



The City with Spirit

NOTICE OF MEETING

Notice is hereby given that a **Planning Authority Committee** meeting of the Devonport City Council will be held in the Council Chambers, on Monday 13 August 2018, commencing at 5:15pm.

The meeting will be open to the public at 5:15pm.

QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports in this agenda contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.

Matthew Atkins
ACTING GENERAL MANAGER

8 August 2018

**AGENDA FOR A MEETING OF THE PLANNING AUTHORITY COMMITTEE OF
DEVONPORT CITY COUNCIL HELD ON MONDAY 13 AUGUST 2018
AT THE COUNCIL CHAMBERS AT 5:15PM**

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Agenda of a meeting of the Devonport City Council's **Planning Authority Committee** to be held at the Council Chambers, 17 Fenton Way, Devonport on Monday 13, August 2018 commencing at 5:15pm.

PRESENT

		Present	Apology
Chairman	Ald A L Rockliff (Acting Mayor)		
	Ald C D Emmerton		
	Ald G F Goodwin		
	Ald J F Matthews		
	Ald T M Milne		
	Ald L M Perry		

IN ATTENDANCE

All persons in attendance are advised that it is Council policy to record Council Meetings, in accordance with Council's Audio Recording Policy. The audio recording of this meeting will be made available to the public on Council's website for a minimum period of six months.

1.0 APOLOGIES

2.0 DECLARATIONS OF INTEREST

3.0 DELEGATED APPROVALS

3.1 PLANNING APPLICATIONS APPROVED UNDER DELEGATED AUTHORITY 29 MAY 2018 - 31 JULY 2018

ATTACHMENTS

- [1.](#) Delegated Planning Approvals - 29 May 2018 - 31 July 2018

RECOMMENDATION

That the list of delegated approvals be received.

Author:	Jennifer Broomhall	Endorsed By:	Brian May
Position:	Planning Administration Officer	Position:	Development Manager

Planning Applications approved under Delegated Authority – 29 May 2018 – 31 July 2018			
Application No.	Location	Description	Approval Date
PA2018.0029	94 Winspears Road, East Devonport	Utilities (telecommunication infrastructure)	11/07/2018
PA2018.0031	24 Don Road, Devonport	Bulky Goods Store (showroom extension) - assessment against performance criteria of Code E9 for a reduction in vehicle parking spaces, ancillary storage and demolition of single dwelling	4/06/2018
PA2018.0032	62 Lakeside Road, Eugenana	General retail and hire, Food services & Community meeting and entertainment with assessment against performance criteria for discretionary non-residential use to locate on rural resource land, suitability of a site or lot on a plan of subdivision for use or development (waste water disposal) and Traffic Generating Use and Parking Code	19/07/2018
PA2018.0048	251 Buster Road, Melrose	Residential (dwelling extension) - assessment against performance criteria for location and configuration of development	21/06/2018
PA2018.0051	66 Woodrising Avenue, Spreyton	Sports and recreation (golf cart shed)	30/05/2018
PA2018.0055	21 Don Heads Road, Don	Resource Development (controlled environment agriculture) - assessment against performance criteria for location and configuration of development (side and rear setback variation) and Change in Ground Level Code	13/06/2018
PA2018.0058	9 Victoria Parade, Devonport	Permitted: Business and professional services (Dentist), Residential (multiple dwellings x 2) and associated demolition and signage Discretionary: assessment against performance criteria for setback and building envelope, setback of development for sensitive use and Traffic Generating Use and Parking Code	4/06/2018
PA2018.0060	54 Nicholls Street, Devonport	2 lot subdivision	30/05/2018
PA2018.0061	42-44 Devonport Road, Quoiba	2 lot subdivision	22/06/2018
PA2018.0062	14 Glen Court, Devonport	Residential (outbuilding) - assessment against performance criteria for setbacks and building envelope	30/05/2018
PA2018.0066	52 Fleetwood Drive, Spreyton	Residential (single dwelling and shed) - assessment against performance criteria for setbacks and building envelope	7/06/2018
PA2018.0067	77 North Fenton Street, Devonport	Residential (detached addition) – assessment against performance criteria for setbacks and building envelope and Local Heritage Code	14/06/2018
PA2018.0069	24 Hiller Street, Devonport	Residential (shed) – assessment against performance criteria for Local Heritage Code	12/06/2018
PA2018.0070	55 Squibbs Road, Spreyton	Residential (dwelling and outbuilding)	31/05/2018
PA2018.0071	25 Bay Drive, Quoiba	Sports and Recreation (club amenities)	7/06/2018

Planning Applications approved under Delegated Authority – 29 May 2018 – 31 July 2018			
Application No.	Location	Description	Approval Date
PA2018.0072	16 Forest Heights Drive, Tugrah	Residential (single dwelling) - assessment against performance criteria for location and configuration of development (side setback variation)	19/06/2018
PA2018.0073	65 Stewart Street, Devonport	Demolition of a dwelling located within the Stewart Street Conservation Area	19/06/2018
PA2018.0074	11 Mulligan Drive, Spreyton	Residential (shed) – assessment against performance criteria for rear setback and building envelope	21/06/2018
PA2018.0075	25 Greenway Avenue, Devonport	Residential (carport and shed) – assessment against performance criteria for setbacks and building envelope	19/07/2018
PA2018.0077	4 Erskine Way, Devonport	Residential (retaining wall) - assessment against performance criteria for change in existing ground level or natural ground level	21/06/2018
PA2018.0079	2 Linden Heights, Don	Residential (shed)	15/06/2018
PA2018.0080	203 Wrenswood Drive, Quoiba	Storage - ancillary to Resource development	14/06/2018
PA2018.0081	1 Wattle Pod Court, Spreyton	Residential (dwelling and shed)	15/06/2018
PA2018.0082	86a Gunn Street, Devonport	Temporary Toilet block	19/06/2018
PA2018.0084	57 Dana Drive, Devonport	Residential (outbuilding) - assessment against performance criteria for setback and building envelope	11/07/2018
PA2018.0085	11 Luck Street, Spreyton	Manufacturing and processing (Builders workshop and ancillary office)	5/07/2018
PA2018.0086	6 Wright Street, East Devonport	Visitor Accommodation	24/07/2018
PA2018.0087	397 Melrose Road, Eugenana	Residential (shed) - assessment against performance criteria for location and configuration of development (side setback variation)	13/07/2018
PA2018.0088	55 Melrose Road, Aberdeen	2 lot subdivision	13/07/2018
PA2018.0089	66 Buster Road, Aberdeen	Visitor Accommodation (holiday unit)	18/07/2018
PA2018.0090	1 Bluff Access Road, Devonport	Tourist operation (ancillary storage)	29/06/2018
PA2018.0091	31 Harris Road, Stony Rise	Residential (dwelling and shed) - assessment against performance criteria for location and configuration of development (setback variations)	24/07/2018
PA2018.0092	11 Collins Way, Tugrah	Residential (shed) - assessment against performance criteria for reduced setback	20/07/2018
PA2018.0093	7 Harris Road, Stony Rise	Residential (single dwelling) – assessment against performance criteria for front setback reduction	4/07/2018
PA2018.0094	6 Melrose Road, Aberdeen	Food services	20/07/2018
PA2018.0096	62 Nicholls Street, Devonport	Residential (shed) – assessment against performance criteria for setbacks and building envelope	30/07/2018
PA2018.0105	304 Kelcey Tier Road, Eugenana	Residential (outbuilding)	18/07/2018

4.0 DEVELOPMENT REPORTS

4.1 PA2018.0112 SERVICE INDUSTRY (CAR SERVICING) - 90 WILLIAM STREET DEVONPORT

File: 35394 D538589

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.1.1 Apply and review the Devonport Interim Planning Scheme as required, to ensure it delivers local community character and appropriate land use
- Strategy 2.1.2 Provide high quality, consistent and responsive development assessment and compliance processes

PURPOSE

The purpose of this report is to enable Council's Planning Authority Committee to make a decision regarding planning application PA2018.0112.

BACKGROUND

Planning Instrument:	Devonport Interim Planning Scheme 2013
Applicant:	Rendao Xiao
	Tasman Automotive PTY LTD
Owner:	Ms J Huang
Proposal:	Service Industry (car servicing)
Current Use:	Residential
Zoning:	Central Business
Decision Due:	14/08/2018

SITE DESCRIPTION & HISTORY

The site is identified by the certificate of title 12683/5 with the property address of 90 William Street, Devonport. The property has an area of 1,002m² and is immediately surrounded by Tyrepower to the north and residential development to the west and south. A dwelling is located at the front half of the property. Council's records indicate a building permit for the dwelling in the 1970s. An empty storage shed occupies the rear of the site. Council approved a permit for a Tourist Coach Business in 1979 and it is believed the shed was utilised to undertake minor servicing and housing of some of the coaches.

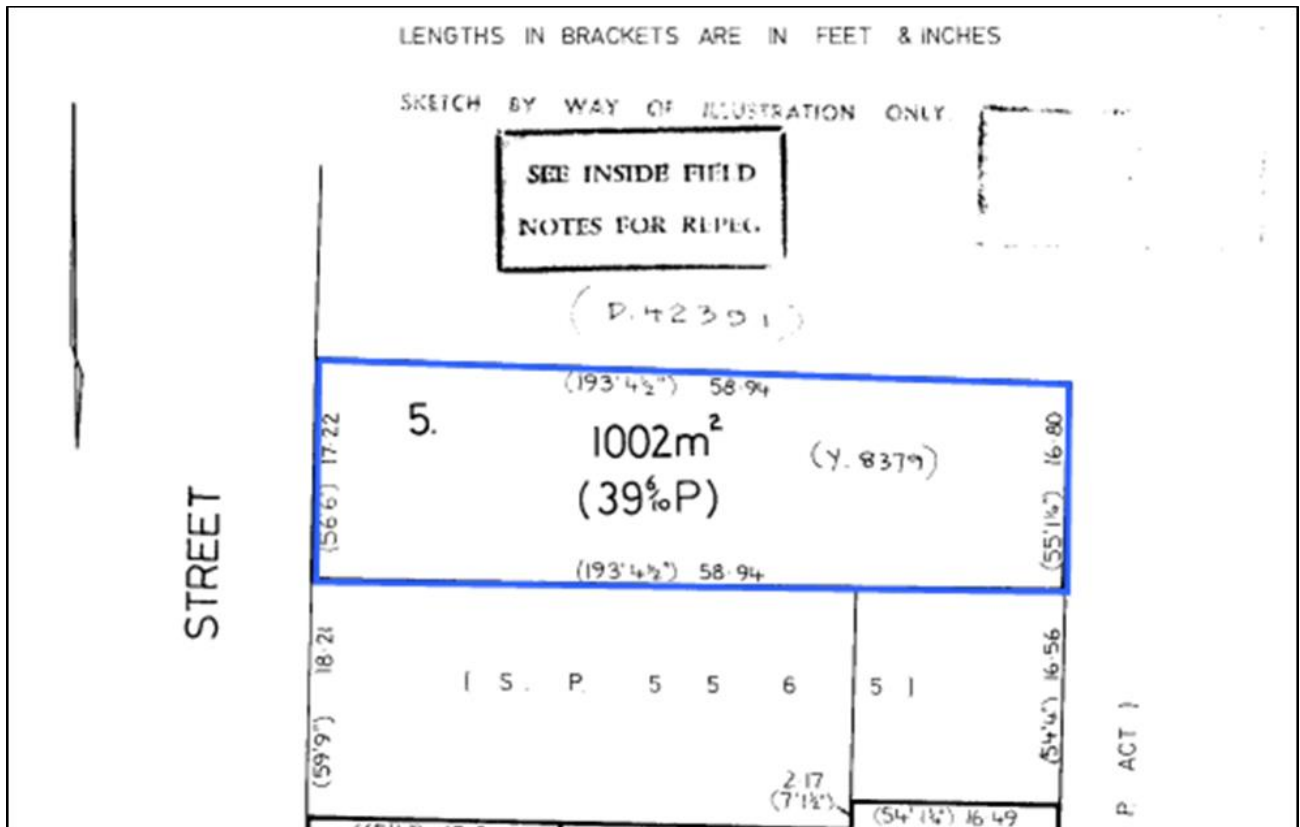


Figure 1 - Title Plan of 90 William Street (The List, 1979)



Figure 2 - Aerial image of site and surrounding locality (Devonport City Council (DCC), 2015)



Figure 3 - Image of the site looking from the William Street frontage (DCC, 2018)

APPLICATION DETAILS

The application is seeking approval to utilise the existing shed at the rear of the property as a car servicing centre and repair workshop. The facility will incorporate two workshop bays. As part of the development, the applicant has included provision for vehicle parking and advertising signage.

A copy of the site plan and advertising signage is reproduced below as Figures 4 & 5. A full copy of the application documentation is appended as **Attachment 1**.

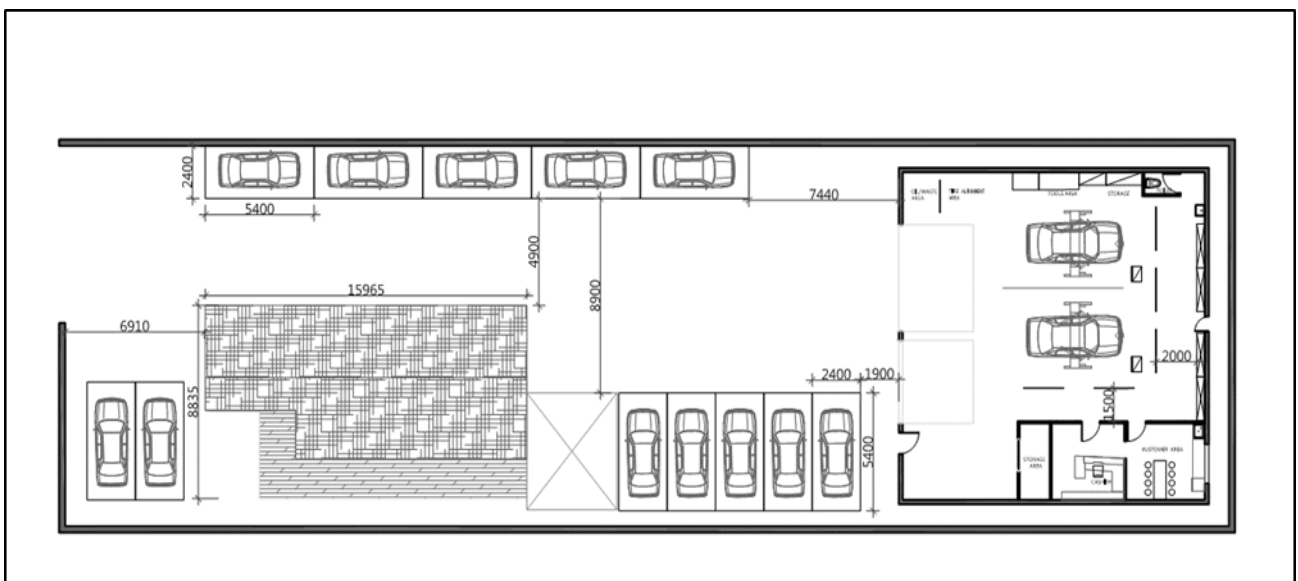


Figure 4 - Site Plan for Tasman Automotive (Rendao Xiao, 2018)

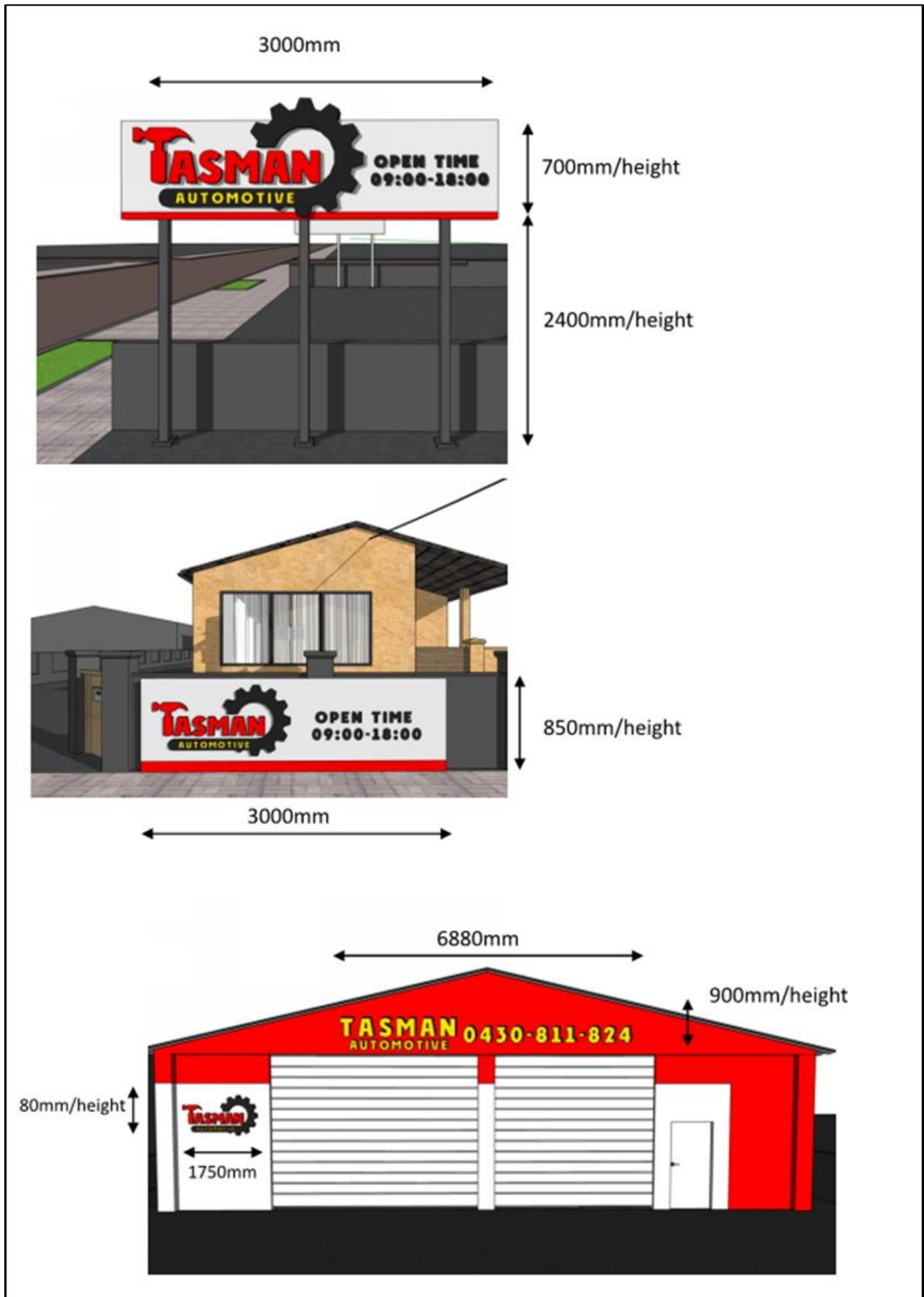


Figure 5 - Proposed advertising signage for car servicing centre (Rendao Xiao, 2018)

PLANNING ISSUES

The land is zoned Central Business under the *Devonport Interim Planning Scheme 2013* (DIPS). The purpose of this zone is “to provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or subregion.”

The zoning map below demonstrates the site is located on the southern fringe of the Central Business zone and is surrounded by the General Residential zone to the east, west and south.

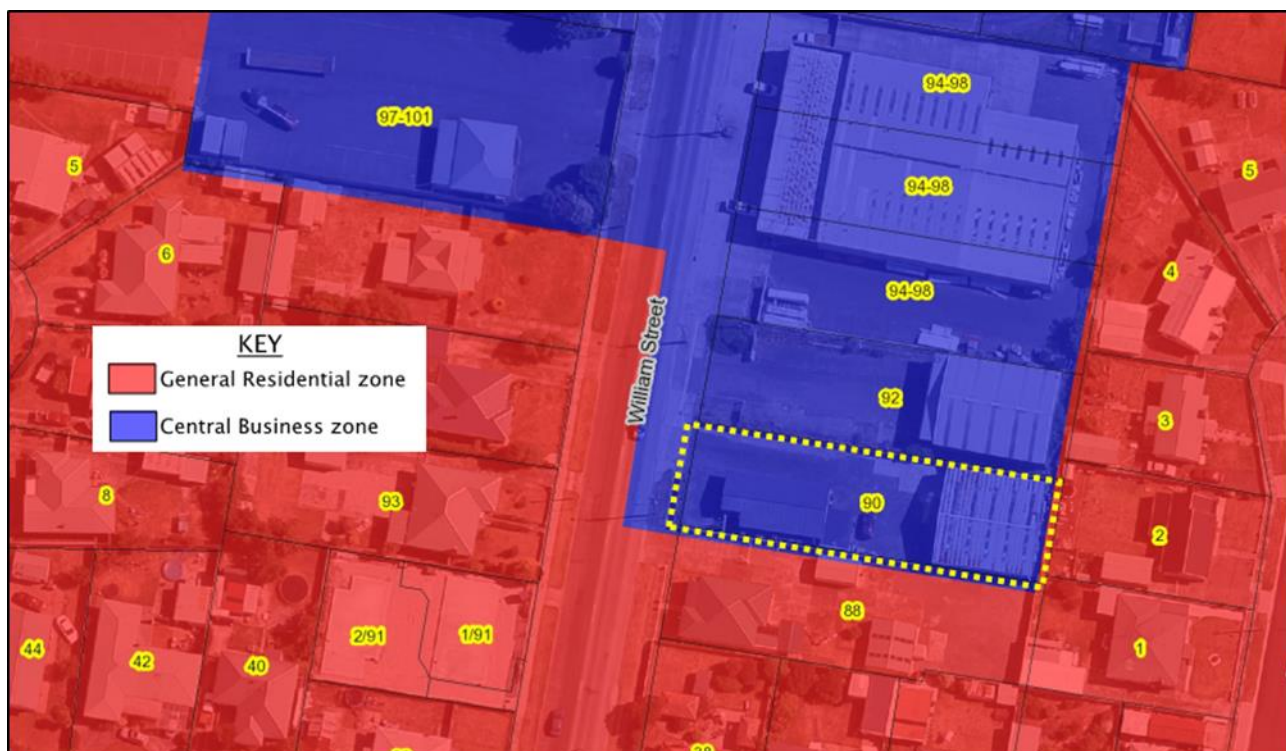


Figure 6 - Zoning Map (DCC, 2018)

The proposed car servicing facility and repair centre falls under the use classification Service industry. This use is defined under the DIPS 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.”

Under the Use Table for the Central Business zone, a Service industry is a Discretionary use. The Planning Authority can approve or refuse a discretionary application. The key to determining the final outcome is to establish whether the proposal has merit against the applicable development standards in the DIPS, in particular where the performance criteria is invoked.

The application has been examined against the applicable development standards for the Central Business zone and applicable development codes. Commentary is provided where the acceptable solutions have not been satisfied or where further explanation is thought necessary.

Central Business Zone

The only development standard within the Central Business zone that is required to be assessed against the performance criteria is 22.3.1 - *Discretionary Permit Use*.

This standard is reproduced below along with comment.

22.3.1 Discretionary permit use

Objective:	
<p>Use in the Central Business zone is to –</p> <ul style="list-style-type: none"> (a) provide for the routine requirements of local residents for grocery and general retailing, personal care, business, professional and refreshment services; (b) offer a higher order of complexity and sophistication in business, retail, community; and professional services to residents and visitors of the municipal area and the region; (c) provide for office activity as the preferred use on land within Area "A"; and (d) complement and enhance the drawing power of core retail and business services to increase attraction, cohesion, viability, and vitality of Devonport as a regional activity centre. 	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>There is no acceptable solution</p>	<p>P1</p> <p>Discretionary permit use must –</p> <ul style="list-style-type: none"> (a) be consistent with local area objectives; (b) be consistent with any applicable desired future character statement for the zone; and (c) be required to service requirements of the local, municipal or regional resident and visitor population

The Service industry is a discretionary use within the Central Business zone and there is no acceptable solution for this standard.

The local area objectives of the zone are identified below.

22.1.2 Local Area Objectives

- (a) Provide a large-scale activity centre offering a comprehensive mix of services of a type and range to meet the routine needs of local residents, and the specialist needs of a local, district, regional or sub-regional population and visitors to the Cradle Coast Region;
- (b) Central business areas make efficient use of land and optimise available infrastructure through a priority for infill and redevelopment and adaptive re-use of existing sites and buildings; and
- (c) Central business areas offer a significantly wider range of general and specialist merchandise and services, including refreshment and entertainment options, civic and cultural functions, and employment opportunities, than are available in a local or district centre

The car servicing facility will meet the routine needs of the resident population and visitors to the Cradle Coast Region who require their vehicles to be serviced or repaired. The proposal is in accordance with (a).

In relation to (b), the change of use is considered to make efficient use of the land. The car servicing facility will be accommodated in an existing building and it is considered an appropriate adaptive re-use of the building.

The proposal will provide a specialist service and employment opportunities are envisaged. Compliance with (c) is achieved.

Overall, the local area objectives of the Central Business zone have been analysed and the proposed use is considered to satisfy the stipulated objectives.

The desired future character statements for the zone are shown below.

22.1.3 Desired Future Character Statements

22.1.3.1 Use or development for central business purposes –

- (a) support function as a regional focus for the majority of specialist retail, business, professional, community, personal, entertainment, hospitality, civic, cultural, and visitor service activity;
- (b) provide convenient arrangements for pedestrian and vehicular access and circulation;
- (c) is not required to be comparable with use or development on adjacent land in another zone;
- (d) has a potential to transition abruptly at the boundary with an adjoining zone; and
- (e) is likely to impact on the amenity of use or development on adjacent land through factors associated with the operational characteristics of permitted use, including higher traffic volume, duration and frequency of activity, the type, form and scale of buildings, provision for vehicle parking, the presence and movement of people, extended or intermittent hours of operation, and a readily apparent visual or functional presence within an urban setting

The service industry will provide a specialist support function on the fringe of the central business district. Compliance with (a) is achieved.

Regarding (b), the site has an existing access from William Street that is not proposed to be altered. Vehicle circulation will be considered later in this report under the considerations of the Traffic Generating Use and Parking Code.

The development is not required to be comparable with development within the adjacent General Residential zone and (c) is satisfied.

In relation to (d), the shed provides an appropriate buffer between the zoning interface.

The car servicing facility has the potential to impact the amenity of residential development to the west and south through increased traffic generation and noise associated with the proposed use. These matters will be mitigated through permit conditions (if this application is approved). Compliance with (e) is satisfactorily met.

Lastly, in relation to 22.3.1 P1 (c) the use of the site as a car servicing facility will service the requirements of the local and regional residents along with the visitor population.

The commentary above demonstrates the performance criteria is satisfied for 22.3.1 - *Discretionary permit use*.

All other development standards within the Central Business zone satisfy the acceptable solutions and no further discussion is necessary.

The applicable development codes for the car servicing and repair centre are the Sign Code and the Traffic Generating Use and Parking Code. Discussion in relation to these codes is provided below.

Sign Code (E7)

This code addresses the planning controls for advertising signage. Figure 5, shown earlier within this report, illustrates the proposed advertising signage for the car servicing and repair centre.

