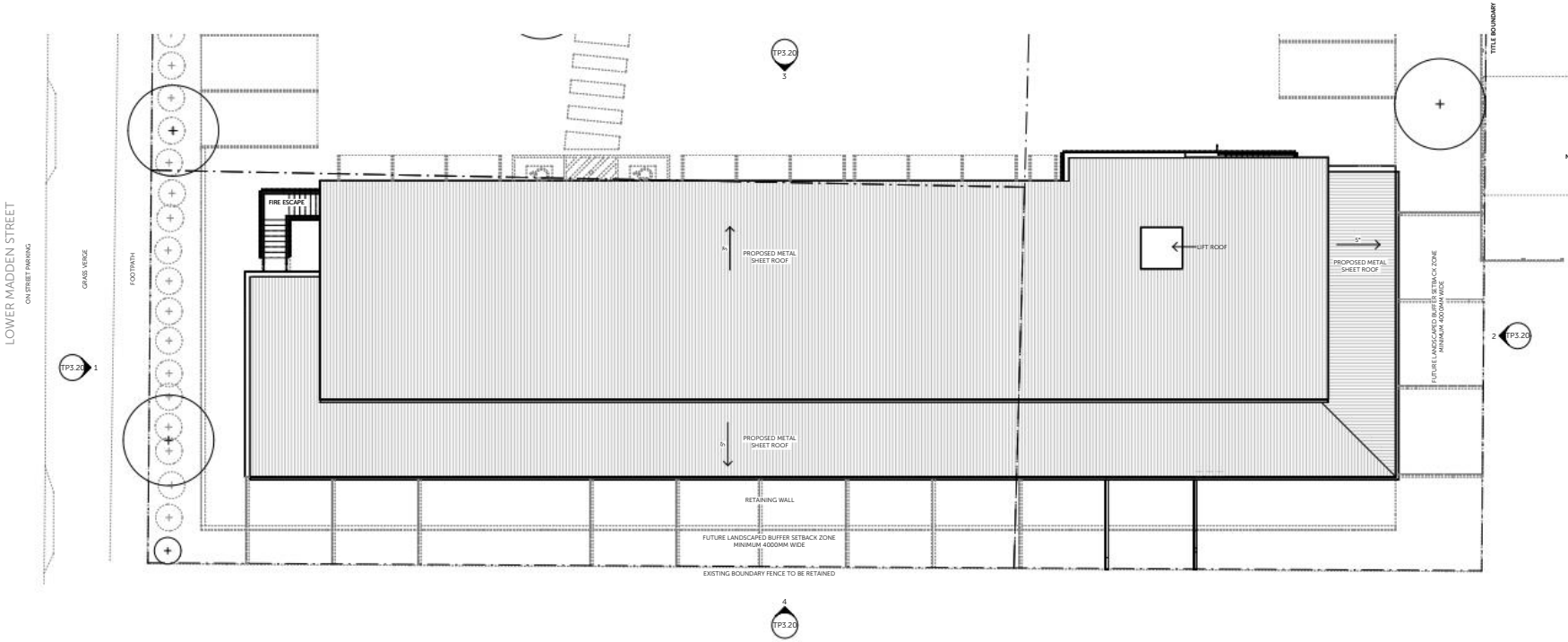
For
GOODSTONE GROUP

Drawing
PROPOSED LEVEL 1 PLAN - ACCOMODATION

Drawn BSPN
Scale 1 : 100 at A1

Project No. M2200016 | Drawing No. TP2.21 | Revision P6

PRELIMINARY



P5	23.03.2026	TOWN PLANNING	WC
P4	17.03.2026	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P1	16.07.2024	CLIENT ISSUE	WC

Revisions

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Project
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Extension & Refurbishment

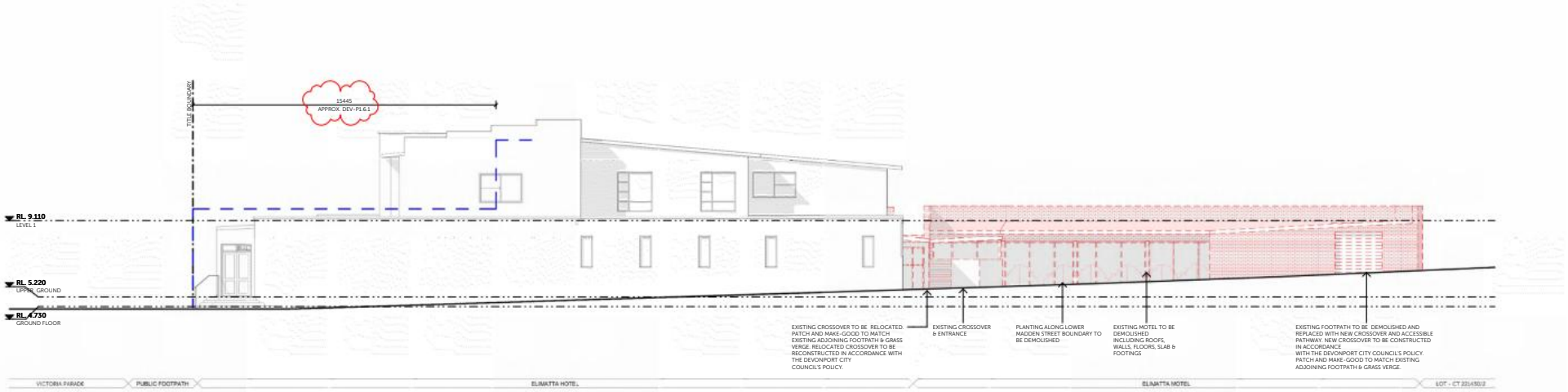
For
GOODSTONE GROUP

Drawing
PROPOSED ROOF PLAN - ACCOMODATION

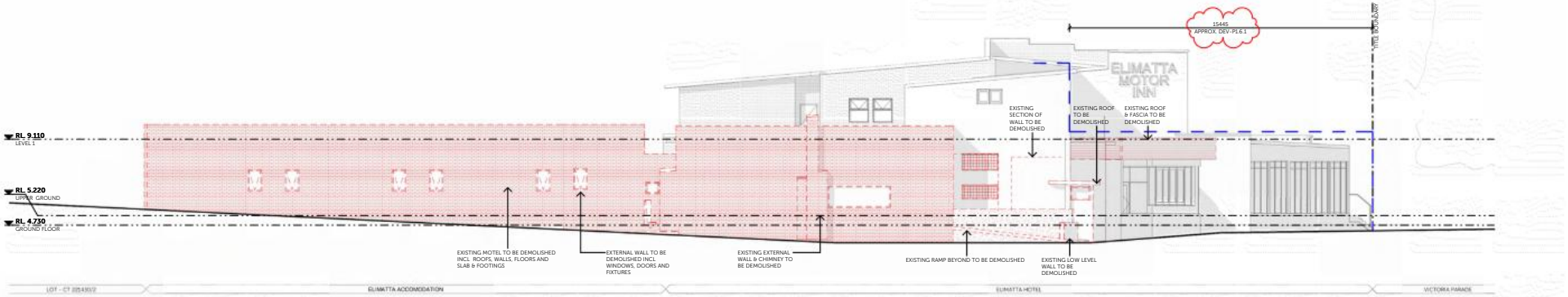
Drawn BSPN
Scale 1 : 100 at A1

Project No.	Drawing No.	Revision
M2200016	TP2.22	P5

PRELIMINARY



1 TP_DEMOLITION_MAINBUILDING_NORTH
TP2.00 1 : 100



2 TP_DEMOLITION_MAINBUILDING_SOUTH
TP2.00 1 : 100

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Revisions

P1	16.07.2024	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P4	17.03.2026	CLIENT ISSUE	WC
P5	23.03.2026	TOWN PLANNING	WC
P6	20.05.2026	TP RFI	WC

Project
ELIMATTA HOTEL
Extension & Refurbishment

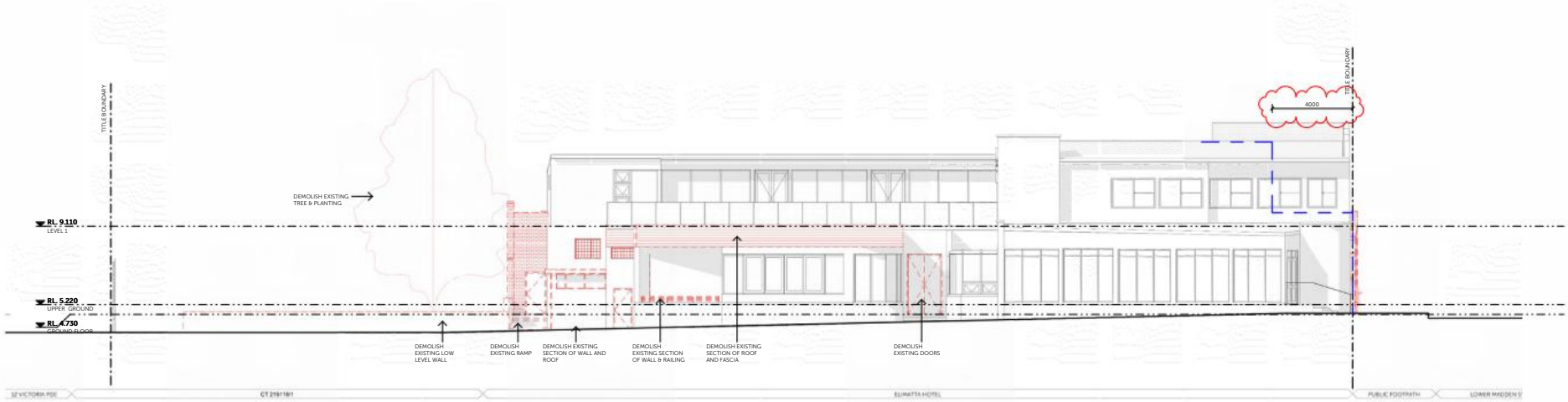
For
GOODSTONE GROUP

Drawing
EXISTING & DEMOLITION N/S ELEVATIONS - HOTEL

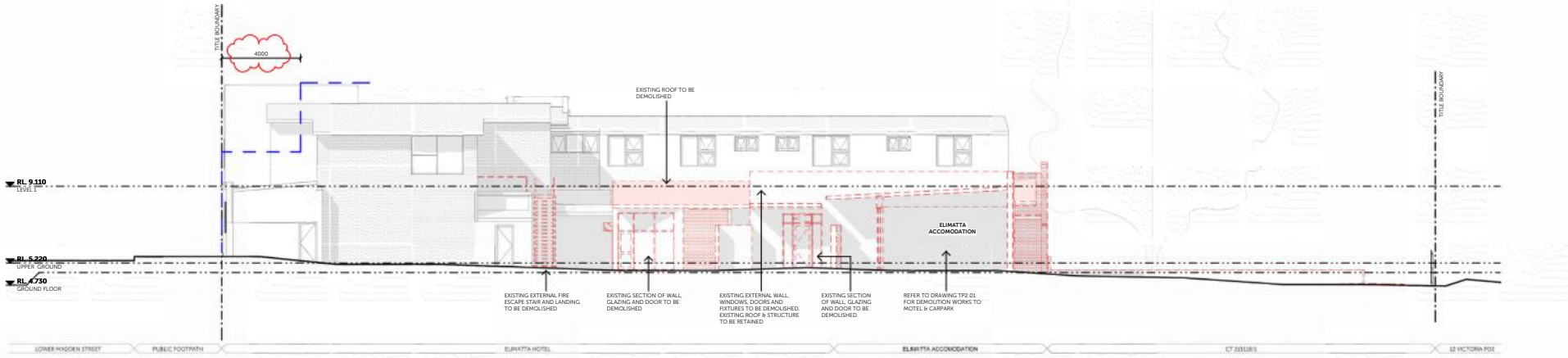
PRELIMINARY

Drawn BSPN
Scale 1 : 100 at A1

Project No.	Drawing No.	Revision
M2200016	TP3.00	P6



2 TP2.00 TP_DEMOLITION_MAINBUILDING_EAST
1 : 100



1 TP2.00 TP_DEMOLITION_MAINBUILDING_WEST
1 : 100

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Revisions

P1	16.07.2024	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
P4	17.03.2026	CLIENT ISSUE	WC
P5	23.03.2026	TOWN PLANNING	WC
P6	20.05.2026	TP RFI	WC

Project
ELIMATTA HOTEL
Extension & Refurbishment

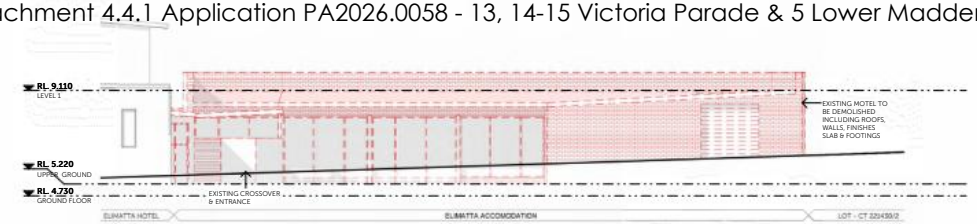
For
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Drawing
EXISTING & DEMOLITION E/W ELEVATIONS - HOTEL

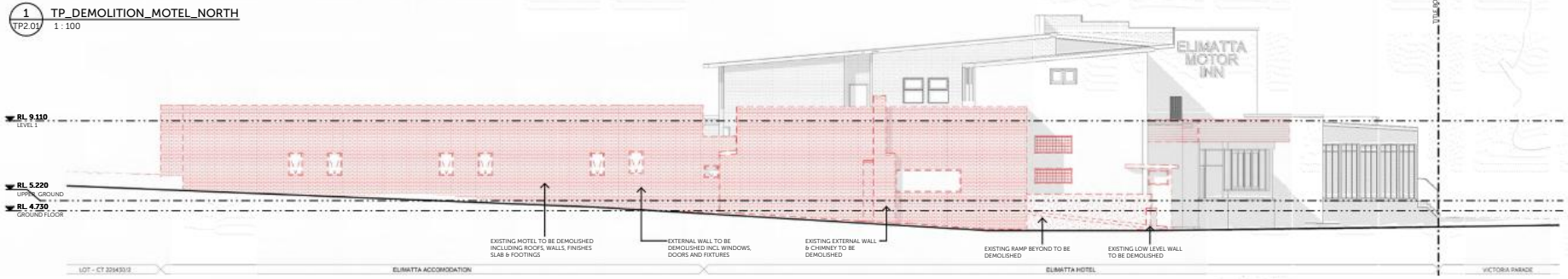
PRELIMINARY

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Scale 1 : 100 at A1

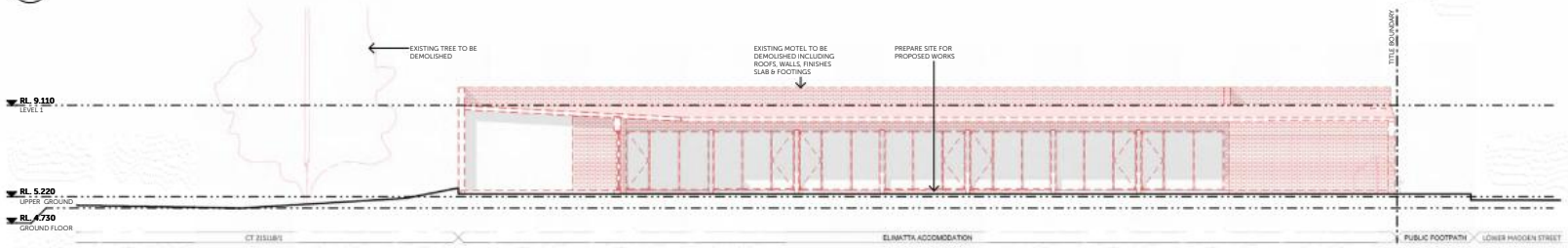
Project No.	Drawing No.	Revision
M2200016	TP3.01	P6



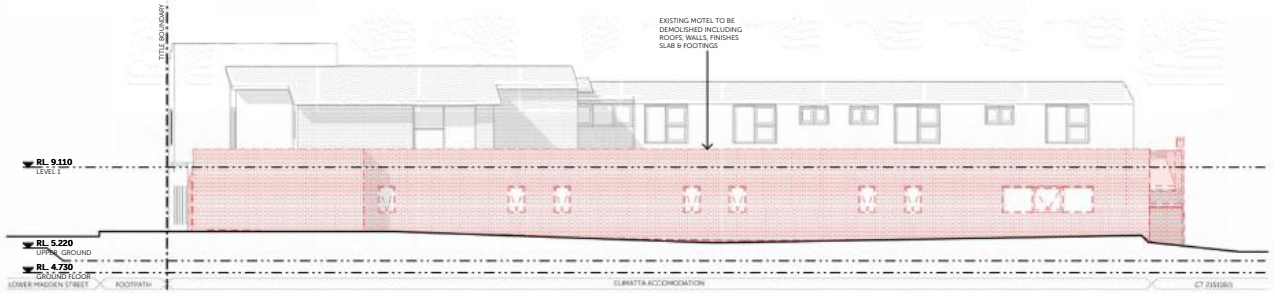
1 TP2.01 TP_DEMOLITION_MOTEL_NORTH
1 : 100



2 TP2.01 TP_DEMOLITION_MOTEL_SOUTH
1 : 100



3 TP2.01 TP_DEMOLITION_MOTEL_EAST
1 : 100



4 TP2.01 TP_DEMOLITION_MOTEL_WEST
1 : 100

BSPN. ARCHITECTURE

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Revisions

P1	16.07.2024	CLIENT ISSUE	WC
P2	12.12.2025	CLIENT ISSUE	WC
P3	28.01.2026	CLIENT ISSUE	WC
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Extension & Refurbishment

For
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Drawing
EXISTING & DEMOLITION ELEVATIONS - ACCOMODATION

PRELIMINARY

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1 A2.12 ELIMATTA HOTEL - NORTH
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2 A2.12 ELIMATTA HOTEL - SOUTH
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Drawing
PROPOSED N/S ELEVATIONS - HOTEL

PRELIMINARY

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1 A2.12 MAIN BUILDING - EAST ELEVATION
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2 A2.21 ELIMATTA HOTEL - WEST
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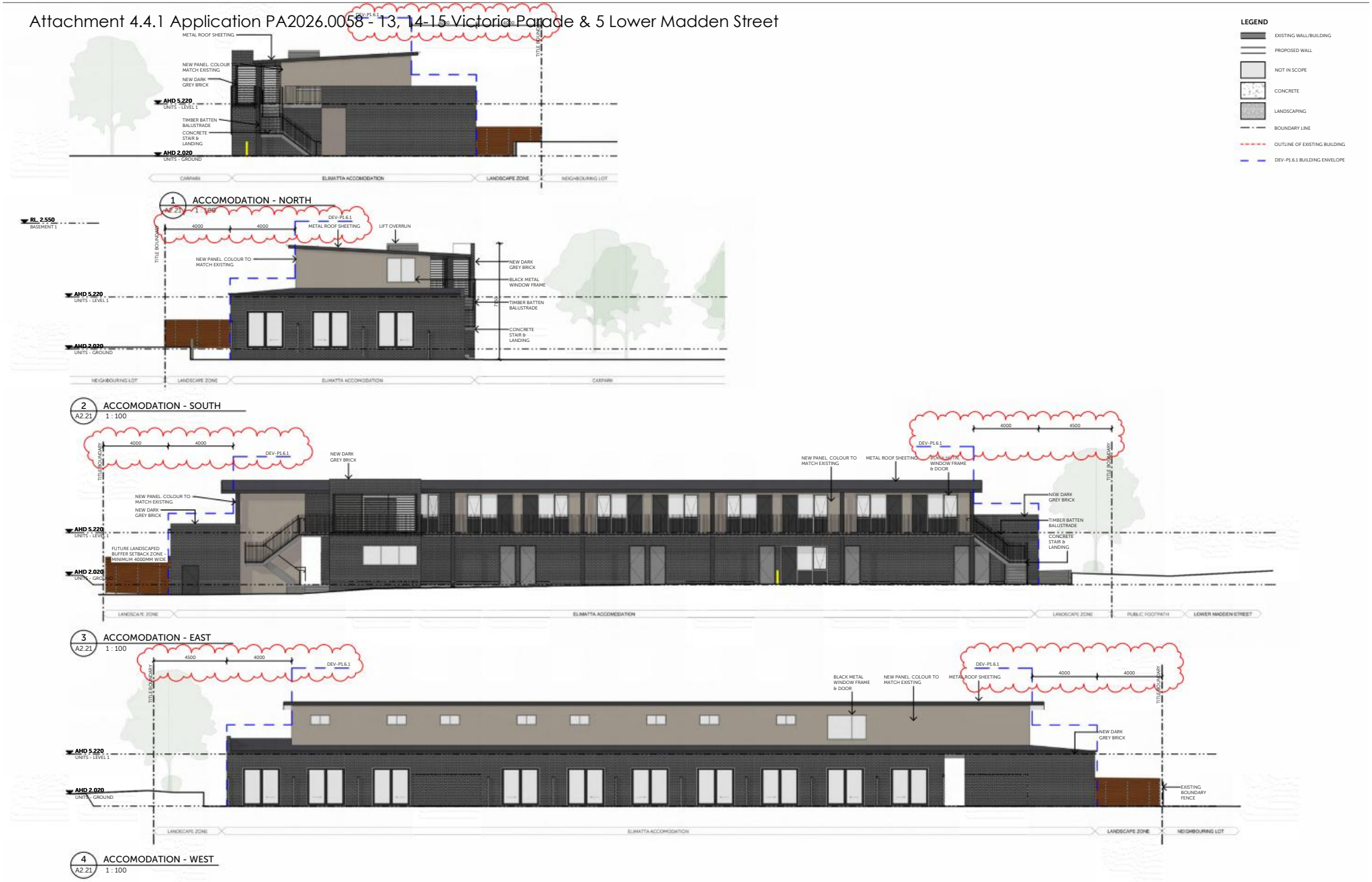
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PROPOSED E/W ELEVATIONS - HOTEL

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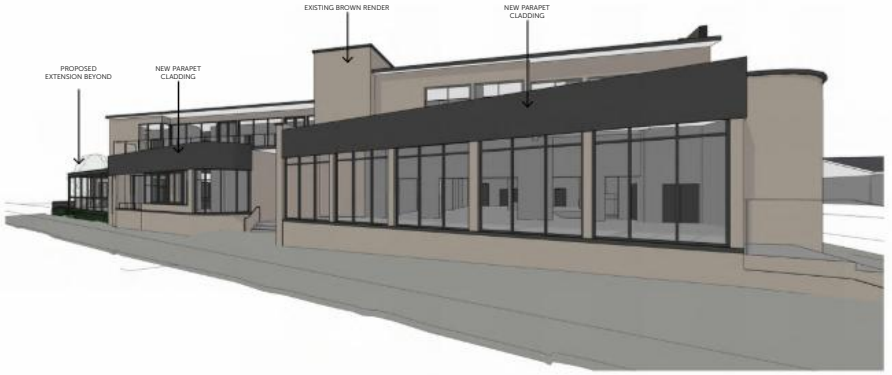
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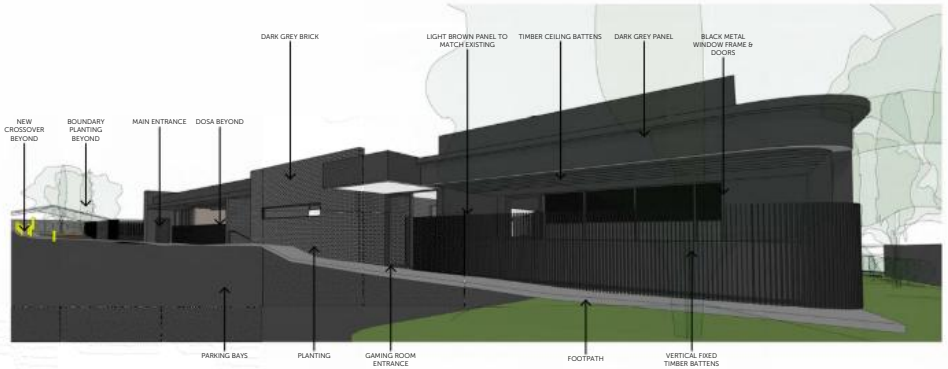
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2 VIEW LOOKING NORTH ALONG VICTORIA PARADE



4 VIEW LOOKING SOUTH ALONG VICTORIA PARADE



1 VIEW LOOKING EAST FROM CARPARK



5 VIEW LOOKING EAST ALONG LOWER MADDEN STREET

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PROPOSED 3D PERSPECTIVES - HOTEL

PRELIMINARY

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1 VIEW LOOKING SOUTH FROM CAR PARK