The amount of signage proposed complies with the acceptable solutions of E7.6 – *Development standards* as there are less than 5 display panels (4 proposed), the total amount of signage is less than 50m² (approximately 12m²) and the freestanding sign is less than 5m in height (3.1m maximum height). As a result, no discretionary elements have been triggered under this code.

Traffic Generating Use and Parking Code (E9)

The purpose of this code is as shown.

E9.1 Purpose of the Traffic Generating Use and Parking Code

The purpose of this provision is to –

- (a) assist to protect the operational efficiency and safety of roads;
- (b) assist to protect public investment in road assets;
- (c) require on-site arrangements for –
 - (i) circulation and passage of vehicles;
 - (ii) loading and unloading of freight and people;
 - (iii) parking to service vehicles having business on the site;
- (d) specify design standards for circulation, loading and unloading, and parking areas within a site; and
- (e) accommodate the Devonport Local Area Parking Scheme

To comply with the acceptable solutions of E9.5.1 - *Provision for parking*, a Service industry requires the following amount of vehicle parking.

Use Class	Minimum Parking Space Requirement
Service industry	Vehicle repair or service 6 x spaces / workshop bay

The car servicing and repair facility has two workshop bays and therefore a total of 12 car spaces are required to satisfy the acceptable solutions. Provision for 14 car parking spaces is provided on the site (noting the parking provided in the workshop bays). It is noted 2 parking spaces are for the existing dwelling. The amount of car parking spaces satisfies the acceptable solutions for E9.5.1 - *Provision for parking*.

Section E9.6.1 of the code is reproduced on the next page. This part of the code requires parking areas to be operate effectively and be designed in accordance with the Australian Standards.

E9.6.1 Design of vehicle parking and loading areas

Objective:
Vehicle circulation, loading, and parking areas–
(a) protect the efficient operation and safety of the road from which access is provided;
(b) promote efficiency, convenience, safety, and security for vehicles and users; and
(c) provide an appropriate layout and adequate dimension to accommodate passenger or freight vehicle associated with use of the site

Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>All development must provide for the collection, drainage and disposal of stormwater; and</p> <p>A1.2</p> <p>Other than for development for a single dwelling in the General Residential, Low Density Residential, Urban Mixed Use and Village zones, the layout of vehicle parking area, loading area, circulation aisle and manoeuvring area must –</p> <p>(a) Be in accordance with AS/NZS 2890.1 (2004) – Parking Facilities – Off Street Car Parking;</p> <p>(b) Be in accordance with AS/NZS2890.2 (2002) Parking Facilities – Off Street Commercial Vehicles;</p> <p>(c) Be in accordance with AS/NZS 2890.3 1993) Parking Facilities – Bicycle Parking Facilities;</p> <p>(d) Be in accordance with AS/NZS 2890.6 Parking Facilities – Off Street Parking for People with Disabilities;</p> <p>(e) Each parking space must be separately accessed from the internal circulation aisle within the site;</p> <p>(f) Provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space; and</p> <p>(g) Be formed and constructed with compacted sub-base and an all-weather surface.</p>	<p>P1</p> <p>The layout and construction of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must be adequate and appropriate for –</p> <p>(a) the nature and intensity of the use;</p> <p>(b) effect of size, slope and other physical characteristics and conditions of the site;</p> <p>(c) likely volume, type, and frequency of vehicles accessing the site;</p> <p>(d) likely demand and turnover for parking;</p> <p>(e) delivery and collection vehicles;</p> <p>(f) familiarity of users with the vehicle loading and vehicle parking area;</p> <p>(g) convenience and safety of access to the site from a road;</p> <p>(h) safety and convenience of internal vehicle and pedestrian movement;</p> <p>(i) safety and security of site users; and</p> <p>(j) the collection, drainage, and disposal of stormwater</p>

The vehicle parking layout proposed by the applicant will require some minor adjustment to ensure the layout can satisfy AS/NZS2890.1 (2004) - *Parking Facilities – Off Street Car Parking*. The layout as submitted does not allow satisfactory provision for vehicles to enter and exit the site in a forward direction. A condition will be included on the permit to provide a turning bay to ensure vehicle circulation is in accordance with AS2890. It will be suggested the turning bay is provided adjacent to the dwelling on the southern boundary to provide a greater buffer between the residential use and the service industry. It is noted the allocation of a turning bay will result in the loss of a vehicle parking space, however there is provision for jockey parking within the servicing garage. In summary, the site has provision for vehicle parking to function in accordance with AS2890 and this will be conditioned on the permit.

COMMUNITY ENGAGEMENT

On 03/07/2018, Council received an application for the above development. Under Section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at Section 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 07/07/2018;
- (b) Making a copy of the proposal available in Council Offices from the 07/07/2018;
- (c) Notifying adjoining property owners by mail on 05/07/2018; and
- (d) Erecting a Site Notice for display from the 05/07/2018.

The period for representations to be received by Council closed on 23/07/2018.

REPRESENTATIONS

One representation was received within the prescribed 14-day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*.

The representation was received from the manager of Tyrepower Devonport and is appended as **Attachment 2**.

There are two main points of objection in the representation. These are in relation to parking and signage and are analysed further below.

Parking

The representation has concerns that the site does not allow provision for enough car parking spaces. It has been demonstrated that the site accommodates enough car parking to satisfy the requirements in the Traffic Generating Use and Parking Code and no further comment is warranted.

Signage

The representation highlights that the signage for the car servicing and repair facility is identical to the signage observed at the Tyrepower site. The representation also states that the proposed freestanding sign will block Tyrepower's freestanding sign when travelling north along William Street. The proposed signage for the service industry satisfies the acceptable solutions of the Sign Code and the issue of obscuring advertising signage on an adjacent property is not a valid consideration. In relation to the construction requirements for the signage, the developer will need to discuss this with a registered building surveyor to determine if a building permit is applicable.

Overall, the representation is noted, however, the concerns raised do not alter the fact that the application satisfies the acceptable solutions prescribed within DIPS and the development is recommended to be proceed without further alteration.

DISCUSSION

In accordance with the requirements of the *Water and Sewerage Industry Act 2008* the application was referred to TasWater which subsequently issued a Submission to Planning Authority Notice. In accordance with section 56P (1) of the *Water and Sewerage Industry Act 2008* this notice forms part of the planning permit conditions.

The application has also been referred internally to other Council departments with an interest in development applications. Comments received have also been included in the final recommendation.

FINANCIAL IMPLICATIONS

No financial implications are predicted unless legal costs are incurred due to an Appeal to the Resource Management and Planning Appeal Tribunal.

RISK IMPLICATIONS

Due diligence has been exercised in the preparation of this report and no associated risks are predicted.

CONCLUSION

The application has been subject to a thorough investigation against the merits of the DIPS and is recommended for conditional approval.

ATTACHMENTS

- [1.](#) Application - PA2018.0112 - 90 William Street
- [2.](#) Representation - PA2018.0112 - 90 William Street
- [3.](#) TasWater Submission to Planning Authority Notice - PA2018.0112 - 90 William Street

RECOMMENDATION

That the Planning Authority, pursuant to the provisions of the *Devonport Interim Planning Scheme 2013* and Section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2018.0112 and grant a Permit to use and develop land identified as 90 William Street, Devonport for the following purposes:

- Service Industry (car servicing)

Subject to the following conditions:

Council Conditions

1. Unless prescribed by subsequent conditions, the Use and Development is to proceed generally in accordance with the submitted plans referenced as Tasman.dwg, dated 02.07.2018 by Rendao Xiao, copies of which are attached and endorsed as documents forming part of this Planning Permit.
2. All compressors, generators and pumps to be installed as part of the occupation of the property are to be installed within an area which located as to prevent noise emission to adjacent occupiers of other premises and residential dwellings.
3. Concentrated stormwater discharge is to be disposed of in accordance with the requirements of the current National Construction Code.
4. The existing driveway access is to be used for the purposes of this proposed development.
5. Prior to the occupation of the site, an amended car parking plan is to be submitted to Council and be approved by Council's Development Manager. The amended parking plan is to incorporate a delineated turning bay for vehicles and demonstrate the parking layout is in accordance with AS/NZ2890.1 (2004) - *Parking Facilities – Off Street Car Parking* (refer to note).
6. Any existing Council infrastructure impacted by the works is to be reinstated in accordance with the relevant standards.

TasWater Condition

7. The developer is to comply with the conditions contained in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit, pursuant to section 56P(1) of the *Water and Sewerage Industry Act 2008* – refer to **Attachment 3**.

Note: The following is provided for information purposes.

The vehicle turning bay is suggested to be located on the southern side boundary adjacent to the existing dwelling (see condition 5).

During the use of these facilities all measures are to be taken to prevent nuisance. Air, noise and water pollution matters are subject to provisions of the Building Regulations or the *Environmental Management and Pollution Control Act 1994*.

THIS IS NOT A BUILDING PERMIT.

Prior to commencing any development works or occupation of the premises you are required to:

Contact a Tasmanian registered Building Surveyor to determine the category of building approval required.

If any additional plumbing fixtures are proposed a plumbing permit may be applicable. Please contact Council's Plumbing Department in relation to this.

In regard to condition 7 the applicant should contact TasWater – Ph 136 992 with any enquiries.

In regard to conditions 3 - 6 the applicant should contact Council's City Infrastructure Department – Ph 6424 0511 with any enquiries.

Enquiries regarding other conditions can be directed to Council's Development Department – Ph 6424 0511.

Author:	Alex Mountney	Endorsed By:	Brian May
Position:	Planning Officer	Position:	Development Manager

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

Devonport City Council

Land Use Planning and Approvals Act 1993

Devonport Interim Planning Scheme 2013

Application for Planning Permit**Use or Development Site**

Street Address: 90 William St
Devonport TASmania

Certificate of Title Reference No.: _____

Applicant's Details

Full Name/Company Name: Rendao Xiao

TASman Automotive PTY Ltd.

Postal Address: 23 Rooks Rd
Mitcham Vic 3132

Telephone: 0424 888858

Email: Richard.xiao90@gmail.com


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

Full Name/Company Name: Jen-chih Huang

Postal Address: 23 Rooks Rd
Mitcham 3132, Vic

Telephone: 0430 811 824

Email: io-gear@hotmail.com



ABN: 47 611 446 016
 PO Box 604
 17 Fenton Way
 Devonport TAS 7310
 Telephone 03 6424 0511
 Email
council@devonport.tas.gov.au
 Web
www.devonport.tas.gov.au

Sufficient information must be provided with an application to demonstrate compliance with all applicable standards, purpose statements in applicable zones, codes and specific area plans, any relevant local area objectives or desired future character statements.

Please provide one copy of all plans with your application.

Assessment of an application for a Use or Development

What is proposed?: Set up a new small & medium car service ~~and workshop~~ and Repair work Shop.

Description of how the use will operate:

- ★ 2 Tools sets & 2 Hoists
- ★ 2 Tyres fit & Balance area.
- ★ Total have 12 Australia Stand car parking 2400mm wide and 5400mm long.
- ★ Customer waiting area & Reception.
- ★ 8 led industrial lights
- ★ Safety pathway to ensure All people ~~entering~~ guide to right direction.
- ★ Safety signs.

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 certificate of title, including title plan and schedule of easements	
Demonstration of compliance with performance criteria and relevant codes	
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	
• Typography including contours showing AHD levels and major site features	
• Natural drainage lines, watercourses and wetlands on or adjacent to the site	
• Soil type	
• Vegetation types and distribution, and trees and vegetation to be removed	
• The location and capacity of any existing services or easements on the site or connected to the site	
• Existing pedestrian and vehicle access to 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, car parking areas and footpaths within the site	
• Any proposed open space, communal space, or facilities on the site	
• Main utility service connection points and easements	
• Proposed subdivision lot boundaries, 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:	
• The internal layout of each building on the site	
• The private open space for each dwelling	
• External storage spaces	
• Car parking space location and layout	
• Major elevations of every building to be erected	
• The relationship of the elevations to natural 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	
A plan of the proposed landscaping including:	
• Planting concept	
• Paving materials and drainage treatments and lighting for vehicle areas and footpaths	
• Plantings proposed for screening from adjacent sites or public spaces	
Details of any signage proposed	

If all of the above information is not provided to Council at the time of lodgement the application will not be accepted.

Value of use and/or development

\$ 100000.00

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

✱

If land is not in applicant's ownership

I, Rendao Xiao declare that the owner /each of the owners of the land has been notified/will be notified within 7 days from date of making this permit application.

Applicant's signature: *Rendao Xiao* Date: 04/06/18

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

Devonport City Council consents to the making this permit application.

General Manager's signature: _____ Date: _____

If the application involves land owned or administered by the Crown

Consent must be included with the application.

Signature

I apply for consent to carry out the 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;
- more information may be requested within 21 days of lodgement; and
- The application may take 42 days to determine.

PUBLIC ACCESS TO PLANNING DOCUMENTS

I, the undersigned understand that all documentation included with this application will be made available for inspection by the public. Copies of submitted documentation, with the exception of plans which will be made available for display only, may be provided to members of the public, if requested.

Applicant's signature: *Rendao Xiao* Date: 4/6/18

PRIVACY ACT

The personal information requested on this form is being collected by Council for processing applications under the *Land Use and Planning 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 – Please pay fee when lodging your completed application form

	Payment in Person Customer Service hours are between 8.30am and 5.00pm, Mon-Fri. Payment may be made by cash, credit card, cheque or EFTPOS.
	Payment by Mail Cheques should be made payable to Devonport City Council and posted to The General Manager, Devonport City Council, PO Box 604, Devonport, TAS, 7310.
	Credit Card Payment by Phone Please contact the Devonport City Council offices on 6424 0511. Customer Service hours are between 8.30am and 5.00pm, Monday to Friday.

日期	DATE
2018.07.02	
客戶簽字	CLIENT SIGNATURE





Now



Design Plan



Now



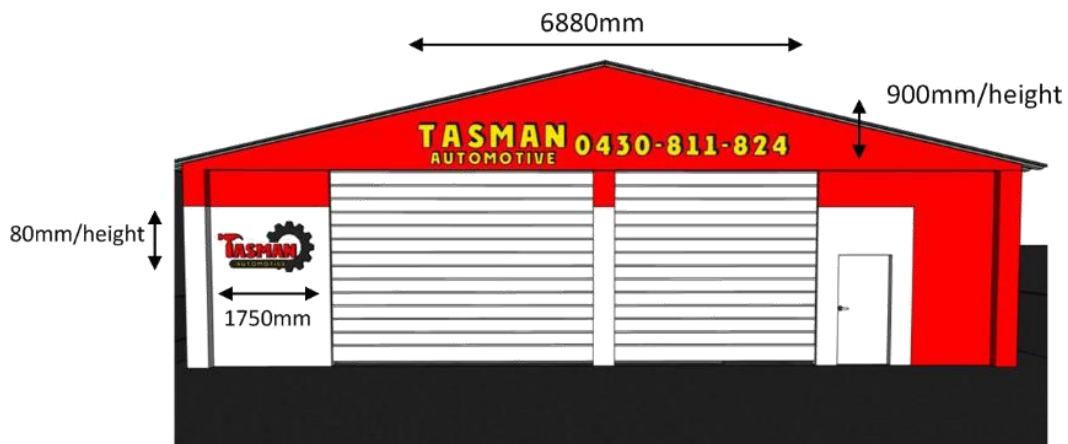
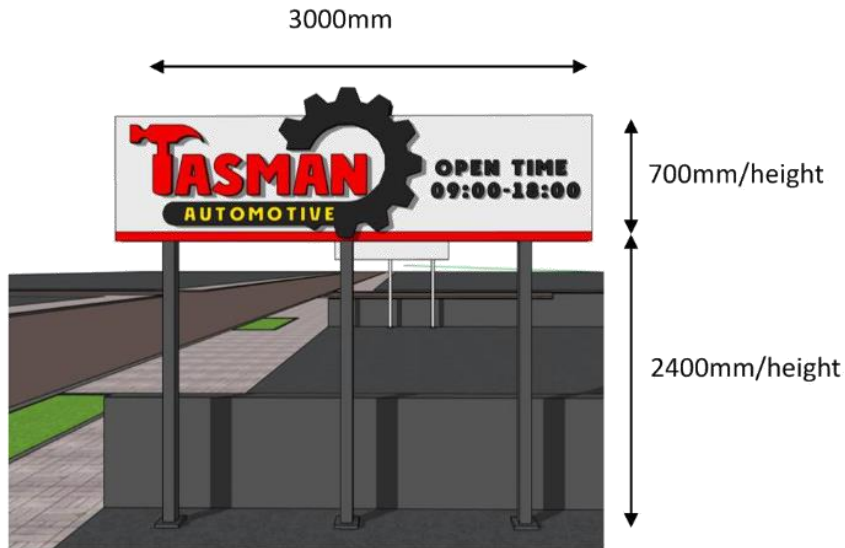
Design Plan



Now



Design Plan



From: Tyrepower Devonport <devonport@tyrepower.com.au>
Sent: Friday, 20 July 2018 12:35 PM
To: council
Subject: 90 William Street PA2018.0112
Attachments: img067.jpg

To the General Manager ,
Please find attached our objection to 90 William Street Devonport

Mark Holmes
Manager



Tyrepower Devonport
92 William Street, Devonport, TAS 7310
P: 03 6424 1669 E: devonport@tyrepower.com.au

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20/07/2018

GENERAL MANAGER
DEVONPORT CITY COUNCIL
PO BOX 604
DEVONPORT TAS 7310
council@devonport.tas.gov.au

APPLICATION No; PA2018.0112 – 90 WILLIAM STREET DEVONPORT

In lodging this objection it is important to note that my objection is not based on any perceived business competition. My business (Tyrepower) is situated at 92 William Street and it is of a similar nature to the proposed development. My objection is based entirely on planning issues.

1. Parking

We have approximately the same sized shed and more car parking spaces and our yard is filled most business days with approximately 15 to 18 cars. The proposed development has no provision for this amount of parking spaces and accordingly the customers of the development will need to have their motor vehicles parked in William Street to the detriment of all local residents, and will limit street parking in the area in general.

Street congestion is already a problem in this area with vehicular customers of KFC already queuing in William Street prior to gaining access to the KFC site.

2. Signage

The proposed signage is exactly the same as the signage erected on my development and the Council is well aware of the engineering requirements of the erection of such a sign. The development and erection of my sign involved the digging of a trench of some 8 feet deep and presumably the same engineering requirements will be needed for the erection of a similar sign on the developed property. Such excavation will interfere with my services (telephone, drainage and plumbing) which are provided on in my property on the southern side of the boundary abutting the boundary of the development site. This will interfere with the provision of those services to my site.

If the sign is permitted to be erected where contemplated on the developed site then it will block my sign from view for all north bound traffic in William Street.

Kind Regards,

Mark Holmes | Manager
Tyrepower Devonport | 92 William Street Devonport TAS 7310
P: 03 6424 1669 E: devonport@tyrepower.com.au



Submission to Planning Authority Notice

Council Planning Permit No.	PA2018.0112	Council notice date	4/07/2018
TasWater details			
TasWater Reference No.	TWDA 2018/01101-DCC	Date of response	17/07/2018
TasWater Contact	Rachael Wing	Phone No.	03 6345 6346
Response issued to			
Council name	DEVONPORT COUNCIL		
Contact details	council@devonport.tas.gov.au		
Development details			
Address	90 WILLIAM ST, DEVONPORT	Property ID (PID)	6353536
Description of development	Alterations & additions		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Good Goodz Incorporation	2.101	-	02/07/2018
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 4. 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 fees will be indexed, until the date of payment to TasWater, as follows: <ol style="list-style-type: none"> a. \$211.63 for development assessment <p>The payment is required within 30 days of the issue of an invoice by TasWater.</p> 			
Advice			
<p>General</p> <p>For information on TasWater development standards, please visit http://www.taswater.com.au/Development/Development-Standards</p> <p>For application forms please visit http://www.taswater.com.au/Development/Forms</p>			

**Declaration**

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

A handwritten signature in black ink, appearing to read "J. Taylor".

Jason Taylor

Development Assessment Manager

TasWater Contact Details

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

4.2 PA2018.0108 PERMITTED: RESIDENTIAL (MULTIPLE DWELLINGS AND COMMUNAL RESIDENCE) & COMMUNITY MEETING AND ENTERTAINMENT (COMMUNITY CENTRE) INCLUDING THE DEMOLITION OF EXISTING BUILDINGS.

DISCRETIONS: RELIANCE ON PERFORMANCE CRITERIA FOR DEVELOPMENT STANDARDS: 10.4.3 - SITE COVERAGE AND PRIVATE OPEN SPACE FOR UNITS 4-8 (INCLUSIVE), E9.5.1 - PROVISION FOR PARKING (FEWER PARKING SPACES THAN REQUIRED FOR COMMUNITY CENTRE + COMMUNAL RESIDENCE) AND E9.6.1 - DESIGN OF VEHICLE PARKING AND LOADING AREAS (PARKING LAYOUT FOR RESIDENTIAL COMPONENT OF DEVELOPMENT) - 108 TARLETON STREET EAST DEVONPORT

File: 35391 D539408

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.1.1 Apply and review the Devonport Interim Planning Scheme as required, to ensure it delivers local community character and appropriate land use
- Strategy 2.1.2 Provide high quality, consistent and responsive development assessment and compliance processes

PURPOSE

The purpose of this report is to enable Council's Planning Authority Committee to make a decision regarding planning application PA2018.0108.

BACKGROUND

Planning Instrument:	<i>Devonport Interim Planning Scheme 2013</i>
Applicant:	JMG Engineers and Planners
Owner:	Devonport City Council
Proposal:	Permitted: Residential (multiple dwellings and communal residence) & Community meeting and entertainment (community centre) including the demolition of existing buildings Discretions: Reliance on Performance Criteria for development standards: 10.4.3 - Site coverage and private open space for units 4-8 (inclusive), E9.5.1 - Provision for parking (fewer parking spaces than required for community centre + communal residence) and E9.6.1 - Design of vehicle parking and loading areas (parking layout for residential component of development)
Existing Use:	Public Open Space
Zoning:	General Residential
Decision Due:	20/08/2018

SITE DESCRIPTION

The site identified as 108 Tarleton Street, East Devonport is overlayed by a total of seven titles (CT 164022/1, CT 23756/3, CT 23756/2, CT 145078/1, CT 63206/2, CT 23756/1 and CT 86045/1). A copy of each respective title is attached within the application submission which is appended as **Attachment 1**. The property encompasses an area of approximately 9,000m² and has a frontage to Tarleton Street. The site is utilised as public open space with two buildings located along the Tarleton Street frontage. Of these buildings, the shelter structure is utilised by Grans Van while the weatherboard building is currently vacant. The site is surrounded by a variety of land-uses including residential development to the North and South and commercial/industrial development situated to the South and West. Figure 1 below is an image of the site looking West from the Tarleton Street frontage. Figure 2 below is an aerial image of the property.



Figure 1 - Image of site looking from Tarleton Street (Devonport City Council (DCC), 2018)



Figure 2 - Aerial Image of site and surrounding locality (DCC, 2015)

APPLICATION DETAILS

The application is seeking approval for fourteen multiple dwellings, one communal residence and a community centre.

The residential aspect of the development will be purpose built and intended for use by the aged population, youth requiring support and the disadvantaged. The communal residence will have a live-in carer and is intended to be a high-care autism facility.

The community centre is proposed in close proximity to the Tarleton Street frontage. The centre is proposed to be a multi-purpose space for community-wide use. Example of activities at the centre include a place for local groups to meet, training centre and small events. A commercial kitchen is proposed within the centre which will allow Grans Van to operate from the site. This part of the building also incorporates three meeting rooms solely intended for the residents of the development.

A copy of the site plan and visual depiction of the development is reproduced as Figures 3 and 4. A full copy of the application package including development plans, supporting planning submission including subsidiary documents is appended as **Attachment 1**.



Figure 3 - Site Plan of proposed development (JMG, 2018)



Figure 4 - Visual Depiction of proposed development (JMG, 2018)

PLANNING ISSUES

The land is zoned General Residential under the *Devonport Interim Planning Scheme 2013* (DIPS). A zoning map submitted by the applicant (JMG) is shown below as Figure 5.

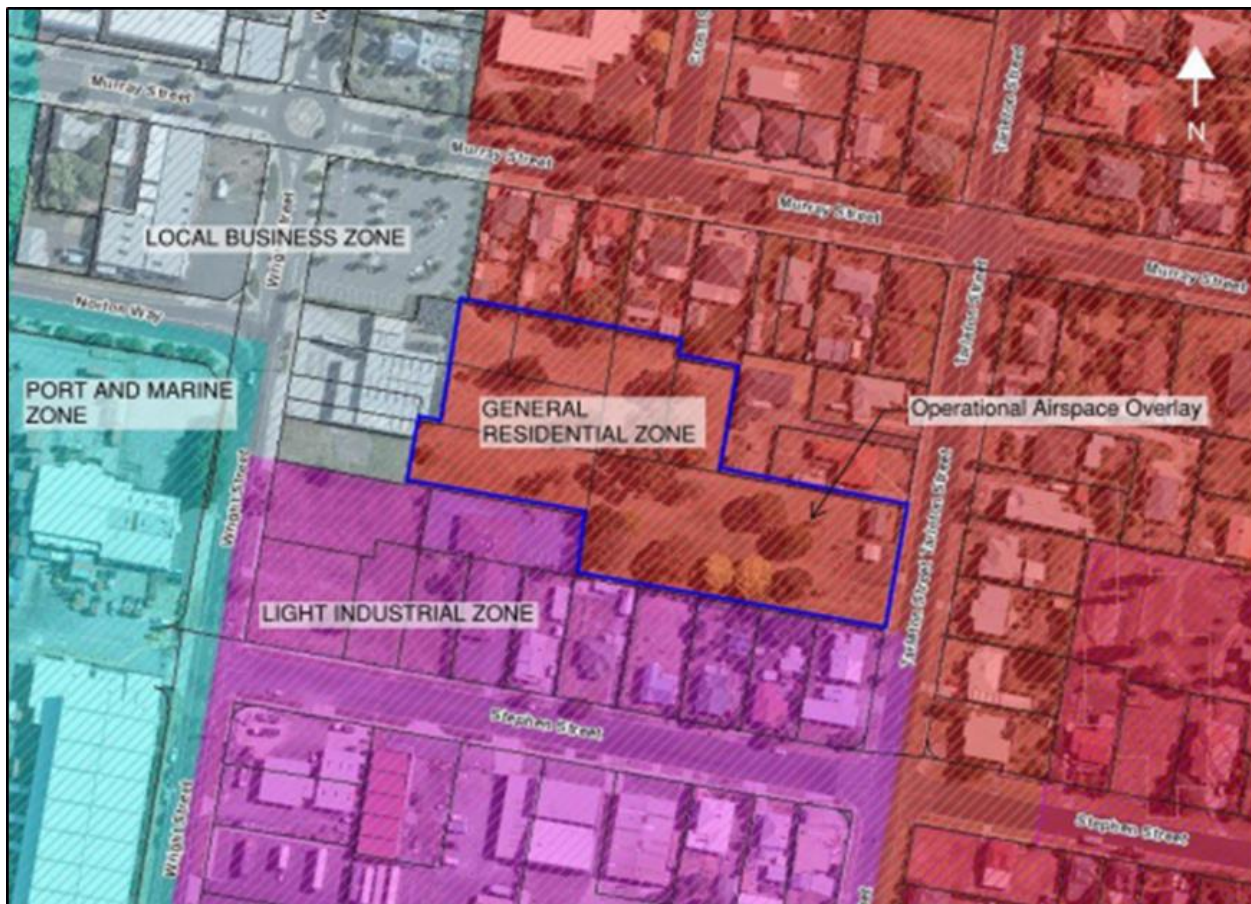


Figure 5 - Zoning Map (JMG, 2018)

The purpose statements of the General Residential zone are the following:

"To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided." and:

"To provide for compatible non-residential uses that primarily serve the local community."

(DIPS, 2018)

The development falls under two separate use categories prescribed within the DIPS. The multiple dwellings and communal residence fall under the use class Residential and the community centre is classed as Community meeting and entertainment. The definition of both these uses is provided below.

Residential

"use of land for self contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, homebased business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings."

(DIPS, 2018)

Community meeting and entertainment

“use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.”

(DIPS, 2018)

The residential component of the development is Permitted within the General Residential zone without qualification. The following qualifications are applicable for the Community meeting and entertainment use to be classed as Permitted.

Permitted	
Use Class	Qualification
Community meeting and entertainment	<p>If –</p> <p>(a) not an art gallery, cinema, concert hall, convention centre, dance hall, exhibition centre, function or reception centre, library, museum, music hall, or theatre; and</p> <p>(b) a gross floor area of not more than 300m²</p>

Qualification (a) is satisfied as the community centre is not for one of the purposes listed. The gross floor area of the community centre available for public use is just over 200m² and therefore (b) is satisfied. As a result, the proposed community centre component is also Permitted within the zone.

Notwithstanding the permitted use status, three discretionary development matters have been identified. The table below highlights the discretions sought along with further information.

Identified Discretion	Reason for Discretion
General Residential -10.4.3 A2 - <i>Private open space for all dwellings</i>	Units 4-8 do not satisfy the acceptable dimensions for private open space due to their orientation and dimension.
Traffic Generating Use and Parking Code - E9.5.1 - <i>Provision for parking</i>	The number of vehicle parking spaces for the community centre to satisfy the acceptable solutions is 30 spaces. A total of 19 spaces has been provided by the developer.
Traffic Generating Use and Parking Code - E9.6.1 - <i>Design of vehicle parking and loading areas</i>	The configuration of vehicle parking provided for the residential component of the development allows provision for jockey parking. Therefore, the layout of the vehicle parking does not satisfy the acceptable solutions as each parking space cannot be separately accessed.

Table 1 – Identified Discretionary matters for development

Because the acceptable solutions are not met for the above standards the performance criteria are invoked. This triggers the Discretionary planning approval process. The Planning Authority can approve or refuse a discretionary application. To determine if the development has merit the performance criteria for the discretions sought are required to be assessed.

A copy of the discretionary standards are reproduced along with comment.

10.4.3 Site coverage and private open space for all dwellings

Objective:	
To provide:	
(a) for outdoor recreation and the operational needs of the residents; and (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is integrated with the living areas of the dwelling; and (d) private open space that has access to sunlight.	
Acceptable Solutions	Performance Criteria
A2 A dwelling must have an area of private open space that: <ul style="list-style-type: none"> (a) is in one location and is at least: <ul style="list-style-type: none"> (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: <ul style="list-style-type: none"> (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking. 	P2 A dwelling must have private open space that: <ul style="list-style-type: none"> (a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is: <ul style="list-style-type: none"> (i) conveniently located in relation to a living area of the dwelling; and (ii) orientated to take advantage of sunlight.

JMG has provided the following justification within their supporting planning submission why the performance criteria are satisfied for units 4-8.

"Whilst the north facing area of POS does not achieve the minimum 4m dimension, Units 4-8 are provided with an additional area of POS to the rear of each unit.

All areas of private open space are accessible from the main internal living area, providing a clear flow between internal and outdoor living space. Each space has sufficient area for an outdoor dining setting and in-ground landscaping, consistent with P2(a). The combined area of private open space for Units 4-8 is approximately 82m², exceeding the minimum area requirement per dwelling and providing sufficient area of open space with direct access from the main dwelling P2(a)(i).

Units 4-8 are provided with an area of private open space to the north of the dwelling, including a deck area at ground level, and space for deep soil landscaping P2(a)(ii).

As such, it is considered that the provision of POS has been provided with due consideration for solar access, resident amenity, privacy and sufficient area for outdoor enjoyment consistent with the requirements of P2."

The justification by JMG has been examined and is considered appropriate. No further commentary regarding this discretionary matter is considered necessary as the performance criteria is satisfied.

E9.5.1 Provision for parking

Objective:	
Provision is to be made for convenient, accessible, and usable vehicle parking to satisfy requirements for use or development without impact for use or development of other land or for the safety and operation of any road	
Acceptable Solutions	Performance Criteria
A1	P1
Provision for parking must be –	(a) It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking; or
(a) the minimum number of on-site vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table to this Code;	(b) Adequate and appropriate provision must be made for vehicle parking to meet –
	(i) anticipated requirement for the type, scale, and intensity of the use;
	(ii) likely needs and requirements of site users; and
	(iii) likely type, number, frequency, and duration of vehicle parking demand

In relation to the relaxation on vehicle parking for the community centre, JMG has provided the following comments:

"The proposed 'Community Meeting & Entertainment' use requires 15 spaces per 100m² gross floor area or 1 space per 3 seats whichever is the greater. The community centre comprises two separate areas, an 'administration wing' which is to be used by residents only, and a multi-function community space intended for broad community use. Due to this, it is considered that the 'community centre' component equates to 202.82m² only, therefore 30 parking spaces are required as per Table E9.1. A total of 19 parking spaces are proposed therefore the Performance Criteria must be addressed for the Community Centre component.

A Traffic Impact Assessment (TIA) has been prepared for the proposal and is provided under Attachment F. The TIA states that, based on ITE Parking Generation Rates – 4th Edition, a Community Centre of the proposed floor area has a weekday demand for 15 parking spaces at any time and a weekend demand of 19 spaces. As such, the proposal is able to meet both weekday and weekend demand for carparking generated by the use of the community centre facility. In addition, visitors of the facility will have access to the off-street Council carpark at the corner of Murray and Wright Street which provides an additional 40 parking spaces within a distance of 80 m from the centre. It is considered that the proposed parking arrangements satisfy the requirements of P1 with respect to the residential visitor parking."

The rationale provided by JMG along with consideration of the Traffic Impact Assessment (TIA) demonstrates the number of vehicle parking provided for the community centre is satisfactory. The performance criteria are satisfied for this standard.

E9.6.1 Design of vehicle parking and loading areas

Objective: Vehicle circulation, loading, and parking areas– (a) protect the efficient operation and safety of the road from which access is provided; (b) promote efficiency, convenience, safety, and security for vehicles and users; and (c) provide an appropriate layout and adequate dimension to accommodate passenger or freight vehicle associated with use of the site	
Acceptable Solutions A1.1 All development must provide for the collection, drainage and disposal of stormwater; and A1.2 Other than for development for a single dwelling in the General Residential, Low Density Residential, Urban Mixed Use and Village zones, the layout of vehicle parking area, loading area, circulation aisle and manoeuvring area must – (a) Be in accordance with AS/NZS 2890.1 (2004) – Parking Facilities - Off Street Car Parking; (b) Be in accordance with AS/NZS 2890.2 (2002) Parking Facilities - Off Street Commercial Vehicles; (c) Be in accordance with AS/NZS 2890.3 1993) Parking Facilities – Bicycle Parking Facilities; (d) Be in accordance with AS/NZS 2890.6 Parking Facilities - Off Street Parking for People with Disabilities; (e) Each parking space must be separately accessed from the internal circulation aisle within the site; (f) Provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space; and (g) Be formed and constructed with compacted sub-base and an all-weather surface.	Performance Criteria P1 The layout and construction of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must be adequate and appropriate for – (a) the nature and intensity of the use; (b) effect of size, slope and other physical characteristics and conditions of the site; (c) likely volume, type, and frequency of vehicles accessing the site; (d) likely demand and turnover for parking; (e) delivery and collection vehicles; (f) familiarity of users with the vehicle loading and vehicle parking area; (g) convenience and safety of access to the site from a road; (h) safety and convenience of internal vehicle and pedestrian movement; (i) safety and security of site users; and (j) the collection, drainage, and disposal of stormwater

JMG did not identify the matter of jockey parking for the residential units as a discretionary item. However, it is evident that E9.6.1 A1.2 (e) cannot be met. Jockey parking is only proposed for the units with access to separate visitor parking provided. It is considered the residents of each unit will not be inconvenienced by the jockey parking layout and no safety concerns are envisaged. The performance criteria for this standard is satisfied.

COMMUNITY ENGAGEMENT

On 09/07/2018, Council received an application for the above development. Under Section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at Section 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 14/07/2018;
- (b) Making a copy of the proposal available in Council Offices from the 14/07/2018;
- (c) Notifying adjoining property owners by mail on 12/07/2018; and
- (d) Erecting a Site Notice for display from the 13/07/2018.

The period for representations to be received by Council closed on 30/07/2018.

REPRESENTATIONS

One representation was received within the prescribed 14-day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*.

The representation received was from Roseanne Howell and was written on behalf of her mother who is the property owner of 104a Tarleton Street, East Devonport. This property adjoins the development site to the North and East. The representation is reproduced below along with comment.



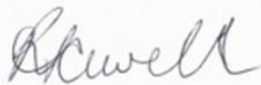
Figure 6 – Page 1 of the representation from Ms Howell

Noise generated from the road surfaces should also be considered. Appropriate seal type can help reduce traffic noise. I have not been able to find information what the road surface will be for this proposed development in the planning permit, could you inform me what it will be?

I also don't believe the Traffic Activity report within the Traffic Impact Assessment is a true reflection of traffic activity along Tarleton Street East Devonport. This data was taken on the 1st and 5th of June, the start of winter. What consideration has been given for the amount of traffic that occurs when double sailings on the Spirit of Tasmania are happening, and how it is going to impact on the extra vehicle movement in the proposed development? If this proposed development is suppose to be a specialist disability accommodation what happens when the vehicles, boarding the Spirit of Tasmania are backed up along Tarleton Street, blocking access to properties. It happens frequently. This type of impediment will impact on Emergency Vehicles entering and leaving the proposed development. Perhaps a more detailed traffic study needs to be performed to get an accurate activity level of traffic, and the impacts of it, not just a two day study at odd hours of the day.

I look forward to your response.

Yours sincerely



Roseanne Howell

Figure 7 – Page 2 of the representation from Ms Howell

The primary concern in the representation is the traffic noise anticipated from the development with particular reference to noise emitting from the internal access road. The representation also raises concerns about the legitimacy of the TIA in that it does not provide a true reflection of the traffic activity along Tarleton Street.

In regard to the representation, the DIPS contains setback controls for developments to an adjoining zone, for instance a 4m clearance is required between the Local Business zone and the General Residential zone. However, in this case the development site and the property at 104a Tarleton Street are both zoned General Residential and no buffer distance is required. As a result, the Planning Authority has no obligation to recommend internal traffic mitigation measures or buffers aimed at reducing the potential noise from the internal access road.

The TIA submitted has been assessed by Council's City Infrastructure Department and no issues have been identified.

Overall, the representation is noted, however, the concerns raised do not alter the fact that the application satisfies the development standards prescribed within DIPS and the development is recommended to be proceed without further alteration.

DISCUSSION

A comprehensive planning submission was submitted by JMG which assessed the applicable development standards within the DIPS, including the zone and code provisions.

The submission has been scrutinised and can generally be supported. For example, the development satisfies the acceptable solutions in relation to setbacks and building envelope for both the community centre and the residential component. In addition, the submission also states that the property titles will be adhered, and an easement will be located over 83 Wright Street to allow for infrastructure services.

Although not relevant to the planning outcome it is recommended that Council explore the option of entering into an agreement with the developer/future owner of the site to provide formal access arrangements from the property through the Council carpark at 73-75 Wright Street to the East Devonport Shopping Precinct.

In accordance with the requirements of the *Water and Sewerage Industry Act 2008* the application was referred to TasWater which subsequently issued a Submission to Planning Authority Notice. In accordance with section 56P (1) of the *Water and Sewerage Industry Act 2008* this notice forms part of the planning permit conditions.

The application has also been referred internally to other Council departments with an interest in development applications. Comments received have also been included in the final recommendation.

FINANCIAL IMPLICATIONS

No financial implications are predicted unless legal costs are incurred due to an Appeal to the Resource Management and Planning Appeal Tribunal.

RISK IMPLICATIONS

Due diligence has been exercised in the preparation of this report and no associated risks are predicted.

CONCLUSION

It is commendable that the development satisfies the majority of acceptable solutions prescribed within the DIPS. The discretionary matters have been considered and sufficient merit has been achieved against the corresponding performance criteria. The application is recommended for conditional approval.

ATTACHMENTS

- [1.](#) Planning Application - PA2018.0108
- [2.](#) TasWater Submission to Planning Authority Notice - PA2018.0108

RECOMMENDATION

That the Planning Authority, pursuant to the provisions of the *Devonport Interim Planning Scheme 2013* and Section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2018.0108 and grant a Permit to use and develop land identified as 108 Tarleton Street, East Devonport

- Permitted: Residential (multiple dwellings and communal residence) & Community meeting and entertainment (community centre) including the demolition of existing buildings

- Discretions: Reliance on Performance Criteria for development standards: 10.4.3 - Site coverage and private open space for units 4-8 (inclusive), E9.5.1 - Provision for parking (fewer parking spaces than required for community centre + communal residence) and E9.6.1 - Design of vehicle parking and loading areas (parking layout for residential component of development)

Subject to the following conditions:

Council Conditions

1. The Use and Development is to proceed generally in accordance with the endorsed plans and supporting documentation referenced as:
 - Project: 108 Tarleton Street, East Devonport, dated 27/06/2018 by Cykel Architecture: and
 - Planning Submission including supporting appendixes, dated 29/06/2018 by JMG Engineers and Planners.

Copies of which are attached and endorsed as documents forming part of this Planning Permit.

2. The proposed stormwater main is to be connected to Council's existing stormwater main in Wright Street, in this regard:
 - a) The proposed stormwater main and associated infrastructure is to be designed and constructed in accordance with the relevant municipal standards for handing over to Council. Design drawings marked "for construction" are to be submitted to Council for approval prior to the submission any subsequent building permit application.
 - b) The developer must obtain permission from affected parties before proceeding to their subsequent building permit application. Proof of agreement must be supplied as part of the Developers' building permit application.
 - c) All required works must be undertaken by a contractor engaged by the developer.
 - d) All reinstatement works must be undertaken in accordance with current municipal standards and be to the satisfaction of Council.
3. Stormwater discharge from the proposed development is to be adequately hydraulically detailed and designed by a suitably qualified hydraulic engineer, for all storm events up to and including a 100-year Average Recurrence Interval (ARI), and for a suitable range of storm durations to adequately identify peak discharge flows. As part of their design the hydraulic engineer is to limit stormwater discharge from the proposed development, by utilising a combination of pipe sizing and/or on-site detention, to that capable of being contained within the proposed stormwater main and to the equivalent of 50% of the total development area being impervious. All design calculations are to be submitted as part of subsequent building and plumbing permit application.
4. A concrete dual driveway access is to be provided to Tarleton Street generally in accordance with Tasmanian Standard Drawings TSD-R09, TSD-R14 and TSD-R17. The developer is to demonstrate that the proposed driveway can accommodate a class "B99" vehicle as required in Note 4 of TSD-R09. Reinstatement footpaths, barrier kerb and/or nature strip to match the adjoining infrastructure and otherwise in accordance with the relevant Tasmanian Standard Drawings. Due to the size of the

development it will be necessary for the developer to adequately design and submit plans for approval, prior to lodging any subsequent building permits.

5. Internal driveway and parking is to be designed in accordance with the relevant off-street parking standard AS2890. Vehicular turning movement are to be demonstrated to meet the requirements of this standard, and clearly shown on the drawings submitted in subsequent building permit applications.
6. Any existing redundant driveways are to be demolished and appropriately reinstated to match the adjoining streetscape.
7. Any existing Council infrastructure impacted by the works are to be reinstated in accordance with the relevant standards.
8. A permit to work within the road reserve must be sought and granted prior to any works being undertaken within the road reserve.

TasWater Condition

9. The developer is to comply with the conditions contained in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit, pursuant to section 56P(1) of the *Water and Sewerage Industry Act 2008* – refer to **Attachment 2**.

Note: The following is provided for information purposes.

The developer/future site owner is recommended to explore options with Council in obtaining an agreement to utilise the carpark at 73-75 Murray Street as a formal access to the East Devonport Shopping Precinct.

It is likely the developer will be required to adhere the titles before any works commence on the site. The developer will need to liaise with their registered building surveyor or Council's Plumbing Inspector regarding this matter.

THIS IS NOT A BUILDING OR PLUMBING PERMIT.

Prior to commencing any building or plumbing work you are required to:

Contact a Tasmanian registered Building Surveyor to determine the category of building approval required, and

Contact the Council Permit Authority to determine the category of plumbing approval required.

In regard to condition 9 the applicant/developer should contact TasWater – Ph 136 992 with any enquiries.

In regard to conditions 2-8 the applicant should contact Council's City Infrastructure Department – Ph 6424 0511 with any enquiries.

Enquiries regarding other conditions can be directed to Council's Development & Health Services Department – Ph 6424 0511.

Author:	Alex Mountney	Endorsed By:	Brian May
Position:	Planning Officer	Position:	Development Manager



JMG Ref: J183034PH

29 June 2018

General Manager
Devonport City Council
Via email - council@devonport.tas.gov.au

Dear

**DEVELOPMENT APPLICATION - MULTIPLE DWELLINGS AND COMMUNITY CENTRE -
108 TARLETON STREET, EAST DEVONPORT**

JMG Engineers and Planners have been engaged by Solutionsworn Group to prepare a development application for a multiple dwelling development including 14 residential units, 1 communal residence and a community centre and administration building at 108 Tarleton Street, East Devonport. The land is under Council ownership and covers 7 titles, CT 164022/1, CT 23756/3, CT 23756/2, CT 145078/1, CT 63206/2, CT 23756/1 & CT 86045/1.

The development requires the creation of an easement for sewer and stormwater across 83 Wright Street, East Devonport (CT 244410/1). As such, this property has also been included in the application.

This letter serves to provide an assessment of the application against the provisions of the *Devonport Interim Planning Scheme 2013* ('the Planning Scheme').

The proposal generates the following discretions:

- Clause E9.5.1 (Provision for parking) as the number of parking spaces provided for the proposed Community Centre does not meet the acceptable solution for the use; and
- Clause 10.4.3 A2 (Private Open Space) as the minimum 24 m² area of private open space for units 4-8 has a minimum dimension less than 4 m.

These discretions are considered acceptable as discussed in the body of this report and are supported by the Traffic Impact Assessment report.

The following documents are enclosed in support of the application:

- Development Application form (Attachment A);
- Title information (Attachment B);
- Architectural Plans (Attachment C);
- Concept Services Plan (Attachment D);
- Arboriculture Assessment (Attachment E); and

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Gandy Pty Ltd
ABN 76 473 834 852
ACN 009 547 139
as trustee for Johnstone
McGee & Gandy
Unit Trust

www.jmg.net.au

- Traffic Impact Assessment (Attachment F).

Attachments are enclosed at the end of this letter.

1. Site, Location & Context

The subject site is located at 108 Tarleton Road, East Devonport (CT 164022/1, CT 23756/3, CT 23756/2, CT 145078/1, CT 63206/2, CT 23756/1 & CT 86045/1) (Figure 1). It has an area of approximately 9000 m² across 7 titles and is situated 380 m east of the Mersey River. The land is owned by Devonport Council and the application form has been signed by the General Manager. A copy of the application form is provided under Attachment A. The land is zoned General Residential under the Planning Scheme.

The development requires the creation of an easement for sewer and stormwater across 83 Wright Street, East Devonport (CT 244410/1). As such, this property also forms part of the 'site' and the land owner has been notified.

The site is predominantly undeveloped aside from an outdoor shelter and single storey building located at the Tarleton Street frontage.

The surrounding area is characterised by low density residential dwellings to the north and east. The site adjoins land zoned for Light Industrial uses to the south, and Local Business uses to the west.

Title information is provided under Attachment B.



Figure 1 - Subject Site

2. Proposal

The proposal is for 14 residential units, 1 'high care' communal residence facility and a community centre with a multi-function space, kitchen and amenities, and an 'administration wing' including 3 meeting rooms, lobby space and administration area.

The proposed units will be purpose built and intended for use by the aged population, youth requiring support and the disadvantaged. The units are of the following configuration:

- 8 x 2-bedroom units;
- 6 x 3-bedroom units;
- 1 x communal residence.

Each unit is provided with a kitchen and bathroom, and laundry facilities are provided within an enclosed cupboard for space efficiency.

The community centre is proposed to the east of the site, adjacent to the Tarleton Street frontage and contains a multi-function space and amenities for community-wide use. It is envisaged that the facility will be used by community groups for training, meet-ups, workshops and small local events. The facility will be provided with a commercial kitchen, allowing Grans Van to continue operating from the site. The building also contains a separate administration wing with 3 meeting rooms intended for use by the residents only.

The site will continue to be accessed from Tarleton street but via a new driveway crossover closer to the northern boundary. Public pedestrian access will be maintained through the site, allowing pedestrians to traverse the site from Tarleton Street through to the Wright Street car park. Directly adjoining the community centre is provision for 19 carparking spaces for visitors using the centre.

As part of the development, the existing building currently used by Gran's Van, will be demolished and the 7 titles will be adhered into a single title. 15 trees will also be removed as part of this proposal. These trees have been identified on plan 1003 under Attachment C. An Arboriculture assessment has been undertaken for the proposal and no concerns have been raised with regards to the removal and retention of these trees (Attachment E). The proposed architectural plans are provided under Attachment C.

The existing informal pedestrian access across the site into the carpark at 73-75 Wright Street is proposed to be maintained.

3. Planning Assessment

The site is zoned 'General Residential' under the *Devonport Interim Planning Scheme 2013* ('the Scheme') (Figure 2). The site is also subject to the Operational Airspace overlay.

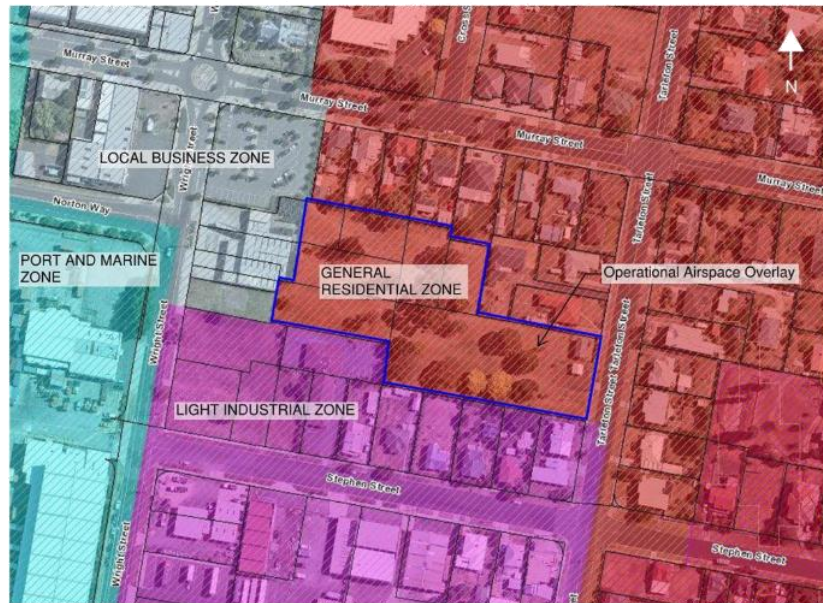


Figure 2 - Zoning

3.1 General Residential Zone

The proposed development is defined under two separate use classes. The proposed multiple dwelling and communal residence component are classed as a 'residential' use whereas the community centre and associated facilities are classed as a 'community meeting and entertainment' use.

It is important to note that the 'community centre' building is divided into two components, a multi-function space and amenities for wide-community use, and an 'administration wing' for use by residents of the multi-dwelling component. The gross floor area of the 'community centre' component equates to 202.82 m², therefore it is a Permitted use in the zone as it does not exceed 300 m².

The proposed residential and community purpose components have been assessed separately under the applicable standard requirements for the zone. Both uses are Permitted development in the zone under Clause 10.2.

3.1.1 Development Standards - Multiple Dwellings

10.4.1 Residential density for multiple dwellings

A1

Multiple dwellings must have a site area per dwelling of not less than:

(a) 325 m²; or

P1

(b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	
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The total site area once all titles have been amalgamated will be approximately 9000 m². Once the access road is deducted from the overall site area, 7412.7 m² remains. As 15 dwellings are proposed (including 1 communal residence), that allows 494.18 m² site area per dwelling, compliant with A1.

10.4.2 Setback and building envelope for all dwellings

A1

Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:

- (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or
- (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or
- (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or
- (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.

P1

The proposed units and communal residence are setback a minimum of 60 m from the Tarleton Street frontage, consistent with A1.

A2

A garage or carport must have a setback from a primary frontage of at least:

- (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or
- (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or
- (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.

P2

The proposed units each have an attached garage and carport with the closest being located 62 m from the Tarleton Street frontage, consistent with A2.

A3

A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:

- (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:

P3

<p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and</p> <p>(b) only have a setback within 1.5 m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or</p> <p>(ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).</p>	
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The proposed units are located a minimum of 4 m from all side and rear boundaries as demonstrated on the Site Diagram A1003 (Attachment C). In addition to the 4 m boundary setback, the units are single storey with a maximum height of 4.45 m above natural ground. As such, the proposed units and communal residence are all contained within the building envelope provided under Diagram 10.4.2B.

All proposed units, and the communal residence, readily achieve the minimum 4 m setback from the rear boundary and 1.5 m from the side boundary and are wholly contained within the applicable building envelope, consistent with A3(b).

10.4.3 Site coverage and private open space for all dwellings

<p>A1</p> <p><i>Dwellings must have:</i></p> <p>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(c) a site area of which at least 25% of the site area is free from impervious surfaces.</p>	<p>P1</p> <p>***</p>
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The proposed residential component generates a total site coverage of approximately 2185 m² or 29.4% of the total site area, consistent with (a).

All units are provided with a minimum 60 m² of private open space directly accessible from the main living area. The communal residence is provided with 175 m² of private open space which is directly accessible off the living areas for each apartment. The proposal is consistent with (b).

A minimum area of 3534 m² (or 39 % of the site area) will remain free from impervious surfaces, excluding the areas of private open space. The proposal readily achieves compliance with the requirements of A1(c).