2 VIEW LOOKING NORTH FROM CAR PARK

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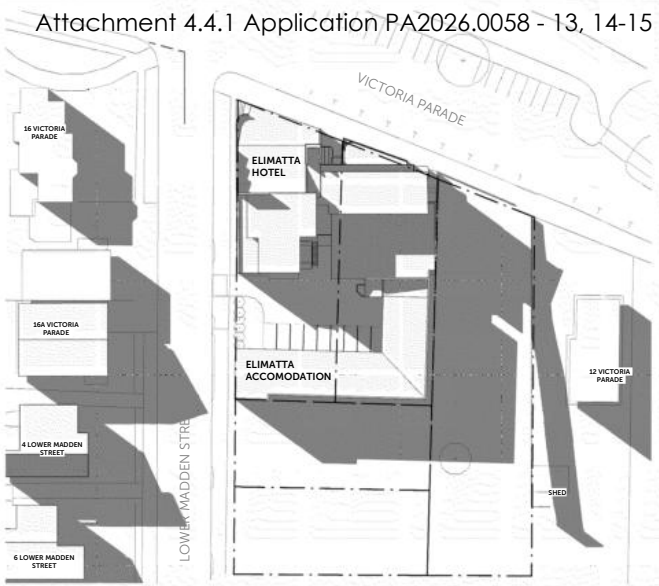
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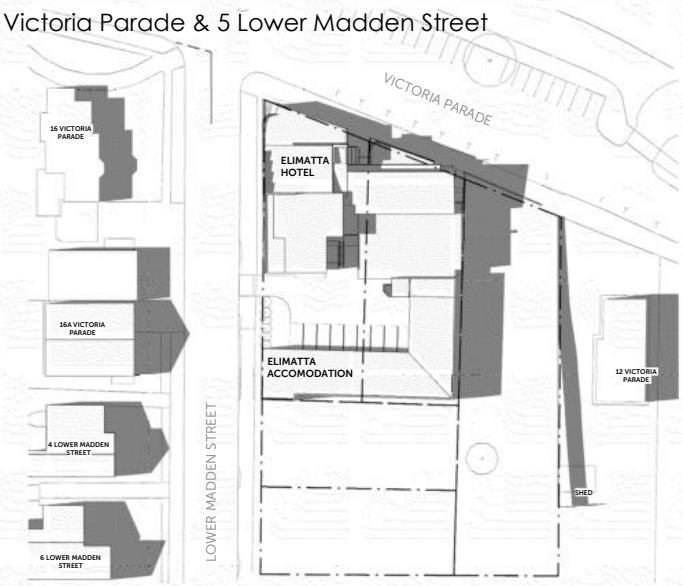
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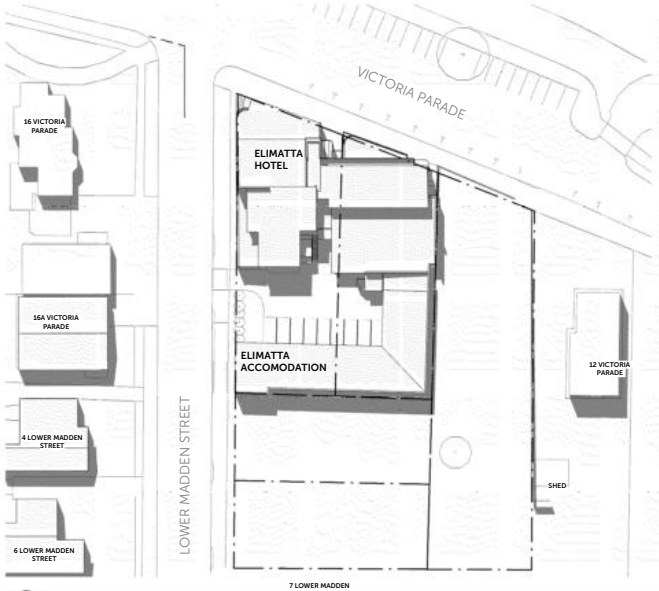
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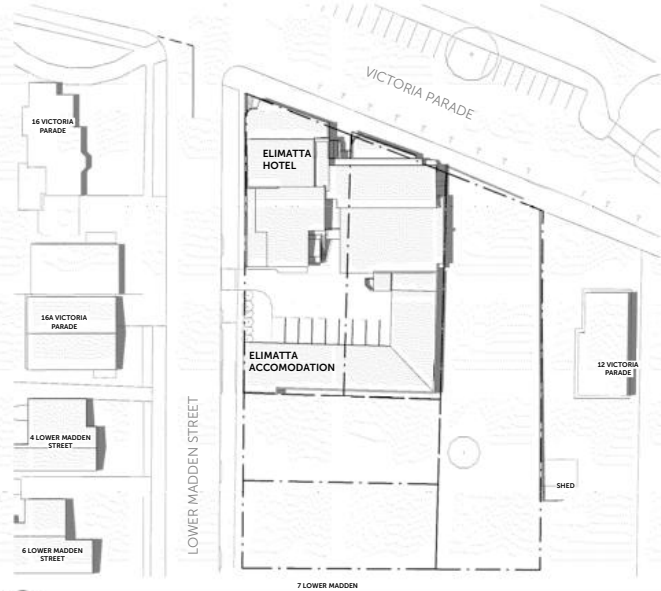
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TP3.00 1 : 500



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TP3.00 1 : 500



5 EXISTING SHADOWS_DEC_12PM
TP3.00 1 : 500



6 EXISTING SHADOWS_DEC_3PM
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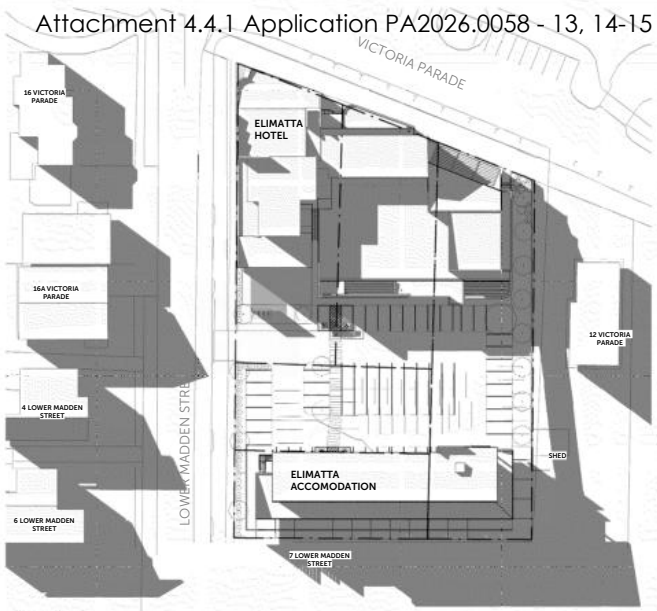
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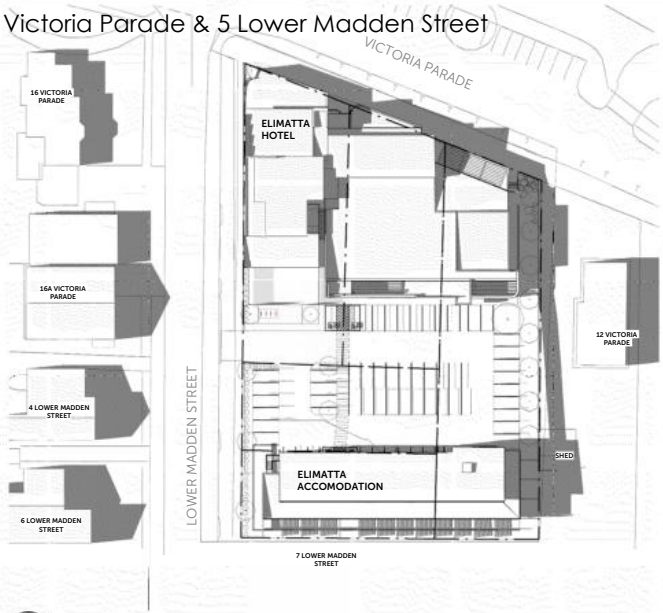
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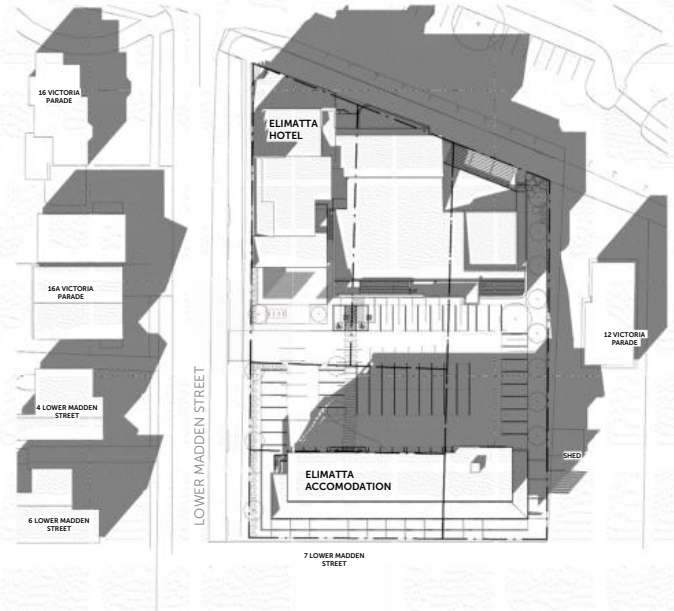
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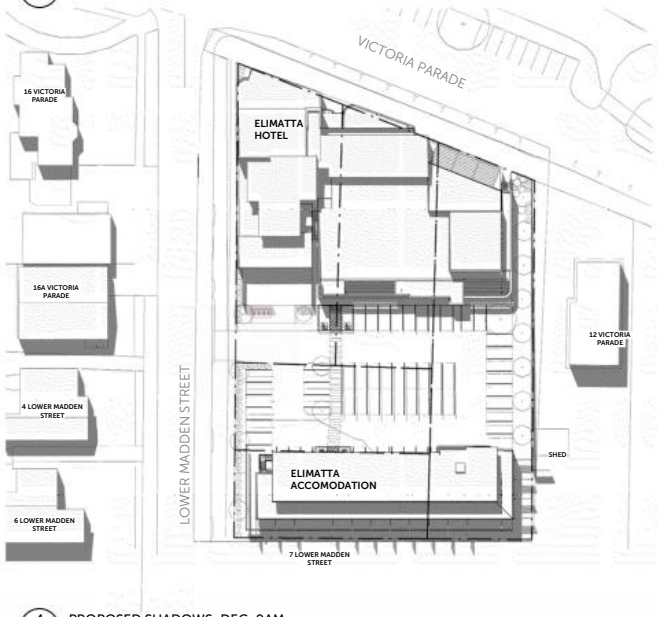
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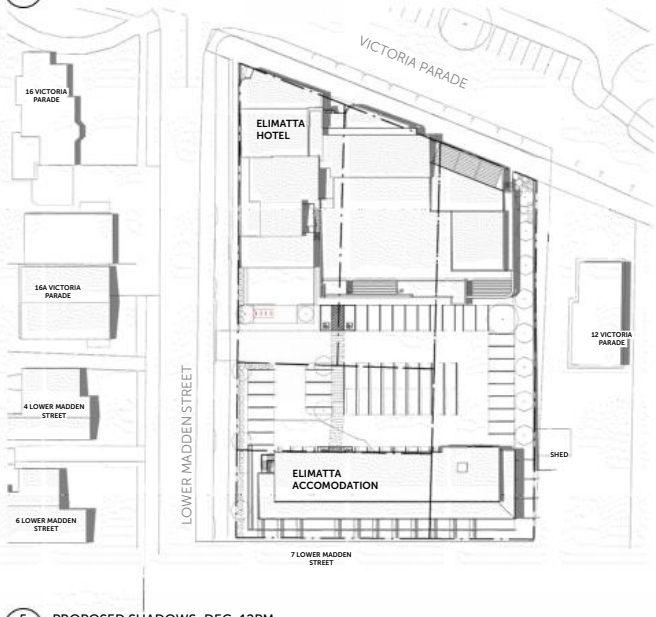
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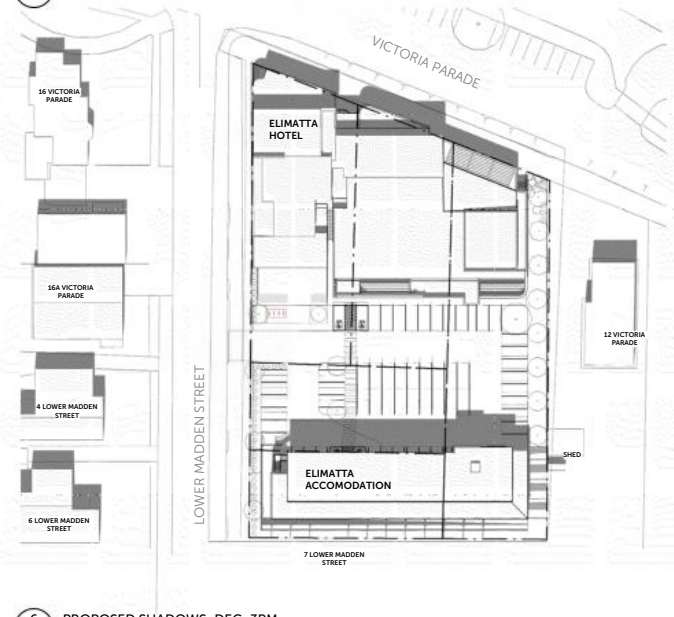
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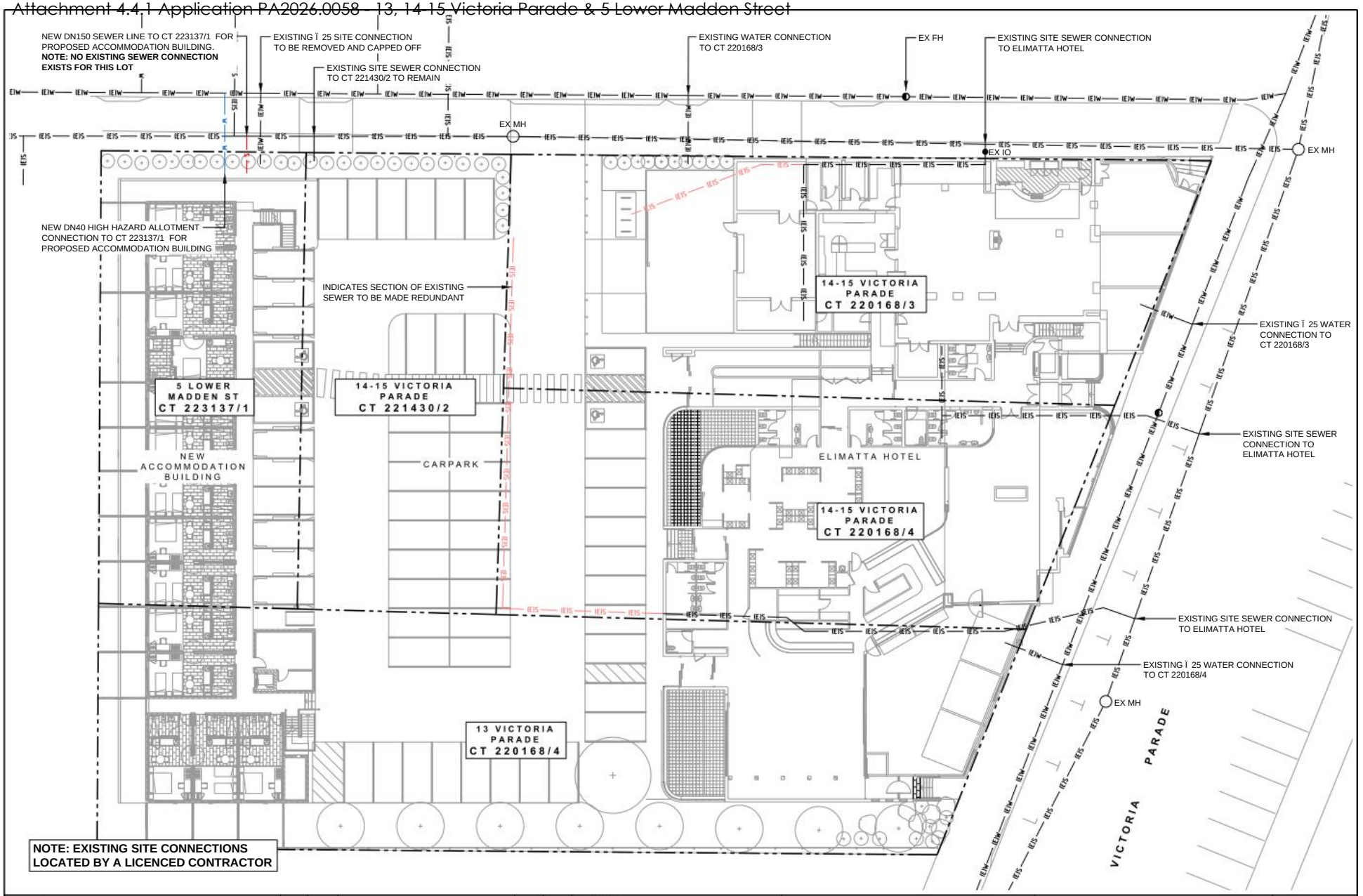
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ELIMATTA HOTEL
EXTENSION AND REFURBISHMENT
14-15 VICTORIA PARADE

SERVICES PLAN
NOT FOR CONSTRUCTION

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Client	Date
Goodstone Group	20 May 2026

Transport Impact Assessment

Proposed Elimatta Hotel Redevelopment

14-15 Victoria Parade, Devonport

Planning
Transport
Urban Design
Waste Management
Landscape Architecture
Civil Engineering

ratio:

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Project
14-15 Victoria Parade, Devonport

Prepared for
Goodstone Group

Our reference
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Version	Date	Issue	Prepared by
F01	20/05/2026	Final Report	M. Petrusma

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We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Background

Ratio Consultants were engaged by Goodstone Group to prepare a Transport Impact Assessment for the proposed redevelopment of the Elimatta Hotel at 14-15 Victoria Parade, Devonport.

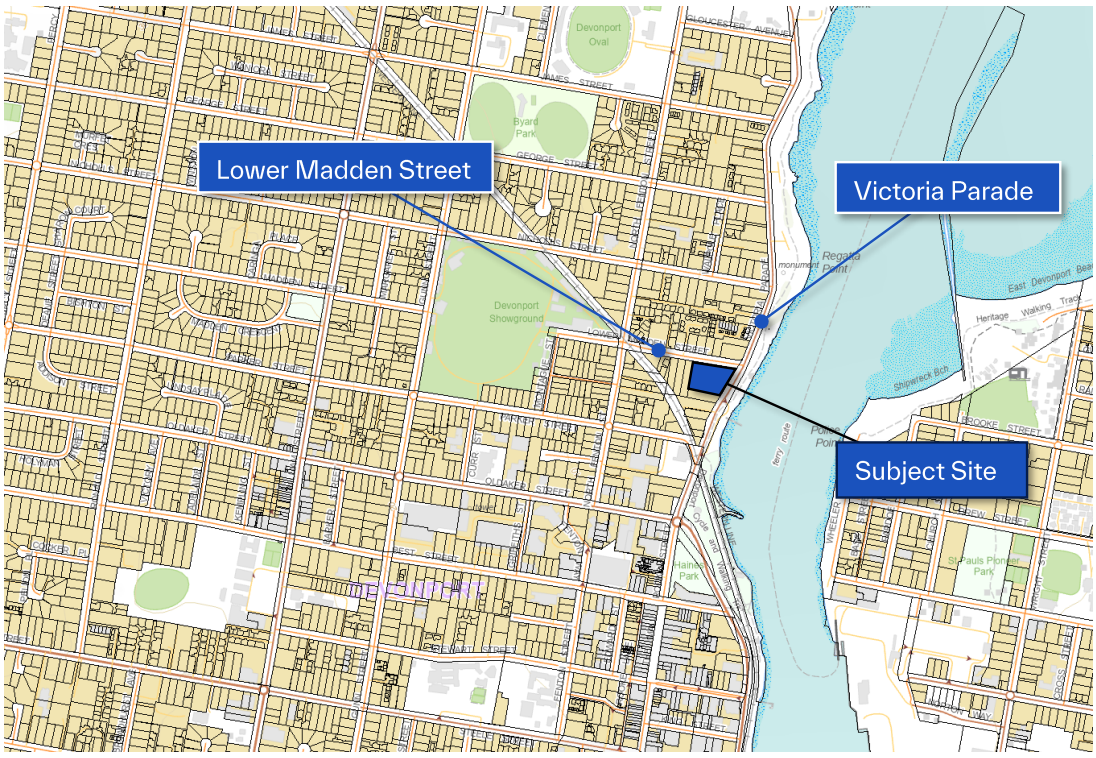
1.2. Purpose of This Report

The purpose of this report is to document the expected traffic and transport related impacts of the proposal, and to address the relevant provisions of the Tasmanian Planning Scheme and the Devonport Local Provisions Schedule, as applicable.

1.3. Subject Site Location

The subject site comprises five existing titles addressed as 13 Victoria Parade (215118/1), 14-15 Victoria Parade (220168/4, 231628/3 and 221430/2) and 5 Lower Madden Street (223137/1). The location of the site in its context is presented in Figure 1-1.

Figure 1-1: Site Location and Context



Source: LISTMap © State of Tasmania (https://maps.thelist.tas.gov.au)

1.4. Referenced Materials

The following documents and materials have been referred to during the preparation of this report:

— Tasmanian Planning Scheme – State Planning Provisions (the Planning Scheme)

— Devonport Local Provisions Schedule (LPS)

— Transport for NSW, *Guide to Transport Impact Assessment* (2024)

— Australian / New Zealand Standard AS/NZS 2890.1, *Parking facilities – Part 1: Off-street car parking* (2002)

— Australian Standard AS 2890.2, *Parking facilities – Part 2: Off-street commercial vehicle facilities* (2018)

2. Existing Conditions

2.1. Existing Site

The existing site currently contains the Elimatta Hotel across two titles. The other three titles are currently vacant, with one being used for informal overflow parking associated with the existing hotel. Vehicular access is provided via Lower Madden Street.

An aerial view of the site is provided in Figure 2-1.

Figure 2-1: Aerial View of Subject Site



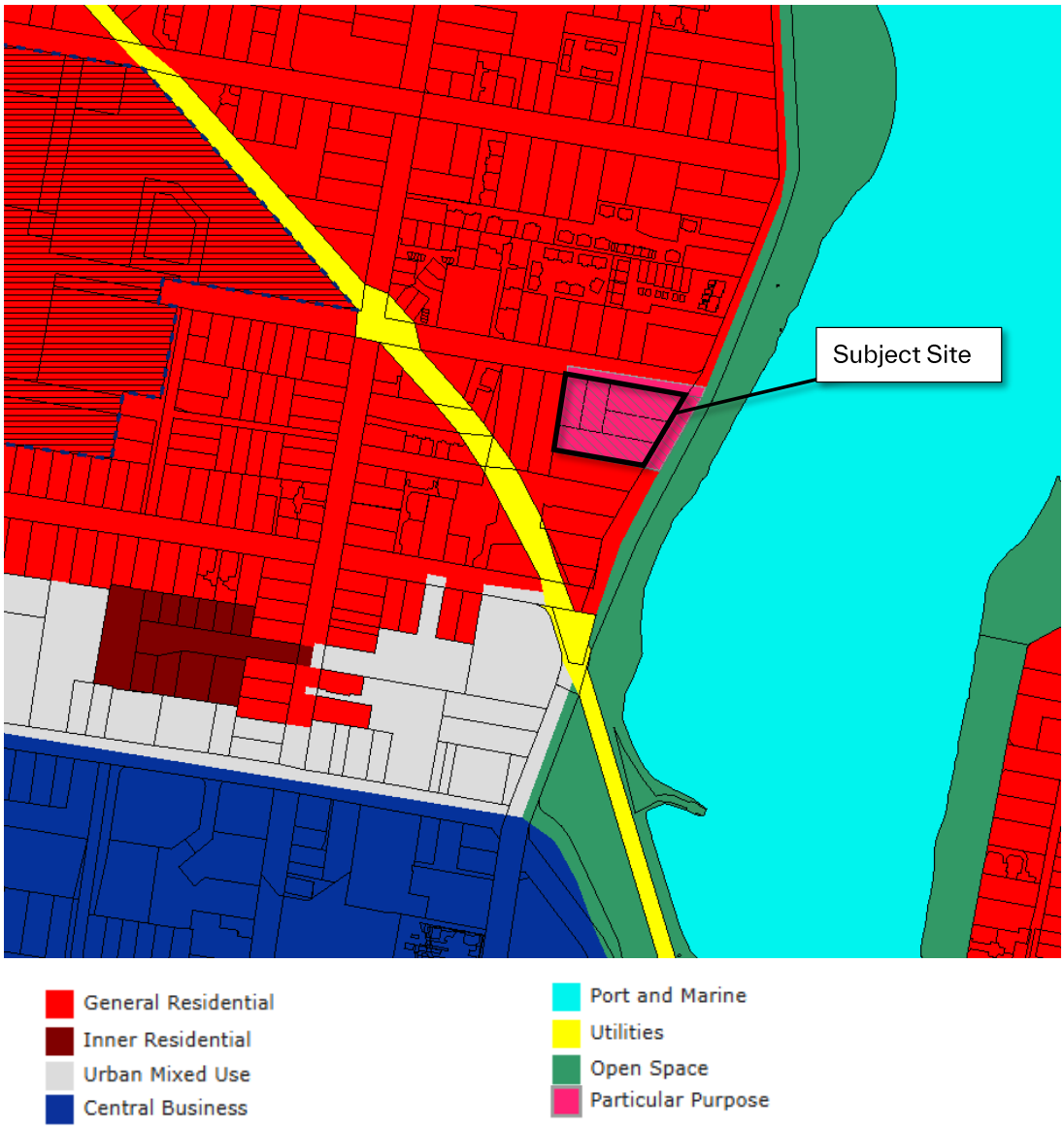
Source: Nearmap Imagery © 2026 Nearmap, HERE (https://apps.nearmap.com/)

2.2. Planning Context

The subject site is located within a Particular Purpose Zone – Elimatta Hotel under the Devonport Local Provisions Schedule (**'LPS'**). It is surrounded by General Residential to the north and west, Urban Mixed Use and Central Business to the south, and Open Space to the east along the edge of the Mersey River.

The planning context is presented in Figure 2-2.

Figure 2-2: Planning Context – Zoning



Source: LISTMap © State of Tasmania (https://maps.thelist.tas.gov.au/)

2.3. Road Network

For the purpose of this assessment, the road network comprises Victoria Parade and Lower Madden Street. Each of these roads is discussed in detail in the following sections.

Victoria Parade

Victoria Parade is defined as a 'Collector' road in the *Devonport Road Network Strategy 2023-2028*. Its function is to *'connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between urban areas, or in some cases rural population centres.'* In the local context, Victoria Parade connects to the arterial road network at Formby Road, within the Devonport CBD, and primarily provides access to the north-eastern areas of Devonport and the Mersey River foreshore.

In the vicinity of the subject site, Victoria Parade provides one lane in each direction and includes parallel on-street car parking on the western side (including along the site frontage) and 90-degree angle parking on the eastern side. The default urban speed limit of 50 km/h applies.

The view along Victoria Parade is presented in Figure 2-3 and Figure 2-4.

Figure 2-3: Victoria Parade Looking North towards the Subject Site



Source: Google Earth Pro (March 2025)

Figure 2-4: Victoria Parade Looking South towards the Subject Site



Source: Google Earth Pro (March 2025)

Lower Madden Street

Lower Madden Street is a local street connecting between Victoria Street and North Fenton Street. It currently terminates to the west at the Devonport Showgrounds site and forms a 90-degree bend with Montague Street. The intersection of Lower Madden Street with Victoria Parade is a give-way controlled T-intersection.

Lower Madden Street has a width of approximately 10 metres and provides one-lane in each direction with unrestricted on-street car parking both sides of the road. The default speed limit of 50 km/h applies.

The view along Lower Madden Street is presented in Figure 2-5.

Figure 2-5: Lower Madden Street Looking East towards the Subject Site



Source: Google Earth Pro (March 2025)

2.4. Traffic Volumes

Devonport Council provided traffic volumes for Victoria Parade, just north of Lower Madden Street, as follows:

— AADT 4,100 veh/day

— Heavy Vehicles 7%

Traffic data for Lower Madden Street was not available, however given that it terminates to the west at the Devonport Showground, and duplicates other routes such as Oldaker Street and Nicholls Street, it is unlikely that Lower Madden Street carries significant through traffic.