<p>A2</p> <p><i>A dwelling must have an area of private open space that:</i></p> <p>(a) is in one location and is at least:</p> <p>(i) 24 m²; or</p>	<p>P2</p> <p><i>A dwelling must have private open space that:</i></p> <p>(a) includes an area that is capable of serving as an extension of</p>
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<p>(ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4 m; or</p> <p>(ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and</p> <p>(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and</p> <p>(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and</p> <p>(f) has a gradient not steeper than 1 in 10; and</p> <p>(g) is not used for vehicle access or parking.</p>	<p>the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:</p> <p>(i) conveniently located in relation to a living area of the dwelling; and</p> <p>(ii) orientated to take advantage of sunlight.</p>
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Each unit is provided with a minimum area of 24 m² of private open space (POS) provided in one location and directly accessible from the lounge room of each unit, consistent with (a)(i) & (c).

However, the private open space for unit 1 has a minimum dimension of 3.5 m and the north facing areas of private open space for proposed units 4-8 have a minimum dimension of 3.1 which is inconsistent with (b)(i) therefore the performance criteria must be addressed for these units.

Whilst the north facing area of POS does not achieve the minimum 4 m dimension, Units 4-8 are provided with an additional area of POS to the rear of each unit. The area of private open space for proposed unit 1 has a minimum area of 46 m² which exceeds the minimum area requirement and thus providing a large and useable area for outdoor enjoyment.

All areas of private open space are accessible from the main internal living area, providing a clear flow between internal and outdoor living space. Each space has sufficient area for an outdoor dining setting and in-ground landscaping, consistent with P2(a). The combined area of private open space for Units 4-8 is approximately 82 m² and 46 m² for Unit 1, exceeding the minimum area requirement per dwelling and providing sufficient area of open space with direct access from the main dwelling P2(a)(i).

Units 4-8 are provided with an area of private open space to the north of the dwelling, including a deck area at ground level, and space for deep soil landscaping. Unit 1 is provided with a deck off the main living area and a large area for deep soil landscaping with good northerly solar access (P2(a)(ii)).

As such, it is considered that the provision of POS has been provided with due consideration for solar access, resident amenity, privacy and sufficient area for outdoor enjoyment consistent with the requirements of P2.

All units have at least one area of private open space with a northerly orientation and will receive good solar access year-round (d).

No areas of private open space have a gradient steeper than 1 in 10, consistent with (f).

The private open space for each dwelling is designated for outdoor relaxation and enjoyment only and is not shared with vehicle access or parking, consistent with (g).

10.4.4 Sunlight and overshadowing for all dwellings

A1

A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).

P1

All units are provided with double glass doors off the main living areas which face due North and allow good solar access and amenity to the main living area of each unit.

Compliance with A1 is demonstrated on elevation plans A2206 - A2210 under Attachment C.

A2

A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c):

(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B):

- (i) at a distance of 3 m from the window; and*
- (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.*

(b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.

(c) That part, of a multiple dwelling, consisting of:

- (i) an outbuilding with a building height no more than 2.4 m; or*
- (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.*

P2

There are 5 units which are to the north of another unit on the same site however they are separated by a minimum of 27 m, ensuring good solar access is maintained to all units, consistent with (a) & (b).

A3

A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c):

(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C):

- (i) at a distance of 3 m from the northern edge of the private open space; and*

P3

<p>(ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.</p> <p>(b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.</p> <p>(c) That part, of a multiple dwelling, consisting of:</p> <p>(i) an outbuilding with a building height no more than 2.4 m; or</p> <p>(ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.</p>	
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There are no units directly to the north of an area of private open space of another dwelling, consistent with A3.

10.4.5 Width of openings for garages and carports for all dwellings	
<p>A1</p> <p>A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).</p>	<p>P1</p> <p>***</p>

The proposal does not include garages or carports within 12 m of a primary frontage therefore the provisions of Clause 10.4.5 do not apply.

10.4.6 Privacy for all dwellings	
<p>A1</p> <p>A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:</p> <p>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and</p> <p>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and</p> <p>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m:</p> <p>(i) a window or glazed door, to a habitable room of the other dwelling on the same site; or</p> <p>(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.</p>	<p>P1</p> <p>***</p>

The proposal does not include any areas with a balcony, deck, roof terrace, parking space or carport that has a finished surface or floor level more than 1 m above natural ground. Therefore, the provisions of A1 do not apply.

<p>A2</p> <p><i>A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):</i></p> <p><i>(a) The window or glazed door:</i></p> <ul style="list-style-type: none"> <i>(i) is to have a setback of at least 3 m from a side boundary; and</i> <i>(ii) is to have a setback of at least 4 m from a rear boundary; and</i> <i>(iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</i> <i>(iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site.</i> <p><i>(b) The window or glazed door:</i></p> <ul style="list-style-type: none"> <i>(i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or</i> <i>(ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or</i> <i>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.</i> 	<p>P2</p> <p>***</p>
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The proposed units do not contain floor levels more than 1 m above natural ground level. Therefore, the provisions of A1 do not apply.

<p>A3</p> <p><i>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 at least:</i></p> <p><i>(a) 2.5 m; or</i></p> <p><i>(b) 1 m if:</i></p> <ul style="list-style-type: none"> <i>(i) it is separated by a screen of at least 1.7 m in height; or</i> <i>(ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.</i> 	<p>P3</p> <p>***</p>
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The proposal includes an internal road which will be used by the residents of the proposed units. This will technically be a shared private road and a minimum separation of 2.5 m has been maintained between the road edge and a window or glazed door to a habitable room. The proposal is consistent with the requirements of A3.

10.4.7 Frontage fences for all dwellings

<p>A1</p> <p><i>A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than:</i></p>	<p>P1</p> <p>***</p>
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<p>(a) 1.2 m if the fence is solid; or</p> <p>(b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).</p>	
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The proposal does not include fences within 4.5 m of the Tarleton Street frontage therefore the provisions of Clause 10.4.7 do not apply.

10.4.8 Waste storage for multiple dwellings	
<p>A1</p> <p><i>A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations:</i></p> <p><i>(a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</i></p> <p><i>(b) in a communal storage area with an impervious surface that:</i></p> <p><i>(i) has a setback of at least 4.5 m from a frontage; and</i></p> <p><i>(ii) is at least 5.5 m from any dwelling; and</i></p> <p><i>(iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.</i></p>	<p>P1</p> <p>***</p>

Individual bin storage with a minimum area of 1.5 m² is provided for each unit and is located within the garage. The proposal is consistent with the requirements of A1(a).

It is also confirmed that the site will be serviced by a private waste collection service rather than Council kerbside pick-up.

Clause 10.4.9 does not apply as the proposal does not involve subdivision for the purposes of creating new residential allotments. The subdivision aspect of the proposal involves the amalgamation of titles only.

10.4.12 Setback of development for sensitive use	
<p>A1</p> <p><i>A building containing a sensitive use must be contained within a building envelope determined by -</i></p> <p><i>(a) the setback distance from the zone boundary as shown in the Table to this clause; and</i></p> <p><i>(b) projecting upward and away from the zone boundary at an angle of 45° above the horizontal from a wall height of 3.0m at the required setback distance from the zone boundary</i></p>	<p>P1</p> <p>***</p>

The development site adjoins a Light Industrial zone to the southern boundary and a Local Business zone to the west. The proposed residential units are setback a minimum of 4 m from both boundaries shared with a non-residential zone as demonstrated on plans A3001, A3002, A3005 and A3006. The proposal is consistent with (a).

The maximum wall height at this elevation for all southern units is 2.7 m and the building form of each unit is within the applicable building envelope as demonstrated on the elevation plans. The proposal is consistent with (b).

<p>A2</p> <p><i>Development for a sensitive use must be not less than 50 m from -</i></p> <p><i>(a) a major road identified in the Table to this clause;</i></p> <p><i>(b) a railway;</i></p> <p><i>(c) land designated in the planning scheme for future road or rail purposes; or</i></p> <p><i>(d) a proclaimed wharf area.</i></p>	<p>P2</p> <p>***</p>
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The proposed multiple dwelling development is not within 50 m of any of the uses identified in (a) - (d), consistent with the requirements of A2.

3.1.2 Development Standards - Development other than single or multiple dwelling

10.4.11.1 Location and configuration of development	
<p>A1</p> <p><i>The wall of a building must be setback from a frontage -</i></p> <p><i>(a) not less than 4.5m from a primary frontage; and</i></p> <p><i>(b) not less than 3.0m from any secondary frontage; or</i></p> <p><i>(c) not less than and not more than the setbacks for any existing building on adjoining sites;</i></p> <p><i>(d) not less than for any building retained on the site;</i></p> <p><i>(e) in accordance with any building area shown on a sealed plan; or</i></p> <p><i>(f) if the site abuts a road shown in Table A1 to this clause, not less than the setback specified for that road.</i></p>	<p>P1</p> <p>***</p>

The proposed community centre building is setback from the primary frontage, Tarleton Street, by a minimum of 4.5 m, consistent with the requirements of (a).

A1(b) - (f) do not apply as the site does not have a secondary frontage.

<p>A2</p> <p><i>All buildings must be contained within a building envelope determined by -</i></p> <p><i>(a) the applicable frontage setbacks;</i></p> <p><i>(b) a distance of not less than 4.0m from the rear boundary or if an internal lot, a distance of 4.5m from the boundary abutting the rear boundary of the adjoining frontage site; or</i></p> <p><i>(c) projecting a line at an angle of 45° from the horizontal at a height of 3.0m above natural ground level at each side boundary and at a distance of 4.0m from the rear boundary to a building height of not more than 8.5m above natural ground level if walls are setback -</i></p> <p><i>(i) not less than 1.5 m from each side boundary; or</i></p>	<p>P2</p> <p>***</p>
---	-----------------------------

<p>(ii) less than 1.5 m from a side boundary if -</p> <p>a. built against an existing wall of an adjoining building; or</p> <p>b. the wall or walls -</p> <p>i. have the lesser of a total length of 9.0 m or one-third of the boundary with the adjoining land;</p> <p>ii. there is no door or window in the wall of the building; and</p> <p>iii. overshadowing does not result in 50% of the private open space of an adjoining dwelling receiving less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.</p> <p>(d) in accordance with any building envelope shown on a sealed plan of subdivision</p>	
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The proposed community centre is setback a minimum of 4.5 m from the front boundary (a), 72 m from the rear boundary (b) and 4.5 m from the side boundary, consistent with the requirements of A2.

<p>A3</p> <p>Site coverage must -</p> <p>(a) not be more than 50%; or</p> <p>(b) not be more than any building area shown on a sealed plan of subdivision.</p>	<p>P3</p> <p>***</p>
--	----------------------

The combined community centre and administration wing has a building footprint of 316.91 m². This generates a total site coverage of 4.2 %. With the inclusion of the proposed residential component of the development, the total overall site coverage equates to 33.7 % of the site area. The proposal is consistent with the requirements of A3(a).

There are no existing building areas assigned to the land therefore A3(b) does not apply.

<p>A4</p> <p>A garage, car port or external parking area and any area for the display, handling, or storage of goods, materials or waste, must be located behind the primary frontage of a building</p>	<p>P4</p> <p>***</p>
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The proposed parking area is located behind the main frontage building line and setback approximately 4.6 m from the street frontage. The proposal is therefore consistent with A4.

<p>A5</p> <p>Other than for a dwelling, the total width of openings in the frontage elevation of a garage or carport (whether freestanding or part of any other building) must be the lesser of -</p> <p>(a) 6.0 m; or</p> <p>(b) half the width of the frontage.</p>	<p>P5</p> <p>***</p>
---	----------------------

No garage or carports are proposed therefore the requirements of A5 do not apply.

10.4.11.2 Visual and acoustic privacy for residential development

A1

- (a) A door or window to a habitable room or any part of a balcony, deck, roof garden, parking space or carport of a building must -*
- (i) be not less than 6.0m from any door, window, balcony, deck, or roof garden in a dwelling on the same site;*
 - (ii) be not less than 3 m from a side boundary;*
 - (iii) be not less than 4 m from a rear boundary; and*
 - (iv) if an internal lot, be not less than 4.5 m from the boundary abutting a rear boundary of an adjacent frontage site; or*
- (b) if less than the setbacks in clause A1(a) -*
- (i) be off-set by not less than 1.5m from the edge of any door or window of another dwelling;*
 - (ii) have a window sill height of not less than 1.8 m above floor level;*
 - (iii) have fixed glazing or screening with a uniform transparency of not more than 25% in that part of a door or window less than 1.7m above floor level; or*
 - (iv) have a fixed and durable external screen other than vegetation of not less than 1.8m height above the floor level with a uniform transparency of not more than 25% for the full width of the door, window, balcony, deck, roof garden, parking space, or carport*

P1

All windows and doors to a habitable room in the community centre and administration wing area separated from the residential component by a minimum of 30 m, consistent with (a)(i).

The minimum side setback is 4.5 m and rear setback is 124 m, consistent with (a)(ii) & (a)(iii).

The lot is not an internal lot therefore the provisions of (iv) do not apply.

As the proposal is consistent with (a), (b) does not apply.

A2

An access strip or shared driveway, including any pedestrian pathway and parking area, must be separated by a distance of not less than 1.5m horizontally and 1.5m vertically from the door or window to a dwelling or any balcony, deck, or roof garden in a dwelling.

P2

An access strip or communal driveway, including any pedestrian pathway and parking area, must minimise likelihood for impact from over-viewing and noise disturbance on the amenity of any dwelling.

The access road for the community centre is shared with the residential component of the development. Residential units which adjoin the portion of the access road that is shared with the community centre include proposed Units 1 & 2 and the single dwellings at 106 Tarleton Street and 21 Stephen Street.

The existing dwellings on adjoining properties are separated by a minimum of 4.2 m from the proposed shared access road.

Proposed units 1 and 2 have east facing windows and doors which adjoin the pedestrian footpath and access road shared with the community centre. These

features are also separated by the required 1.5 m minimum from the portion of road that is shared with the community centre use. Proposed unit 1 has an outdoor area adjoining the living area on the east elevation. This area is at ground level and does not constitute a deck, balcony or roof garden therefore the minimum 1.5 m separation does not apply to this area.

The proposed development is considered to be consistent with the requirements of A2.

10.4.11.3 Frontage fences

A1

The height of a fence, including any supporting retaining wall, on or within a frontage setback must be -

(a) not more than 1.2 m if the fence is solid; or

(b) not more than 1.8 m provided that part of the fence above 1.2 m has openings that provide a uniform transparency of not less than 30%.

P1

No frontage fences are proposed therefore the provisions of Clause 10.4.11.3 do not apply.

3.1.3 Development Standards - Subdivision

As the proposal involves adhering 7 titles into a single title, the planning scheme requirements for subdivision must be addressed.

10.4.13 Subdivision

A1

Each new lot on a plan of subdivision must be -

(a) intended for residential use;

(b) a lot required for public use by the State government, a Council, a Statutory authority or a corporation all the shares of which are held by or on behalf of the State, a Council or by a statutory authority.

P1

The proposed lot is intended predominantly for residential use with the continuation of a portion of the site for community use, consistent with (a).

As the site is not required for public use, (b) does not apply.

A2

A lot, other than a lot to which A1(b) applies, must not be an internal lot.

P2

The proposed amalgamated lot will not be an internal lot, consistent with A2.

10.4.14 Reticulation of an electricity supply to new lots on a plan of subdivision

A1

Electricity reticulation and site connections must be installed underground

P1

A Concept Services Report and Plan has been prepared and addresses the requirements of A1.

4. Codes

The proposal is subject to the Operational Airspace, Parking and Access, and Stormwater Management codes. The proposal has been assessed against the relevant clauses.

4.1 Operational Airspace Code

It is noted that the Operational Airspace overlay applies to the site however the provisions of the Code are not relevant to the subject proposal.

4.2 Traffic Generating Use and Parking Code

E9.5.1 Provision for Parking	
<p>A1</p> <p><i>Provision for parking must be -</i></p> <p><i>(a) the minimum number of on-site vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table to this Code;</i></p>	<p>P1</p> <p><i>(a) It must be necessary or unreasonable to require arrangements for the provision of vehicle parking; or</i></p> <p><i>(b) adequate and appropriate provision must be made for vehicle parking to meet -</i></p> <p><i>(i) anticipated requirement for the type, scale, and intensity of the use;</i></p> <p><i>(ii) likely needs and requirements of site users; and</i></p> <p><i>(iii) likely type, number, frequency, and duration of vehicle parking demand.</i></p>

There are two use classes proposed on the site, 'Residential' and 'Community Meeting and Entertainment'.

As per Table E9.1, 2 spaces are required per dwelling with 2 or more bedrooms. Each unit has 2 or more bedrooms and is provided with two parking spaces per unit, consistent with Table E9.1.

The proposed communal residence will be a high care facility intended for use by adults with a disability (autism). The building contains 2 apartments (1 bedroom per apartment) and a room for an onsite carer. The parking rates for the use is 2 spaces per 5 units. The communal residence contains 2 units therefore no parking is required for this component of the development.

The only parking generated by the facility will be from the carers (i.e. staff) and occasional visitors. There will only be 1 carer on site operating on a rotational basis with daytime and evening shifts. It is anticipated that the carer onsite will also provide support services to other residents in a number of the adjoining units during their shift. As such, it is proposed that the parking demand generated by the communal facility will be accommodated in the visitor parking spaces or with one of the 2 parking spaces provided for each unit.

Table E9.1 also requires visitor parking for multi-dwelling housing at a rate of 1 per 4 dwellings. As a total of 14 units are proposed, 4 visitor parking spaces are required. A total of 4 parking spaces have been provided and are allocated solely for visitor parking relating to the residential component. These are provided to the west of the proposed community parkland.

The proposed 'Community Meeting & Entertainment' use requires 15 spaces per 100 m² gross floor area or 1 space per 3 seats whichever is the greater. The community centre comprises two separate areas, an 'administration wing' which is to be used by residents only, and a multi-function community space intended for broad community use. Due to this, it is considered that the 'community centre' component equates to 202.82 m² only, therefore 30 parking spaces are required as per Table E9.1. A total of 19 parking spaces are proposed therefore the Performance Criteria must be addressed for the Community Centre component.

A Traffic Impact Assessment (TIA) has been prepared for the proposal and is provided under Attachment F. The TIA states that, based on ITE Parking Generation Rates - 4th Edition, a Community Centre of the proposed floor area has a weekday demand for 15 parking spaces at any time and a weekend demand of 19 spaces. As such, the proposal is able to meet both weekday and weekend demand for carparking generated by the use of the community centre facility.

In addition, visitors of the facility will have access to the off-street Council carpark at the corner of Murray and Wright Street which provides an additional 40 parking spaces within a distance of 80 m from the centre. It is considered that the proposed parking arrangements satisfy the requirements of P1 with respect to the residential visitor parking.

E9.5.2 Provision for loading and unloading of vehicles

A1

There must be provision within a site for -

(a) on-site loading area in accordance with the requirement in the Table to this Code; and

(b) passenger vehicle pick-up and set-down facilities for business, commercial, educational and retail use at the rate of 1 space for every 50 parking spaces.

P1

The proposed community centre has a gross floor area which is less than 1500 m² therefore no loading bay is required under Table E9.1 and the provisions of A1 do not apply.

E9.6.1 Design of vehicle parking and loading areas

A1.1

All development must provide for the collection, drainage and disposal of stormwater; and

A1.2

Other than for development for a single dwelling in the General Residential, Low Density Residential, Urban Mixed Use and Village zones, the layout of vehicle parking area, loading area, circulation aisle and manoeuvring area must -

(a) Be in accordance with AS/NZS 2890.1 (2004) - Parking Facilities - Off Street Car Parking;

P1

- | | |
|---|--|
| <p>(b) Be in accordance with AS/NZS2890.2 (2002) Parking Facilities - Off Street Commercial Vehicles;</p> <p>(c) Be in accordance with AS/NZS 2890.3 1993) Parking Facilities - Bicycle Parking Facilities;</p> <p>(d) Be in accordance with AS/NZS 2890.6 Parking Facilities - Off Street Parking for People with Disabilities;</p> <p>(e) Each parking space must be separately accessed from the internal circulation aisle within the site</p> <p>(f) Provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space; and</p> <p>(g) Be formed and constructed with compacted sub-base and an all-weather surface.</p> | |
|---|--|

A concept services report and plan has been prepared for the proposed development and includes appropriate measures for the collection, drainage and disposal of stormwater, consistent with A1.1.

The carparking layout, internal road and circulation areas are consistent with the requirements of AS/NZS 2890.

A2 does not apply as the site is not zoned Rural Living, Environmental Living, Open Space, Rural Resource, or Environmental Management.

5. Summary

This proposal seeks to obtain a permit for the development of 16 residential units including 2 high care units, a community centre and associated carparking area at 108 Tarleton Street, East Devonport.

The proposal generates the following discretions:

- Clause E9.5.1 (Provision for parking) as the number of parking spaces provided for the proposed Community Centre does not meet the acceptable solution for the use; and
- Clause 10.4.3 A2 (Private Open Space) as the minimum 24 m² area of private open space for units 4-8 has a minimum dimension less than 4 m.

These discretions are considered acceptable as discussed in the body of this report and are supported by the Traffic Impact Assessment report.

If Council requires any further information or clarification with respect to this application, please contact me on 6231 2555 or at fbeasley@jmg.net.au.

Yours faithfully

JOHNSTONE McGEE & GANDY PTY LTD



Frances Beasley
TOWN PLANNER

APPENDIX A

Development Application Form

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

Devonport City Council

Land Use Planning and Approvals Act 1993

Devonport Interim Planning Scheme 2013

Application for Planning Permit

Use or Development Site

Street Address: 108 Tarleton Street AND 83 Wright Street, East Devonport

Certificate of Title Reference No.: _____

CT 164022/1, CT 23756/3, CT 23756/2, CT 145078/1, CT 63206/2, CT 23756/1, CT 86045/1 AND CT 244410/1

Applicant's Details

Full Name/Company Name: JMG Engineers and Planners

Postal Address: 117 Harrington Street, Hobart

Telephone: 6231 2555

Email: fbeasley@jmg.net.au

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

Full Name/Company Name: _____


Devonport City Council AND Maremma Pty Limited

Postal Address: _____

17 Fenton Way, Devonport AND GPO Box 3918, Sydney NSW 2000

Telephone: 6424 0511

Email: council@devonport.tas.gov.au



ABN: 47 611 446 016
 PO Box 604
 17 Fenton Way
 Devonport TAS 7310
 Telephone 03 6424 0511
 Email
 council@devonport.tas.gov.au
 Web
 www.devonport.tas.gov.au

Sufficient information must be provided with an application to demonstrate compliance with all applicable standards, purpose statements in applicable zones, codes and specific area plans, any relevant local area objectives or desired future character statements.

Please provide one copy of all plans with your application.

Assessment of an application for a Use or Development

What is proposed?:

14 residential units, 1 'high care' communal residence and a community centre with a multi-function space, and administration wing for use by residents.

Description of how the use will operate:

Refer to attached Architectural Plans and Planning Assessment Letter

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 certificate of title, including title plan and schedule of easements	
Demonstration of compliance with performance criteria and relevant codes	
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	
• Typography including contours showing AHD levels and major site features	
• Natural drainage lines, watercourses and wetlands on or adjacent to the site	
• Soil type	
• Vegetation types and distribution, and trees and vegetation to be removed	
• The location and capacity of any existing services or easements on the site or connected to the site	
• Existing pedestrian and vehicle access to 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, car parking areas and footpaths within the site	
• Any proposed open space, communal space, or facilities on the site	
• Main utility service connection points and easements	
• Proposed subdivision lot boundaries, 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:	
• The internal layout of each building on the site	
• The private open space for each dwelling	
• External storage spaces	
• Car parking space location and layout	
• Major elevations of every building to be erected	
• The relationship of the elevations to natural 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	
A plan of the proposed landscaping including:	
• Planting concept	
• Paving materials and drainage treatments and lighting for vehicle areas and footpaths	
• Plantings proposed for screening from adjacent sites or public spaces	
Details of any signage proposed	

If all of the above information is not provided to Council at the time of lodgement the application will not be accepted.

Value of use and/or development

\$ 5.2 million

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

If land is not in applicant's ownership

I, Frances Beasley of JMG Engineers and Planners declare that the owner /each of the owners of the land has been notified/will be notified within 7 days from date of making this permit application.

Applicant's signature:  Date: 22 June 2018

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

Devonport City Council consents to the making this permit application.

General Manager's signature:  Date: 25/06/2018

If the application involves land owned or administered by the Crown

Consent must be included with the application.

Signature

I apply for consent to carry out the 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;
- more information may be requested within 21 days of lodgement; and
- The application may take 42 days to determine.

PUBLIC ACCESS TO PLANNING DOCUMENTS

I, the undersigned understand that all documentation included with this application will be made available for inspection by the public. Copies of submitted documentation, with the exception of plans which will be made available for display only, may be provided to members of the public, if requested.

Applicant's signature:  Date: 22 June 2018

PRIVACY ACT

The personal information requested on this form is being collected by Council for processing applications under the *Land Use and Planning 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 – Please pay fee when lodging your completed application form

	Payment in Person Customer Service hours are between 8.30am and 5.00pm, Mon-Fri. Payment may be made by cash, credit card, cheque or EFTPOS.
	Payment by Mail Cheques should be made payable to Devonport City Council and posted to The General Manager, Devonport City Council, PO Box 604, Devonport, TAS, 7310.
X	Credit Card Payment by Phone Please contact the Devonport City Council offices on 6424 0511. Customer Service hours are between 8.30am and 5.00pm, Monday to Friday.