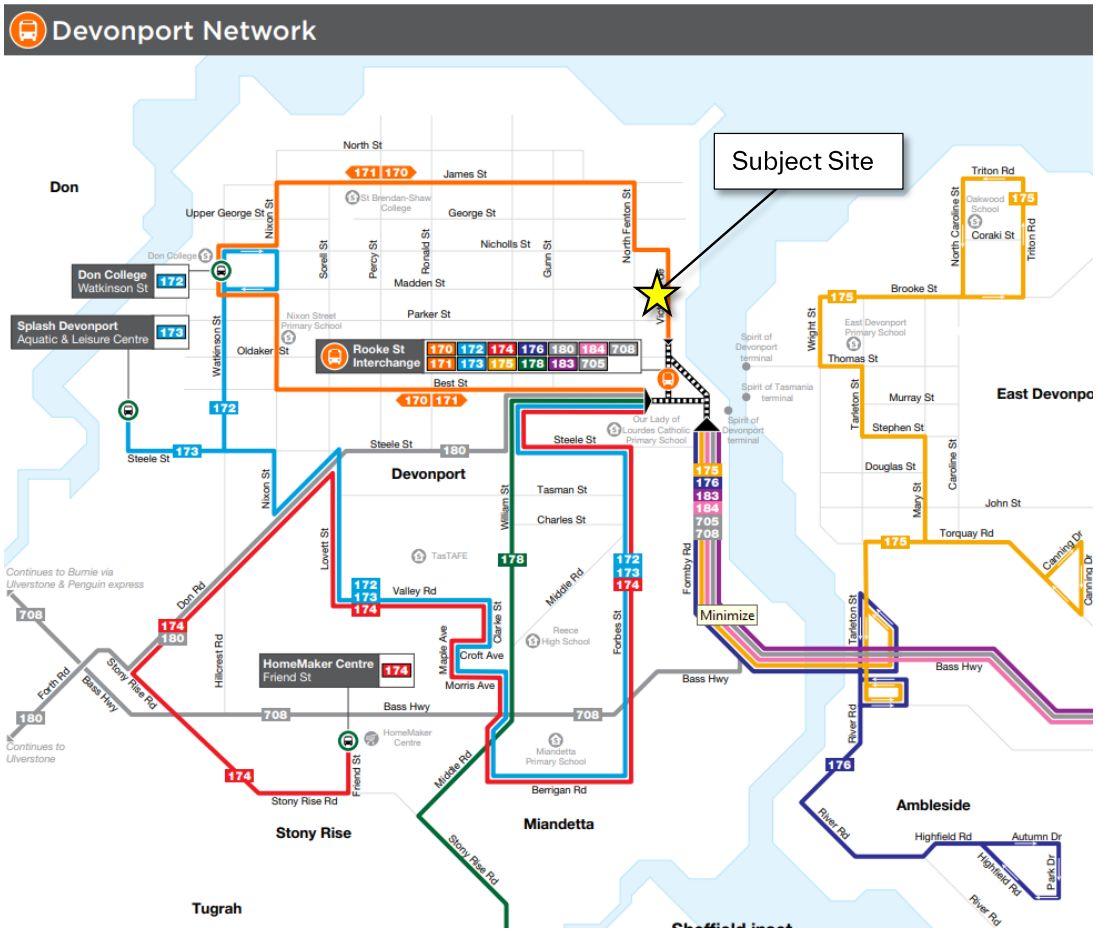
Accordingly, the traffic volume on Lower Madden Street is estimated to be in the order of around 500 vehicles per day based on 24 dwellings serviced in addition to the existing Elimatta Hotel.

2.5. Public Transport

The subject site is located within 400 metres walking distance to the Devonport Bus Interchange at Rooke Street to the south. The interchange provides connections to bus routes which service Devonport and the surrounding areas including East Devonport, Port Sorell/Shearwater, Latrobe, Sheffield, Ulverstone and Burnie.

An extract from the Devonport Network map is provided in Figure 2-6.

Figure 2-6: Devonport Network Map



Source: Department of State Growth (https://transport.tas.gov.au/)

2.6. Walking and Cycling

The subject site is located in close proximity to the Great Foreshore Ride, which includes a shared use path running along the eastern side of Victoria Parade past the site. Additionally, Victoria Parade provides a footpath along its western side, including along the site frontage, and Lower Madden Street includes footpaths on both sides of the road.

2.7. Road Safety Performance

Crash history data obtained from the Department of State Growth, covering the five year period from 1 January 2021 to 31 December 2025, indicates that there have been:

— Six crashes on Victoria Parade within 500 metres of the subject site.

— One crash on Lower Madden Street.

All but one of the recorded crashes resulted in property damage only, with one 'minor injury' crash recorded at the intersection of Lower Madden Street / North Fenton Street in 2021. Most crashes involved parked or parking vehicles. Overall, the crash history does not indicate any specific road safety deficiency in the area that might be exacerbated by the proposed redevelopment.

3. Proposal

3.1. Overview

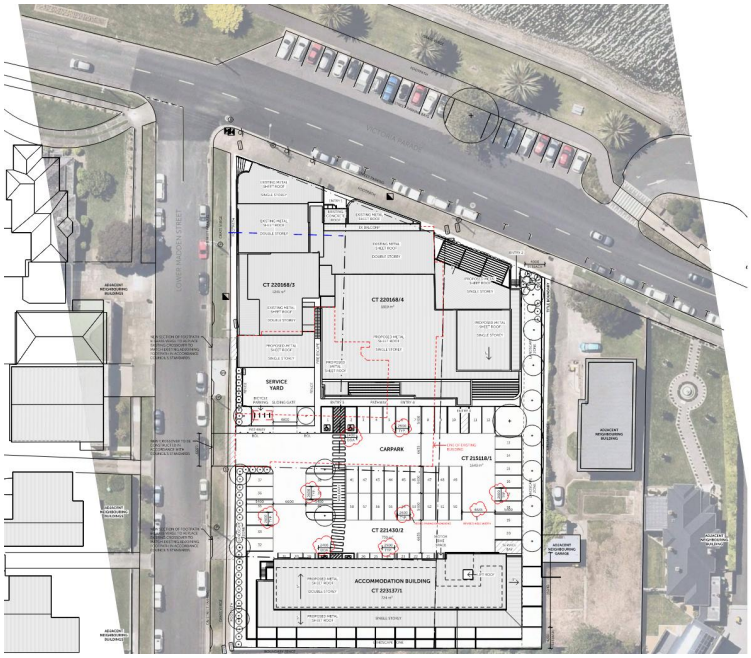
The proposal is for the expansion and redevelopment of the existing Elimatta Hotel at 14-15 Victoria Parade, Devonport. A summary is provided in Table 3-1.

Table 3-1: Development Overview

Component	Existing	Proposed
Hotel – Ground Floor	1,070 m^2	1,700 m^2
Bottle Shop	30 m^2	0 m^2
Hotel – First Floor	13 rooms	13 rooms
Accommodation	13 rooms	24 rooms
Car Parking	9 spaces	58 spaces

A site plan is provided in Figure 3-1.

Figure 3-1: Proposed Redevelopment – Site Plan



Source: BSPN Architecture

4. Car Parking

4.1. Car Parking Supply

Clause C2.5.1-A1 states the following with respect to car parking numbers:

"A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, 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."

Given that the proposed redevelopment is an intensification of the existing use, (d)(ii) applies and the car parking requirement is calculated according to the formula: N = A + (C – B)

The number of existing on-site car parking spaces (A) is 9.

For the existing and proposed uses (B and C), the car parking requirement is specified in Table C2.1. The site falls into the Hotel Industry use class which require:

"1 space per 20m^2 of floor area available to the public + 1 space per bedroom."

The existing hotel ground floor has an area of around 700 m^2 available to the public including the restaurant, bar, lounge, gaming room, pool room and bottle shop. The proposed redevelopment would increase the ground floor area to around 1,230 m^2 available to the public in total.

The number of bedrooms would increase from 26 (existing) to 37 (proposed).

Therefore, the number of on-site car parking spaces required for the existing development (B) is 61 and for the proposed development (C) is 99.

The number of car parking spaces required for compliance with A1(d)(ii) is calculated as:

N = 9 + (99 – 61) = 47 spaces

Given that the proposed site plan provides 58 formal car parking spaces, the proposed redevelopment complies with the acceptable solution of Clause C2.5.1-A1 with a surplus of 11 spaces.

4.2. Site Access Arrangements

Clause C2.6.3-A1 states the following with respect to the number of accesses for vehicles:

"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."

The proposed site plan provides one vehicular access on Lower Madden Street and therefore complies with the acceptable solution of Clause C2.6.3-A1.

Clause DEV-P1.6.1-A2 states the following with respect to the location and configuration of development:

"A2 Vehicular ingress and egress from car parking area must be only from:
(a) Victoria Parade; or
(b) Lower Madden Street, if for ingress only and not more than one existing access point."

The proposed development provides a two-way access point on Lower Madden Street and therefore does not comply with A2 and relies on performance criteria as follows:

"P2 The number of accesses for each frontage and their traffic impact upon sensitive uses is to be minimised, having regard to:
(a) the function and traffic generation characteristics of buildings served by accesses;
(b) minimising the number of vehicle ingress and egress points;
(c) impact on residential amenity on adjoining land;
(d) impact on pedestrian safety and amenity; and
(e) maintaining traffic safety."

Each of the factors are assessed in the following subsections:

<u>The function and traffic generation characteristics of building served by accesses</u>

The proposed buildings will have the same function as the existing use and include an extension of the existing hotel facilities including restaurant, bar/lounge and gaming room, as well as a new two-storey accommodation building.

The proposed redevelopment is expected to increase the traffic to and from the site by around 512 vehicles per day (two-way), with evening peak volumes of up to 46 additional vehicle movements per hour, as described in Section 7 of this report.

<u>Minimising the number of vehicle ingress and egress points</u>

The site would provide a single, two-way access point and therefore minimises the number of vehicle ingress and egress points.

Impact on residential amenity on adjoining land

The proposed carpark is separated from adjoining land by the two-storey accommodation building (to the west) and a 4-metre wide landscape zone (to the east).

The expected increase in traffic generation to and from the site of 46 vehicles per hour (less than one per minute), generated predominantly on weekends and in the evenings, is not likely to result in any significant loss of amenity to other residential users of Lower Madden Street. This is particularly because a majority of traffic would only use the short section of road between the site access point and the Victoria Parade intersection.

Furthermore, the proposal reduces the existing car parking deficit by 11 car parking spaces and would naturally result in reduced parking overflow on Lower Madden Street and in the immediate surrounding area.

Impact on pedestrian safety and amenity

The proposed redevelopment would consolidate three existing crossovers to a single, 6.6 metre wide access point, resulting in fewer footpath interruptions. Pedestrian sight triangles will be provided at the access point in accordance with AS 2890.1 with low-lying vegetation lining the outbound side of the driveway (refer Section 4.3).

The footpath along the Victoria Parade frontage will remain uninterrupted by vehicle access to the subject site.

Maintaining traffic safety

There is sufficient sight distance at the access point for the prevailing vehicle speeds (refer Section 4.3), and the site access is designed in accordance with the relevant Australian Standards (AS 2890.1 and AS 2890.2). No traffic capacity issues are foreseen for intersections at either end of Lower Madden Street, and the existing street width of 10 metres is sufficient for two-way traffic and on-street car parking.

Based on the above assessment, the proposed access arrangements are considered to minimise the traffic impacts on nearby sensitive uses and are consistent with the performance criteria of Clause DEV-1.6.1-P2.

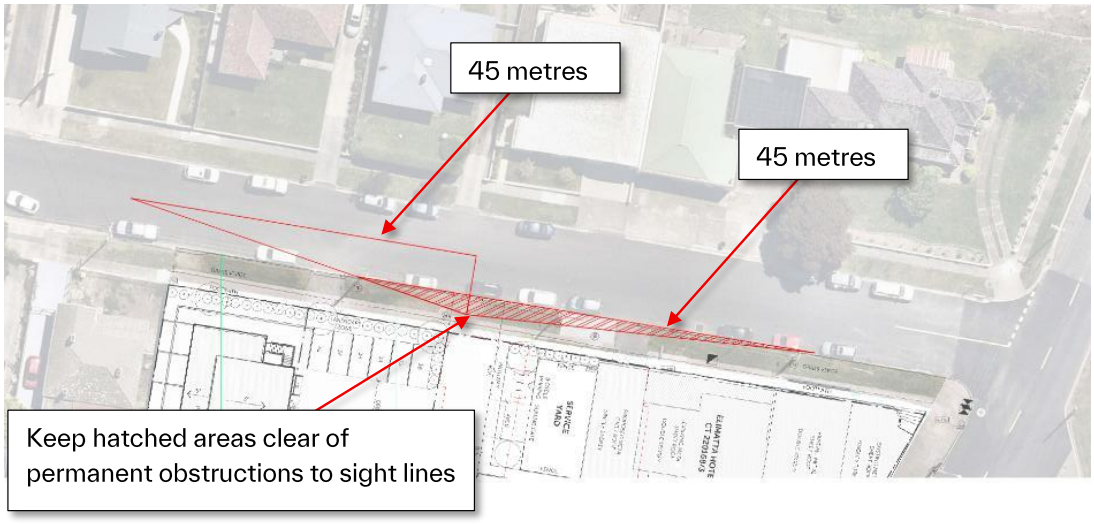
4.3. Sight Distance Assessment

Requirements for sight distance at property access are set out in Australian / New Zealand Standard AS/NZS 2890.1, *Parking facilities – Part 1: Off-street car parking* (AS 2890.1, 2004).

With reference to Figure 3.2 of AS 2890.1, the minimum stopping sight distance (SSD) required for a frontage road speed of 50 km/h is 45 metres. This is demonstrated in Figure 4-1.

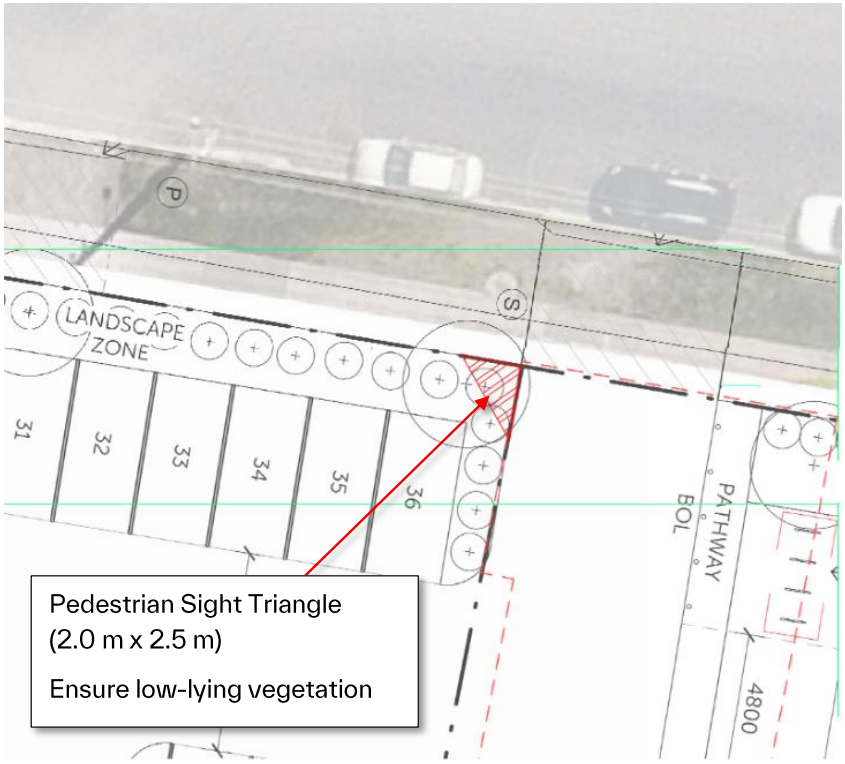
Given that there are no permanent obstructions to sight distance within the hatched areas as shown, the available sight distance meets the requirements of the Standard.

Figure 4-1: Sight Distance Triangles



With reference to Figure 3.3 of AS 2890.1, a pedestrian sight triangle is required on the exit side of a two-way driveway measuring 2.0 metres by 2.5 metres. It is recommended that low lying vegetation be provided on the outbound side of the driveway to ensure that pedestrian sight triangles can be maintained as shown in Figure 4-2.

Figure 4-2: Pedestrian Sight Triangle



4.4. Pedestrian Access

The proposed redevelopment provides direct building access from the existing public footpath at Victoria Parade, and also includes a 1.5 metre wide footpath connecting between Lower Madden Street and the proposed carpark.

Dedicated pedestrian crossings are provided within the carpark and will be clearly designated as zebra crossings.

Clause C2.6.5-A1.1 and A1.2 state the following with regard to pedestrian access:

"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.

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."

The proposed carpark includes footpaths in compliance with A1.1 and A1.2. Separation between the footpath and the site access is provided in the form of bollards. All pedestrian crossings are clearly signed and line marked as zebra crossings.

The proposed redevelopment therefore complies with the acceptable solutions of Clause C2.6.5-A1.1 and A1.2.

4.5. Construction of Car Parking Areas

Clause C2.6.1-A1 states the following with respect to the construction of parking areas:

"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."

The proposed carpark will be sealed and will include drainage in compliance with the acceptable solution of Clause C2.6.1-A1.

4.6. Car Parking Design and Layout

The proposed carpark is designed to the following dimensions:

— General parking spaces	2.6 m x 5.4 m
— Parking aisle width	6.6 m (minimum)
— Accessible parking	2.4 m x 5.4 m

— Access driveway 6.6 m

Clause C2.6.2-A1.1 states the following with respect to the design and layout of parking areas:

"A1.1 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."

The proposed carpark would have a gentle grade which is not expected to exceed the requirements of AS 2890.1 of 1 in 20 (5%). Accessible car parking spaces, and adjacent shared area, will be constructed to a maximum gradient of 1:33 (3%) in accordance with AS 2890.6.

The site provides full circulation, permitted vehicles to enter and exit in a forward direction.

The proposed access width is 6.6 metres, which exceeds the minimum 5.5 metres required by Table C2.2.

General parking space dimensions and aisle widths satisfy the dimensions set out in Table C2.3 for 90-degree angle parking, being 2.6 metres by 5.4 metres with a minimum aisle width of 6.4 metres.

The vertical clearance above spaces fronting the accommodation building is around 2.9 metres, which exceeds the 2.1 metres required.

All parking would be delineated by line marking.

Based on the above assessment, the proposed carpark complies with the acceptable solution of Clause C2.6.2-A1.1(a).

4.7. Accessible Car Parking

Clause C2.6.2-A1.2 states the following with respect to the design and layout of accessible car parking:

"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.

Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016."

The proposed supply of four accessible car parking spaces represents a ratio of 1:14.5 and exceeds the normal requirements of the National Construction Code.

Two accessible spaces are located immediately adjacent to the main hotel building entrance, and two accessible spaces are located adjacent to the accommodation building Unit 4 which is designed as an accessible unit.

Accessible car parking spaces are designed to 2.4 metres by 5.4 metres with an adjacent shared area in accordance with AS 2890.6.

The proposed redevelopment therefore complies with the acceptable solution of Clause C2.6.2-A1.2.

4.8. Motorcycle Parking

Clause C2.5.3-A1 states the following with respect to motorcycle parking numbers:

"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."

The number of motorcycle parking spaces is related to the number of car parking spaces required. In this case, the number of car parking spaces is calculated (based on TableC2.4) as:

— Existing 60 spaces

— Proposed 98 spaces

— Additional 38 spaces

The existing site does not provide motorcycle parking, and therefore the proposed redevelopment requires a total of 1 motorcycle parking space as per Table C2.4. This is provided and the proposal complies with Clause C2.5.3-A1.

5. Bicycle Parking

Clause C2.5.2-A1 states the following with respect to bicycle parking numbers:

"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."

For Hotel Industry, Table C2.1 requires one space per 100 m^2 of floor area available to the public. The proposed redevelopment would increase the floor area available to the public by around 530 m^2 and therefore generates a requirement for six additional bicycle spaces.

The redeveloped carpark provides a supply of eight bicycle parking spaces. These would be provided in the form of four, double-sided bicycle hoops which can be used to lock a bicycle to generally in accordance with Security Level C as outlined in Australian Standard AS 2890.3 and are for the use of patrons of the Elimatta Hotel complex.

The location of bicycle parking is in an area with a high level of passive surveillance due to the coming and going of patrons and guests, and will be well lit by both existing street-lighting on Victoria Parade as well as internal carpark lighting.

The proposed development therefore complies with the acceptable solution of Clause C2.5.2-A1.

6. Loading & Waste Collection

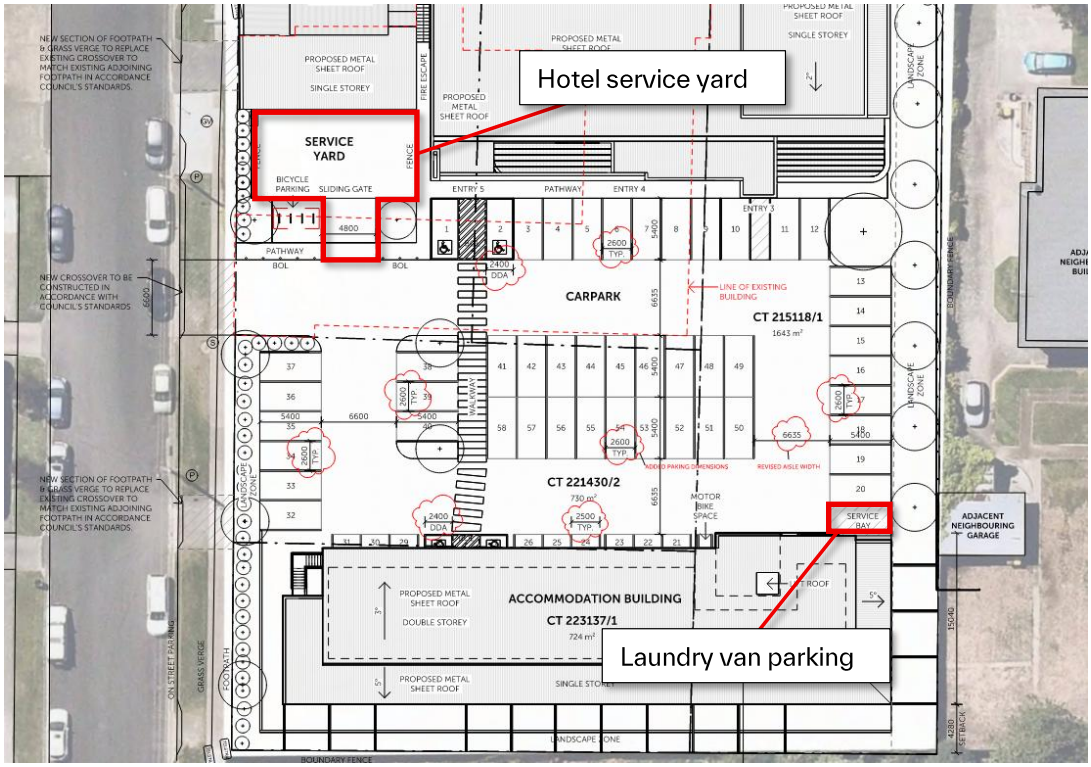
6.1. Loading Bays

The proposed development does not fall into one of the use classes listed in Clause C2.2.3 (a) to (d) of the Planning Scheme and therefore Clause C2.5.4 Loading Bays does not apply.

Notwithstanding, the proposal provides a dedicated 'service yard' accessed via an internal driveway and sliding gate connecting to the main site access point as shown in Figure 6-1. The service yard would be used for all waste collection and deliveries associated with the hotel.

The accommodation building would be serviced separately by a service bay located adjacent to the laundry in the far corner of the site.

Figure 6-1: Proposed Loading Areas



Source: BSPN Architecture

6.2. Service Vehicle Access

Clause C2.6.6-A2 states the following with respect to loading bays:

> *"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."*

A swept path assessment has been undertaken for the following design vehicles:

— Service yard 8.8 metre MRV

— Laundry service bay B99 vehicle

The swept path assessment is provided in Appendix A and demonstrates compliance with AS 2890.2 and the acceptable solution of Clause C2.6.6-A2.

7. Traffic Assessment

7.1. Traffic Generation

Proposed Redevelopment

Traffic generation rates have been obtained from the Transport for NSW (TfNSW) publication, *Guide to Transport Impact Assessment* (GTIA, 2024). For the accommodation component, the rate for *'Motels'* has been adopted as follows:

— Daily vehicle trips = 3 per unit

— Evening peak hour trips = 0.4 per unit

The GTIA notes that the above rates are for 100% room occupancy and recommends adjusting for a typical occupancy rate of 85%.

Similarly, for the bistro component, the rate for *'Restaurants'* has been adopted:

— Daily vehicle trips = 60 per 100 m^2 floor area

— Evening peak hour trips = 5 per 100 m^2 floor area

For the bar and lounge areas, comparable traffic generation rates from Australian sources were unavailable. Reference has been made to the ITE Trip Generation Manual which provides indicative rates for *'Drinking Place'* as follows:

— Evening peak hour trips = 12.2 trips per 100 m^2 floor area

The estimated traffic generation due to the proposed redevelopment is therefore as follows:

Table 7-1: Estimated Proposed Traffic Generation

Component	Units	Daily Trips		Evening Peak Hour	
		Rate	Trips	Rate	Trips
Accommodation	37 rooms	2.55	94	0.34	13
Bistro (restaurant)	368 m^2	0.6	221	0.05	18
Bar, Lounge[1]	511 m^2	1.464	748	0.122	62
Total			***1,063***		***93***

[1] Includes lounge bar, sports bar and terrace

Existing Site

Using the same rates, the existing site is assumed to be generating traffic as follows:

Table 7-2: Estimated Existing Traffic Generation

Component	Units	Daily Trips		Evening Peak Hour	
		Rate	Trips	Rate	Trips
Accommodation	26 rooms	2.55	66	0.34	9
Bistro (restaurant)	~320 m^2	0.6	192	0.05	16
Bar, Lounge[2]	~175 m^2	1.464	256	0.122	21
Total			***514***		***46***

7.2. Change in Traffic Volume

The proposed change in traffic volume to and from the site would be:

— Daily traffic +549 vehicles per day (two-way)

— Evening peak hour +47 vehicles per day (two-way)

Based on a review of the immediate catchment surrounding the site, and the likely path of travel to and from the Arterial road network, the following trip distribution has been adopted:

— To/from N Fenton Street 30%

— To/from Victoria Parade North 10%

— To/from Victoria Parade South 60%

The resulting change in traffic volume on Lower Madden Street and Victoria Parade is therefore estimated as follows:

Table 7-3: Change in Traffic Volume

Street	Existing Daily Volume	Additional	Proposed Daily Volume
Victoria Parade (north)	~4,100	+55	~4,155
Victoria Parade (south)	~4,100	+329	~4,429
Lower Madden Street (west)	~500	+165	~665

[2] Includes lounge bar and pool room

7.3. Impacts to Traffic Efficiency

Lower Madden Street is a local street, however its width and construction meet the minimum requirements of the Devonport Road Network Strategy for a Link Road. The target traffic volume for a Local Access road is in the range of 50 to 1,000 vehicles per day, and for a Link Road in the range of 1,000 to 3,000 vehicles per day.

The expected traffic volume on Lower Madden Street does not exceed the threshold of 1,000 vehicles per day.

Traffic volumes on Victoria Parade will similarly remain within the target volume of 3,000 to 10,000 vehicles per day for a Collector road.

The proposed redevelopment is expected to increase turning movements at the intersection of Lower Madden Street and Victoria Parade. The potential increase in traffic is in the range of 30-35 vehicles per hour during the evening peak period.

This represents around 1 vehicle every 2 minutes or so on average, and can be readily absorbed by the existing intersection, which currently operates with minimal delays. The existing peak hour volume on Victoria Parade (no more than 500 vehicles per hour two-way) permits regular gaps in traffic for traffic to turn into and out of Lower Madden Street, and no further interventions are required.

7.4. Impacts to Road Safety

No significant road safety impacts are foreseen for the proposal. This is based on the following:

— The site contains an existing hotel that has operated for many years without issue, and the proposed redevelopment will not significantly change the existing access arrangements.

— The expected additional traffic that would be generated by the proposal can be readily absorbed by the surrounding road network.

— There is sufficient sight distance at the proposed access point for vehicles and pedestrians.

— The crash history does not indicate any specific road safety deficiencies in the surrounding road network that might be exacerbated by the proposal.

— The site layout provides separated pedestrian access and dedicated pedestrian crossings within the carpark.

7.5. Impacts to Local Amenity

The impacts to local amenity will be minor. Lower Madden Street currently carries relatively low traffic volumes (estimated around 500 vehicles per day) and the subject site is located at the eastern end of the street. The majority of additional traffic will travel the short distance between Victoria Parade and the site access.

The relatively low additional traffic using the western portion of Lower Madden Street will remain within the nominal capacity of around 1,000 vehicles per day, indicating that the road will continue to operate as a Local Access without any change in its function.

It is noted that the proposed redevelopment would provide additional car parking on the site, reducing the existing deficit and resulting in fewer vehicles parking on the street compared to the current situation.

7.6. Assessment Against Clause C3.5.1

Clause C3.5.1-A1.4 states the following with respect to traffic generation at a vehicle crossing:

"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."

The relevant threshold amount from Table C3.1 is 20% or 40 vehicle movements per day, whichever is the greater. Given that the proposed redevelopment would approximately double the existing traffic, and generate greater than 40 vehicle movements per day, it does not comply with A1.4 and therefore relies on performance criteria which are as follows:

"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;

(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."

Each of the factors are assessed in the following subsections:

Any increase in traffic caused by the use

The proposal would generate around 549 additional vehicle movements per day, with peak volumes of up to an additional 47 movements per hour.

The nature of the traffic generated by the use

The site would generate predominantly light vehicle traffic. Occasional delivery vehicles, laundry vans and waste collection vehicles would access the site. These are provided with dedicated loading areas and swept path analysis confirms safe and efficient access for these vehicles.

The nature of the road

Lower Madden Street is a Local Access road, constructed to a Link Road standard. The proposed traffic volumes (post-development) will remain within the nominal capacity of the road and will not cause any significant reduction in local amenity.

The speed limit and traffic flow of the road

The default speed limits of 50 km/h apply. Traffic volumes are relatively low with around 500 vehicles per day on Lower Madden Street and 4,100 vehicles per day on Victoria Parade. These roads operate well within their target volumes as defined by the Devonport Road Network Strategy.

Any alternative access to a road

While the site has frontage to Victoria Parade, it is proposed to activate that frontage by providing multiple building entrance points rather than carpark access. The preferred access is via the lower order road (Lower Madden Street).

The need for the use

Not relevant.

Any traffic impact assessment

This report has assessed the potential traffic and safety impacts of the proposed redevelopment, and found that all roads would continue to operate within their target traffic volumes. The impacts on the intersection at Lower Madden Street and Victoria Parade are minor given the existing opposing traffic flow (no more than 500 vehicles per hour) and the likely traffic turning into and out of Lower Madden Street.

Any advice received from the rail or road authority

Devonport Council officers were consulted during the preparation of this report, and did not raise any particular concerns with the operation of the road network.

Based on the assessments provided in this report, and the factors outlined above, the proposed redevelopment will minimise the adverse effects on the safety of the site access point and on the safety and efficiency of nearby junctions.

8. Planning Scheme Summary

The following tables provide a summary of this transport impact assessment against the relevant provision of the *Tasmanian Planning Scheme.*

Table 8-1: Summary of Assessment Against Planning Scheme

Clause	Clause Title	Comments	Reference
C2.5.1	Car parking numbers	Complies with A1 by (d)(ii)	Section 4.1
C2.5.2	Bicycle parking numbers	Complies with A1	Section 5
C2.5.3	Motorcycle parking numbers	Complies with A1	Section 4.8
C2.5.4	Loading Bays	Not applicable	-
C2.5.5	Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not applicable	-
C2.6.1	Construction of parking areas	Complies with A1	Section 4.5
C2.6.2	Design and layout of parking area	Complies with A1.1	Section 4.6
		Complies with A1.2	Section 4.7
C2.6.3	Number of accesses for vehicles	Complies with A1	Section 4.2
C2.6.4	Lighting of parking areas within the General Business Zone and Central Business Zone	Not applicable	-
C2.6.5	Pedestrian access	Complies with A1	Section 4.4
C2.6.6	Loading bays	Complies with A2	Section 6.2
C2.6.7	Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not applicable	-

Clause	Clause Title	Comments	Reference
C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	Consistent with P1	Section 7.6
DEV-P1.6.1	Location and configuration of development	Consistent with P2	Section 4.2

9. Conclusions

This Transport Impact Assessment report has been prepared for the proposed redevelopment of the existing Elimatta Hotel at 14-15 Victoria Parade. The proposal includes a new accommodation building, substantial renovations and expansion of the hotel ground floor, and new car parking facilities.

The key findings are as follows:

— Site access would be via a single, two-way access point on Lower Madden Street, located around 60 metres west of the Victoria Parade intersection.

— The proposed car parking supply exceeds the statutory requirements, and reduces the existing deficit.

— The site access and car parking layout complies with the relevant Australian Standards, including providing sufficient sight distance for vehicles and pedestrians subject to vegetation on the outbound side of the driveway.

— Dedicated loading areas are provided on the site, which can be safely and efficiently accessed as demonstrated by swept path analysis (Appendix A).

— Bicycle parking is provided within the carpark to meet the needs of the use.

— The proposed redevelopment is expected to approximately double the existing traffic generation of the site, resulting in an additional 549 vehicles per day, and 47 vehicles per hour, to and from the site.

— The expected increase in traffic is:

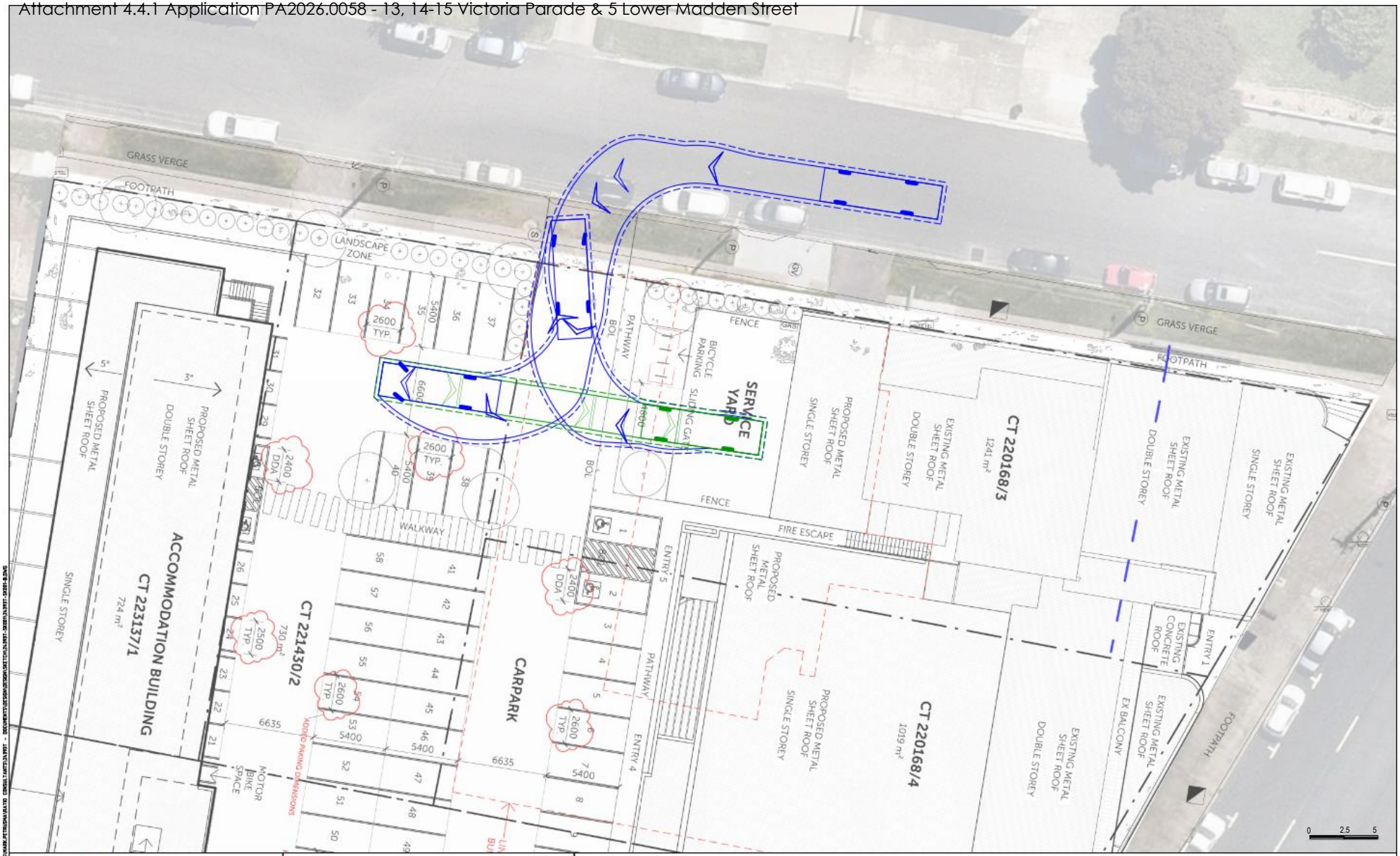
- Victoria Parade (north) +55 veh/day
- Victoria Parade (south) +329 veh/day
- Lower Madden Street (west) +165 veh/day

— The proposed traffic volumes would remain within the capacity of each of these roads based on target volumes set out in the Devonport Road Network Strategy.

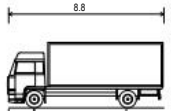
— The proposed redevelopment complies with the relevant clauses of the Tasmanian Planning Scheme and the Devonport LPS.

Based on the findings of this report, and subject to any recommendations contained within, the proposed redevelopment is supported on traffic, parking and safety grounds.

Appendix A - Swept Path Analysis



MRV - Medium Rigid Vehicle (AS/NZS2890.2:2002)



Overall Length	8.800m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m

ratio:

RATIO CONSULTANTS PTY LTD

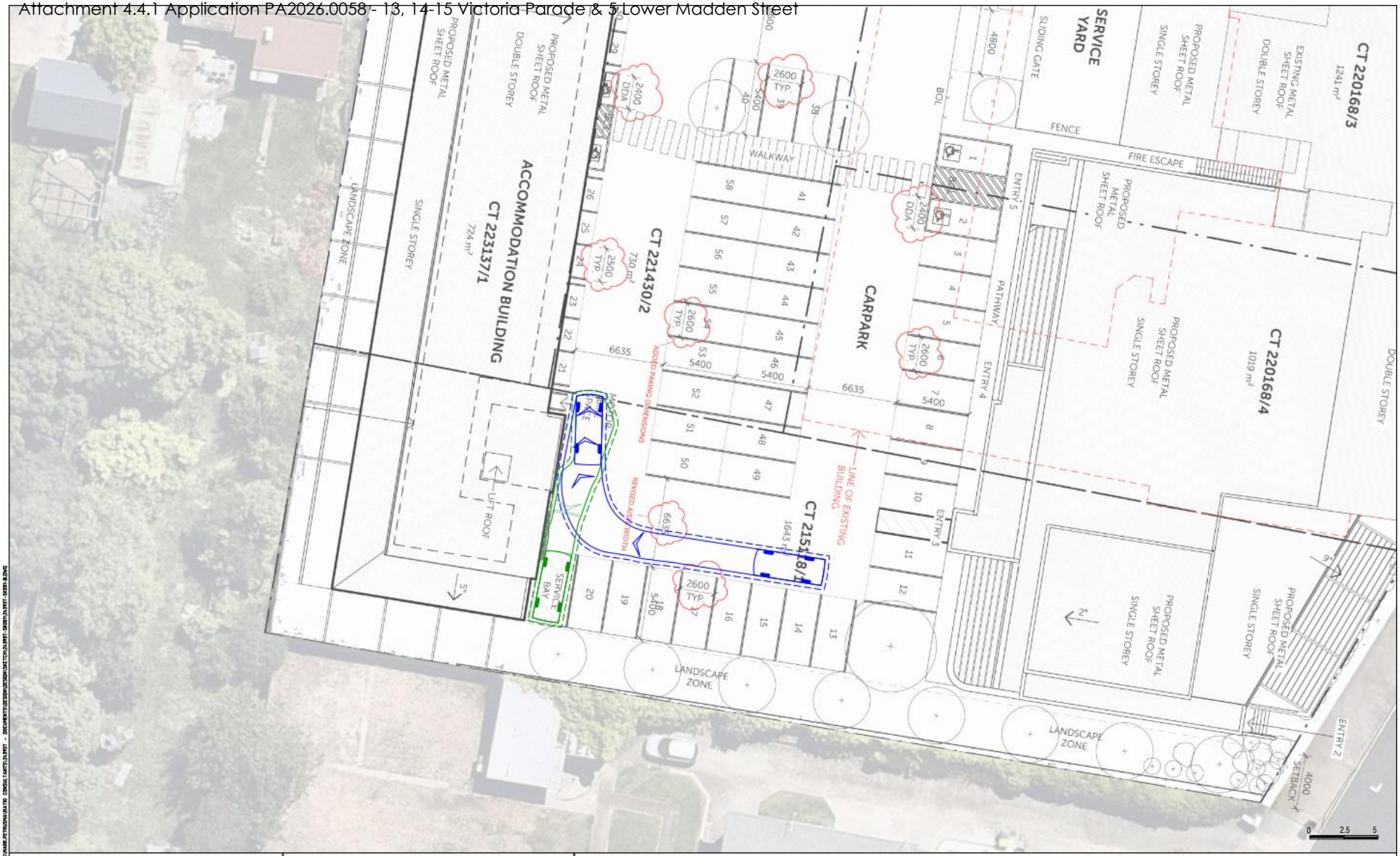
MELBOURNE GEELONG SYDNEY BRISBANE HOBART ADELAIDE

ratio.com.au

Proposed Redevelopment
Elimatta Hotel, 14-15 Victoria Parade, Devonport
Swept Path Assessment - 8.8m MRV

NOTE:
1) Base Plan Supplied By BSPN Architecture
2) Minimum Design Speed 5km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
24393T-SK001-B	1 of 2	M.P.	1:250 @A3	20/05/2026



0 2.5 5

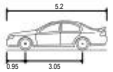
ratio:

RATIO CONSULTANTS PTY LTD

MELBOURNE GEELONG | SYDNEY BRISBANE | HOBART ADELAIDE

ratio.com.au

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Kerb to Outside Front Wheel	1.30m

Proposed Redevelopment
Elimatta Hotel, 14-15 Victoria Parade, Devonport
Swept Path Assessment - B99 Vehicle

NOTE:
1) Base Plan Supplied By BSPN Architecture
2) Minimum Design Speed 5km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
24393T-SK001-B	2 of 2	M.P.	1:250 @A3	20/05/2026

7 Lower Madden Street

Devonport. 7310

21st. Sept. 2026

The Chief Executive Officer,
Devonport City Council
PO Box 604
Devonport TAS 7310

Dear Sir,

RE: File : PA 2026.0058– APPLICATION FOR PLANNING PERMIT

13 & 14 – 15 VICTORIA PARADE AND 5 LOWER MADDEN STREET, DEVONPORT

I wish to make a representation pertaining to the above application.

I am the owner of the residential property at **7 Lower Madden Street, Devonport**. This Federation-style house, built in 1920, has been owned and occupied by the Richmond family since 1924 and sits on a long rectangular block of approximately 1,000 square metres.

In preparation for relocating permanently to the property, I have been progressively undertaking improvements to both the house and garden. This has included, at significant personal expense, the removal of several large trees to increase natural light, improve air circulation and allow sunlight into the back garden and eastern windows.

My intention is to establish a vibrant native garden alongside an organic vegetable garden with fruit trees.

I provide the following particular comments in relation to the proposed development and its impact on my property:

Development Standards for Building and Works.

The planning report associated with this application states:

"The building will shade the habitable rooms to the property to the west in the morning, however this is no change from the existing circumstances, due to vegetation on the site of the adjoining property. Figure 4 Existing established vegetation overshadowing habitable rooms on property to the west."



Figure 4 Existing established vegetation overshadowing habitable rooms on property to the west.

The photo (above) is very outdated with no clear indication of the date it was taken. I include more recent photos (below) showing a new front fence and a clear fenceline along my eastern boundary since trees have been removed.

All vegetation around the house was removed prior to the construction of the new front fence and driveway. Demolition and construction of the eastern boundary fence began on 7 September 2021.



Figure 1 – Front fence of 7 Lower Madden Street (taken on 20 May 2025)



Figure 2 – Eastern boundary fence of 7 Lower Madden Street (taken on 21 September2026)

Overshadowing

This encroachment outside the building envelope is contributing to the overshadowing of the two most significant, habitable rooms on the eastern side of the house and extends the entire length of my back garden.

The overshadowing of the house and garden as depicted on Page 84 of the development application in the June at 0900 hrs. is profound and extensive, shading the majority of the property.

Does this diagram reflect the winter solstice when the day is shortest, and the night is longest? The date in June hasn't been noted on the diagram.

The rooms affected are the kitchen and dining room which are situated towards the rear of the house as is evident in the picture below. The front sitting room also has an eastern window, but also benefits from a northern and western window.

Currently the sun only reaches these windows from sunrise to approx. midday. Therefore, these two rooms would receive less than hours of sunlight.



Figure 3 – Kitchen windows of 7 Lower Madden Street (taken on 10 September2018) (note, the kitchen is in the south eastern corner of the house)

Overshadowing shadowing causes many practical problems because, combined with the winter weather in Tasmania, the house and garden don't get a chance to dry out resulting in moss in lawns, green lichen on weather boards, windowsills and fruit tree branches. The impact of the overshadowing will be made worse when combined with

the winter weather in Tasmanian – overcast, mists, rain, cold temperatures and weak sunshine.

I am also concerned about the winter overshadowing in relation to the performance of solar which are planned for future installation.

Eastern Boundary Fence

I am very happy that the impressive, stoutly built eastern boundary fence is to remain.

Thank you so much.

However, I do request that, if the fence should be damaged in anyway due to the building works, that all repair costs be the responsibility of the developers.

Residential amenity

I am also thankful that the amenity of my property (both the house and back garden) has been considered by this development, particularly in relation to maintaining privacy and reducing overlooking. The inclusion of opaque glazing to the first floor windows is an important measure and I appreciate that this has been incorporated into the design to protect my privacy.

To further support residential amenity, I would also request landscaping be provided in the area between my boundary fence and the retaining wall (adjacent to the courtyards). Planting in this space would help discourage access to the fence line and provide an additional buffer between the courtyards and my property, reinforcing privacy for both properties.

I appreciate that the development of further visitor accommodation at the Elimatta Hotel has been an aspiration for the site, and these plans have evolved over a number of years through several development applications that have not proceeded to construction. Apart from the issues raised above, I believe the current application reflects a considered approach to improving the site while being mindful of impacts on adjacent residential uses, including impacts to my home and garden immediately adjoining the site. I also recognise the need for

the hotel to modernise to remain viable into the future, so it can continue to be an important part of the local economy and contribute positively to the neighbourhood's character and activity.

Yours sincerely,

Judy Richmond

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PA2026.0058
Council notice date	7/05/2026
TasWater Reference No.	TWDA 2026/00474-DCC
Date of response	24/08/2026
TasWater Contact	Huong Pham / Olivia Blenkhorn (Trade Waste)
Phone No.	0427 471 748 / 0419 745 624 (Trade Waste)

Response issued to

Council name	DEVONPORT COUNCIL
Contact details	townplanning@devonport.tas.gov.au
Development details	
Address	14 - 15 VICTORIA PARADE, DEVONPORT
Property ID (PID)	6317295
Description of development	Extension & Refurbishment to existing Hotel Industry

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Tasmanian Consulting Service	10171-SER	P1	05/08/2026
BSPN Architecture	M2200016/TP1.10	P5	23/03/2026

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 connection(s) and sewerage system and connection(s) to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

    a. Prior to the connection of the development to TasWater's sewerage system, an accessible property sewer inspection opening must be installed on each sewer connection within the property boundary and located so that it remains unrestricted for inspection and maintenance purposes.

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.

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

3. Prior to commencing construction/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.

INFRASTRUCTURE WORKS

4. Prior to applying for a Certificate for Certifiable Works, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.

5. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.

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

DEVELOPER CHARGES

9. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $4,612.13 to TasWater for water infrastructure for 2.625 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

10. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $9,909.48 to TasWater for sewerage infrastructure for 5.64 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

11. In the event Council approves a staging plan, prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing) for each stage, the developer must pay the developer charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

DEVELOPMENT ASSESSMENT FEES

12. The applicant or landowner as the case may be, must pay a development assessment fee of $802.53 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.

    In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

Advice

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/application-information/application-for-development-services-form

Assessment Fees
A development assessment fee will be payable to TasWater in connection with this development. The applicable fee will be determined by TasWater at the relevant design approval stage in accordance with the fees approved by the Economic Regulator and in effect at that time. Applicants are encouraged to refer to the Fees and Charges section of the TasWater website for information on current fees and charges that may apply.

Important Notice Regarding Plumbing Plans and Associated Costs
The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.
TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.
Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.
Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Developer Charges under PSP4
For information on Developer Charges please visit the following webpage -
https://www.taswater.com.au/building-and-development/developer-charges

Trade Waste
Prior to any Building and/or Plumbing work being undertaken, the applicant will require 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 (i.e. Grease Arrestor/Dry Basket Arrestors/Oil Water Separator)
Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design;
Location of an accessible sampling point in accordance with the TasWater Trade Waste Sampling Specifications for sampling discharge.
At the time of submitting an application for Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is required.
If the nature of the business changes or the business is sold, TasWater is to be informed in order that pre-treatment may be reassessed
The application forms are available at http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial

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.

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: 13 BOVILL STREET
EAST DEVONPORT

Certificate of Title Reference No.: 9450/12

Applicant's Details

Full Name/Company Name: JOHN CAMERON
CAMTEC PTY. LTD.

Postal Address: P.O. BOX 286
LATROBE
TAS. 7307

Telephone: 0419 343 984

Email: jcam@tassie.net.au

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

Full Name/Company Name:
MARK LESLIE COATS & HIROKO SUZUKI

Postal Address: 13 BOVILL STREET
EAST DEVONPORT 7310

Telephone: 0427 061 061

Email: snoop-mark@hotmail.com

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?: PROPOSED PREFABRICATED SHED

Description of how the use will operate: STORAGE FOR FUTURE BOAT & UTILITY VEHICLE.

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

$ 35,000-00

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

If land is not in applicant's ownership

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

Applicant's signature: J N Cameron Date: 23/8/2026

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: J N Cameron Date: 23/8/2026

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.