APPENDIX B

Title information

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980**SEARCH OF TORRENS TITLE**

VOLUME 23756	FOLIO 1
EDITION 1	DATE OF ISSUE 19-Oct-2005

SEARCH DATE : 27-Jun-2018

SEARCH TIME : 05.31 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 1 on Plan 23756

Being the land described in Conveyance No.40/7188

Derivation : Part of Lot 3 Sec. I (2 Acres) granted to James Jones

Derived from A19005

SCHEDULE 1

DEVONPORT CITY COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



APPROVED FROM 13 AUG 1984 <i>E. R. Thor</i> RECORDER OF TITLES	CONVERSION PLAN	REGISTERED NUMBER P. 23756
FILE NUMBER	GRANTEE: PART OF LOT 3, 2 ^A 0 ^R 0 ^P GTD. TO & PART OF LOT 4, 1 ^A 0 ^R 0 ^P GTD. TO (SEC. I.)	JAMES JONES JOCELYN THOMAS SL 8/8/84

SEC. I
P. 23756

STEPHEN STREET



SURVEY INFORMATION REPORT

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



164022

OWNER FOLIO REFERENCE CT.221041/1 CT.224179/1 GRANTEE PART OF LOT 6 (2A-OR-0P) GTD TO JAMES JONES		PLAN OF TITLE LOCATION CITY OF DEVONPORT FIRST SURVEY PLAN No. C1/91 L.O. 412/31D COMPILED BY LDRB SCALE 1: 600 LENGTHS IN METRES		Registered Number P.164022 APPROVED 8 JUN 2012 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 108 (4444-52)	LAST UPI No JSS92, JSD04	LAST PLAN No. P221041, P224179	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

LOT 1
4047m²

STEPHEN STREET

TARLETON STREET

NC



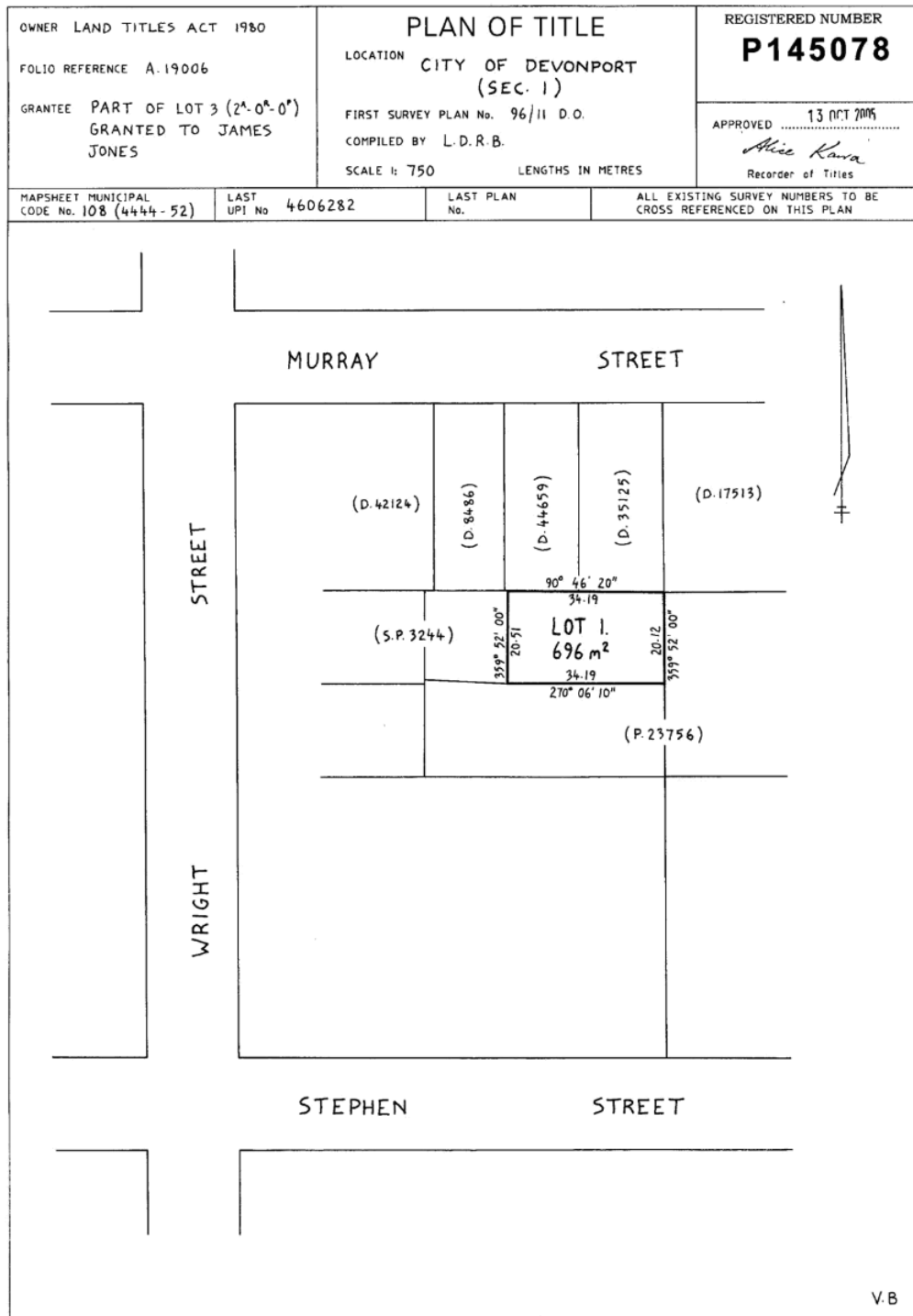
SURVEY INFORMATION REPORT

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



145078





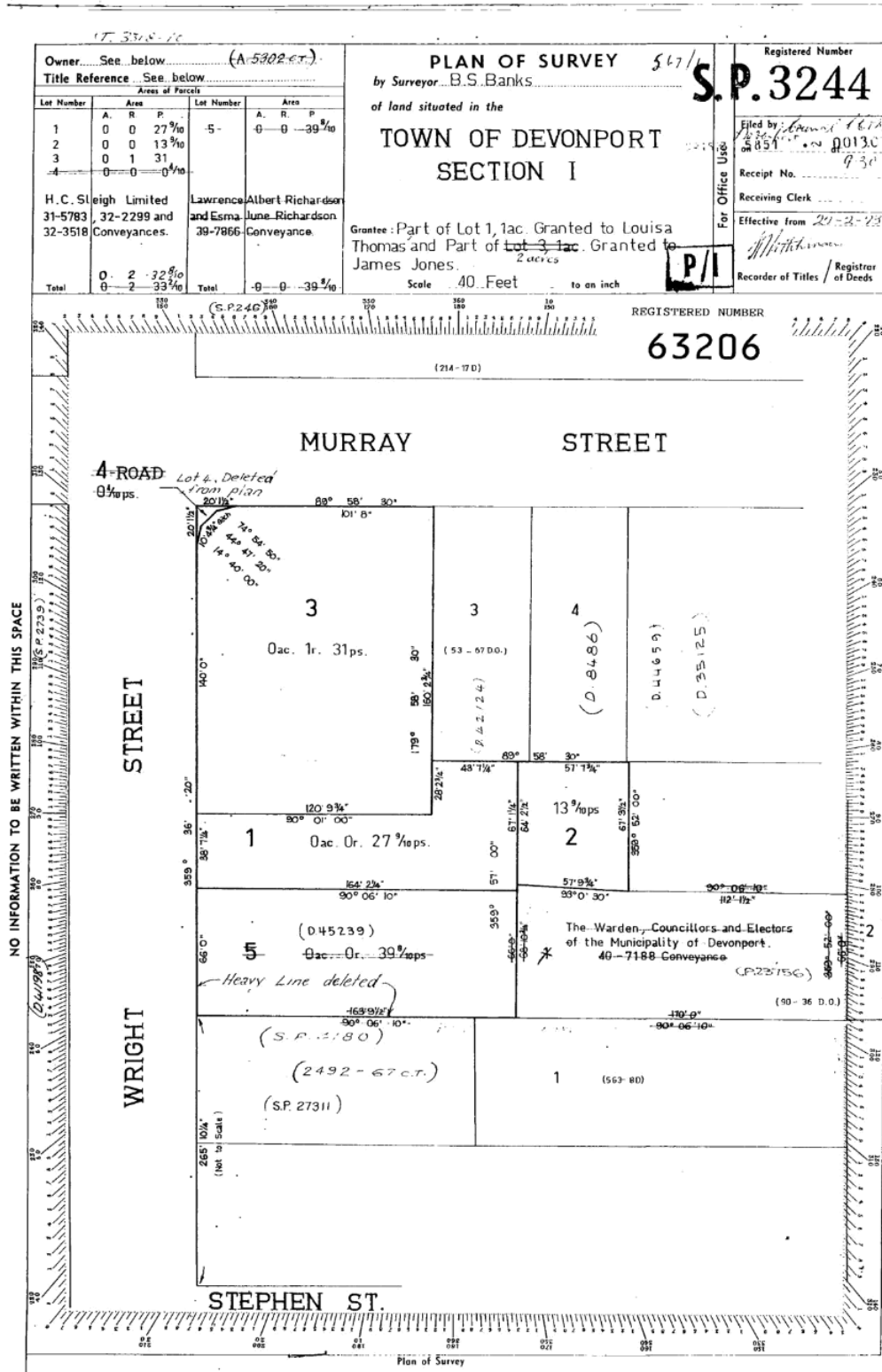
SURVEY INFORMATION REPORT

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



63206





ITEM 4.2

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 244410	FOLIO 1
EDITION 2	DATE OF ISSUE 21-May-2004

SEARCH DATE : 22-Jun-2018

SEARCH TIME : 11.55 AM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 1 on Plan 244410

Derivation : Part of Lot 5 (Section I) Gtd. to C. Thomas.

Prior CT 4225/42

SCHEDULE 1

C554974 TRANSFER to MAREMMA PTY LIMITED Registered
21-May-2004 at 12.01 PM

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



CVG 11 435

ANNEXURE TO CERTIFICATE OF TITLE
FOLIO OF REGISTER

REGISTERED NUMBER

244410

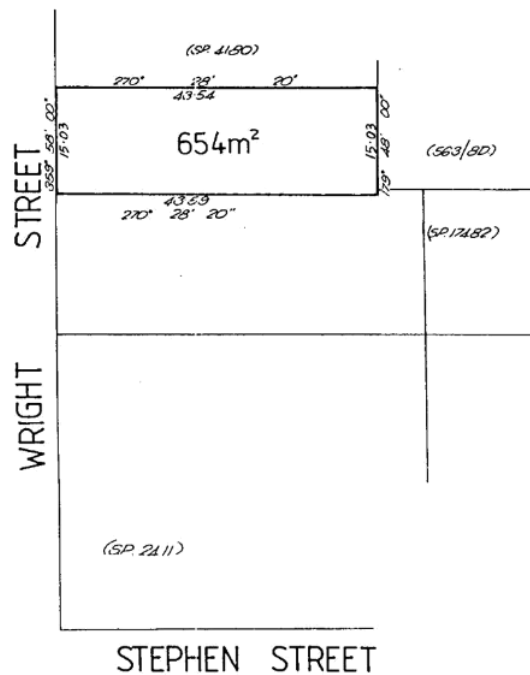
VOL. 4225 FOL. 42

Recorder of Titles



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

DEVONPORT
MEAS. IN METRES
S.P. 27311

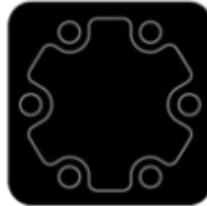


APPENDIX C

Proposed architectural plans



Telephone:
0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
CC 1043M



cykel architecture pty ltd
L2 49/51 Murray St, Hobart
m: 0410054749
e: stephen@cykelarchitecture.com.au
www.cykelarchitecture.com.au



solutionswon

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Level 2, 63 Salamanca Place
Hobart TAS 7000

Head Office:
Level 1, 170 Bridport Street
Albert Park VIC 3206
P: +61 3 9603 0400 | F: +61 3 9603 0444

PROJECT

108 TARLETON ST, EAST DEVONPORT 7310

ISSUE NAME	REVISION ID	ISSUE DATE
DA SUBMISSION	DA-01A	27/06/2018

PROJECT

108 TARLETON ST (TARLETON ST RESERVE) EAST DEVONPORT 7310

ADDRESS	108 TARLETON ST (TARLETON ST RESERVE) EAST DEVONPORT 7310
PROPERTY ID	CT164022-1 CT86045-1 CT6306-2 CT145078-1 CT23756-1 CT23756-2 CT23756-3
TITLE REF	TBC
OWNER	DEVONPORT CITY COUNCIL
ARCHITECTS	J. WILSON + S.GEASON
SITE AREA	9000m2
FLOOR AREA	COMMUNITY CENTER - 202.M2 HOUSING TOTAL - 1473.6M2
BUILDING CLASS	COMMUNITY CENTER - 3 HOUSING - 1A
BAL	TBC
SITE CLASS	TBC
CLIMATE ZONE	7
WIND CLASS	TBC

DA-01A 27/06/2018

SHEET	NAME	ID	CURRENT REVISION
A1000	LOCATION	SITE	DA-01A
A1001	SURVEY	SITE	DA-01A
A1002	1:500 EXISTING	SITE	DA-01A
A1003	1:500 SUBTRACTION	SITE	DA-01A
A1004	1:500 SITE DIAGRAM	SITE	DA-01A
A1005	1:500 IMPERVIOUS AREA	SITE	DA-01A
A1006	1:500	SITE	DA-01A
A1007	1:200	SITE	DA-01A
A1008	1:200	SITE	DA-01A
A1009	PARKING (COMMUNITY)	SITE	DA-01A
A1010	PARKING (RESIDENTS)	SITE	DA-01A
A2201	COMMUNITY CENTER	PLANS	DA-01A
A2202	COMMUNITY CENTER	PLANS	DA-01A
A2203	COMMUNITY CENTER	PLANS	DA-01A
A2204	COMMUNITY CENTER	PLANS	DA-01A
A2205	HIGH CARE HOUSING	PLANS	DA-01A
A2206	HIGH CARE HOUSING	PLANS	DA-01A
A2207	2 BED UNIT	PLANS	DA-01A
A2208	2 BED UNIT	PLANS	DA-01A
A2209	3 BED UNIT	PLANS	DA-01A
A2210	3 BED UNIT	PLANS	DA-01A
A3001	SITE 01	ELEVATIONS	DA-01A
A3002	SITE 02	ELEVATIONS	DA-01A
A3003	SITE 03	ELEVATIONS	DA-01A
A3004	SITE 04A	ELEVATIONS	DA-01A
A3005	SITE 04B	ELEVATIONS	DA-01A
A3006	SITE 05	ELEVATIONS	DA-01A
A3007	SITE 06	ELEVATIONS	DA-01A
A3008	SITE 07	ELEVATIONS	DA-01A
A3009	SITE 08	ELEVATIONS	DA-01A
A4001	ARTISTS IMPRESSION	IMAGES	DA-01A
A4002	ARTISTS IMPRESSION	IMAGES	DA-01A
A4003	SHADOWS (JUNE21)	IMAGES	DA-01A
A4004	SITE AERIAL	IMAGES	DA-01A
A4005	SITE AERIAL	IMAGES	DA-01A
A4006	SITE IMAGERY	IMAGES	DA-01A
A4007	SITE IMAGERY	IMAGES	DA-01A



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Client
DEVONPORT CITY COUNCIL

Project Name
139 TARLETON ST,
EAST DEVONPORT TAS

Project Address
139 TARLETON ST (TARLETON ST
RESERVE)
EAST DEVONPORT TAS

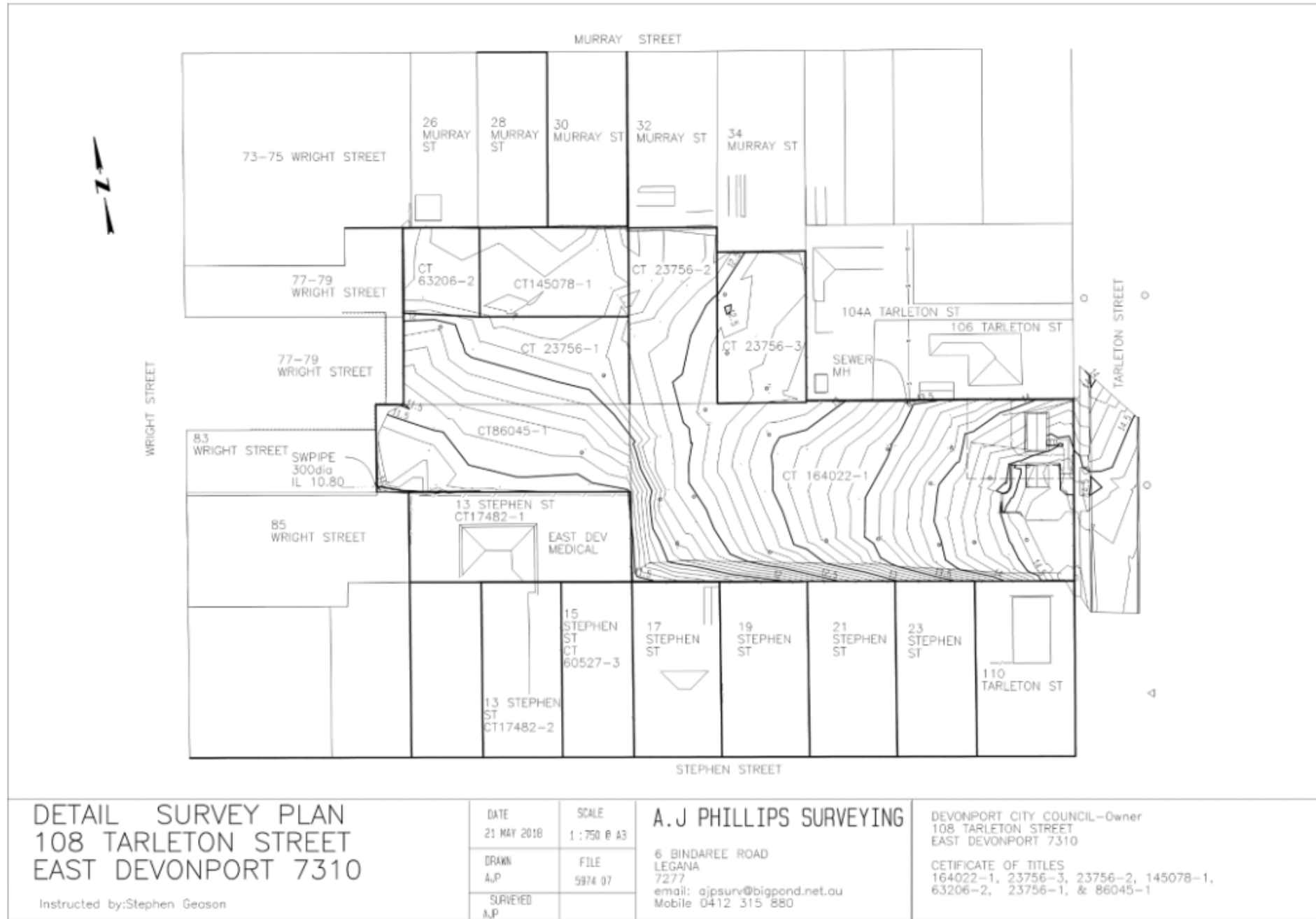
Scale	Date	Drawn By	Checked By
AS SHOWN	27/06/2018		

Drawing Title:
SITE - LOCATION
Status: FOR INFORMATION
Drawing No.:
A1000
DA-01A

Planning Application - PA2018.0108

PAGE 77

ATTACHMENT (1)



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Client
DEVONPORT CITY COUNCIL

 Project Name
108 TARLETON ST,
EAST DEVONPORT 7310

 Project Address
108 TARLETON ST (TARLETON ST
RESERVE)
EAST DEVONPORT 7310

Issue No	Issue Date	Issue Description
01	21/05/2018	01/05/2018
02		
03		
04		
05		
06		
07		
08		
09		
10		

Drawing Title:	SITE - SURVEY
Scale:	AS SHOWN @ A2
Date:	27/06/2018
Status:	FOR INFORMATION
Checked By:	
Drawing No.:	A1001
	DA-01A



- TREE LEGEND**
- 1 Betula pendula
 - 2 Eucalyptus leucoxylon
 - 3 Fraxinus angustifolia
 - 4 Ulmus glabra 'Lutescens'
 - 5 Ulmus glabra 'Lutescens'
 - 6 Eucalyptus leucoxylon
 - 7 Eucalyptus cinerea
 - 8 Acer negundo
 - 9 Fraxinus angustifolia
 - 10 Eucalyptus globulus subsp. globulus
 - 11 Melaleuca sp.
 - 12 Hesperocyparis macrocarpa
 - 13 Pinus radiata
 - 14 Eucalyptus globulus subsp. globulus
 - 15 Eucalyptus botryoides
 - 16 Eucalyptus botryoides
 - 17 Eucalyptus botryoides
 - 18 Hesperocyparis macrocarpa
 - 19 Eucalyptus pulchella
 - 20 Eucalyptus pulchella
 - 21 Hesperocyparis macrocarpa
 - 22 Eucalyptus leucoxylon



1:500 EXISTING SITE PLAN

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Client: DEVONPORT CITY COUNCIL
Project Name: 104 TARLETON ST, EAST DEVONPORT T310
Project Address: 104 TARLETON ST (TARLETON ST RESERVE), EAST DEVONPORT T310

Rev	Date	Description
01	27/06/2018	AS SHOWN

Drawing Title: SITE - 1:500 EXISTING
Scale: AS SHOWN (S.A2)
Status: FOR INFORMATION
Checked By:
Drawing No.: A1002
DA-01A



1:500 SUBTRACTION PLAN

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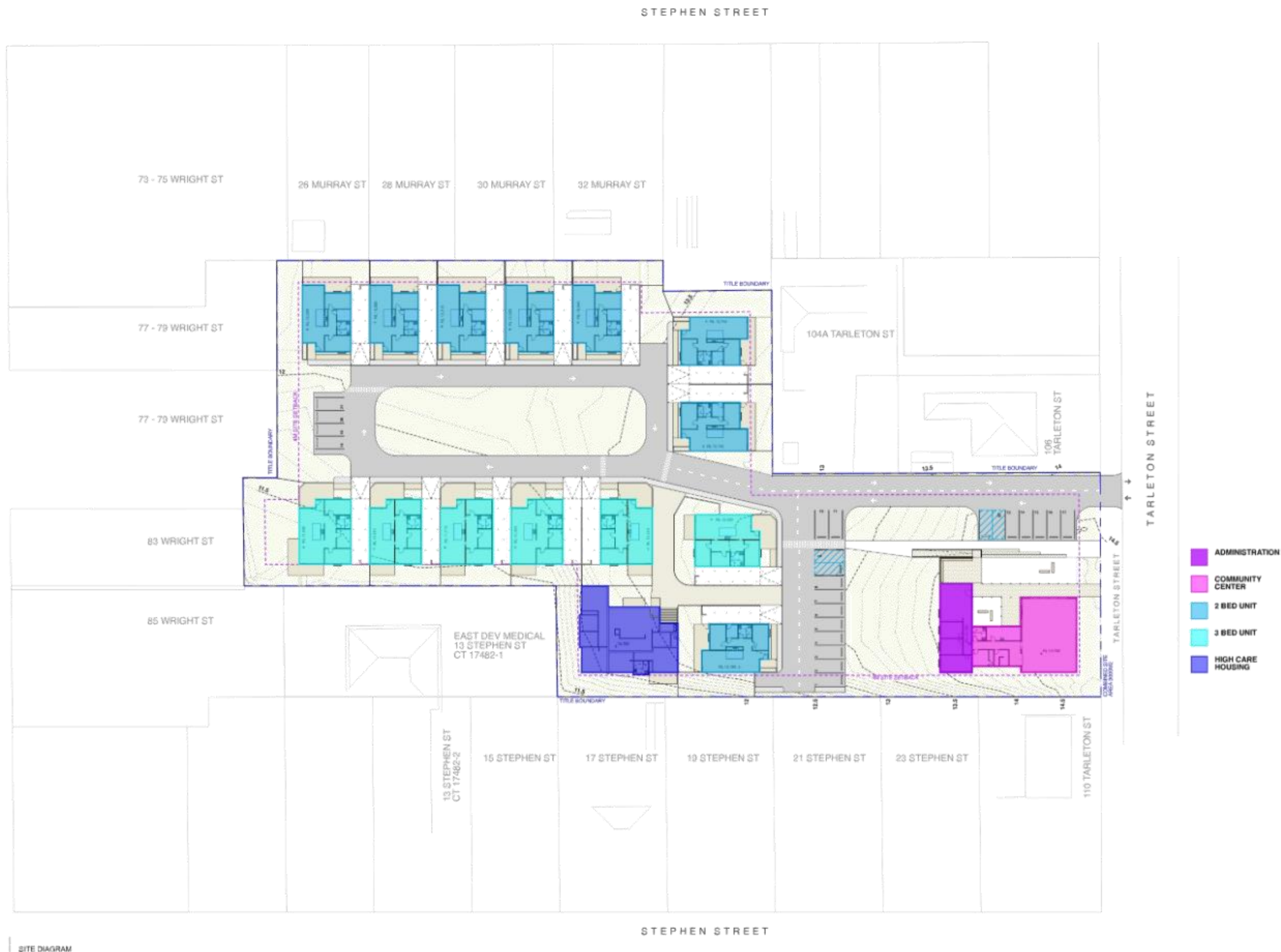
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Client
DEVONPORT CITY COUNCIL
Project Name
108 TARLETON ST,
EAST DEVONPORT T310
Project Address
108 TARLETON ST (TARLETON ST
RESERVE)
EAST DEVONPORT T310

Rev	Description	Date
01	Issue for comment	27/06/2018
02	Issue for comment	27/06/2018
03	Issue for comment	27/06/2018
04	Issue for comment	27/06/2018
05	Issue for comment	27/06/2018
06	Issue for comment	27/06/2018
07	Issue for comment	27/06/2018
08	Issue for comment	27/06/2018
09	Issue for comment	27/06/2018
10	Issue for comment	27/06/2018

Drawing Title:
SITE - 1:500 SUBTRACTION
Scale: AS SHOWN (A2) Date: 27/06/2018
Status: FOR INFORMATION Checked By:
Drawing No.:
A1003
DA-01A



1:500 SITE DIAGRAM

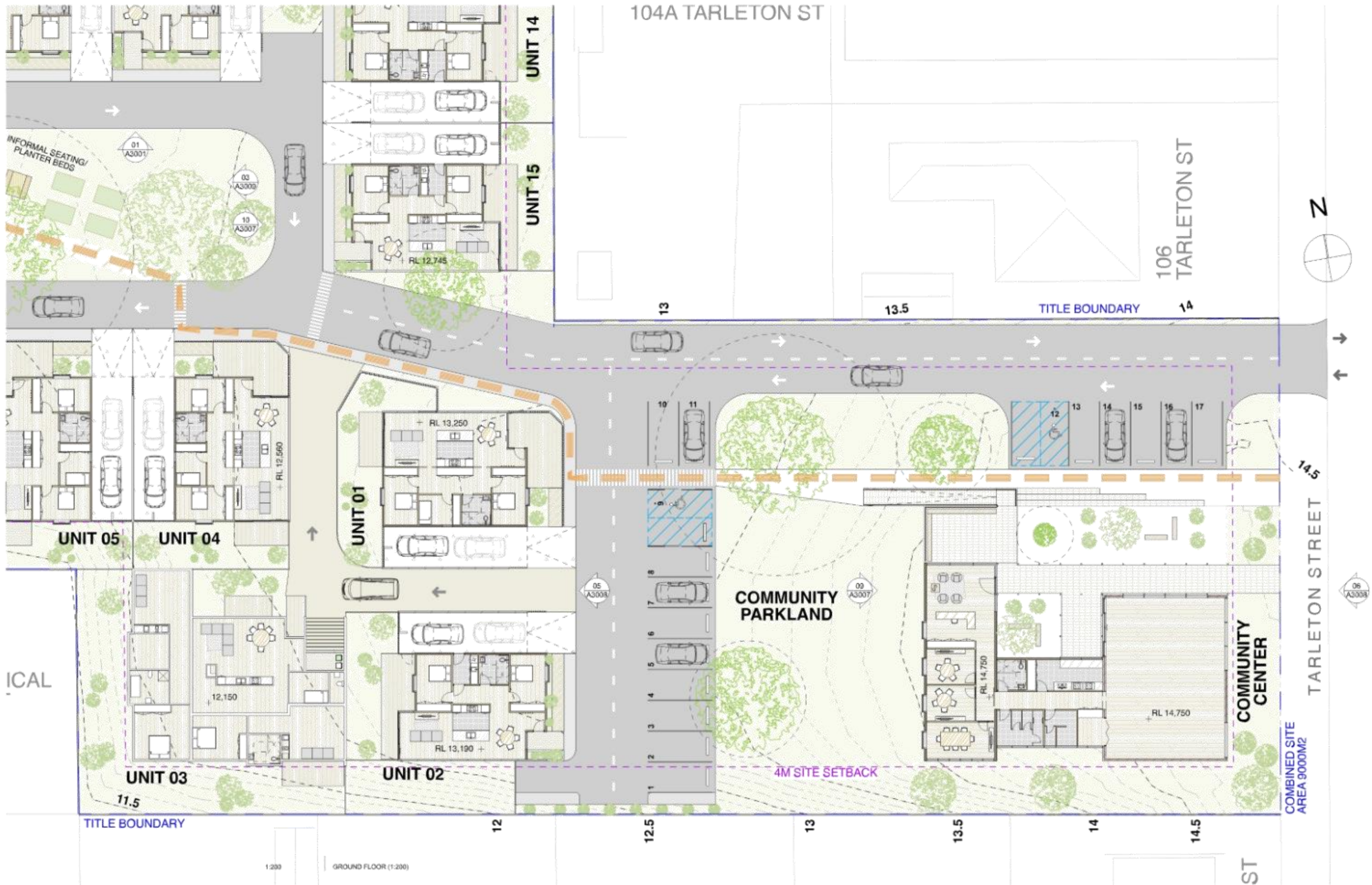
Field Labs Telephone: 0437-255-430 Email: james@fieldlabs.com.au Accreditation: CC 1043M	 cykel architecture pty ltd L2 49/51 Murray St, Hobart m: 0410054749 e: stephen@cykelarchitecture.com.au www.cykelarchitecture.com.au	 solutionsworn	Drawings to be read in conjunction with specification by FIELD LABS and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of FIELD LABS. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR. NOTE: ALL BUILDING LEVELS TO AND UNLESS OTHERWISE NOTED.	Client: DEVONPORT CITY COUNCIL Project Name: 104 TARLETON ST, EAST DEVONPORT TAS Project Address: 104 TARLETON ST (TARLETON ST RESERVE), EAST DEVONPORT TAS	Date: 27/06/2018 Scale: AS SHOWN (A2) Status: FOR INFORMATION Checked By:
					Drawing Title: SITE - 1:500 SITE DIAGRAM Drawing No.: A1004 DA-01A



Field Labs	Telephone: 0437-255-439 Email: james@fieldlabs.com.au Accreditation: CC 1043M	cykel architecture pty ltd L2 49/51 Murray St, Hobart m: 0410054749 e: stephen@cykelarchitecture.com.au www.cykelarchitecture.com.au	solutionsworn	Drawings to be read in conjunction with specification by FIELD LABS and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of FIELD LABS. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR. NOTE: ALL BUILDING LEVELS TO AND UNLESS OTHERWISE NOTED.	Client: DEVONPORT CITY COUNCIL Project Name: 104 TARLETON ST, EAST DEVONPORT T310 Project Address: 104 TARLETON ST (TARLETON ST RESERVE) EAST DEVONPORT T310	<table><tr><th>Rev</th><th>Date</th><th>Description</th></tr><tr><td>01</td><td>27/06/2018</td><td>Issue for DA</td></tr></table>	Rev	Date	Description	01	27/06/2018	Issue for DA	<table><tr><td>Drawing Title:</td><td colspan="2">SITE - 1:500 IMPERVIOUS AREA</td></tr><tr><td>Scale:</td><td>AS SHOWN (3 A2)</td><td>Date: 27/06/2018</td></tr><tr><td>Status:</td><td>FOR INFORMATION</td><td>Checked By:</td></tr><tr><td>Drawing No.:</td><td colspan="2">A1005 DA-01A</td></tr></table>	Drawing Title:	SITE - 1:500 IMPERVIOUS AREA		Scale:	AS SHOWN (3 A2)	Date: 27/06/2018	Status:	FOR INFORMATION	Checked By:	Drawing No.:	A1005 DA-01A	
Rev	Date	Description																							
01	27/06/2018	Issue for DA																							
Drawing Title:	SITE - 1:500 IMPERVIOUS AREA																								
Scale:	AS SHOWN (3 A2)	Date: 27/06/2018																							
Status:	FOR INFORMATION	Checked By:																							
Drawing No.:	A1005 DA-01A																								



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					Drawing Title: SITE - 1:500 Scale: AS SHOWN (A2) Drawing No.: A1006 DA-01A



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Client
DEVONPORT CITY COUNCIL

Project Name
106 TARLETON ST
EAST DEVONPORT T3-10

Project Address
106 TARLETON ST (TARLETON ST
RESERVE)
EAST DEVONPORT T3-10

Rev	Date	Description	By	Check
01	20/04/2018	ISSUED FOR PERMIT	JAMEA	

Drawing Title:
SITE - 1:200

Scale: AS SHOWN (S A2) Date: 27/06/2018

Status: FOR INFORMATION Checked By:

Drawing No.:
**A1007
DA-01A**

Planning Application - PA2018.0108

PAGE 84

ATTACHMENT [1]



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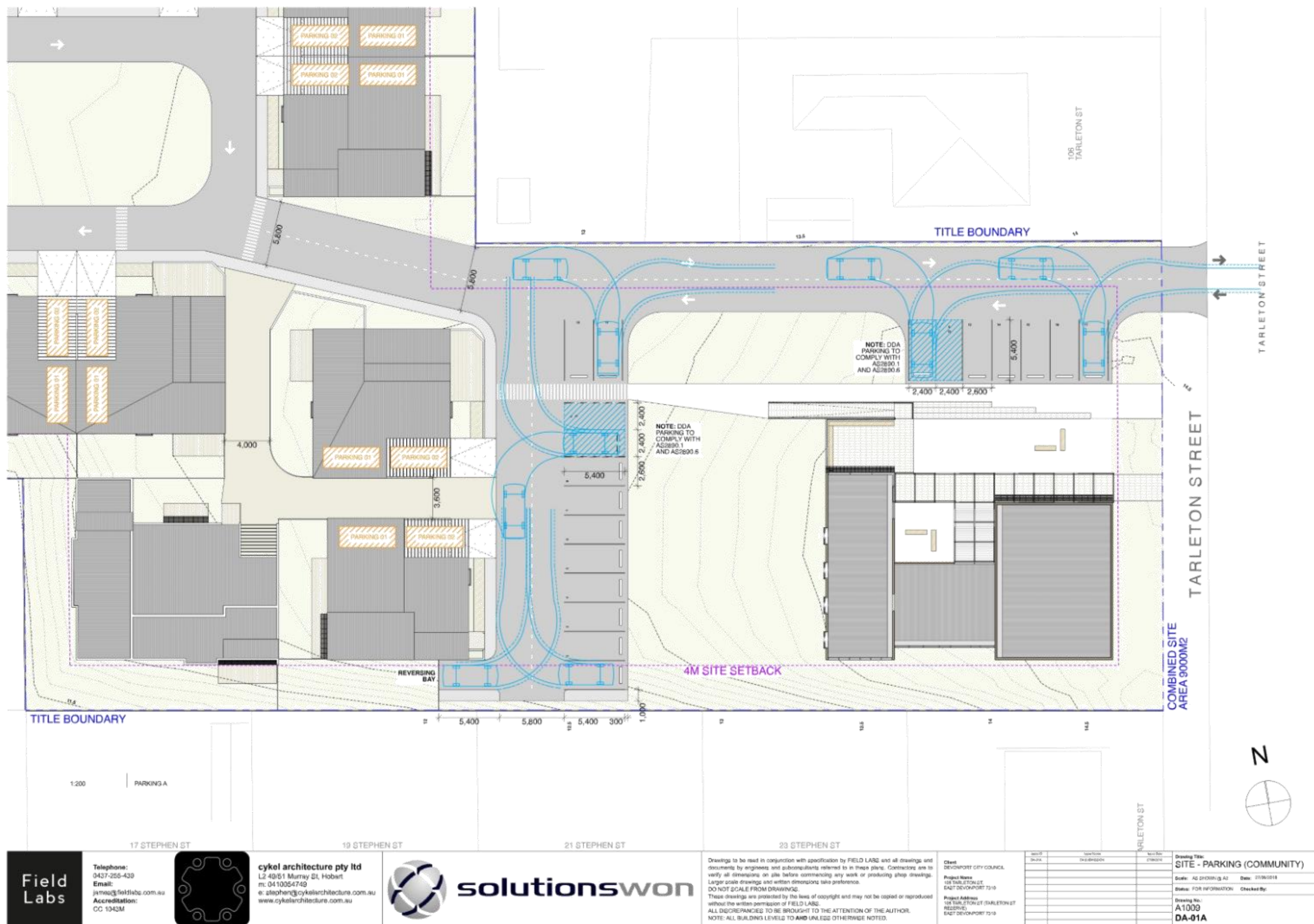
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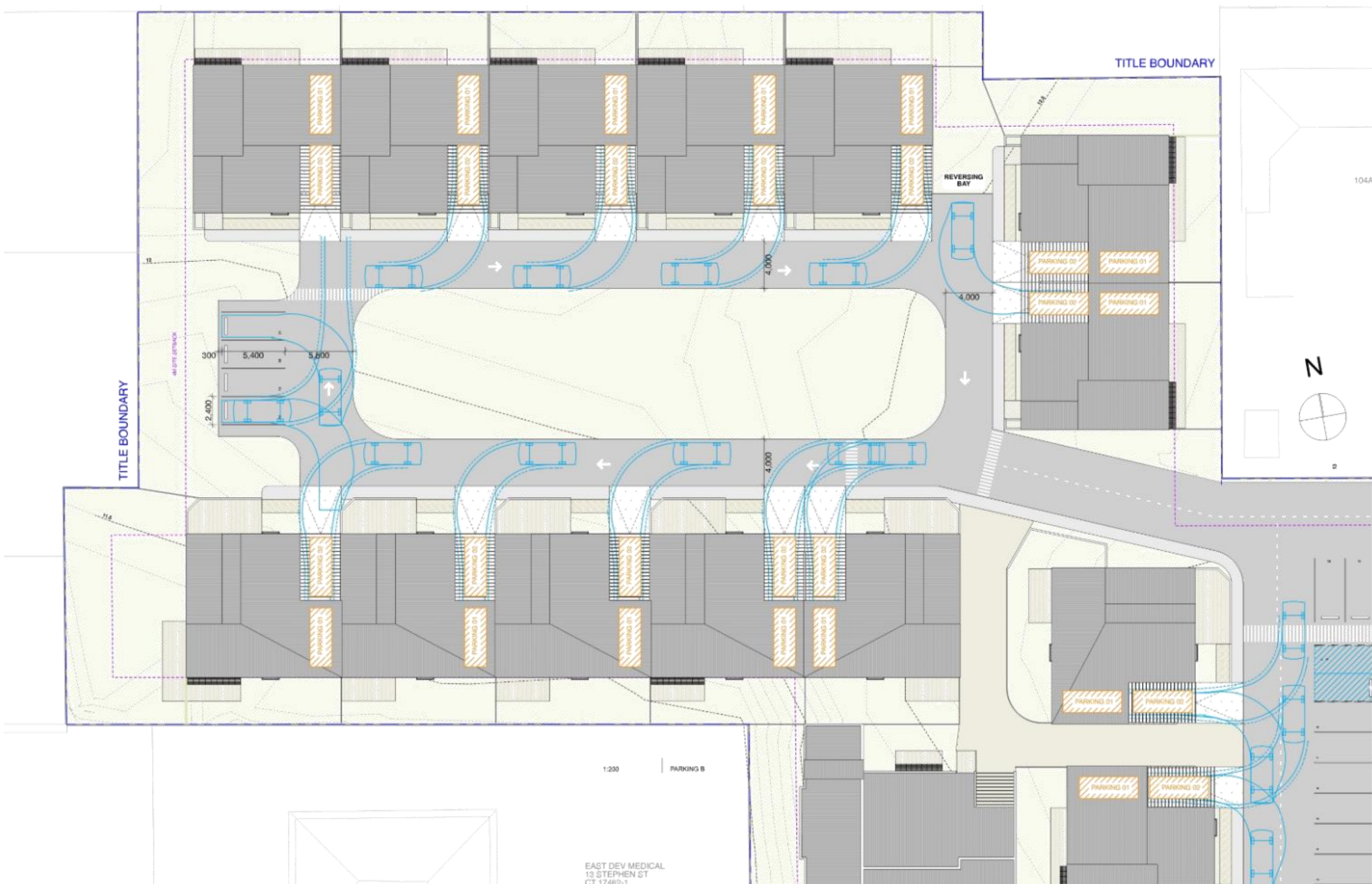
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Client: DEVONPORT CITY COUNCIL
Project Name: 104 TURLINGTON ST, EAST DEVONPORT TAS
Project Address: 104 TURLINGTON ST (TURLINGTON ST RESERVE)
EAST DEVONPORT TAS

Rev	Date	Description	By	Check
01	20/06/2018	Issue for Information		

Drawing Title:
SITE - 1:200
Scale: AS SHOWN (S A2)
Status: FOR INFORMATION
Drawing No.:
A1008
DA-01A





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Client
DEVONPORT CITY COUNCIL
Project Name
104 TURLINGTON ST,
EAST DEVONPORT TAS
Project Address
104 TURLINGTON ST (TURLINGTON ST
RESERVE)
EAST DEVONPORT TAS

Rev	Description	Date
01	Issue	27/06/2018
02	Revised	27/06/2018

Drawing Title:
SITE - PARKING (RESIDENTS)
Scale: AS SHOWN (S A2) Date: 27/06/2018
Status: FOR INFORMATION Checked By:
Drawing No:
A1010
DA-01A



COMMUNITY CENTER NORTH



COMMUNITY CENTER NORTH EAST

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Client:
DEVONPORT CITY COUNCIL

Project Name:
138 TARLETON ST,
EAST DEVONPORT TAS

Project Address:
138 TARLETON ST (TARLETON ST
RESERVE)
EAST DEVONPORT TAS

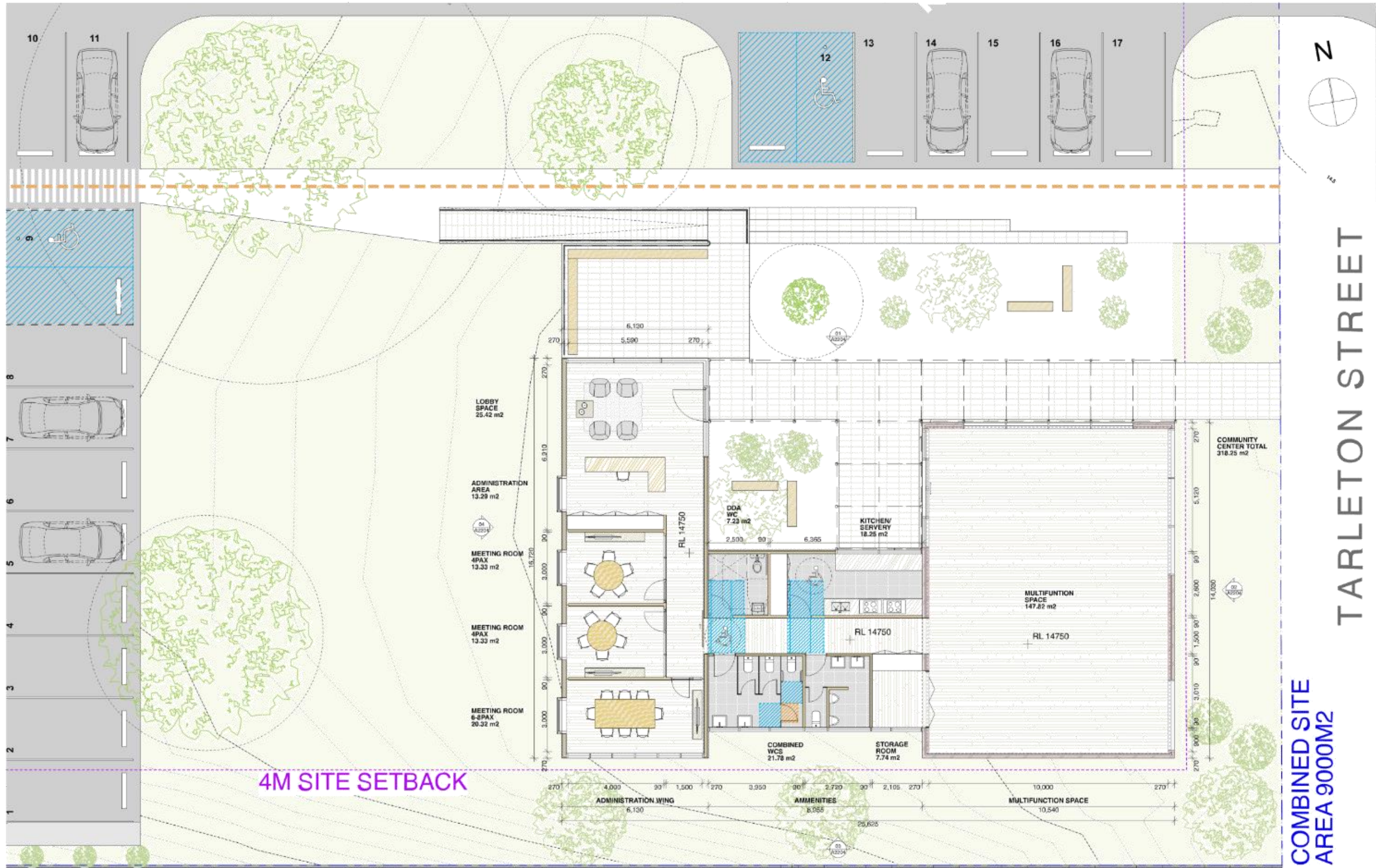
Scale	Scale Name	Revision
DA-01A	DA-01A	01/01/2018

Drawing Title:
PLANS - COMMUNITY CENTER

Scale: A2 (2000) & A3 Date: 27/06/2018

Status: FOR INFORMATION Checked By:

Drawing No.:
A2201
DA-01A



TARLETON STREET

COMBINED SITE
AREA 9000M2

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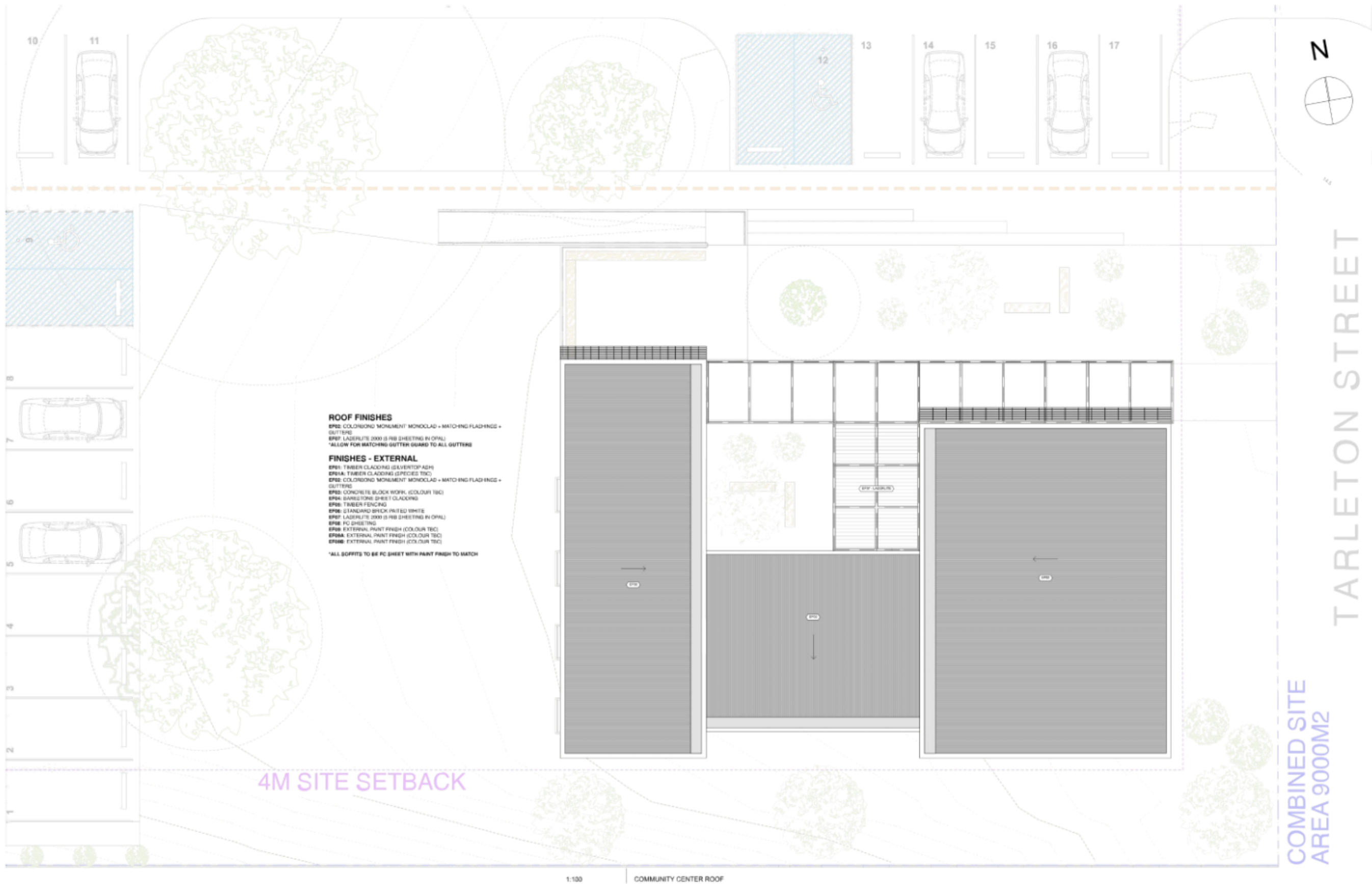
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Client: DEVONPORT CITY COUNCIL
Project Name: 138 TARLETON ST, EAST DEVONPORT TAS
Project Address: 138 TARLETON ST (TARLETON ST RESERVE)
EAST DEVONPORT TAS

Rev	Date	By	Rev	Date	By
01	01/01/2018	DA-01A	01	01/01/2018	DA-01A

Drawing Title: PLANS - COMMUNITY CENTER
Scale: A2 SHOWN @ A2 Date: 27/06/2018
Status: FOR INFORMATION Checked By:
Drawing No.: A2202
DA-01A



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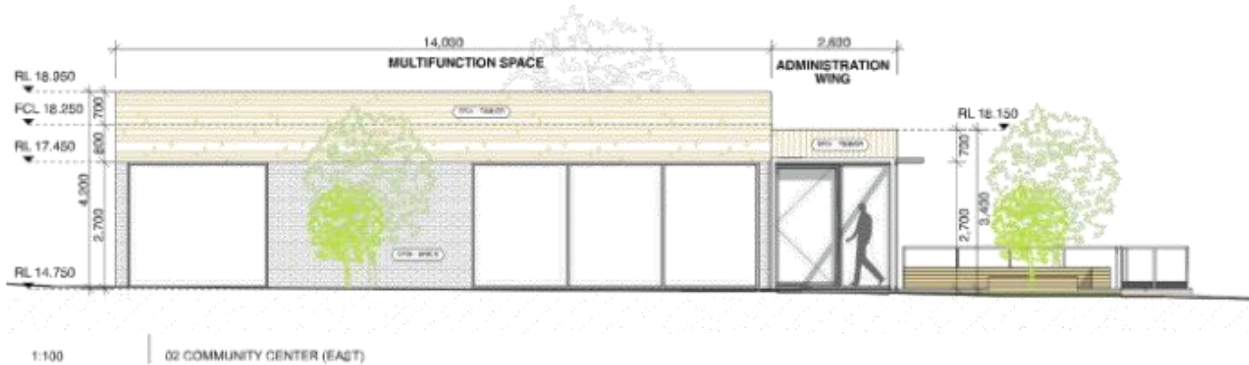
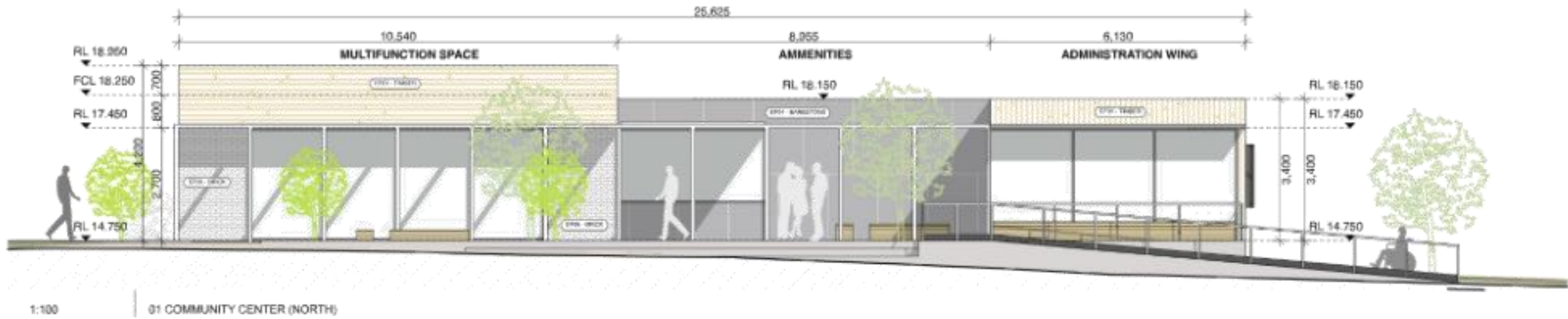
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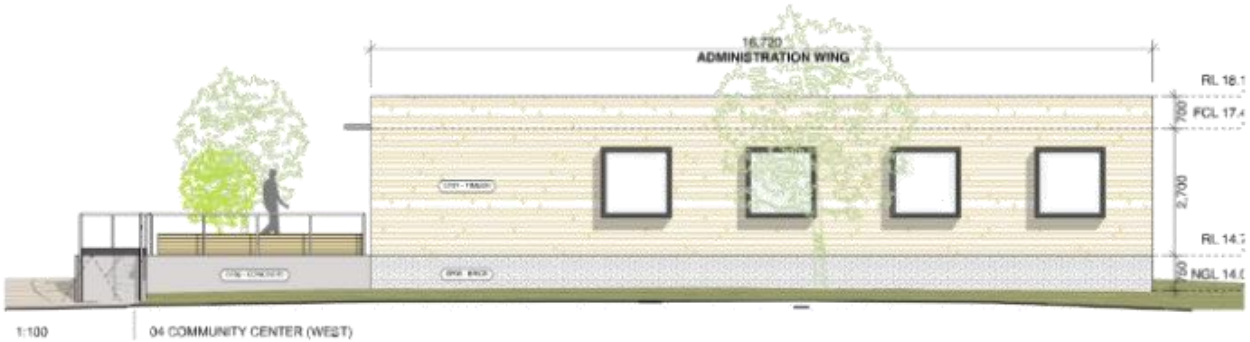
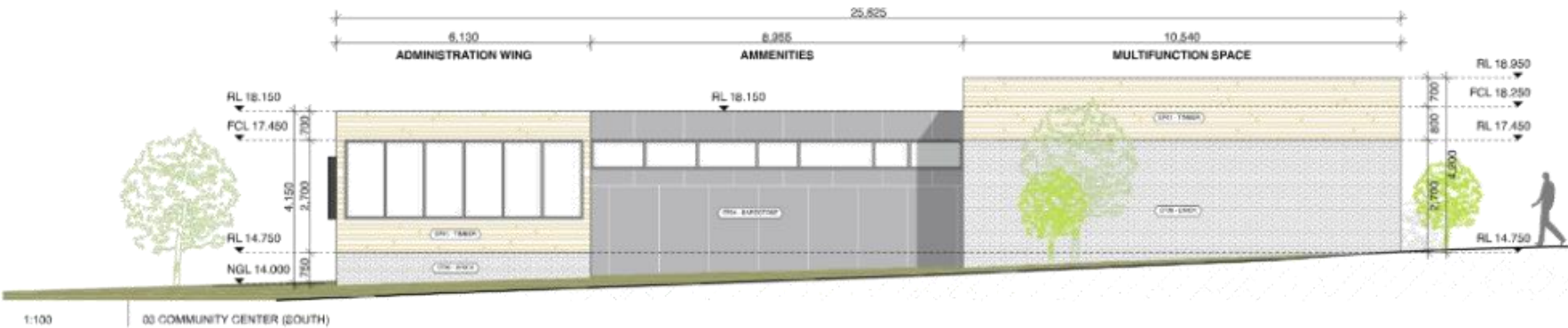
Client
DEVONPORT CITY COUNCIL
Project Name
108 TARLETON ST,
EAST DEVONPORT 7310
Project Address
108 TARLETON ST (TARLETON ST
RESERVE)
EAST DEVONPORT 7310