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.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
9450	12
EDITION	DATE OF ISSUE
5	14-June-2025

SEARCH DATE : 27-July-2026
SEARCH TIME : 10.51 am

DESCRIPTION OF LAND

City of DEVONPORT
Lot 12 on Sealed Plan 9450
Derivation : Part of Lot 181 Gtd. to R. Stewart
Prior CT 3624/46

SCHEDULE 1

N252636 TRANSFER to MARK LESLIE COATES and HIROKO SUZUKI
Registered 14-June-2025 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

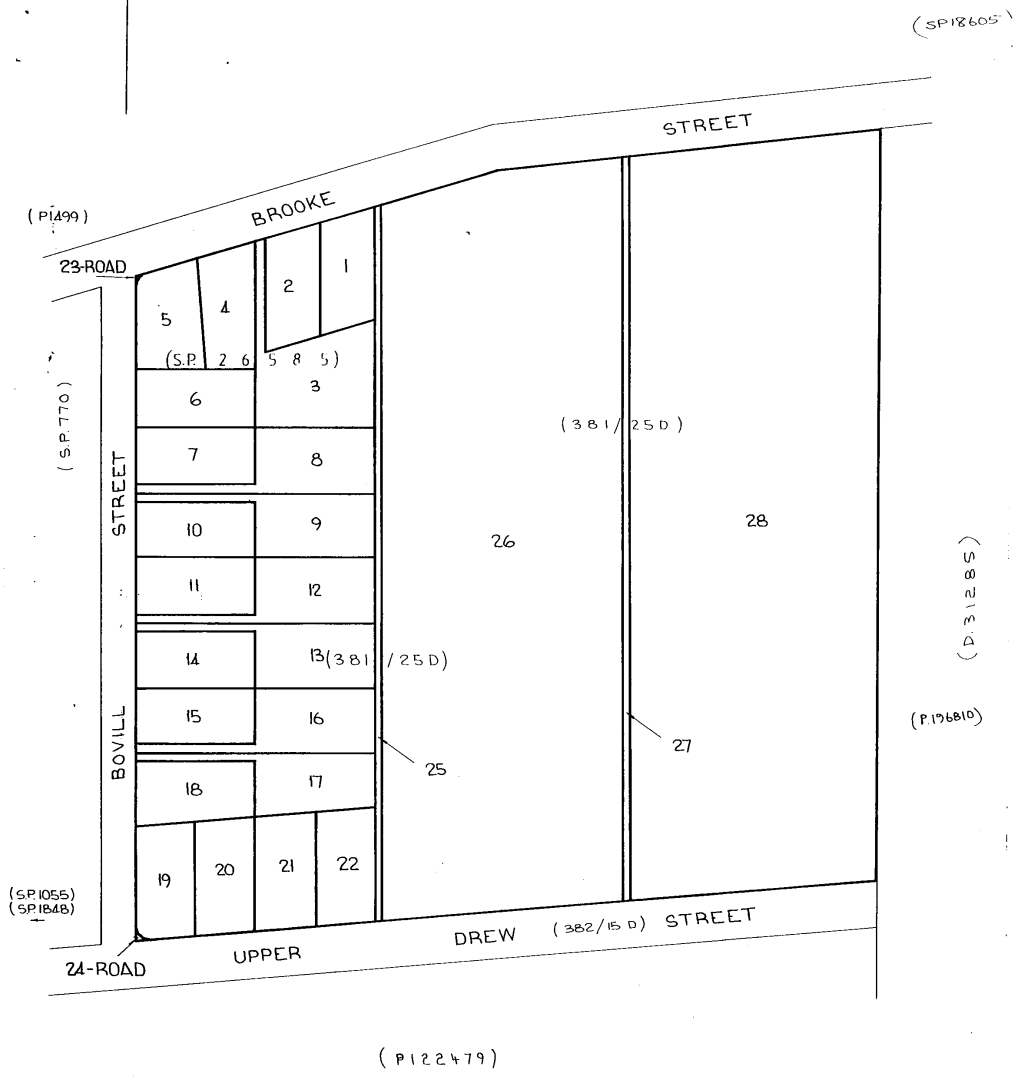
Issued Pursuant to the Land Titles Act 1980

17 MAY 1977

Owner: M.F. Savage ~~& Anor~~ C.T. 3145-10 C.D. Savage C.T. 2965-78 M.F. Savage & Anor C.T. 3145-11	PLAN OF SURVEY by Surveyor MR. N.D. LESTER of land situated in the TOWN OF DEVONPORT	Registered Number: S.P9450
Title Reference: See above		Effective from 25 JUL 1977
Grantee: Part of Lot 181, 160 Acres, Robert Stewart, pur.	Scale 1:1500 Measurements in metres.	Recorder of Titles

LOT 25 AND LOT 26 TOGETHER FORM LOT 29
LOT 27 AND LOT 28 TOGETHER FORM LOT 30

18 MAY 1995



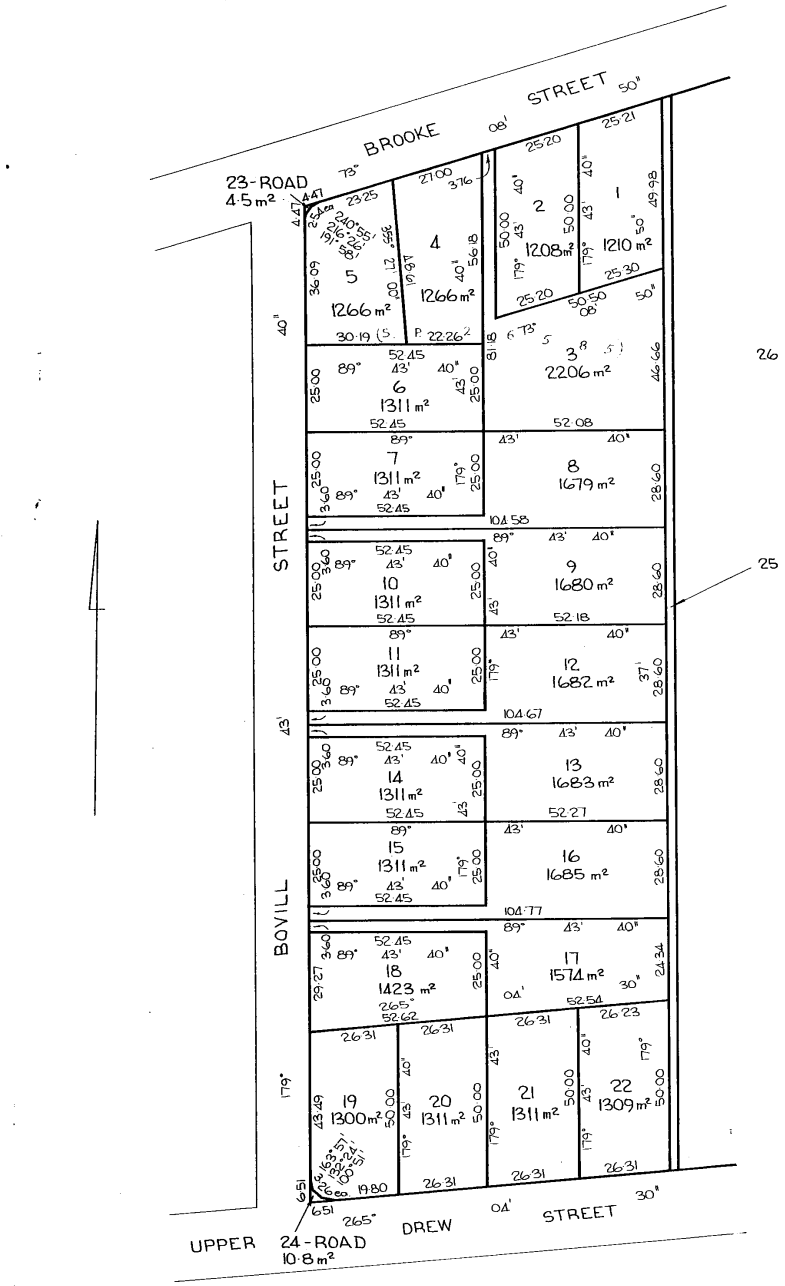
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE SHEET No. 1 (of 2 annexures) to plan by Surveyor Signed for the purposes of identification Council Clerk	This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated 21-12-76. and that certificate extends to the detail shown on this sheet. Surveyor MR.N.D.LESTER 21-12-76. Owner: M.F.Savage & Another. Title Reference: C.T. 3145-11	Registered Number: S.P9450

Scale 1:1000 Measurements in metres.



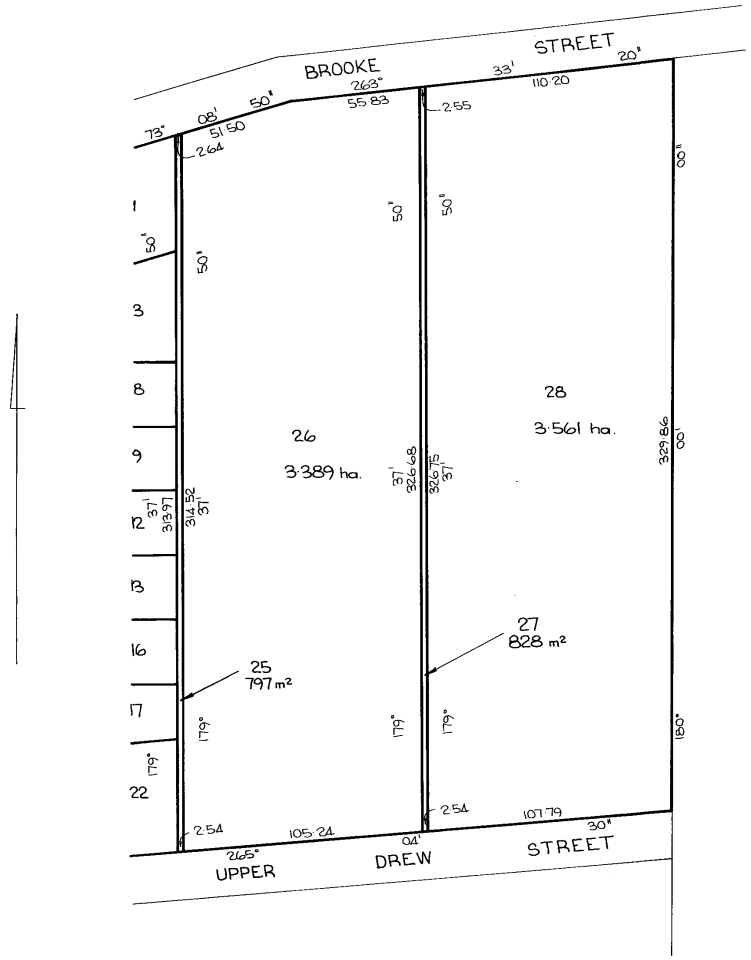
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE SHEET No. 2 (of 2 annexures) to plan by Surveyor	This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated 21-12-76 and that certificate extends to the detail shown on this sheet.	Registered Number:
Signed for the purposes of identification	Surveyor MR. N.D. LESTER 21-12-76.	S.P9450
Council Clerk	Owner: M.F. Savage, C.D. Savage, M.F. Savage & Anor.	
	Title Reference: C.T. 3145-10, C.T. 2965-78, C.T. 3145-11	

Scale 1:1500 Measurements in metres



CAMtec Pty Ltd
A.B.N. 16 093 747 650

Town Planning
Devonport City Council
137 Rooke Street
Devonport, 7310.

23rd August, 2026 Ref: 2026.09

Re: Proposed Prefabricated Shed – 13 Bovill Street East Devonport
Area Zoned General residential

Dear Sir/Madam,

The Proposal is for a prefabricated shed to be in the northwest corner of the block to accommodate a boat and light utility vehicle.

The proposed shed is set off the northern boundary by 1m and penetrates the building envelope along the northern side of the shed would be closer than 8m to the frontage boundary.
Due to the slope of the land, there is limited room to position the proposed shed further away from the northern boundary due to the need to allow for maneuvering room for vehicles accessing the shed.

With reference to the Tasmanian Planning Scheme, the owners Mark Coates and Hiroko Suzuki request the Proposed Extension be assessed against the following:-

Setbacks – 8.4.2 Performance Solution P3

P3 (a) (i)
Shadow diagrams on drawings 2026.09 – A05 & A06 indicate there is no significant overshadowing of the dwelling at No.11 Bovill Street with some overshadowing the building at 9am. However shadowing will have disappeared soon after 9am.

P3 (a) (ii)
Whilst there is some overshadowing of No.11 Bovill Street at 9am in the back yard area, this shadow is completely removed by 11am. Most of the overshadowing at 9am is cast from the existing fence.

P3 (a) (iii)
There is no overshadowing of the vacant block on the northern side.

P3 (a) (iv)
The proposed shed does appear slightly high on its northwest corner. This is due to the steepness of the slope of the block. The ground slopes up from the bottom corner of the shed quite quickly to the diagonal opposite corner at the south east corner. It is expected with the shed set back from the western boundary by 4.5m, this higher section will not

Camtec Pty. Ltd.
P.O. Box 286,
Latrobe, Tasmania, 7307.

Ph. 03 6426 2075
Mobile 0419 343 984
email jcam@tassie.net.au

CAMtec Pty Ltd
A.B.N. 16 093 747 650

detract from the amenity of the occupants of the dwelling at 11 Bovill Street. Additionally, there are no windows in the western wall to cause any overlooking issues.

P3 (b)
It is considered there is similar separation from surrounding dwellings, similar to other separation distances on surrounding properties.

P3 (c)
The proposal will not impact any solar installations on adjoining properties or this property.

Enclosed with this letter are the following attachments to aid the assessment: -

- Development Application form.
- Drawings 2026.09 sheets A01 to A06
- Prefabricated shed Best Shed drawings 4533214176 sheets 1 to 7S
- Certificate of Title & Schedule of Easements

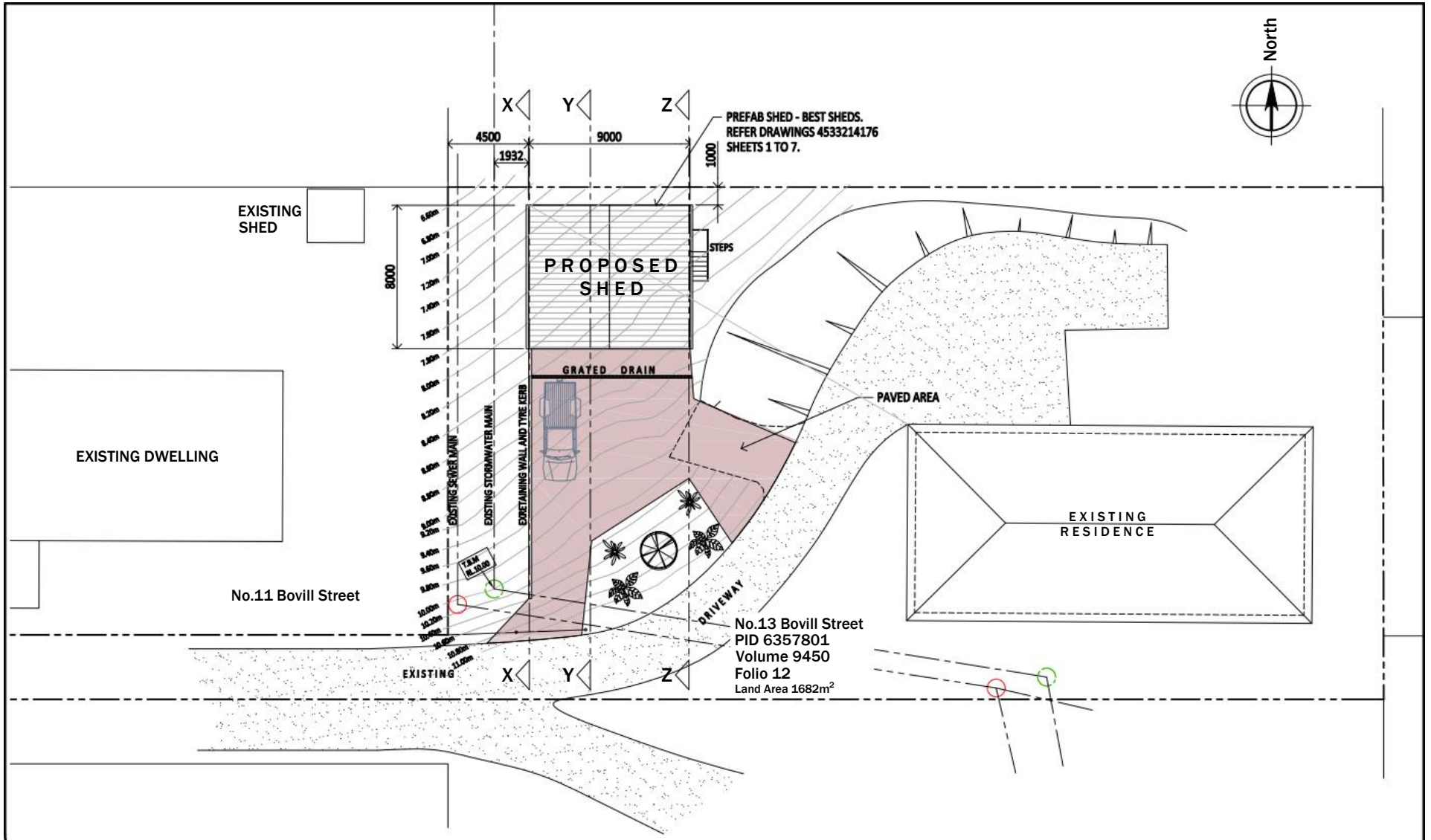
We look forward to hearing the outcome of your assessment with respect to the above.

Regards

John Cameron
Building Designer
Accreditation Number CC1089H

Camtec Pty. Ltd.
P.O. Box 286,
Latrobe, Tasmania, 7307.

Ph. 03 6426 2075
Mobile 0419 343 984
email jcam@tassie.net.au



SITE PLAN

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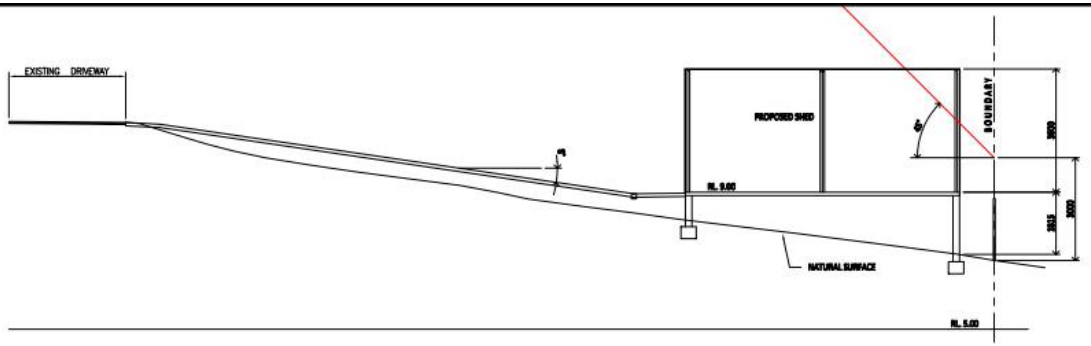
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REV.0 23/8/26 ISSUED
REV.P1 2/8/26 PRELIMINARY

Architectural Set
Building Practioner - John N. Cameron Licence. No. CC1089H

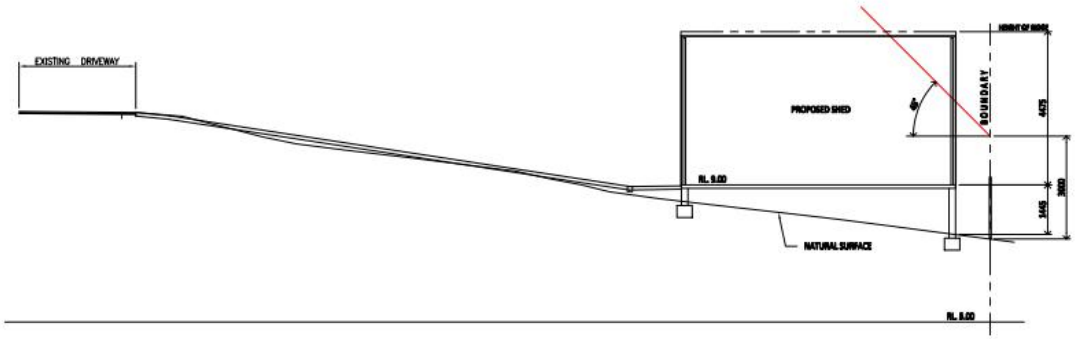
Project
Proposed Shed
for M. Coates & H. Suzuki
13 Bovill Street, East Devonport

Sheet Title: **Site Plan**

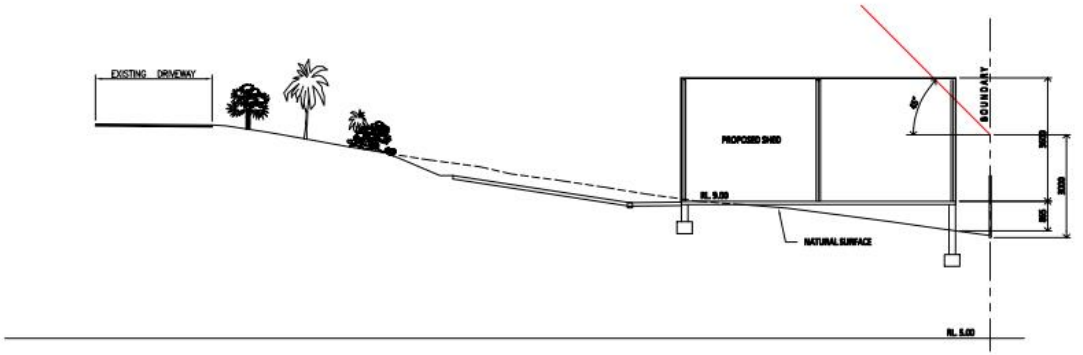
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JNC	A3	2026.09	A01 6	1
Date 2/8/2026	1:200			



SECTION X-X



SECTION Y-Y



SECTION Z-Z

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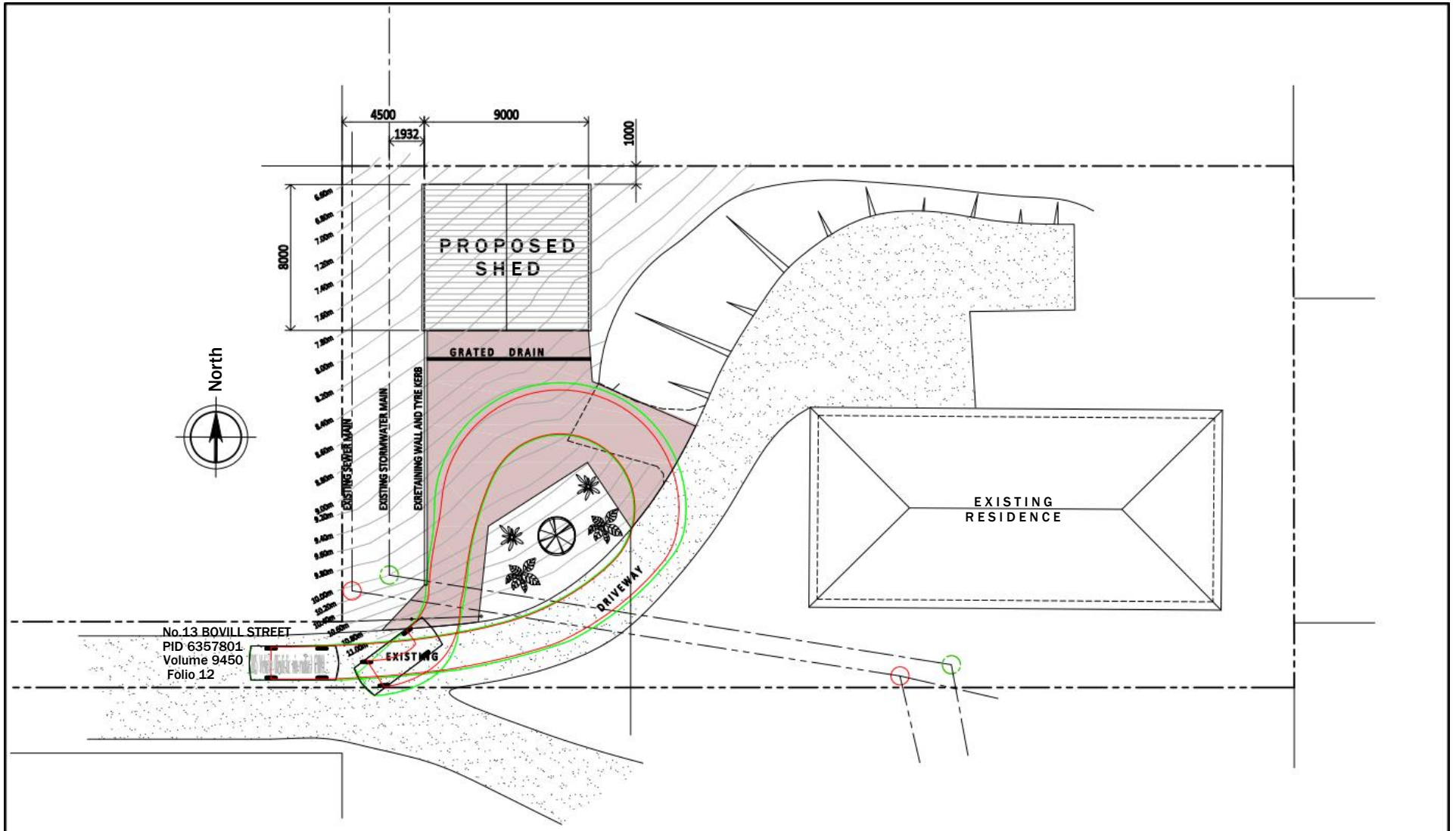
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REV.0 23/8/26 ISSUED
REV.P1 2/8/26 PRELIMINARY

Architectural Set
Building Practioner - John N. Cameron Licence. No. CC1089H

Project
Proposed Shed
for M. Coates & H. Suzuki
13 Bovill Street, East Devonport

Sheet Title
Site Section X-X

Drawn	JNC	Scale	A3	Project No.	Sht. of Total	Rev. No.
Date	2/8/2026	1:75		2026.09	A02 6	1



SWEPT PATH FOR 5.2m VEHICLE

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P.O. Box 286, Latrobe, Tasmania 7307
Ph. 03 6426 2075
Mobile 0419 343 984
email jc.cam@taswix.net.au

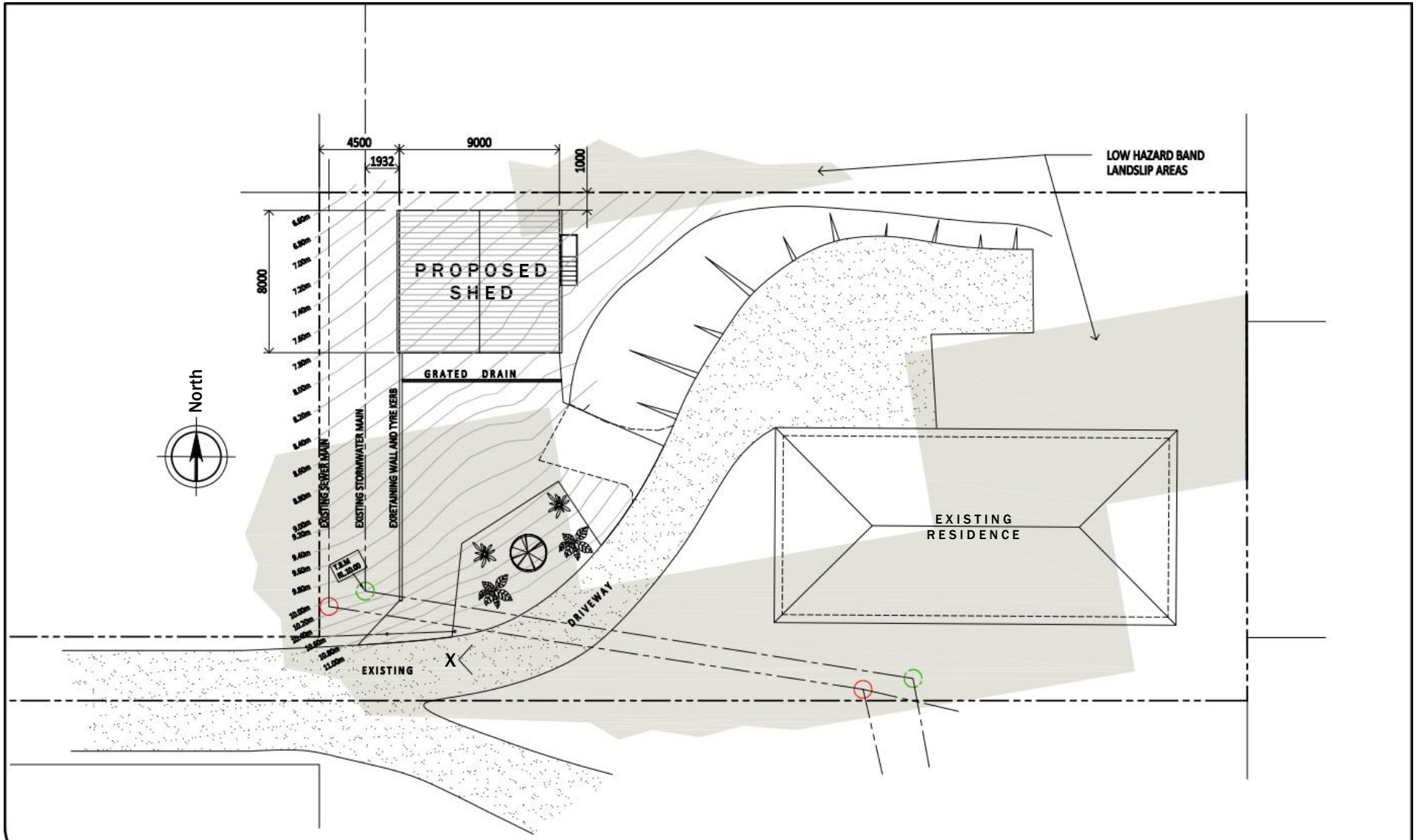
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REV.0 23/8/26 ISSUED
REV.P1 2/8/26 PRELIMINARY

Architectural Set
Building Practioner - John N. Cameron Licence. No. CC1089H

Project
Proposed Shed for M. Coates & H. Suzuki 13 Bovill Street, East Devonport

Sheet Title
5.2m Vehicle Swept Path

Drawn	JNC	Scale	A3 1:200	Project No.	Sht. of Total	Rev. No.
Date	2/8/2026			2026.09	A03 6	1