Rev	Date	Description	Rev	Date	Description
01	24-04	04-04-2024	01	27-06-2018	

Drawing Title:
PLANS - COMMUNITY CENTER
Scale: A2 DROWN (3 A2) Date: 27/06/2018
Status: FOR INFORMATION Checked By:
Drawing No.:
A2203
DA-01A



- ROOF FINISHES**
EP02: COLORBOND MONUMENT MONOCAD + MATCHING FLASHINGS + GUTTERS
EP03: LAGRUTE 2000 (5 RIB SHEETING IN OPAL)
*ALLOW FOR MATCHING GUTTER GUARD TO ALL GUTTERS
- FINISHES - EXTERNAL**
EP01: TIMBER CLADDING (SILVERTOP ASH)
EP04: TIMBER CLADDING (SPICES TSC)
EP05: COLORBOND MONUMENT MONOCAD + MATCHING FLASHINGS + GUTTERS
EP02: CONCRETE BLOCK WORK (COLOUR TSC)
EP04: BARRISTONE SHEET CLADDING
EP05: TIMBER FENCING
EP06: STANDARD BRICK PAINTED WHITE
EP07: LAGRUTE 2000 (5 RIB SHEETING IN OPAL)
EP08: PC SHEETING
EP09: EXTERNAL PAINT FINISH (COLOUR TSC)
EP10: EXTERNAL PAINT FINISH (COLOUR TSC)
EP11: EXTERNAL PAINT FINISH (COLOUR TSC)
*ALL GUTTERS TO BE PC SHEET WITH PAINT FINISH TO MATCH



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Client
DEVONPORT CITY COUNCIL

Project Name
108 TURLINGTON ST,
EAST DEVONPORT TAS 7310

Project Address
108 TURLINGTON ST (TURLINGTON ST
RESERVE)
EAST DEVONPORT TAS 7310

Rev	Date	By	Check
01	20/04/20	DA-01A	

Drawing Title:
PLANS - COMMUNITY CENTER

Scale: AS SHOWN (3 A2) Date: 27/06/2019

Status: FOR INFORMATION Checked By:

Drawing No.:
A2204
DA-01A



HIGH CARE HOUSING NORTH



HIGH CARE HOUSING SOUTH

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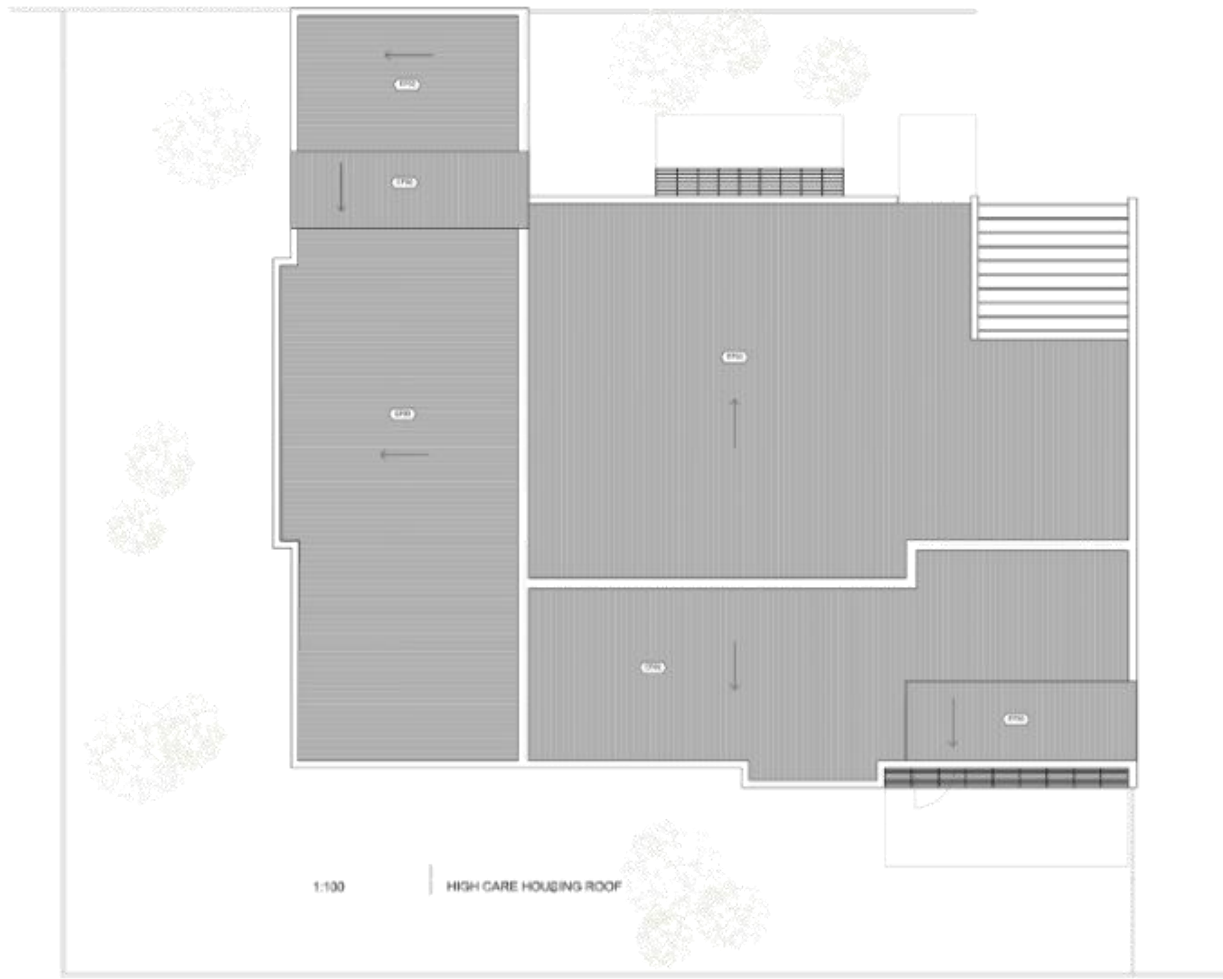
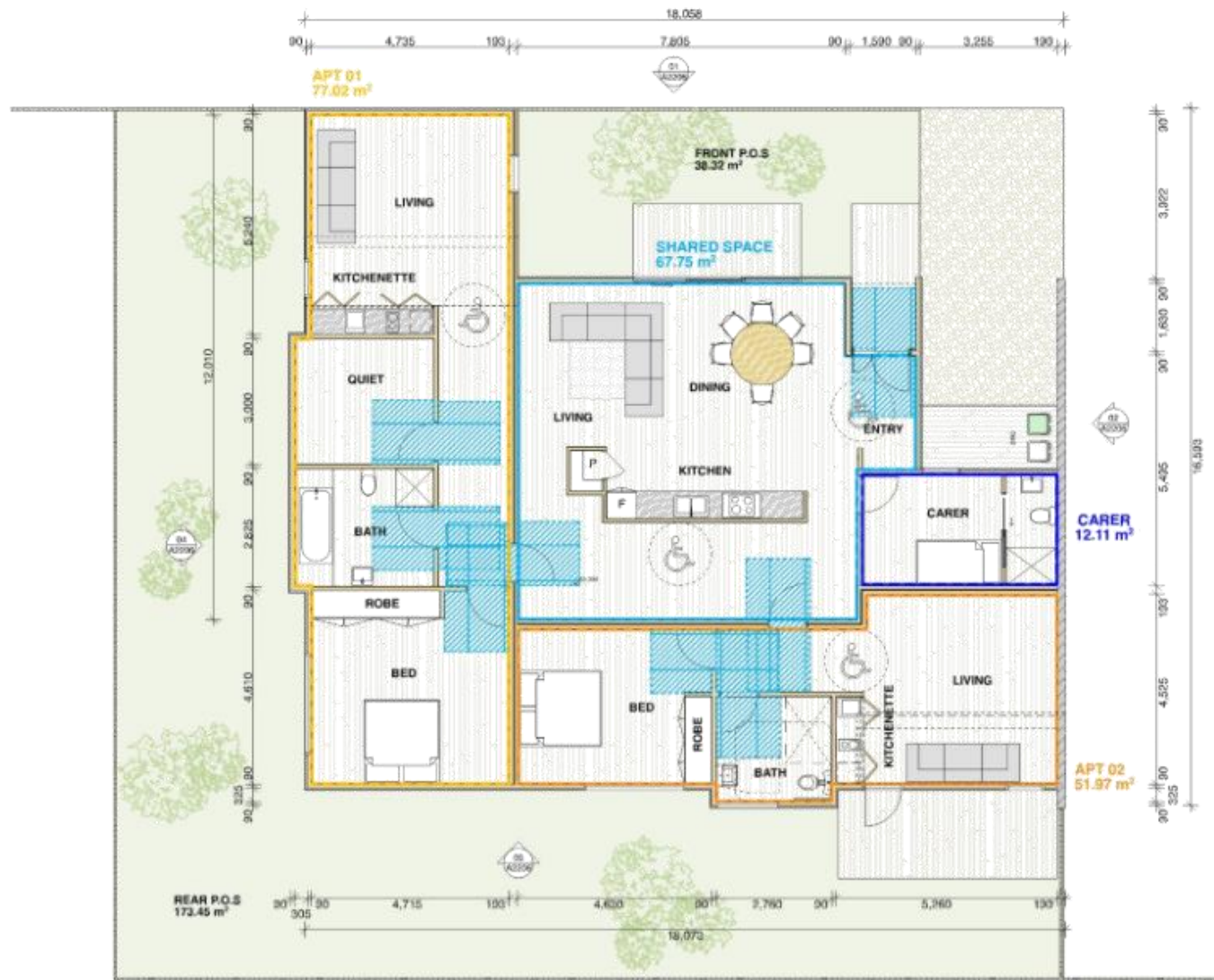
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NOTE: ALL BUILDING LEVELS TO AND UNLESS OTHERWISE NOTED.

Client
DEVONPORT CITY COUNCIL
Project Name
108 TURLINGTON ST,
EAST DEVONPORT TAS
Project Address
108 TURLINGTON ST (TURLINGTON ST
RESERVE)
EAST DEVONPORT TAS

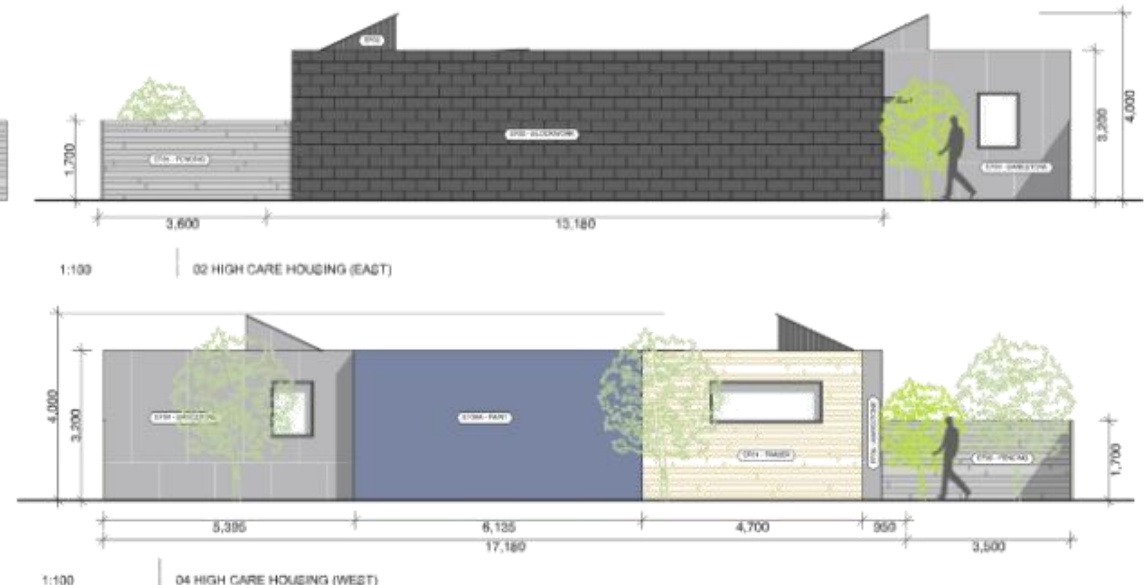
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04	04-10-18	04/10/2018
05	05-10-18	05/10/2018
06	06-10-18	06/10/2018
07	07-10-18	07/10/2018
08	08-10-18	08/10/2018
09	09-10-18	09/10/2018
10	10-10-18	10/10/2018

Drawing Title:	PLANS - HIGH CARE HOUSING
Scale:	AS SHOWN (3 A2)
Date:	27/06/2018
Status:	FOR INFORMATION
Checked By:	
Drawing No.:	A2205
DA-01A	



1:100 HIGH CARE HOUSING GROUND

- ROOF FINISHES**
- RF01: COLORBOND MONUMENT MONOCOLOR - MATCHING FLASHINGS + GUTTERS
 - RF02: LAURELITE 2000 (S RB SHEETING IN OPAL)
 - *ALLOW FOR MATCHING GUTTER GUARD TO ALL GUTTERS
- FINISHES - EXTERNAL**
- EF01: TIMBER CLADDING (SILVERTOP ASH)
 - EF02: TIMBER CLADDING (SPICED TIC)
 - EF03: COLORBOND MONUMENT MONOCOLOR - MATCHING FLASHINGS + GUTTERS
 - EF04: CONCRETE BLOCK WORK (COLOUR TIC)
 - EF05: BARESTONE SHEET CLADDING
 - EF06: TIMBER FENCING
 - EF07: STANDARD BRICK PAINTED WHITE
 - EF08: LAURELITE 2000 (S RB SHEETING IN OPAL)
 - EF09: FC SHEETING
 - EF10: EXTERNAL PAINT FINISH (COLOUR TIC)
 - EF11: EXTERNAL PAINT FINISH (COLOUR TIC)
 - EF12: EXTERNAL PAINT FINISH (COLOUR TIC)
- *ALL DOORFITS TO BE FC SHEET WITH PAINT FINISH TO MATCH



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Client: DEVONPORT CITY COUNCIL
Project Name: 108 TURLINGTON ST, EAST DEVONPORT T3-10
Project Address: 108 TURLINGTON ST (TURLINGTON ST RESERVE), EAST DEVONPORT T3-10

Rev	Date	By	For
01	20/01/20	DA	FOR INFORMATION

Drawing Title: **PLANS - HIGH CARE HOUSING**
Scale: AS SHOWN (S A2) Date: 27/06/2019
Status: FOR INFORMATION Checked By:
Drawing No.: **A2206 DA-01A**



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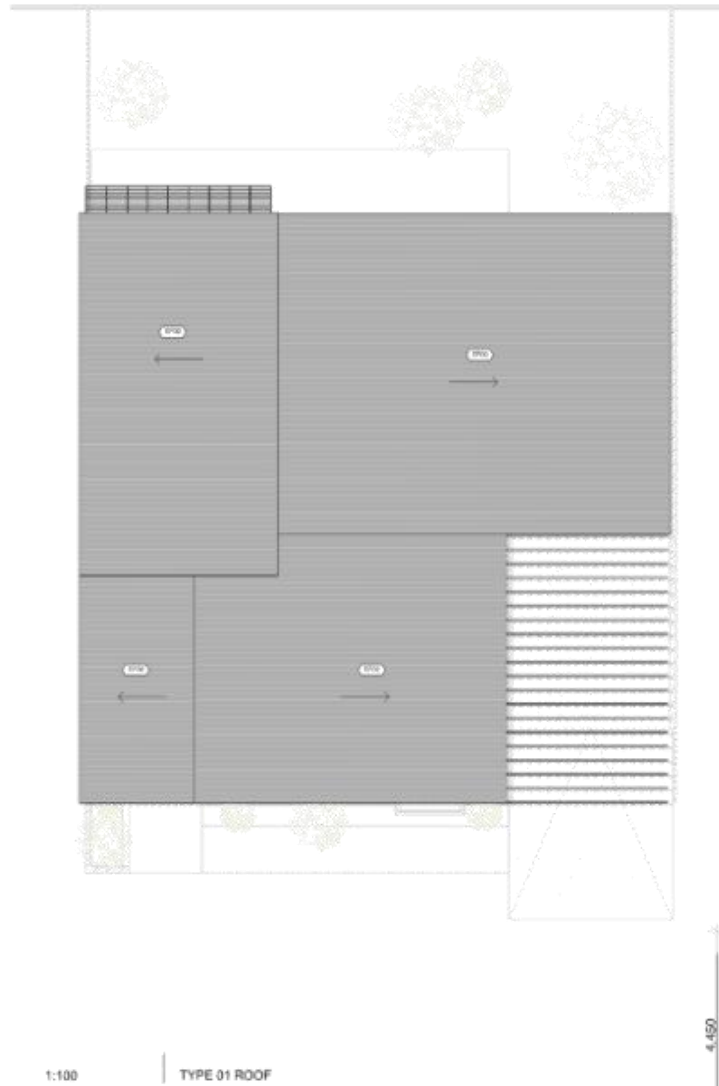
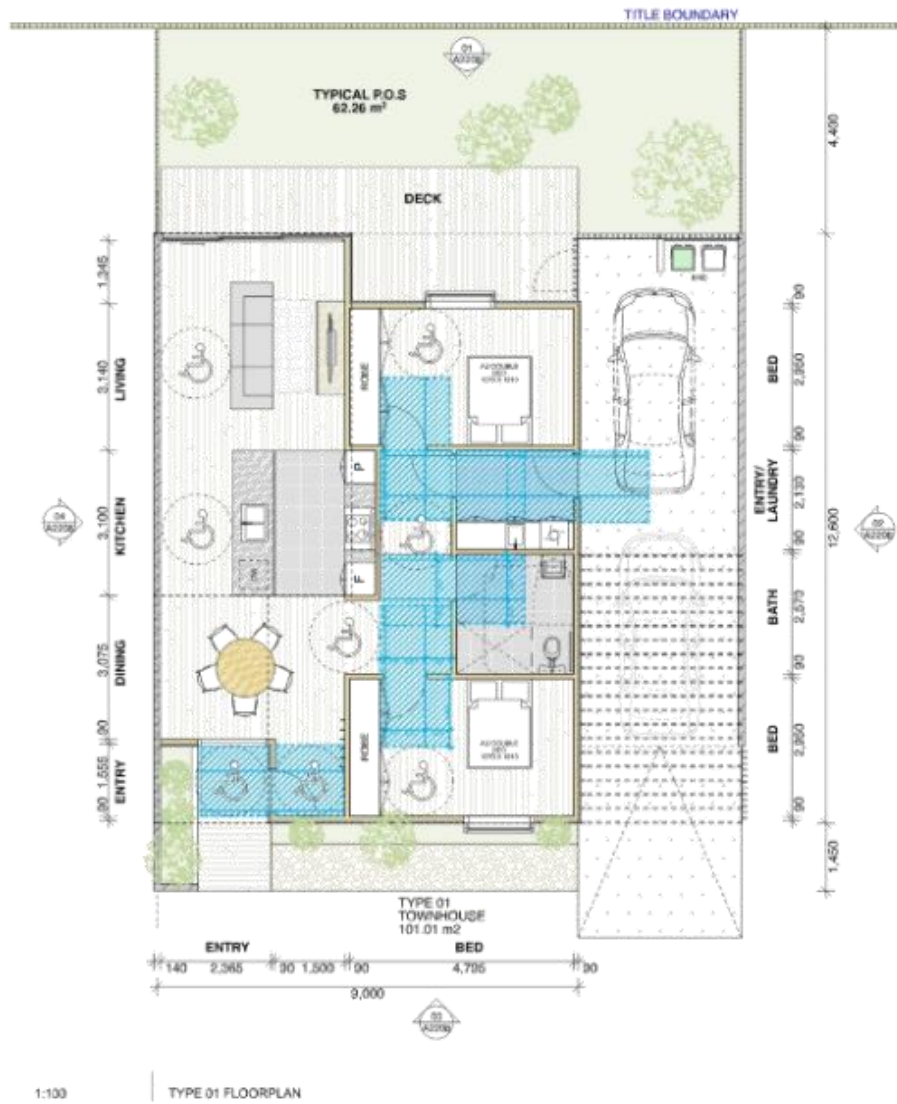
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Client
DEVONPORT CITY COUNCIL

Project Name
108 TARLETON ST,
EAST DEVONPORT T3-10

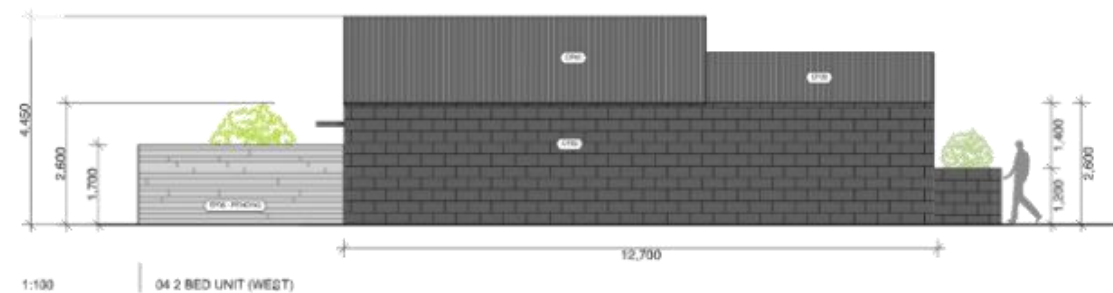
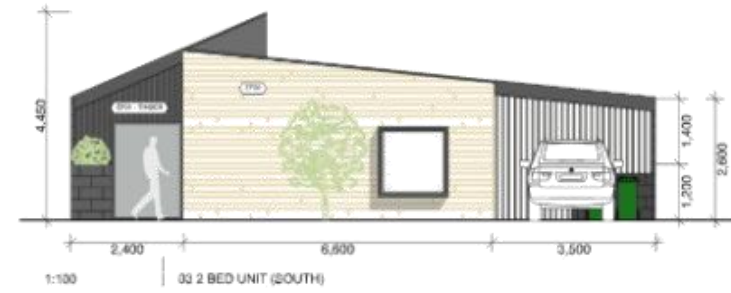
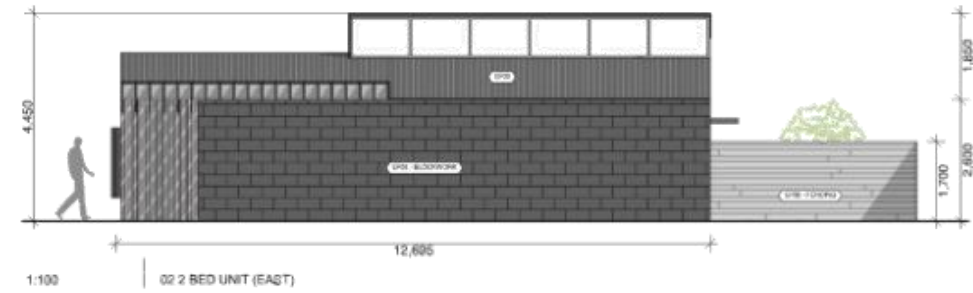
Project Address
108 TARLETON ST (TARLETON
RESERVE)
EAST DEVONPORT T3-10

ISSUED TO:	TO: OWNER	NO. OF SETS:	Drawing Title: PLANS - 2 BED UNIT
DATE:	DATE OF ISSUE:	DATE:	
			Scale: AS SHOWN (e.g. A2)
			Date: 27/06/2018
			Status: FOR INFORMATION
			Checked By:
			Drawing No.:
			A2207
			DA-01A



ROOF FINISHES
EP06: COLORBOND MONUMENT MONOCOLOR + MATCHING FLASHINGS + GUTTERS
EP07: LAGERSITE 2000 (2 RIB SHEETING IN OPAL)
*ALLOW FOR MATCHING GUTTER GUARD TO ALL GUTTERS

FINISHES - EXTERNAL
EP01: TIMBER CLADDING (SILVERTOP ASH)
EP04: TIMBER CLADDING (SPICED TBC)
EP05: COLORBOND MONUMENT MONOCOLOR + MATCHING FLASHINGS + GUTTERS
EP06: CONCRETE BLOCK WORK (COLOUR TBC)
EP08: BARNSTONE SHEET CLADDING
EP09: TIMBER FENCING
EP10: STANDARD BRICK PAINTED WHITE
EP07: LAGERSITE 2000 (2 RIB SHEETING IN OPAL)
EP08: FC SHEETING
EP09: EXTERNAL PAINT FINISH (COLOUR TBC)
EP10A: EXTERNAL PAINT FINISH (COLOUR TBC)
EP10B: EXTERNAL PAINT FINISH (COLOUR TBC)
*ALL GUTTERS TO BE FC SHEET WITH PAINT FINISH TO MATCH



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Client: DEVONPORT CITY COUNCIL
Project Name: 108 TURLINGTON ST, EAST DEVONPORT T310
Project Address: 108 TURLINGTON ST (TURLINGTON ST RESERVE), EAST DEVONPORT T310

Rev	Date	Description
01	20/06/2018	Issue for Information

Drawing Title: PLANS - 2 BED UNIT
Scale: AS SHOWN (3 A2)
Status: FOR INFORMATION
Drawing No.: A2208
DA-01A

Date: 27/06/2018
Checked By:

Planning Application - PA2018.0108

PAGE 95

ATTACHMENT (1)



3 BED UNIT NORTH



3 BED UNIT SOUTH

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Client
DEVONPORT CITY COUNCIL