LOW HAZARD BAND LANDSLIP AREA

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P.O. Box 286, Latrobe, Tasmania 7307
Ph. 03 6426 2075
Mobile 0419 343 984
email jc.cam@taswix.net.au

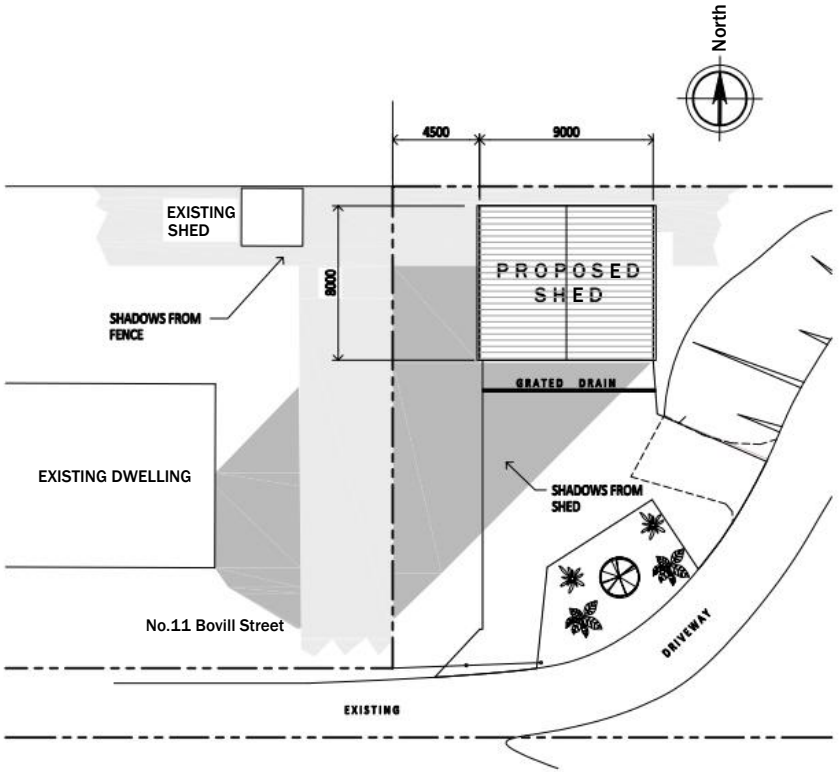
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REV.0 23/8/26 ISSUED
REV.P1 2/8/26 PRELIMINARY

Architectural Set
Building Practioner - John N. Cameron Licence. No. CC1089H

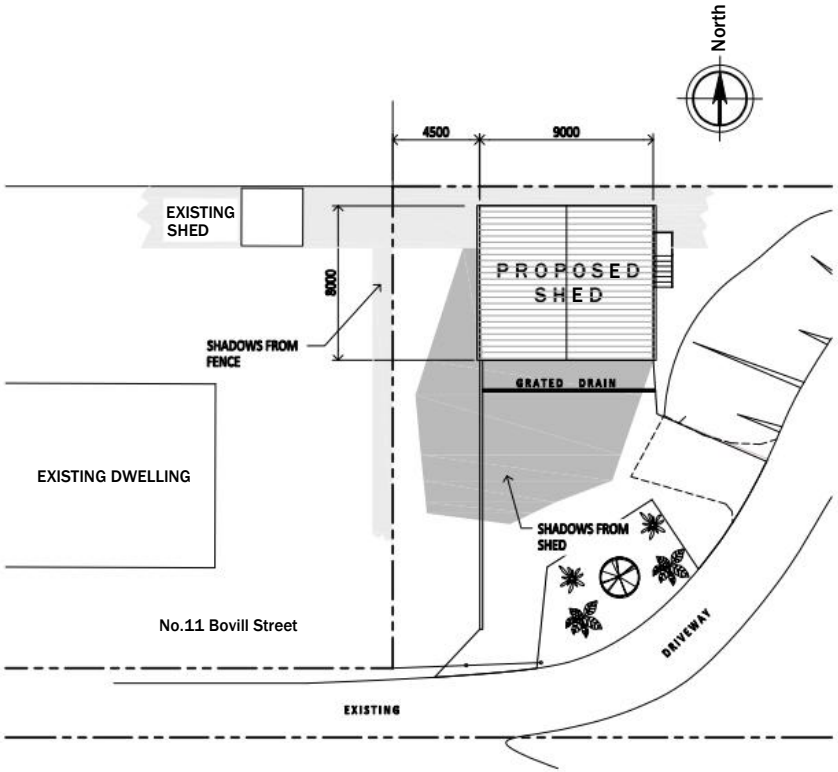
Project
Proposed Shed for M. Coates & H. Suzuki 13 Bovill Street, East Devonport

Sheet Title
Low Hazard Band Landslip Plan

Drawn	JNC	Scale	A3 1:200	Project No.	Sht. of Total	Rev. No.
Date	2/8/2026			2026.09	A04 6	1



SHADOWS 9AM 21st JUNE



SHADOWS 11AM 21st JUNE

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email jc.cam@taswix.net.au

REV.1 18/9/26 SHADOWS UPDATED
REV.0 23/8/26 ISSUED
REV.P1 2/8/26 PRELIMINARY

Architectural Set

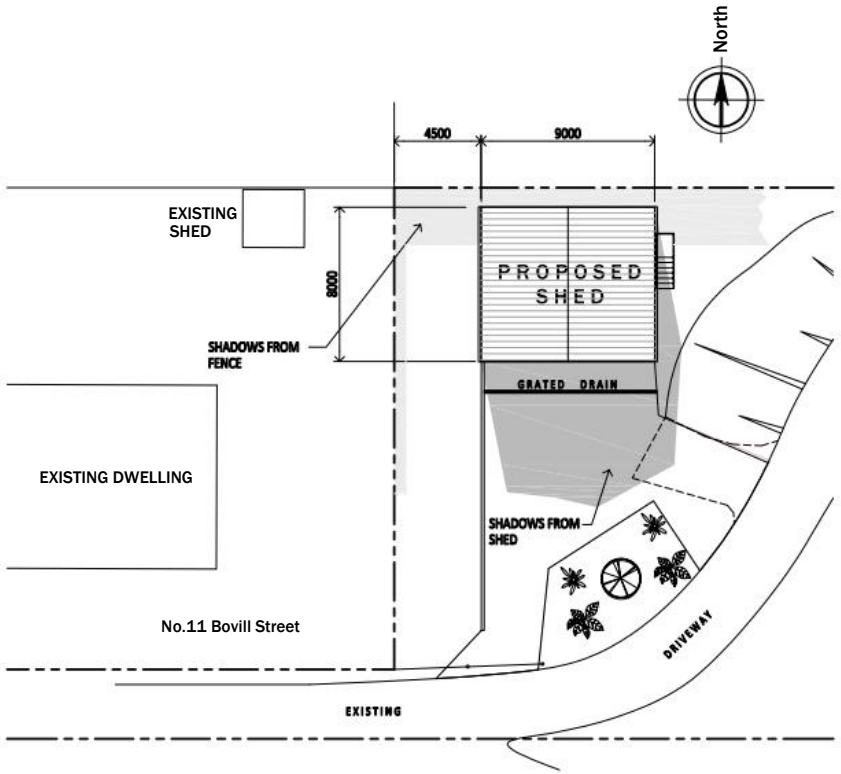
Building Practioner - John N. Cameron Licence. No. CC1089H

Project

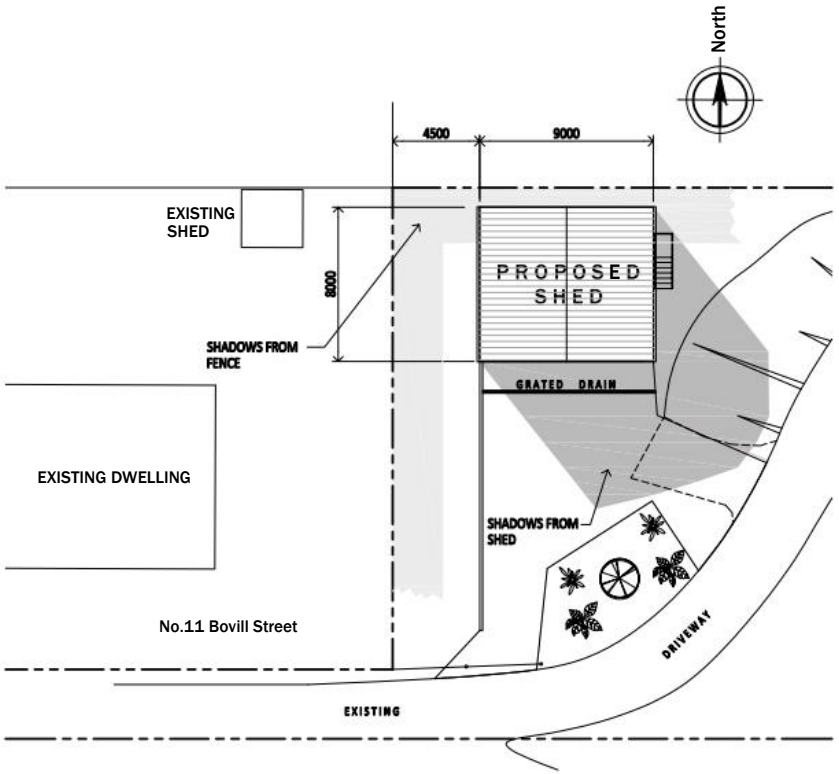
Proposed Shed
for M. Coates & H. Suzuki
13 Bovill Street, East Devonport

Sheet Title: **Shadow Castings 1**

Drawn	Scale	Project No.	Sht. of Total	Rev. No.
JNC	A3	2026.09	A05 6	1
Date 2/8/2026	1:250			



SHADOWS 1PM 21st JUNE



SHADOWS 3PM 21st JUNE

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REV.1 18/9/26 SHADOWS UPDATED
REV.0 23/8/26 ISSUED
REV.P1 2/8/26 PRELIMINARY

Architectural Set
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Project
Proposed Shed
for M. Coates & H. Suzuki
13 Bovill Street, East Devonport

Sheet Title
Shadow Castings 2

Drawn	JNC	Scale	A3	Project No.	Sht. of Total	Rev. No.
Date	2/8/2026	1:250		2026.09	A06 6	1

ENGINEERING SCHEDULE

CERTIFIED STEEL PORTAL FRAME SHED DESIGN IN ACCORDANCE WITH NCC 2022 FOR SITE WIND SPEED "41.74m/s", WIND REGION "A4", TERRAIN CATEGORY "3", IMPORTANCE LEVEL "2"
Internal Pressure: 0.5
Design Snow Load: 0.00 KPa, Roof Snow Load: 0.00 KPa

Customer: Mark Coates
Site Address: 13 Bovill Street, East Devonport TAS 7310

Main Building: Span: 9, Length: 8, Height: 3.6, Roof Pitch: 11 degrees
The length being comprised of 2 bays, the largest bay is 4m bays.
Left LeanTo: NA
Right LeanTo: NA

Total Kit Weight: 2251.2kg

INTERNAL PORTALS	
Column:	2C15024
Rafter:	2C15024
Knee Brace:	2C10010
Knee Brace Length:	1600
Apex Brace:	2C10010
Apex Brace Length:	4000

END PORTALS	
Column:	C15024
Rafter:	C15024
Knee Brace:	NA
Knee Brace Length:	NA
Apex Brace:	NA
Apex Brace Length:	NA
Endwall Mullion:	C15024

LEFT LEAN TO PORTALS	
Internal Column:	NA
Internal Rafter:	NA
End Column:	NA
End Rafter:	NA
Knee Brace:	NA
Knee Brace Length:	NA

RIGHT LEAN TO PORTALS	
Internal Column:	NA
Internal Rafter:	NA
End Column:	NA
End Rafter:	NA
Knee Brace:	NA
Knee Brace Length:	NA

NOTE: All unclad intermediate columns are always back to back (refer to drawing: Floor Plan).

PURLINS AND GIRTS			
Eave Purlin:	C10010		
Side Wall Girts:	TH64100	Max Spacing: 1250	Overlap: 10%
Front End Wall Girts:	TH64100	Max Spacing: 1250	Overlap: 10%
Back End Wall Girts:	TH64100	Max Spacing: 1250	Overlap: 10%
Roof Purlins:	TH64100	Max Spacing: 1000	Overlap: 10%

NOTE: Girt spacing will vary to a maximum 1.25m where window/s are located.

FASTENERS	
Sleeve Anchor Bolts:	M12x75 Sleeve Anchor Yellow Zinc
Frame Bolts:	M12x30 Purlin Assembly Zinc (Mild)
Frame Screws:	Frame Screw 14x14x22
Cross Bracing Strap:	NA
Open Bay Header Height:	NA

COLOUR SCHEDULE	
Roof Sheets:	Smooth Cream
External Wall Sheets:	Smooth Cream
Roller Doors:	Heritage Red
Flashings:	Heritage Red
PA Doors:	Heritage Red
Windows:	NA

DOMESTIC & LIGHT INDUSTRIAL STEEL PORTAL FRAME SHED STRUCTURES
This structure is designed in compliance with AS4600, AS3600 and AS1170 1 to 4 as Importance Level 2 with a Live Load of 0.25kPa as "Air Leaky Structures" providing stability when openings are prevalent.

The structures are clad with corrugated pre-painted finish, 0.42mm walls and 0.42mm roof (compliant with AS1562.1 Metal) over cold formed 450 to 550mPa galvanized steel C sections primary frames.

Primary framing is fastened together with 4.6 Class galvanized bolts adequately tensioned on ground prior to erection.

Secondary framing steel bracing, with purlins and girts lapped, are all tek fastened to primary steel with a minimum of two (2) teks per connection as specified in details.

All rainwater products are compliant with AS2179.1 (Metal).

ENGINEERING
The undersigning engineer has checked that the design of the structure complies with relevant current Australian Standards as stated above and the following i.e AS4671- 2001 Steel Reinforcing materials, AS3600 - Concrete structures. However, he will not be present during construction, neither will he conduct inspections nor construction supervision.

The class 10a buildings are designed for erection on pad footings or slab based on soil of classification "A"-"P" with minimum bearing capacity 100kPa (i.e. organic soil is to be removed to a suitable material below natural surface).

Where (suitable) fill is required to level the site, it should be placed and compacted in layers of 150mm maximum.

Concrete pad footings and slab supply and placement is to be in compliance with AS2870-2011 Residential Slabs & Footings, AS3600-2018 Concrete Structures for A2 and B2 exposure (i.e. 25mPa strength @ 28 days strength) with recommended slump 75 to 80mm for light pneumatic tyred traffic all trafficable floors.

25mm deep concrete saw cut, to be made into the surface of the concrete slab every 6m in width or length as crack control joints.

For sites where these conditions are considered to be inadequate, a customized foundation design for the structure can be supplied to suit a specific purpose.

CONSTRUCTION
Erection of the structure is to be in compliance with local and state ordinances,

Occupational Health and Safety Regulations and with plans provided.

GENERAL
The designs as portrayed on the drawings remain the intellectual property of Best Sheds Pty Ltd and are provided for building approval and construction purposes only.

SNOW LOAD
Following conditions only apply to buildings with snow loading:
- No maintenance or roof traffic permitted on the roof while there is snow present.
- No other structure to be erected within 500mm of the gutters of this building.

COMPONENT DIAGRAM



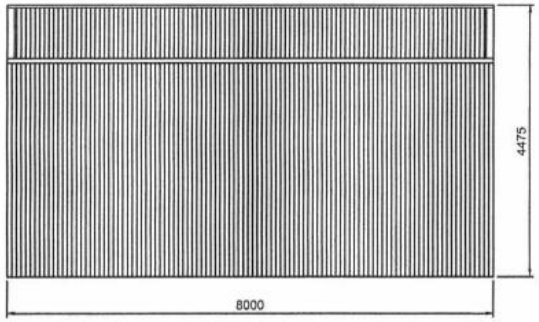
TYP. = TYPICAL U.N.O. = UNLESS NOTED OTHERWISE

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Smeaton Grange, NSW, 2567
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Fax: 02 4648 7700
Email: sales@bestsheds.com.au

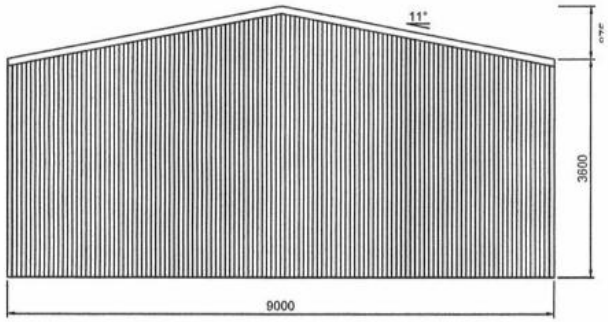
CIVIL & STRUCTURAL ENGINEERS
COMMERCIAL - INDUSTRIAL - RESIDENTIAL - FORENSIC - STEEL DETAILING
EMERALD DESIGN & CONSTRUCTION
CAMILO PINEDA MORENO
Band MEAust RPEng RPEQ 18562 TBP PE003975 (VIC)
Signature:
Date: 19.03.2026

Customer Name: Mark Coates
Site Address: 13 Bovill Street
East Devonport,
TAS, 7310

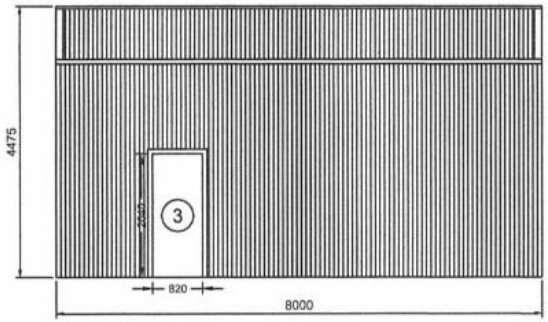
DATE 19-03-2026
JOB NO. 4533214176
SHEET 1 of 7



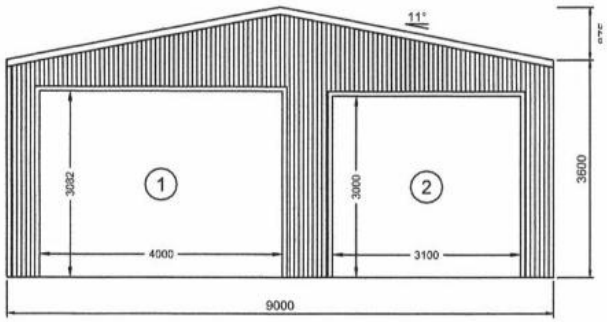
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SCALE: 1:75



3/2 REAR ELEVATION
SCALE: 1:75



1/2 RIGHT ELEVATION
SCALE: 1:75



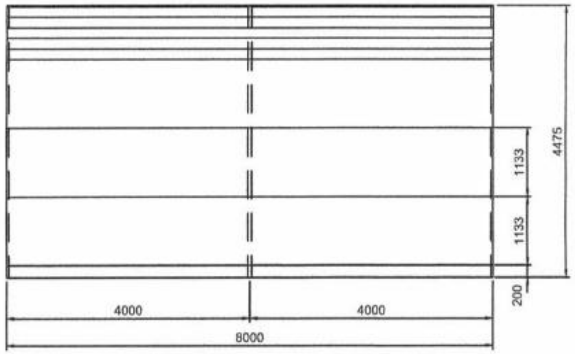
4/2 FRONT ELEVATION
SCALE: 1:75

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CAMILO PINEDA MORENO
Bend MEEAust RPEng
RPEQ 15563 TBP PE0003975 (VIC)
Signature:
Date: 19.03.2026

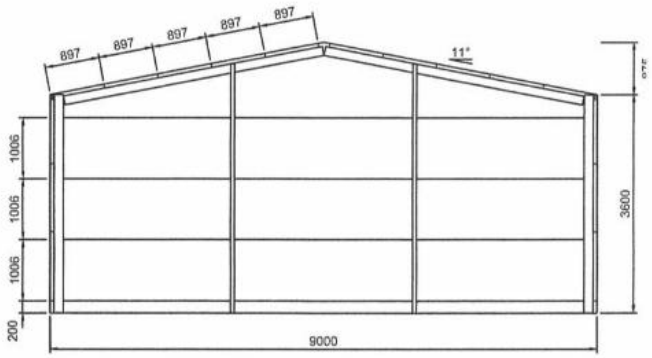
Customer Name: Mark Coates
Site Address: 13 Bovill Street
East Devonport,
TAS, 7310

DATE 19-03-2026
JOB NO. 4533214176
SHEET 2 of 7



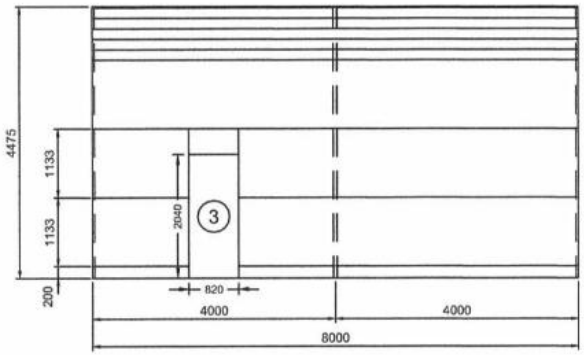
2/3 LEFT ELEVATION

SCALE: 1:75



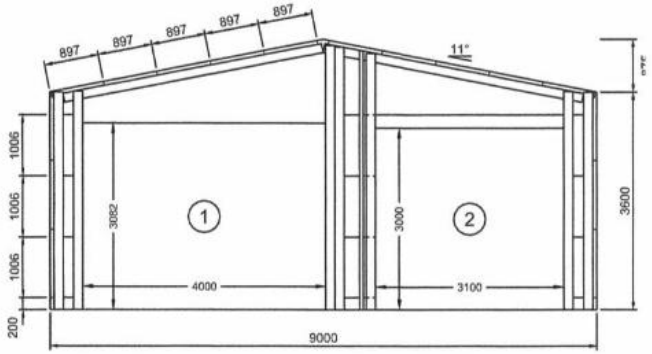
3/3 REAR ELEVATION

SCALE: 1:75 FRAME #3



1/3 RIGHT ELEVATION

SCALE: 1:75



4/3 FRONT ELEVATION

SCALE: 1:75 FRAME #1

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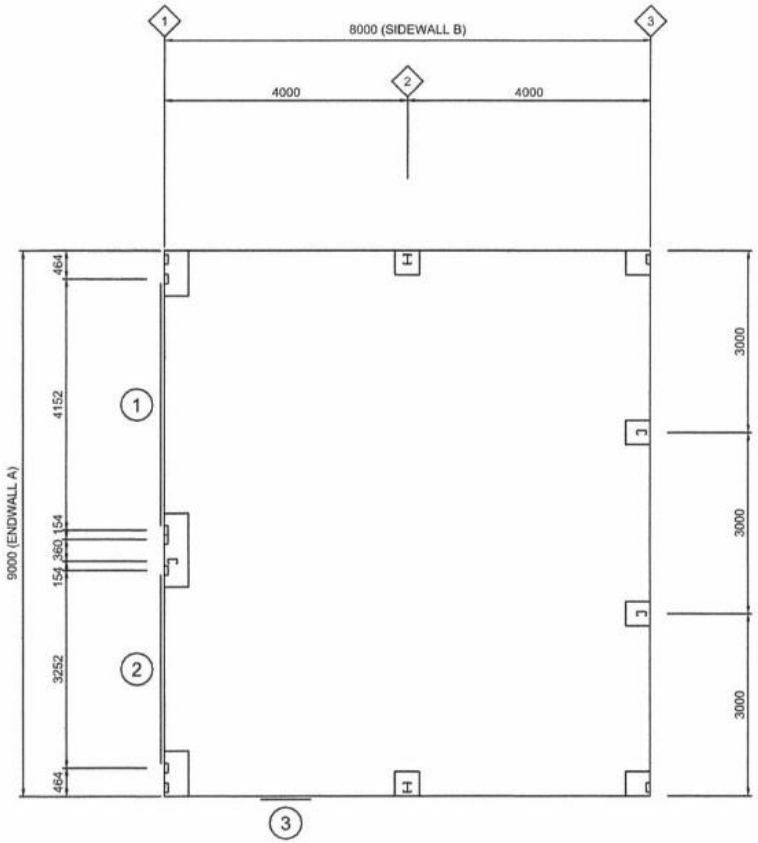
CAMILO PINEDA MORENO

Band MEAust RPEng
RPEQ 15582 TBP PE003076 (VIC)

Signature: Date: 19.03.2026

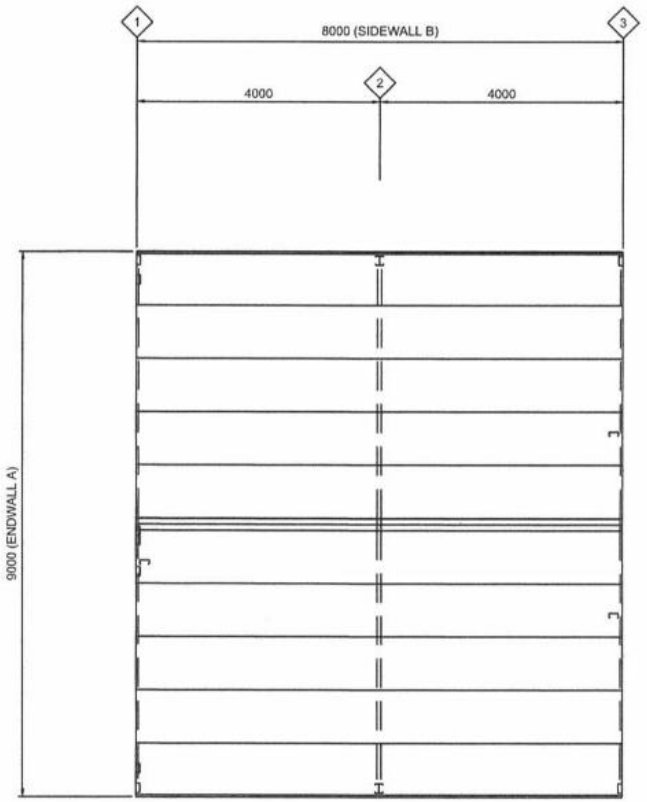
Customer Name: Mark Coates
Site Address: 13 Bovill Street
East Devonport,
TAS, 7310

DATE 19-03-2026
JOB NO. 4533214176
SHEET 3 of 7



1/4 FLOOR PLAN

SCALE: 1:75



2/4 ROOF FRAMING PLAN

SCALE: 1:75

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EMERALD DESIGN & CONSTRUCTION
CAMILO PINEDA MORENO
Bend MIEAust RPEng
RPEQ 18962 TBP PE0003076 (VIC)
Signature:
Date: 19.03.2026

Customer Name: Mark Coates
Site Address: 13 Bovill Street
East Devonport,
TAS, 7310

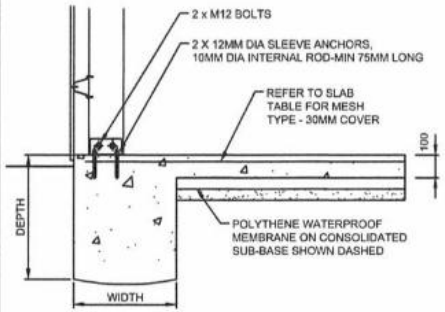
DATE 19-03-2026
JOB NO. 4533214176
SHEET 4 of 7

SLAB FOUNDATIONS DOMESTIC / LIGHT INDUSTRIAL
(100mm MINIMUM CONRETE SLAB INCLUDED)

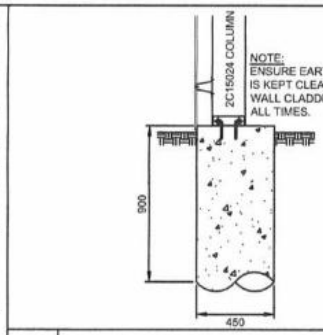
SOIL CLASSIFICATION (COMPACTED)	REINFORCING IN SLAB	EDGE BEAM	PIER	EDGE BEAM (slab thickness not included)	
	MESH REINFORCING	TRENCH MESH	ø x DEPTH	DEPTH	WIDTH
A, S, & M	SL72	---	450 x 400	---	---
M - D	SL82	L11TM3	---	300	300
H TO H - D	SL82	L11TM3	---	400	300
E TO E - D	SL82	L11TM4	---	400	400
P (DROP EDGE BEAM OR STANDARD EDGE BEAM WITH PIERS UNDER COLUMNS 300 INTO FIRM GROUND)	SL82	L11TM4	450ø	400	400

THICKNESS: 100MM WITH MINIMUM 30MM COVER. REFER TO SLAB FOUNDATION TABLE FOR REINFORCING SPECIFICATION

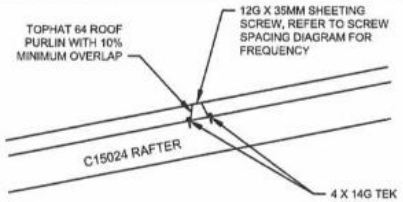
STRENGTH: 25mPa



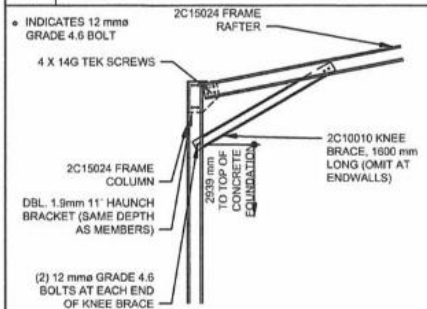
Y SLAB DETAIL



Z ALTERNATE PIER DETAIL

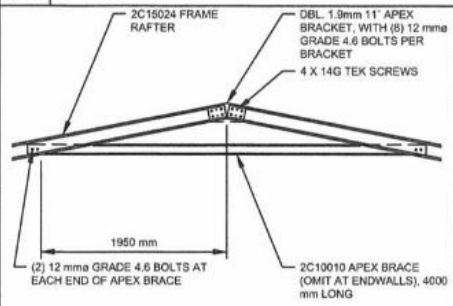


E PURLIN CONNECTION



NOTE: ALL DOUBLE COMPONENTS SHALL BE SINGLE AT ENDWALLS.

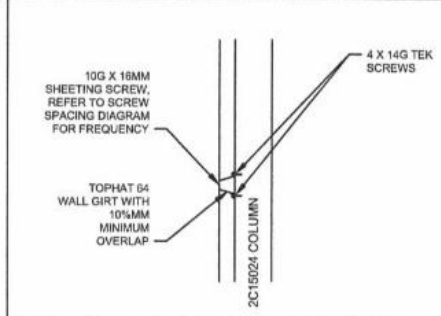
A HAUNCH CONNECTION



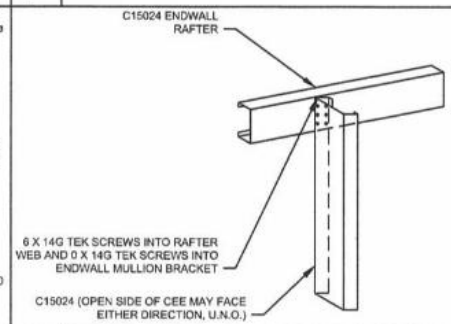
NOTE: ALL DOUBLE COMPONENTS SHALL BE SINGLE AT ENDWALLS.

B APEX CONNECTION

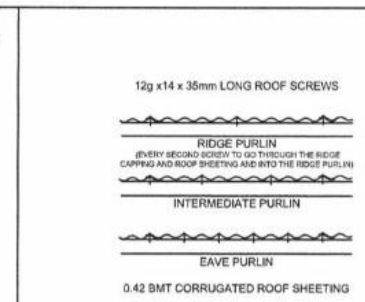
H EAVE CONNECTION



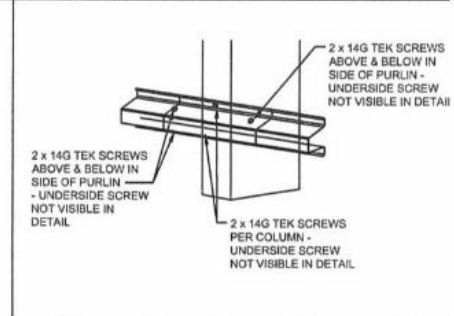
F GIRT CONNECTION



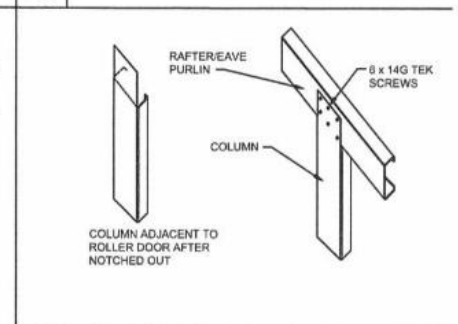
C1 ENDWALL MULLION TO RAFTER



I ROOF SHEETING



G TOP HAT CONNECTION



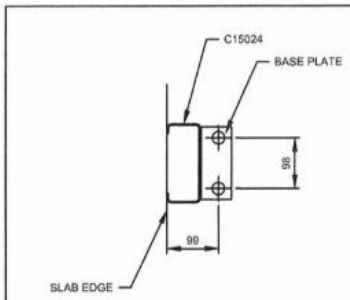
D ENDWALL MULLION ROTATED

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151 Smeaton Grange Road,
Smeaton Grange, NSW, 2567
Phone: 02 4648 7777
Fax: 02 4648 7700
Email: sales@bestsheds.com.au

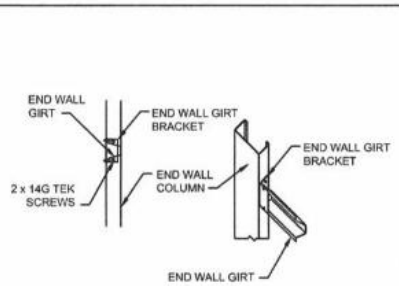
CIVIL & STRUCTURAL ENGINEERS
COMMERCIAL - INDUSTRIAL - RESIDENTIAL - FORENSIC - STEEL DETAILING
EMERALD DESIGN & CONSTRUCTION
CAMILO PINEDA MORENO
Bend MIEAust RPEng
RPEQ 18962 TBP PE0003976 (VIC)
Signature:
Date: 19.03.2026

Customer Name: Mark Coates
Site Address: 13 Bovill Street
East Devonport,
TAS, 7310

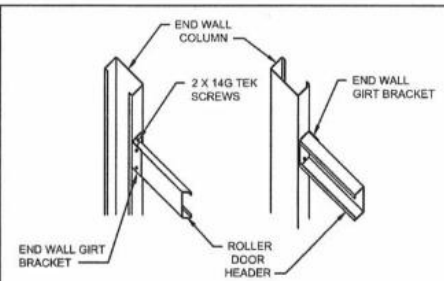
DATE 19-03-2026
JOB NO. 4533214176
SHEET 5 of 7



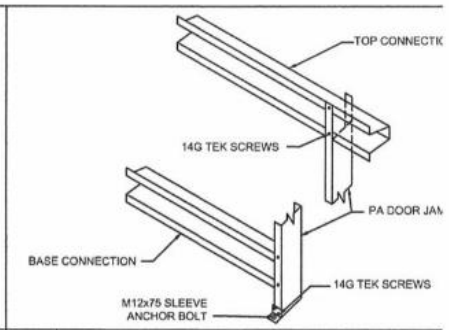
N ROTATED ENDWALL MULLION BASE



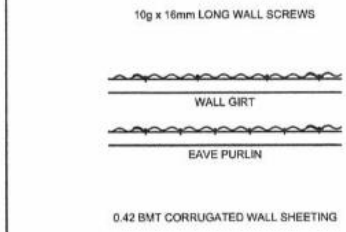
O ENDWALL GIRT BRACKET



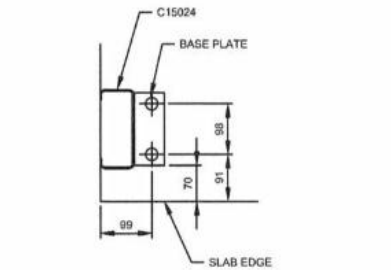
P END DOOR HEADER AND JAMB



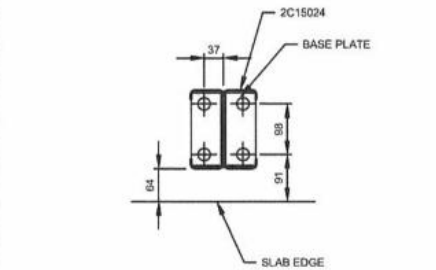
Q PA DOOR STYLE CONNECTION



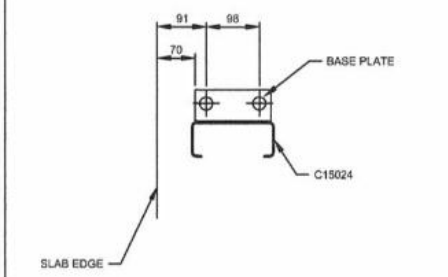
J WALL SHEETING



K CORNER COLUMN BASE



L INTERNAL COLUMN BASE



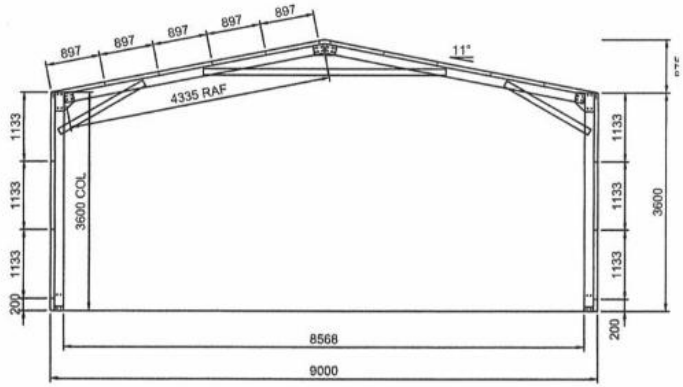
M ENDWALL MULLION BASE

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EMERALD DESIGN & CONSTRUCTION
CIVIL & STRUCTURAL ENGINEERS
COMMERCIAL - INDUSTRIAL - RESIDENTIAL - FORENSIC - STEEL DETAILING
CAMILO PINEDA MORENO
Signature: Date: 19.03.2026

Customer Name: Mark Coates
Site Address: 13 Bovill Street
East Devonport,
TAS, 7310

DATE 19-03-2026
JOB NO. 4533214176
SHEET 6 of 7



1/7 TYP. FRAME CROSS-SECTION

SCALE: 1:75 FRAME #2

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CIVIL & STRUCTURAL ENGINEERS
COMMERCIAL - INDUSTRIAL - RESIDENTIAL - FORENSIC - STEEL DETAILING
CAMILO PINEDA MORENO
Band ME/Aust RPEng
RPEQ 19562 TBP PE003976 (VIC)
Signature:
Date: 19.03.2026

Customer Name: Mark Coates
Site Address: 13 Bovill Street
East Devonport,
TAS, 7310

DATE 19-03-2026
JOB NO. 4533214176
SHEET 7 of 7

AA Macuacua & EJ Macuacua
11 Bovill Street, East Devonport TAS, 7310

15 September 2026

To: The Chief Executive Officer, Devonport City Council
Email: townplanning@devonport.tas.gov.au

Objection to Development Application: PA2026.0130
Site Address: 13 Bovill Street, East Devonport

Dear Sir/Madam,

I am writing to formally lodge an objection to the proposed development application referenced above. As an adjacent neighbour at **11 Bovill Street**, I am deeply concerned about the significant negative impacts this development will have on our property, our residential amenity, and the established neighbourhood character.

The scale and intended commercial purpose of this outbuilding represent an inappropriate overdevelopment and a commercial encroachment into a residential zone.

Because the proposal fails multiple **Acceptable Solutions** within the **Tasmanian Planning Scheme – Devonport**, we request that Council refuse the application based on the following:

1. Size and Intended Use of The Outbuilding (Zone Use Standards)

The proposed shed appears to be intended to house a commercial Garden and Lawn Maintenance business the applicant runs from home, including vehicles, trailers, machinery and equipment. Under the **Devonport Local Provisions Schedule**, commercial vehicle storage and industrial-style business operations are inconsistent with the purpose of a residential zone.

- The applicant's primary residence already has a 2-door garage that would normally be expected for residential storage alone.
- The operation of commercial garden machinery and pressure washers will cause severe acoustic pollution.
- The applicant regularly departs before 7:00 am Monday to Friday. Pre-7:00 am commercial activity will directly disrupt our family's sleep, severely impacting our children, whose bedrooms are located directly adjacent to the boundary fence.

2. Amenity, Overshadowing and Privacy

The size of building sitting on an already elevated block of land will cause an unreasonable overshadowing, loss of amenity and privacy as follows:

2.1. Loss of Amenity and Negative Impact on Neighbourhood Character - a 72m² shed on an already elevated, sloped land would be highly imposing, visually intrusive, and completely out of character with the surrounding residential context. The bulk and scale of the structure would permanently ruin our backyard outlook and degrade the aesthetic value of this quiet neighbourhood.

AA Macuacua & EJ Macuacua
11 Bovill Street, East Devonport TAS, 7310

2.2. Overshadowing and Loss of Sunlight - Although shadow diagrams have been provided with the application, we remain concerned that the loss of valuable sunlight to our primary outdoor backyard area and indoor living area would impact our property's energy efficiency in winter, and our right to enjoy our private open space. A snapshot representation of the overshadowing at 9:00am in June downplays the extent of the problem throughout the winter season in Tasmania.

2.3. Privacy – Due to the applicant's land being topographically elevated above our property, combined with the building total height exceeding 4 metres, any person accessing, working within, operating or maintaining machinery around the shed will have a direct, unobstructed line of sight into our private open backyard and straight through the window of our main indoor living area. This would constitute a severe breach of privacy standards.

3. Soil Stability and Impact on Our Retaining Wall

The local soil profile consists of weathered basalt colluvium (brown clay), which is highly reactive, unstable, and prone to lateral movement. Even though this area of East Devonport is classified as Low Hazard Band Landslip Area, the construction of a 72m² engineering-grade slab and framing, paired with associated earthworks and construction of an extension of the applicant's driveway to the shed, pose a direct threat to our property. Our block sits adjacent to a sloped boundary fence supported by an existing **retaining wall**. We submit that these engineering works will place undue lateral pressure on the earth behind our retaining wall, creating an unacceptable risk of land slippage or structural failure.

5. Stormwater, Drainage and Waterlogging Risk

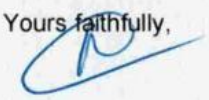
A 72m² roof area will capture an enormous, accelerated volume of water during heavy rain events. In addition to this, the applicant plans to build a new section of his driveway leading to the proposed shed. The plans for the development do not appear to clearly show how additional stormwater from the shed and driveway will be managed. Given that the applicant's property is higher than ours, there is a risk that the runoff will flow onto our land, resulting in waterlogging, erosion and potential collapse of our retaining wall.

Conclusion

For the reasons outlined above, the proposed commercial shed represents an unacceptable and non-compliant impact on our residential amenity, privacy, and structural safety. We respectfully request that the **Devonport City Council Planning Authority refuse** this application in its current form, or require the applicant to significantly downscale the project, or relocate it further away from the sensitive boundary.

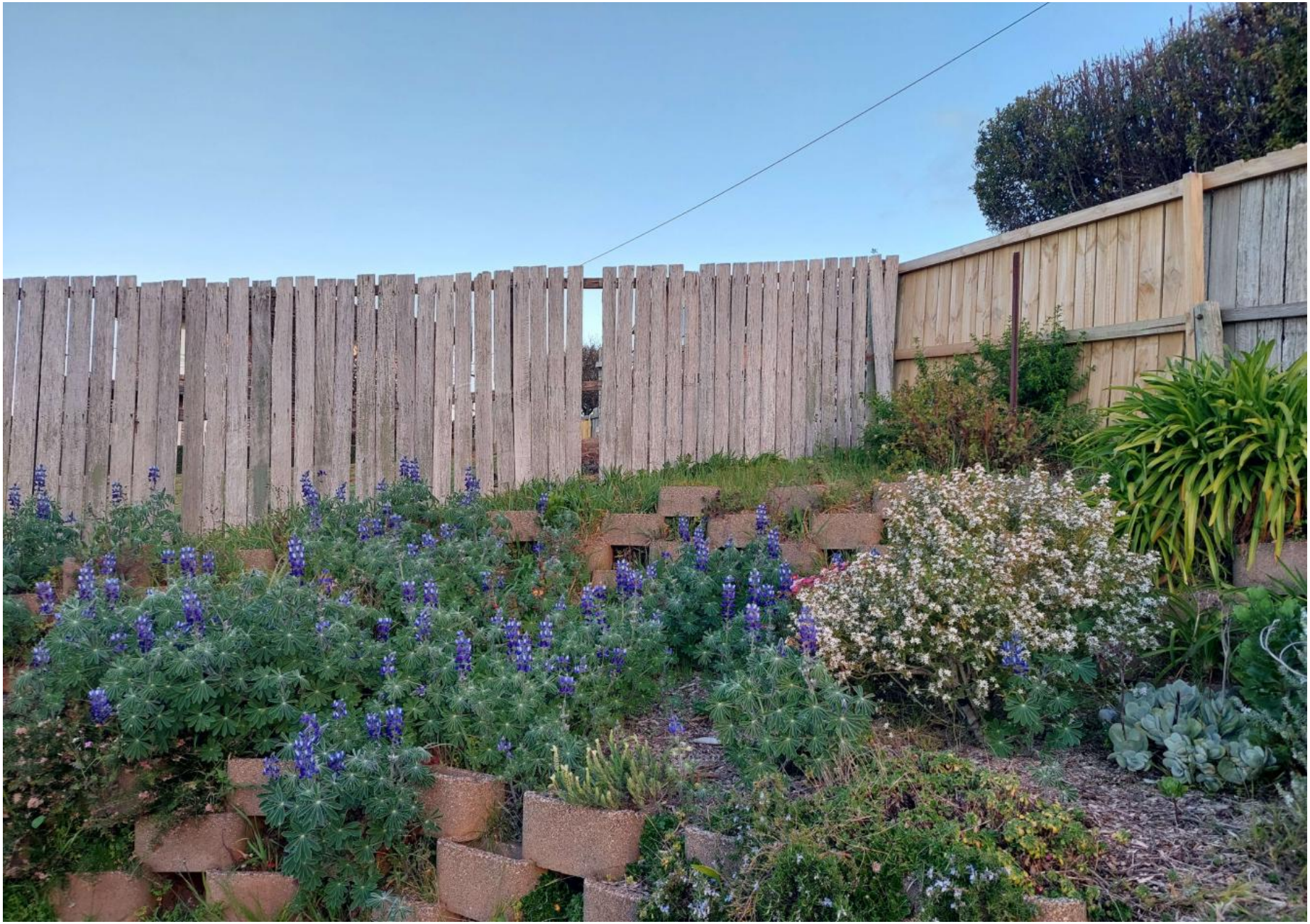
Thank you for considering our concerns. I request to be formally notified of any future council meetings, advertising periods, planner reports, or final determinations regarding this application, so I can nominate a representative if necessary.

Yours faithfully,



AA Macuacua





CURRENT & PREVIOUS MINUTES RESOLUTIONS - SEPTEMBER 2026					
Meeting Date	**Res. No.**	**Item**	**Status**	**Assignees**	**Action Taken**
24/11/2025	25/211	Notice of Motion - Dame Enid Lyons Trust - Cr S Martin OAM	In progress	Executive Manager	Copy of resolution has been sent to each of the Trustees. Legal advice has been sought on behalf of the Trust
25/05/2026	26/84	Aquatic Centre - Replacement Pool Water Heating System	In progress	Infrastructure Manager	Negotiations underway with the commercial operator
27/07/2026	26/128	Second Sound and Light Show	In progress	Creative Director	Shortlisted participants for the selection process have been notified of Council's decision. Engagement documentation is being prepared for execution by Council and the appointed designer
27/07/2026	26/130	Tender Report CT0422 Annual Reseal Program	Not yet started	Infrastructure Manager	
24/08/2026	26/146	Notice of Motion - Adoption of official Floral and Fauna Emblem for the City of Devonport - Cr S Martin OAM	Not yet started	Chief Executive Officer	
24/08/2026	26/151	Aquatic Centre Pool Heater Replacement Tender	Not yet started	Infrastructure Manager	Negotiate and execute an extension to the management contract prior to awarding the HVAC contract
24/08/2026	26/152	Contract 1359 Cleaning of Council Facilities Extension Report	Completed	Infrastructure Manager	Report filed and contract extended
24/08/2026	26/154	Motion of Intent to make By-Law - Reserves, Parks & Gardens By-Law	In progress	Executive Coordinator	Draft By-Law & RIS sent to solicitors for review

Devonport City Council

FINANCE REPORT

YTD for the month ended August 2026

Contents: **Page**

Monthly Finance Report for Council

Financial Summary	1
Summarised Operating Report, including Financial Charts	2-3
Balance Sheet Report	4
Capital Expenditure Report (with Commitments)	5-7
Forecast Adjustments	8

The operating result to the end of August 2026 is favourable, with revenue $287K above budget and expenses $207K below budget, resulting in an overall favourable variance of $494K.

The full-year operating surplus is forecast at $1.1M, including a $1.0M share of profit from associates, primarily attributable to Dulverton.

Rates & Service Charges - $80K Favourable
The favourable variance is due to additional rates being raised in the annual rate run compared to budget.

Fees and User Charges - $6K minor Unfavourable
The unfavourable variance is due to timing variances in parking meters, Multi Storey Car Park and Rental

Operating Grants - $105K Unfavourable
The unfavourable variance is primarily due to the timing of grant receipts, with funding received to date being lower than the amount budgeted for the period.

Contributions - Operating - $8K Favourable
The favourable variance is due to donations being received that have not been allowed for in the budget.

Interest Income - $239K Favourable
The favourable variance is primarily attributable to funds held on hand and invested pending expenditure on allocated capital projects.

Tax Equivalent Payments - $18K Favourable
The favourable variance is due to Dulverton tax equivalent payments being higher than budgeted for.

Capital Grants - $332K Favourable
The favourable variance relates to the receipt of Disaster Readiness Grant not allowed for in budget.

Other Revenue - $53K Favourable
The favourable variance reflects higher-than-budgeted miscellaneous revenue received during the period.

Employee Benefits - $22K Unfavourable
The unfavourable variance is primarily due to staff taking more personal leave than originally budgeted for the period.

Materials and Services - $278K Favourable
The favourable variances primarily reflect timing differences between actual expenditure and the amounts budgeted for contractors, insurance fees, consultants, software licences and utilities.

Depreciation - $6K Unfavourable
The slight unfavourable variance is due to new assets being capitalised not allowed for in the budget.

Financial Costs - $3K Unfavourable
The unfavourable variance is due to the increase in the variable interest rates since the budget was completed.

Levies & Taxes - $36K Unfavourable
The unfavourable variance is primarily due to waste levy charges, being higher than budgeted as June 26 included in this years.

Other Expenses - $41K Favourable
The favourable variance primarily reflects lower expenditure than budgeted during the period, with some costs expected to be incurred later in the financial year, such as grant payments and sponsorship of events.

Internal Charges and Recoveries - $45K unfavourable
Unfavourable in budget timing variances.

Balance Sheet
The balance of capital work in progress at the end of August is $18.87M.

FINANCIAL SUMMARY

YTD to August 2026

Operating Summary	YTD Actual	YTD Budget	Annual Budget	Current Forecast
Revenue	42,363,939	42,077,194	59,368,610	59,150,210
Expenditure	12,644,725	12,852,220	58,040,016	58,040,013
Operating Position	**29,719,213**	**29,224,974**	**1,328,595**	**1,110,197**

Capital Expenditure Summary	Actual $'000	Annual Budget $'000	Annual Forecast $'000
Capital Expenditure	**2,933**	**33,496**	**33,496**

Cash Information	August 2026	June 2026
Operating Account (Reconciled balance)	10,267,103	3,860,118
Interest-Earning Deposits	47,435,409	47,351,085
	57,702,512	**51,211,203**

Debtor Information	August 2026	June 2026
Rates Debtors	25,314,204	1,295,121
Infringement Debtors	246,201	-
Sundry Debtors	1,206,674	1,034,852
Planning & Health Debtors	71,674	32,943
	26,838,752	**2,362,917**

Rates Debtors	August 2026	% of Annual Rates
2026/2027 - Current	24,322,275	61.1%
2025/2026 - 1 Year	697,006	
2024/2025 - 2 Years	164,503	
2023/2024 - 3 Years	60,513	
Over 3 years	69,908	
	25,314,204	

Cash Investment Information	Actual Rate	Credit rating	Maximum Holding Allowed	Actual Holding % of total Cash	August 2026
CBA Cash Deposits - At Call	4.35%	A1+ /AA-			7,229,746
Westpac Online Saver At Call	4.70%	A1+ /AA-			15,205,664
CBA Term Deposit - (5 months)	5.03%	A1+ /AA-			5,000,000
		A1+	100%	47.55%	27,435,409
NAB Term Deposit - (363 days)	5.25%	A-1/A+			10,000,000
		A-1/A+	80%	17.33%	10,000,000
MyState Term Deposit (186 days)	5.30%	A2/BBB+			10,000,000
		A2-A3	40%	17.33%	10,000,000
					47,435,409

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

Benchmarks: BBSW90 Day Index 4.55%
RBA Cash Rate 4.35%

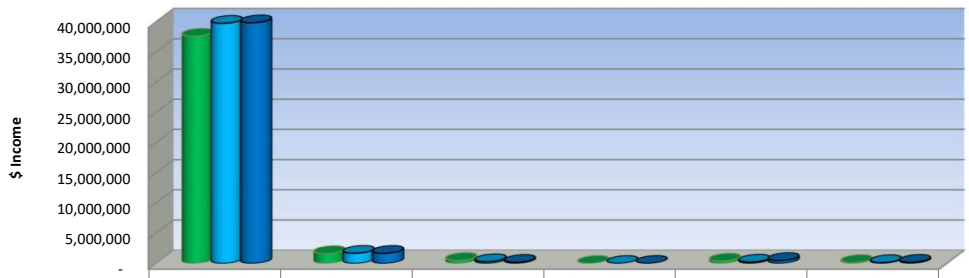
Commentary
This report provides a high level summary of operational income and expenditure, capital expenditure and the cash and receivables position as at the date of the report.

SUMMARISED OPERATING REPORT

YTD to August 2026

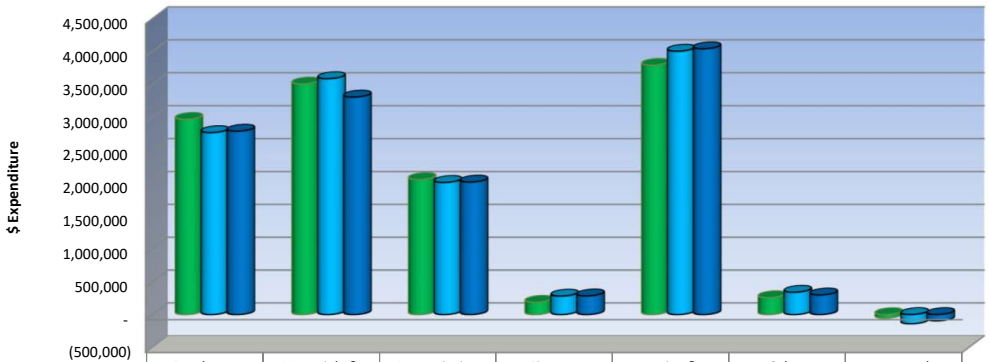
	Actual	Budget	YTD Variance $	YTD Variance %	Full Budget 2026-27	Forecast 2026-27
INCOME						
Rates and Service Charges	39,827,658	39,747,702	79,956	0.2%	40,101,191	40,101,191
Fees and User Charges	1,676,742	1,683,222	(6,481)	-0.4%	10,417,458	10,417,458
Grants - Operating	182,738	287,518	(104,780)	-36.4%	3,685,848	3,685,848
Contributions - Operating	10,384	1,917	8,467	441.8%	48,500	48,500
Dividend Income	-	-	-	0.0%	1,528,800	1,310,400
Interest Income	429,697	190,667	239,030	125.4%	1,144,000	1,144,000
Tax Equivalent Payments	47,279	29,613	17,666	59.7%	355,350	355,350
Share of profit of associates	-	-	-	0.0%	1,021,000	1,021,000
Other Revenue	189,442	136,556	52,886	38.7%	1,066,463	1,066,463
TOTAL INCOME	**42,363,939**	**42,077,194**	**286,745**	**0.7%**	**59,368,610**	**59,150,210**
EXPENSES						
Employee Costs	2,790,475	2,768,738	(21,738)	-0.8%	18,789,288	18,789,286
Materials and Services	3,308,467	3,586,835	278,368	7.8%	19,086,329	19,086,329
Depreciation	2,018,096	2,012,112	(5,983)	-0.3%	11,845,500	11,845,500
Financial Costs	284,002	280,749	(3,253)	-1.2%	1,684,491	1,684,491
Levies & Taxes	4,041,319	4,004,894	(36,425)	-0.9%	5,714,437	5,714,437
Other Expenses	298,436	339,491	41,054	12.1%	1,860,443	1,860,443
Internal Charges and Recoveries	(96,070)	(140,597)	(44,527)	31.7%	(940,473)	(940,474)
TOTAL EXPENSES	**12,644,725**	**12,852,220**	**207,495**	**1.6%**	**58,040,016**	**58,040,013**
NET OPERATING SURPLUS / (DEFICIT)	**29,719,213**	**29,224,974**	**494,240**	**1.7%**	**1,328,595**	**1,110,197**
CAPITAL ITEMS						
Grants - Capital	332,441	-	332,441	#DIV/0!	23,371,000	
Gain / Loss on Disposal of Assets	(40,767)	-	(40,767)	#DIV/0!	-	
TOTAL CAPITAL ITEMS	**291,674**	**-**	**291,674**	**#DIV/0!**	**23,371,000**	
NET SURPLUS / (DEFICIT)	**30,010,888**	**29,224,974**	**785,914**	**2.7%**	**24,699,595**	
Own Source Revenue:	**99.5%**	**99.3%**			**93.7%**	

Income Analysis



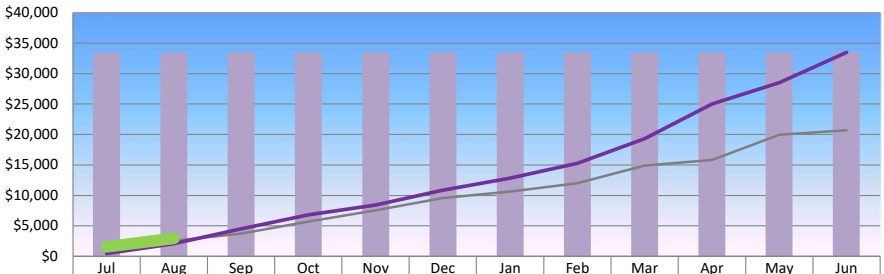
	Rates & Utility Charges	Fees & Charges	Grants	Contributions	Dividends and Other Investment Income	Other Income
2025-26 YTD	37,615,355	1,635,102	494,764	5,336	390,539	145,739
2026-27 Bud YTD	39,747,702	1,683,222	287,518	1,917	220,279	136,556
2026-27 YTD	39,827,658	1,676,742	182,738	10,384	476,976	189,442

Expenditure Analysis



	Employee Benefits	Materials & Services	Depreciation	Finance Costs	Levies & Taxes	Other Expenses	Internal Charges
2025-26 YTD	2,970,896	3,507,545	2,057,255	187,842	3,792,089	258,500	(54,285)
2026-27 Bud YTD	2,768,738	3,586,835	2,012,112	280,749	4,004,894	339,491	(140,597)
2026-27 YTD	2,790,475	3,308,467	2,018,096	284,002	4,041,319	298,436	(96,070)

Capital Expenditure - $'000



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Carried forward budget												
2026-27 Budget - Annual	33,496	33,496	33,496	33,496	33,496	33,496	33,496	33,496	33,496	33,496	33,496	33,496
2025-26 Actual	876	2,543	3,713	5,705	7,561	9,577	10,629	11,990	14,877	15,828	19,951	20,716
2026-27 Forecast	468	2,079	4,496	6,784	8,409	10,861	12,852	15,297	19,316	25,004	28,526	33,496
2026-27 Actual	1,547	2,933										

BALANCE SHEET REPORT	As at August 2026	
	31 Aug 2026	30 Jun 2026
Current Assets		
Cash at Bank and On Hand	10,267,103	3,860,118
Trust Deposits	204,316	187,054
Cash Investments	47,435,409	47,351,085
Receivables - Rates and Utility Charges	25,314,204	1,295,121
Receivables - Infringements	96,345	-
Receivables - Sundry	1,348,300	1,034,852
Receivables - Planning & Health	71,674	32,943
Loans Receivable - Current	27,663	27,663
Accrued Revenue	213,274	479,879
Prepayments	114,325	495,039
Net GST Receivable	230,643	642,581
Non-Current Assets Classified Held for Sale	1,548,146	1,548,146
Other Asset	705,066	705,066
	87,576,467	**57,659,548**
Non Current Assets		
Loans Receivable - Non-Current	191,476	193,176
Dulverton Regional Waste Management Authority	23,878,357	23,878,357
TasWater	97,545,057	97,545,057
Property, Plant & Equipment	1,222,568,565	1,222,639,144
Accumulated Depreciation - PP&E	(305,060,911)	(303,049,048)
Capital Work in Progress	18,871,228	16,312,729
	1,057,993,772	**1,057,519,415**
Total Assets	**1,145,570,239**	**1,115,178,963**
Current Liabilities		
Trade Creditors	1,817,099	2,672,262
Accrued Expenses	4,489,319	2,554,563
Trust Liability	302,627	270,239
Income In Advance - Current	18,884,276	19,389,050
Loans - Current	752,896	752,896
Annual Leave	1,276,457	1,230,830
Other Leave - RDO	133,036	123,997
Other Leave - TOIL	23,242	14,819
Lease Liabilities - Current	58,321	58,321
Long Service Leave - Current	1,550,677	1,420,334
	29,287,951	**28,487,311**
Non Current Liabilities		
Contract Liabilities - Current	900,000	900,000
Loans - Non-Current	36,764,327	36,788,545
Long Service Leave - Non-Current	578,140	578,140
Lease Liabilities - Non Current	695,342	695,342
	38,937,809	**38,962,027**
Total Liabilities	**68,225,760**	**67,449,338**
Net Assets	**1,077,344,479**	**1,047,729,624**
Equity		
Asset Revaluation Reserve	722,429,063	722,827,518
Asset Revaluation Reserve - Associates	9,853,065	9,853,065
Other Reserves	21,148,153	21,148,153
Accumulated Surplus	293,903,311	272,029,911
Operating Surplus / (Deficit)	29,719,213	4,275,310
Capital Surplus / (Deficit)	291,674	17,595,669
Total Equity	**1,077,344,479**	**1,047,729,624**
Current Ratio:	**2.99**	**2.02**

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.

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Capital Works Income & Expenditure Report August 2026

		Funding 2026/27					Expenditure 2026/27			Balance	Performance Measures			
		Annual Budget	Carried Forward	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
Open Space & Recreation														
1000172	CP0272 East Devonport Foreshore - Fence Off-Leash Dog	63,000		-	63,000		-	8,633	8,633	54,367			13.7%	
1000181	CP0273 Aikenhead Point Renewal Stage 2	200,000		-	200,000		-	-	-	200,000			0.0%	
1000189	CP0274 Park Furniture Renewal Program	52,000		-	52,000		-	-	-	52,000			0.0%	Under design
1000960	CP0271 Don Recreation Ground - New Perimeter Safety Netting	35,000			35,000		625	-	625	34,375			1.8%	
1000961	CP0275 Shared User Path - New Park Furniture, Water Fountains	50,000		-	50,000		8,346	-	8,346	41,654			16.7%	
CP0259	CP0259 Devonport Oval - Cycle Track Boundary Fence	80,000		-	80,000		2,286	170,000	172,286	(92,286)			215.4%	Under design
CP0268	Drinking Fountains for Paths & Parks	-		-	-		563	-	563	(563)			#DIV/0!	Under design
CP0228	Kelcey Tier Map Signage	-		-	-		-	34,531	34,531	(34,531)			#DIV/0!	Under design
CP0244	Mersey Bluff Playground Renewal	-		-	-		-	6,700	6,700	(6,700)			#DIV/0!	Under design
CP0247	Don River Rail Trail signage	-		-	-		-	9,303	9,303	(9,303)			#DIV/0!	Under design
CP0263	Mersey Bluff - Playground Minor Renewals	-		-	-		-	8,374	8,374	(8,374)			#DIV/0!	Under design
CP0267	Don Reserve - Signage	-		-	-		-	28,009	28,009	(28,009)			#DIV/0!	Under design
CP0270	Rooke Street Mall Enhancements	-		-	-		65,117	6,612	71,729	(71,729)			#DIV/0!	Under design
Total Open Space & Recreation		**480,000**	**-**	**-**	**480,000**	**-**	**76,938**	**272,162**	**349,100**	**130,900**			**72.7%**	
Buildings & Facilities														
1000353	CB0173 Byard Park - Irrigation Pipe and Equipment Storage	6,000		-	6,000		418	5,390	5,808	192			96.8%	
1000944	CB0166 Bass Strait Maritime Museum – Grease trap	25,000		-	25,000		-	-	-	25,000			0.0%	
1000945	CB0167 Paranaple Arts Centre - Roof Access Safety System	9,000		-	9,000		297	-	297	8,703			3.3%	
1000946	CB0168 Paranaple Arts Centre - Swipe Card Access Upgrades	15,000		-	15,000		-	14,974	14,974	26			99.8%	
1000947	CB0169 Surf Club - Main Boat Store Floor Resurfacing	30,000		-	30,000		198	-	198	29,802			0.7%	
1000948	CB0170 Bass Strait Maritime Museum - Replace Café Bi-Fold	25,000		-	25,000		841	12,115	12,955	12,045			51.8%	Works underway
1000949	CB0171 East Devonport Football Clubroom - Replace Door &	22,000		-	22,000		493	13,582	14,075	7,925			64.0%	
1000950	CB0174 Maidstone Park - Spreyton Hall Access Upgrades	20,000		-	20,000		530	18,700	19,230	770			96.1%	
1000951	CB0175 Waterfront Park - Public Toilet Roof Infill Upgrades	27,000		-	27,000		-	-	-	27,000			0.0%	Under design
1000952	CB0176 Works Depot - New Storage Container for Paranaple	7,000		-	7,000		6,341	-	6,341	659			90.6%	
1000971	CB0177 Mersey Vale Cemetery - Public Toilet Refurbishment	60,000		-	60,000		-	5,195	5,195	54,805			8.7%	
1000972	CB0172 Paranaple Arts Centre - HVAC System Upgrade	68,000		-	68,000		627	-	627	67,373			0.9%	
CB0107	Payne Avenue toilet block	-		-	-		10,046	439,715	449,761	(449,761)			#DIV/0!	
CB0123	CB0123 Council Facility renewable energy project	182,000		-	182,000	91,000	2,230	-	2,230	179,770			1.2%	
CB0129	CB0129 Indoor Stadium Design	24,000,000		-	24,000,000	21,000,000	2,462,571	41,960,519	44,423,091	(20,423,091)			185.1%	
CB0133	CB0133 Art Storage Facility	-		-	-		-	2,150	2,150	(2,150)			#DIV/0!	
CB0135	CB0135 WTS - Push Pit Ramp Renewal	-		-	-		142	-	142	(142)			#DIV/0!	
CB0153	CB0153 Aquatic Centre - Building HVAC Replacement	125,000		-	125,000		692	545	1,238	123,762			1.0%	
CB0160	CB0160 Depot - Upgrade Facilities Stage 1	770,000		-	770,000		22,800	1,189,698	1,212,498	(442,498)			157.5%	
CB0163	Mersey Bluff - Changing Places Grant			-	-		7,195	-	7,195	(7,195)			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
Total Facilities		**25,391,000**	**-**	**-**	**25,391,000**	**21,091,000**	**2,515,421**	**43,662,584**	**46,178,005**	**(20,787,005)**			**181.9%**	
Transport														
1000233	CT0414 Elizabeth Street - Formby Rd Traffic Management	100,000		-	100,000		-	-	-	100,000			0.0%	
1000238	CT0415 Paloona Rd - Safety Barrier West of Ahernes Rd	300,000		-	300,000	240,000	-	-	-	300,000			0.0%	
1000242	CT0424 Streetlight Renewal Program	50,000		-	50,000		-	-	-	50,000			0.0%	
1000249	CT0419 Gravel Road Renewal Program	100,000		-	100,000		921	5,593	6,514	93,486			6.5%	
1000251	CT0420 Lillico Road - Pavement Reconstruction	750,000		-	750,000	600,000	1,089	18,495	19,585	730,415			2.6%	
1000255	CT0421 Parking Infrastructure Renewal Program	20,000		-	20,000		-	-	-	20,000			0.0%	Underway
1000257	CT0422 Road Reseal Program	900,000		-	900,000		4,049	632,637	636,686	263,314			70.7%	
1000258	CT0423 Road Traffic Device Renewal Program	50,000		-	50,000		960	6,930	7,890	42,110			15.8%	Construction underway
1000260	CT0425 Transport Minor Works Program	50,000		-	50,000		56,810	953	57,763	(7,763)			115.5%	
1000329	CT0428 Footpath Missing Links Program	150,000		-	150,000		5,472	1,928	7,400	142,600			4.9%	
1000333	CT0429 Spreyton Resource Recovery & Reuse Centre - Upgrade	200,000		-	200,000		222	-	222	199,778			0.1%	
1000864	CT0417 Steele St & Sorell St - Intersection Safety Upgrade	280,000		-	280,000	252,000	11,023	-	11,023	268,977			3.9%	
1000963	CT0418 Forward Capital Project Design Program	120,000		-	120,000		-	-	-	120,000			0.0%	
1000964	CT0426 Aquatic Centre - Carpark Ugrades	200,000		-	200,000		443	-	443	199,557			0.2%	
1000965	CT0427 Best St - Shared User Path Crossing Upgrades	120,000		-	120,000	96,000	-	-	-	120,000			0.0%	
1000966	CT0430 Stony Rise Rd - Don Rd to Lapthorne Close	500,000		-	500,000	400,000	-	-	-	500,000			0.0%	
1000967	CT0431 Tarleton St - Anchor Drive to Reg Hope Park	300,000		-	300,000	240,000	-	-	-	300,000			0.0%	
1000962	CT0416 Ronald St & Nicholls St - New Roundabout	460,000		-	460,000	437,000	1,884	-	1,884	458,116			0.4%	
CT0361	Stewart St Renewal - Rooke to			-	-		103,653	502,548	606,201	(606,201)			#DIV/0!	
CT0362	CT0362 Tarleton St Renewal			-	-		-	4,863	4,863	(4,863)			#DIV/0!	
CT0369	CT0369 Spreyton Connector Path			-	-		-	0	0	(0)			#DIV/0!	
CT0374	Wright St Path - John St to Murray St			-	-		5,034	-	5,034	(5,034)			#DIV/0!	
CT0375	Best St Renewal - Rooke to Edward			-	-		1,981	9,026	11,007	(11,007)			#DIV/0!	
CT0394	Kelcey Tier Rd Traffic Signals			-	-		1,314	1,461,899	1,463,213	(1,463,213)			#DIV/0!	
CT0397	Doric Ct - Kerb Renewal and Seal			-	-		2,826	-	2,826	(2,826)			#DIV/0!	
CT0398	Fenton Way Realignment and Roundabout			-	-		29,138	10,323	39,461	(39,461)			#DIV/0!	
CT0401	North St Footpath - Percy to Coles Beach			-	-		2,299	-	2,299	(2,299)			#DIV/0!	
CT0412	Kelcey Tier Rd - Guardrail Upgrades			-	-		-	48,779	48,779	(48,779)			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
Total Transport		**4,650,000**	**-**	**-**	**4,650,000**	**2,265,000**	**229,117**	**2,703,975**	**2,933,092**	**1,716,908**			**63.1%**	

		Funding 2026/27					Expenditure 2026/27			Balance	Performance Measures			
		Annual Budget	Carried Forward	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
Stormwater														
1000221	CS0151 Minor Stormwater Works	75,000		-	75,000		-	-	-	75,000			0.0%	
1000224	CS0154 Stormwater Pollution Control Upgrade Program	75,000		-	75,000		-	-	-	75,000			0.0%	
1000229	CS0152 Pit Replacements Program	75,000		-	75,000		51,637	6,759	58,396	16,604			77.9%	
1000231	CS0153 Development Contribution Fund	100,000		-	100,000		-	-	-	100,000			0.0%	
CS0146	Winspears Catchment Upgrade			-	-		691	-	691	(691)			#DIV/0!	
CS0147	Stormwater Pollution Control Measures			-	-		-	88,776	88,776	(88,776)			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
Total Stormwater		**325,000**	**-**	**-**	**325,000**	**-**	**52,329**	**95,535**	**147,864**	**177,136**			**45.5%**	
Plant & Fleet														
CF0043	Fleet Renewal 2025-26	-		-	-	-	(471)	89,091	88,619	(88,619)			#DIV/0!	
CF0044	Hire Plant Replacement 2025-26	-		-	-	-	-	445,677	445,677	(445,677)			#DIV/0!	
1000209	CF0048 Non-hire plant replacement program	196,500		-	196,500	56,075	1,545	-	1,545	194,955			0.8%	
1000211	CF0051 Civil Truck - Isuzu NLR45-150 SWB (E000169)	110,000		-	110,000	15,000	-	-	-	110,000			0.0%	
1000214	CF0054 Fleet replacement program	332,000		-	332,000	82,500	-	87,578	87,578	244,422			26.4%	
1000314	CF0052 Civil Truck - Isuzu NPR 65 SWB (E000170)	130,000		-	130,000	20,000	-	-	-	130,000			0.0%	
1000968	CF0049 Cemetery Backhoe JCB 3CX B62KT (E001015)	200,000		-	200,000	60,000	-	-	-	200,000			0.0%	
1000969	CF0050 Civil Roller - Twin Drum (E000962)	60,000		-	60,000	5,000	-	-	-	60,000			0.0%	
1000970	CF0053 Modern Burial System -Design of Lid Lifter Replacement	15,000		-	15,000		-	-	-	15,000			0.0%	
Total Plant & Fleet		**1,043,500**	**-**	**-**	**1,043,500**	**238,575**	**1,073**	**622,346**	**623,419**	**420,081**			**59.7%**	
Other Equipment														
CE0015	Aquatic Centre - Replace Raypac Boiler	1,000,000		-	1,000,000		3,381	-	3,381	996,619			0.3%	Under design
CE0059	Niche Ignite Web Site Refresh	-		-	-		3,000	2,015	5,015	(5,015)			#DIV/0!	Under design
CE0063	Don & Mersey River Weather & River Flow	-		-	-		19,883	16,092	35,975	(35,975)			#DIV/0!	Under design
1000152	CE0073 Aquatic Centre - Replace CCTV for Dog Exercise Area	9,000		-	9,000		-	7,816	7,816	1,184			86.8%	
1000155	CE0072 Aquatic Centre - Equipment renewal	265,000		-	265,000		-	-	-	265,000			0.0%	
1000157	CE0074 Bass Strait Maritime Museum - CCTV Indoor Camera	15,000		-	15,000		7,822	-	7,822	7,178			52.1%	
1000158	CE0076 Information Technology - Renewals & upgrades	50,000		-	50,000		3,870	6,600	10,470	39,530			20.9%	
1000166	CE0081 Paranaple Convention Centre - New Meeting Room	60,000		-	60,000		20,319	17,349	37,668	22,332			62.8%	
1000169	CE0084 Spreyton Resource Recovery & Reuse Centre -	30,000		-	30,000	15,000	-	-	-	30,000			0.0%	
1000171	CE0085 Tidal Acquisitive Art Award – Biennial	25,000		-	25,000		-	-	-	25,000			0.0%	
1000953	CE0075 Building Fittings, Fixtures & Equipment - Renewal	50,000		-	50,000		111	5,970	6,081	43,919			12.2%	
1000954	CE0077 Paranaple Convention Centre - Bar Replacement	20,000		-	20,000		-	-	-	20,000			0.0%	
1000955	CE0078 Paranaple Convention Centre - Replace Room Dividers	12,000		-	12,000		-	11,462	11,462	538			95.5%	
1000956	CE0079 Reactive Replacement of Equipment for Property	50,000		-	50,000		111	10,484	10,594	39,406			21.2%	
1000957	CE0080 Uninterrupted Power System - Operations Centre &	10,000		-	10,000		-	6,234	6,234	3,766			62.3%	
1000958	CE0082 Paranaple Office - Online Access Room Microphone &	5,000		-	5,000		-	4,172	4,172	828			83.4%	
1000959	CE0083 Paranaple Office - Online Access Room Yearlink	5,000		-	5,000		-	4,172	4,172	828			83.4%	
				-	-		-	-	-	-			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
				-	-		-	-	-	-			#DIV/0!	
		1,606,000	**-**	**-**	**1,606,000**	**15,000**	**58,497**	**92,366**	**150,863**	**1,455,137**				
	Information Technology	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**			#DIV/0!	
				-	-									
Total Other Equipment		**1,606,000**	**-**	**-**	**1,606,000**	**15,000**	**58,497**	**92,366**	**150,863**	**1,455,137**			**9.4%**	
	TOTAL CAPITAL EXPENDITURE - EXCLUDING LIVING CITY	**33,495,500**	**-**	**-**	**33,495,500**	**23,609,575**	**2,933,374**	**47,448,969**	**50,382,343**	**(16,886,843)**			**150.4%**	
Living City														
CP0185	Waterfront Construction		-	-	-		-	-	-	-			#DIV/0!	
CP0198	Waterfront Precinct - Lighting Feature		-	-	-		-	2,712	2,712	(2,712)			#DIV/0!	
				-										
Total Living City		**-**	**-**	**-**	**-**	**-**	**-**	**2,712**	**2,712**	**(2,712)**			**#DIV/0!**	construction underway on lighting feature
	TOTAL CAPITAL EXPENDITURE - INCLUDING LIVING CITY	**33,495,500**	**-**	**-**	**33,495,500**	**23,609,575**	**2,933,374**	**47,451,682**	**50,385,055**	**(16,889,555)**			**150.4%**	

FORECAST ADJUSTMENTS for 2026/27 FINANCIAL YEAR

	Budget	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Forecast
INCOME														
Rates and Service Charges	40,101,191													40,101,191
Fees and User Charges	10,417,458													10,417,458
Grants - Operating	3,685,848													3,685,848
Contributions - Operating	48,500													48,500
Dividend Income	1,528,800		(218,400)											1,310,400
Interest Income	1,144,000													1,144,000
Tax Equivalent Payments	355,350													355,350
Share of profit of associates	1,021,000													1,021,000
Other Revenue	1,066,463													1,066,463
TOTAL INCOME	**59,368,610**	**-**	**(218,400)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**59,150,210**
EXPENSES														
Employee Benefits	18,789,286													18,789,286
Materials and Services	19,086,329													19,086,329
Depreciation	11,845,500													11,845,500
Financial Costs	1,684,491													1,684,491
Levies & Taxes	5,714,437													5,714,437
Other Expenses	1,860,443													1,860,443
Internal Charges and Recoveries	(940,474)													(940,474)
TOTAL EXPENSES	**58,040,013**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**58,040,013**
NET OPERATING SURPLUS / (DEFICIT)	**1,328,597**	**-**	**(218,400)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,110,197**
CAPITAL ITEMS														
Grants - Capital	23,371,000													23,371,000
Contributions - Capital														-
Gain / Loss on Disposal of Assets	-													-
TOTAL CAPITAL ITEMS	**23,371,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**23,371,000**
NET SURPLUS / (DEFICIT)	**24,699,597**	**-**	**(218,400)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**24,481,197**
UNDERLYING SURPLUS / (DEFICIT) ADJUSTMENTS														
Net result for the year	24,699,597	-	(218,400)	-	-	-	-	-	-	-	-	-	-	24,481,197
Adjusted for timing on FAG's														-
Less non-operating items														-
Contributions - capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants - Capital	(23,371,000)	-	-	-	-	-	-		-	-	-	-	-	(23,371,000)
Add non-operational expenses														-
Grants - Vallery Road Soccer Club infrastructure														-
UNDERLYING SURPLUS / (DEFICIT)	**1,328,597**	**-**	**(218,400)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,110,197**

Forecast adjustments for August

Dividend Income	Adjustment as per Taswater Corporate Plan for 2027, Dividends reduced to $24 million for all shareholders, reducing Devonport share to $1,310,400