Project Name
108 TURLINGTON ST,
EAST DEVONPORT TAS

Project Address
108 TURLINGTON ST (TURLINGTON
RESERVE)
EAST DEVONPORT TAS

Rev	Description	Date
01	01-01-2018	01/01/2018

Drawing Title:
PLANS - 3 BED UNIT

Scale: AS SHOWN (A2) Date: 01/01/2018

Status: FOR INFORMATION Checked By:

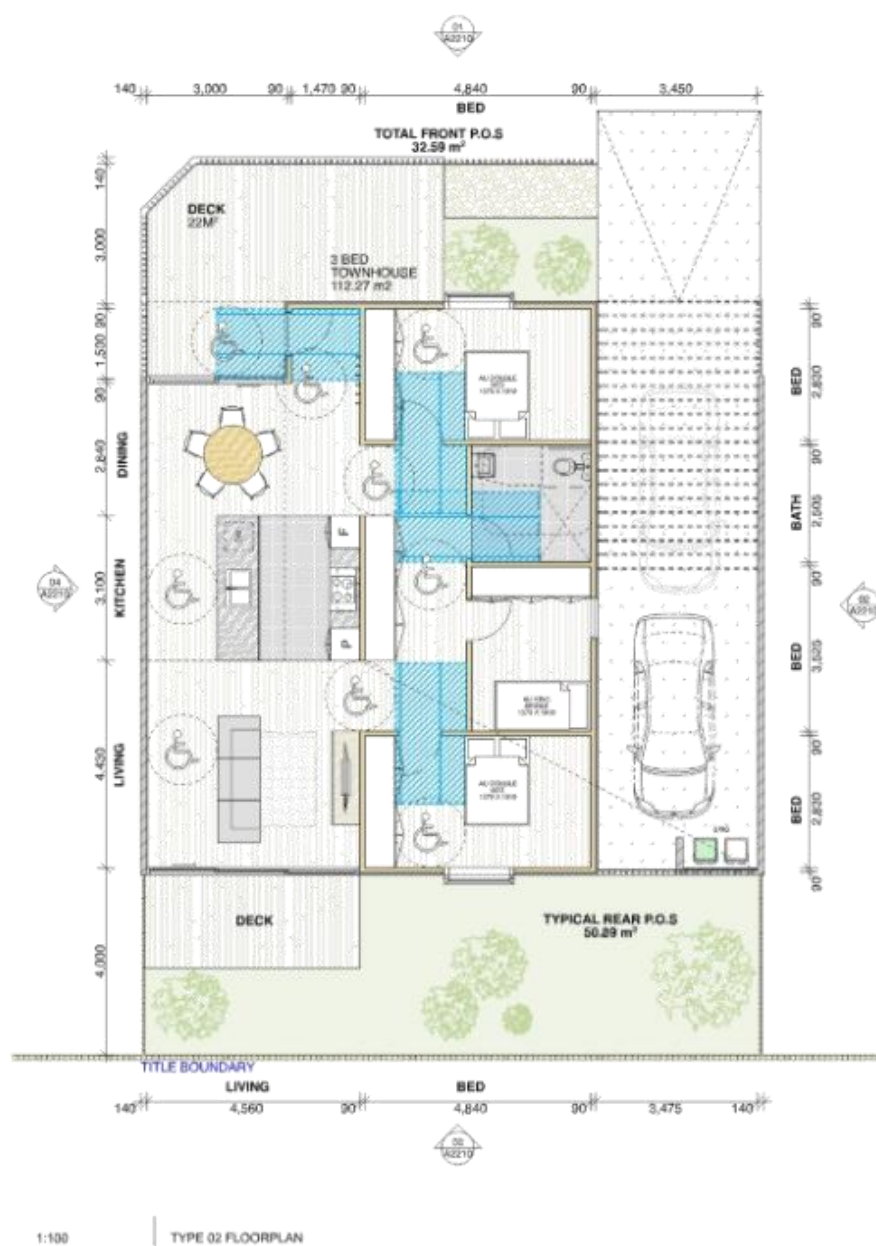
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DA-01A

Planning Application - PA2018.0108

PAGE 96

ATTACHMENT [1]

ITEM 4.2



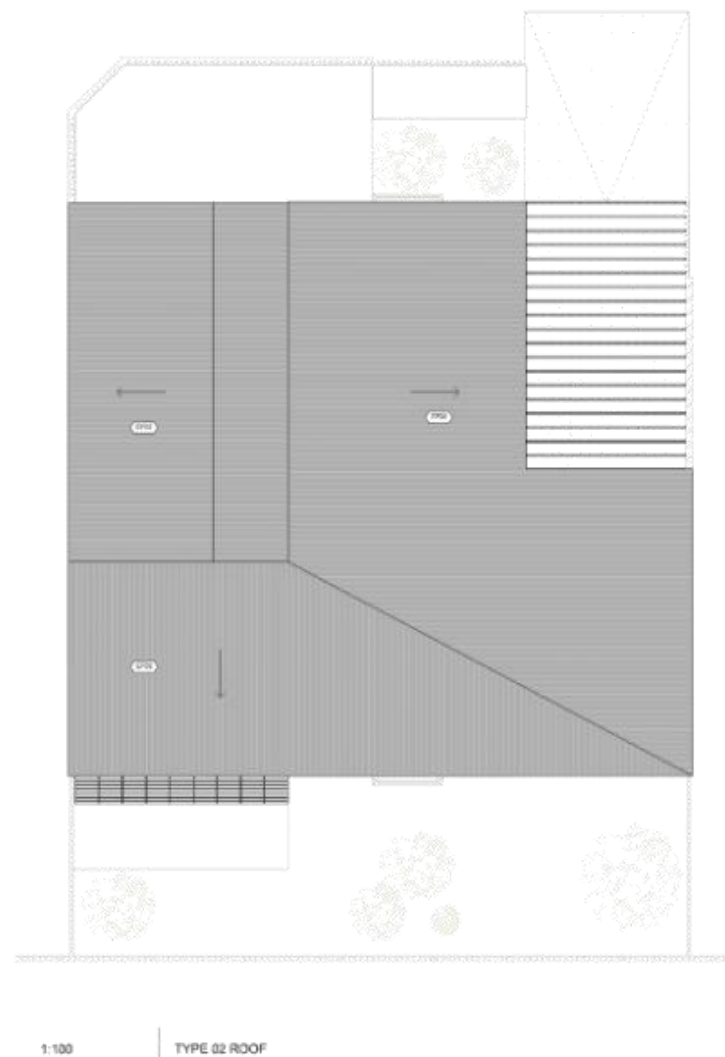
ROOF FINISHES

EF02: COLORBOND MONUMENT MONOCOLOR + MATCHING FLASHING + GUTTERS
EF07: LADAPLITE 2000 (5 RIB) SHEETING IN OPAK
*ALLOW FOR MATCHING GUTTER GUARD TO ALL GUTTERS

FINISHES - EXTERNAL

EPF01: TIMBER CLADDING (SILVERTOP ASH)
EPF01A: TIMBER CLADDING (SPECIES TBC)
EPF02: COLOURED MONUMENT MONOCLOUD + MATCHING FLASHINGS + GUTTERS
EPF03: CONCRETE BLOCK WORK (COLOUR TBC)
EPF04: BARESTONE SHEET CLADDING
EPF05: TIMBER FENCING
EPF06: STANDARD BRICK PAINTED WHITE
EPF07: LAGUNA 1000 (S & B SHEETING IN DRAL)
EPF08: PC SHEETING
EPF09: EXTERNAL PAINT FINISH (COLOUR TBC)
EPF09A: EXTERNAL PAINT FINISH (COLOUR TBC)
EPF09B: EXTERNAL PAINT FINISH (COLOUR TBC)

*ALL SOFFITS TO BE PC SHEET WITH PAINT FINISH TO MATCH





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Client:
DEVONPORT CITY COUNCIL

Project Name:
108 TAYLTON ST
EAST DEVONPORT TAS 7310

Project Address:
108 TAYLTON ST (TAILEYTON ST
RESERVE)
EAST DEVONPORT TAS 7310

Issue No	Issue Description	Issue Date
01/01	01-01-2024	01/01/2024

Drawing Title:
PLANS - 3 BED UNIT

Scale: A2 (300mm) of A2 Date: 27/08/2018

Status: FOR INFORMATION Checked By:

Drawing No.:
A2210

DA-01A

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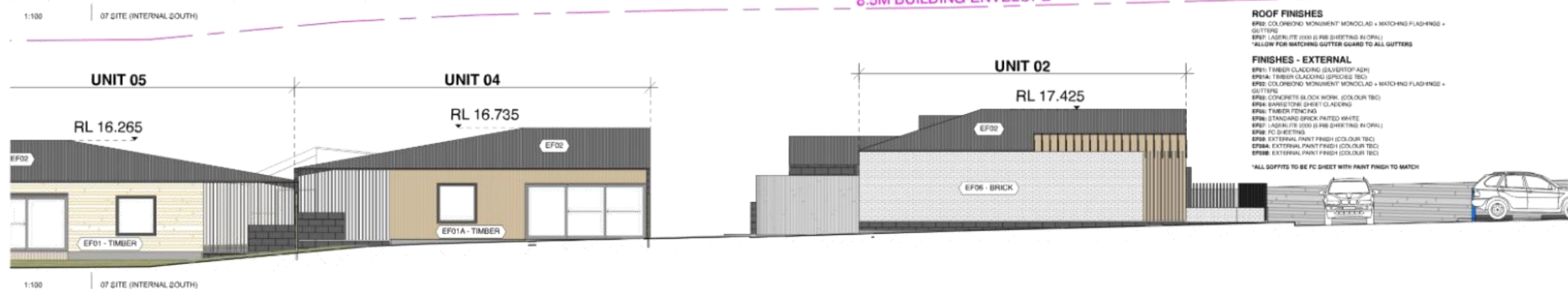
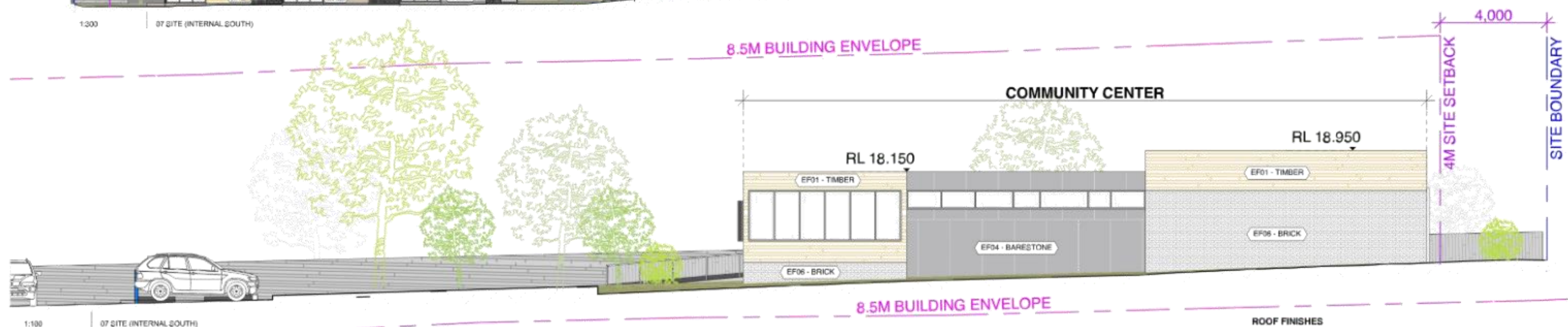
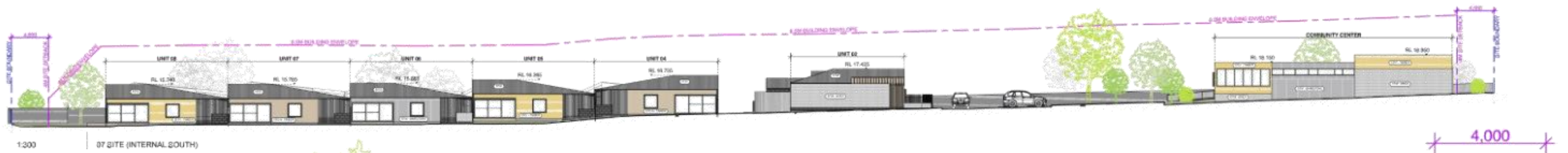
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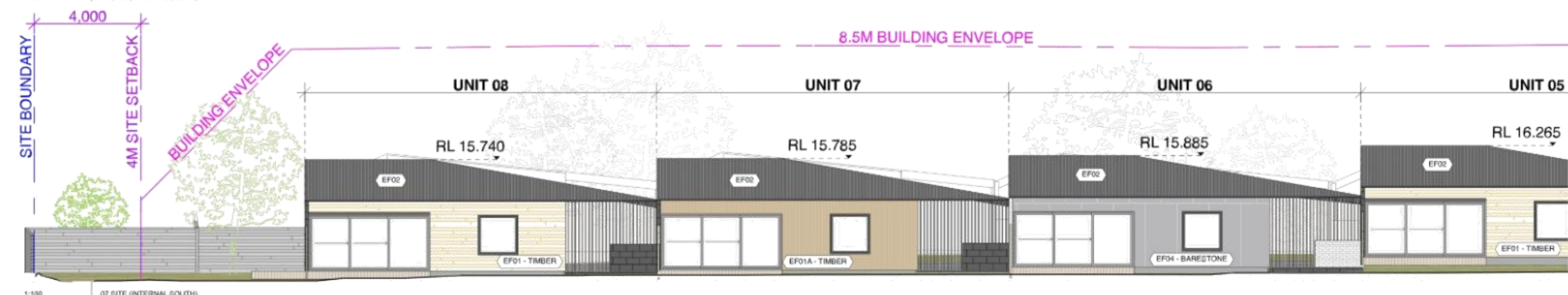
Client:
DEVONPORT CITY COUNCIL
Project Name:
108 TURLINGTON ST,
BAPT DEVONPORT T310
Project Address:
108 TURLINGTON ST (TURLINGTON ST
RESERVE)
BAPT DEVONPORT T310

Rev	Issue	Date
01	01	27/06/2018

Drawing Title:	ELEVATIONS - SITE 01
Scale:	AS SHOWN (S A2)
Date:	27/06/2018
Status:	FOR INFORMATION
Checked By:	
Drawing No.:	A3001
DA-01A	



- ROOF FINISHES**
- EF02: COLORBOND MONUMENT MONOCLAD + MATCHING FLASHINGS + GUTTERS
 - EF07: LASERITE 2000 (S FIB SHEETING IN ORAL)
 - *ALLOW FOR MATCHING GUTTER GUARD TO ALL GUTTERS
- FINISHES - EXTERNAL**
- EF01: TIMBER CLADDING (SILVERTOP ASH)
 - EF01A: TIMBER CLADDING (SPECIES TBC)
 - EF02: COLORBOND MONUMENT MONOCLAD + MATCHING FLASHINGS + GUTTERS
 - EF03: CONCRETE BLOCK WORK (COLOUR TBC)
 - EF04: BARESTONE SHEET CLADDING
 - EF05: TIMBER FENCING
 - EF06: STANDARD BRICK PAINTED WHITE
 - EF07: LASERITE 2000 (S FIB SHEETING IN ORAL)
 - EF08: FC SHEETING
 - EF09: EXTERNAL PAINT FINISH (COLOUR TBC)
 - EF09A: EXTERNAL PAINT FINISH (COLOUR TBC)
 - EF09B: EXTERNAL PAINT FINISH (COLOUR TBC)
- *ALL SOFFITS TO BE FC SHEET WITH PAINT FINISH TO MATCH



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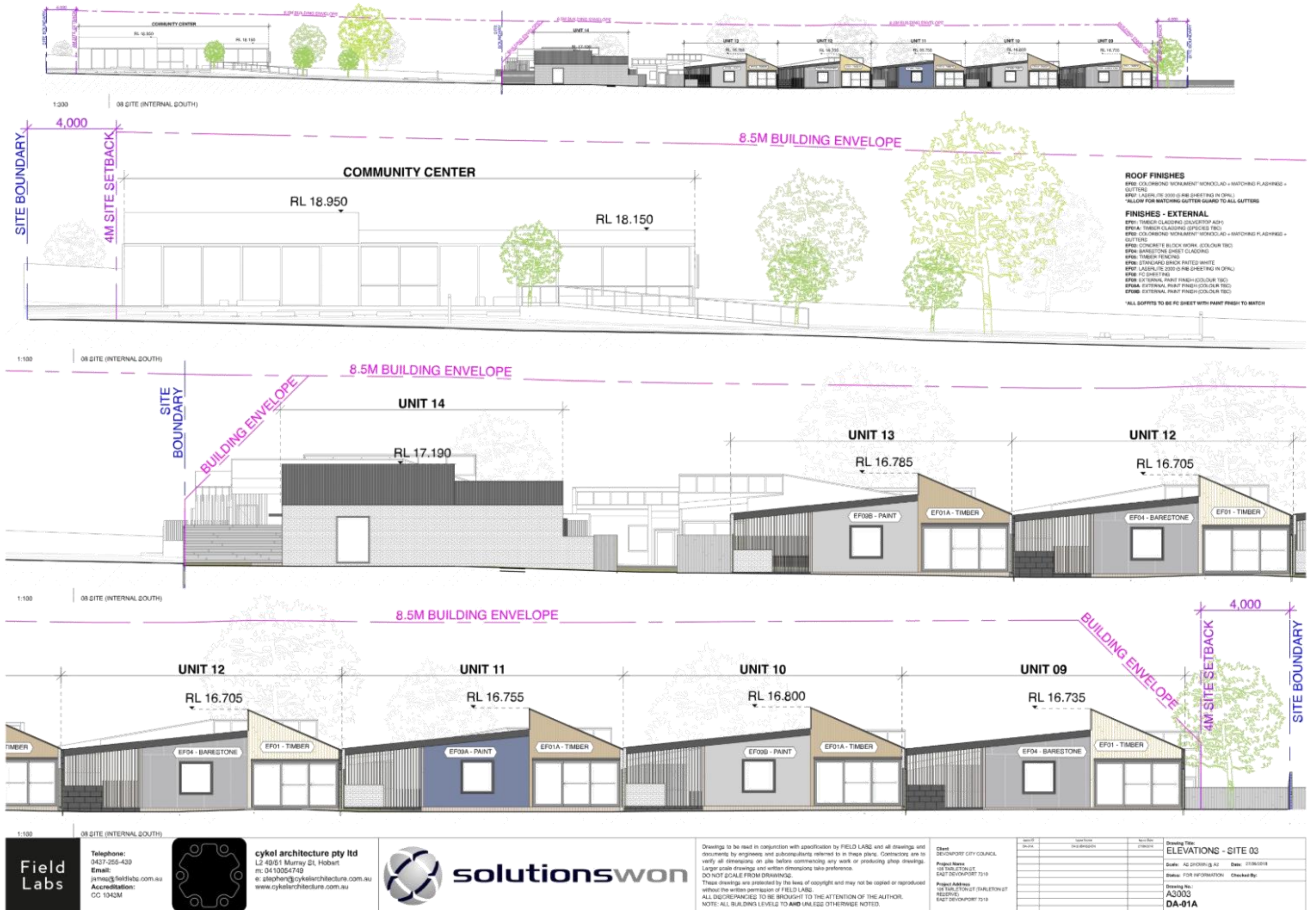
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Client: DEVONPORT CITY COUNCIL
Project Name: 108 TURLINGTON ST, EAST DEVONPORT TAS
Project Address: 108 TURLINGTON ST (TURLINGTON ST RESERVE), EAST DEVONPORT TAS

Drawing Title: ELEVATIONS - SITE 02
Scale: AS SHOWN (S A2) Date: 27/06/2018
Status: FOR INFORMATION Checked By:
Drawing No.: A3002 DA-01A





- ROOF FINISHES**
EF01: COLORBOND MONUMENT MOKOLAD + MATCHING FLASHINGS + GUTTERS
EF02: LASEPLITE 3030 (2.8B SHEETING IN ORAL)
*ALLOW FOR MATCHING GUTTER GUARD TO ALL GUTTERS
- FINISHES - EXTERNAL**
EF01: TIMBER CLADDING (SILVERTOP ASH)
EF01A: TIMBER CLADDING (SPECIES TBC)
EF02: COLORBOND MONUMENT MOKOLAD + MATCHING FLASHINGS + GUTTERS
EF03: CONCRETE BLOCK WORK (COLOUR TBC)
EF04: BARESTONE SHEET CLADDING
EF05: TIMBER FENCING
EF06: STANDARD BRICK PAINTED WHITE
EF07: LASEPLITE 3030 (2.8B SHEETING IN ORAL)
EF08: FC SHEETING
EF09: EXTERNAL PAINT FINISH (COLOUR TBC)
EF09A: EXTERNAL PAINT FINISH (COLOUR TBC)
EF09B: EXTERNAL PAINT FINISH (COLOUR TBC)
*ALL SOFFITS TO BE FC SHEET WITH PAINT FINISH TO MATCH

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Client
DEVONPORT CITY COUNCIL

Project Name
108 TURLINGTON ST, EAST DEVONPORT T310

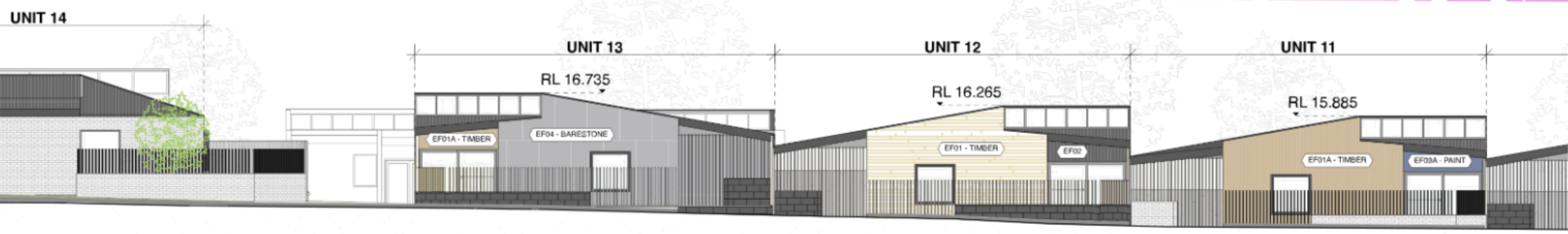
Project Address
108 TURLINGTON ST (TURLINGTON ST RESERVE)
EAST DEVONPORT T310

Rev	Date	Issue	By
01	24-04	04-04-2024	DA-01A

Drawing Title:
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Scale: AS SHOWN (3 A2 Date: 27/06/2019
Status: FOR INFORMATION Checked By:
Drawing No.:
A3004
DA-01A



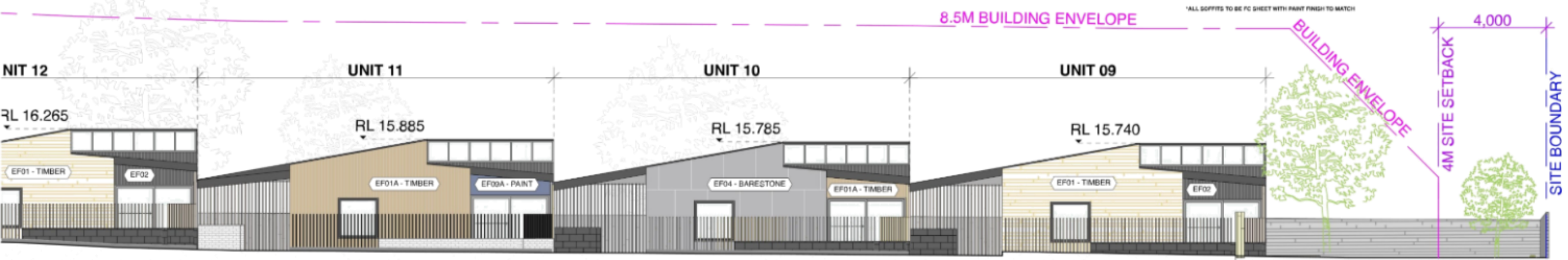
8.5M BUILDING ENVELOPE



- ROOF FINISHES**
- EF02: COLORBOND MONUMENT MONOCOLOR + MATCHING FLASHINGS + GUTTERS
 - EF07: LASERLITE 2000 (5 RIB SHEETING IN ORAL)
 - *ALLOW FOR MATCHING GUTTER GUARD TO ALL GUTTERS
- FINISHES - EXTERNAL**
- EF01: TIMBER CLADDING (SILVERTOP A&H)
 - EF01A: TIMBER CLADDING (SPICED TBC)
 - EF02: COLORBOND MONUMENT MONOCOLOR + MATCHING FLASHINGS + GUTTERS
 - EF03: CONCRETE BLOCK WORK (COLOUR TBC)
 - EF04: BARESTONE SHEET CLADDING
 - EF05: TIMBER FENCING
 - EF06: STANDARD BRICK PAINTED WHITE
 - EF07: LASERLITE 2000 (5 RIB SHEETING IN ORAL)
 - EF08: PC SHEETING
 - EF09: EXTERNAL PAINT FINISH (COLOUR TBC)
 - EF09A: EXTERNAL PAINT FINISH (COLOUR TBC)
 - EF09B: EXTERNAL PAINT FINISH (COLOUR TBC)
- *ALL GUTTERS TO BE PC SHEET WITH PAINT FINISH TO MATCH

8.5M BUILDING ENVELOPE

BUILDING ENVELOPE
4M SITE SETBACK
SITE BOUNDARY



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Client: DEVONPORT CITY COUNCIL
Project Name: 108 TURLINGTON ST, EAST DEVONPORT TAS 7310
Project Address: 108 TURLINGTON ST (TURLINGTON RESERVE), EAST DEVONPORT TAS 7310

Rev	Date	Description	Rev	Date	Description
01	24/04	04-01-01	02	27/05/18	

Drawing Title: **ELEVATIONS - SITE 04B**
Scale: AS SHOWN (S A2 Date: 27/05/2018)
Status: FOR INFORMATION Checked By:
Drawing No.: **A3005 DA-01A**



ROOF FINISHES
EF06: COLORBOND MONUMENT MONOCLAD + MATCHING FLASHINGS + GUTTERS
EF07: LASEPLITE 2000 (5 RIB SHEETING IN OPAL)
*ALLOW FOR MATCHING GUTTER GUARD TO ALL GUTTERS

FINISHES - EXTERNAL
EF01: TIMBER CLADDING (SILVERTOP ASH)
EF01A: TIMBER CLADDING (SPECIES TBC)
EF02: COLORBOND MONUMENT MONOCLAD + MATCHING FLASHINGS + GUTTERS
EF03: CONCRETE BLOCK WORK (COLOUR TBC)
EF04: BARRSTONE SHEET CLADDING
EF05: TIMBER FENCING
EF06: STANDARD BRICK PAINTED WHITE
EF07: LASEPLITE 2000 (5 RIB SHEETING IN OPAL)
EF08: PC SHEETING
EF09: EXTERNAL PAINT FINISH (COLOUR TBC)
EF09A: EXTERNAL PAINT FINISH (COLOUR TBC)
EF09B: EXTERNAL PAINT FINISH (COLOUR TBC)
*ALL SOFFITS TO BE PC SHEET WITH PAINT FINISH TO MATCH

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L2 49/51 Murray St, Hobart
m: 0410054749
e: stephen@cykelarchitecture.com.au
www.cykelarchitecture.com.au

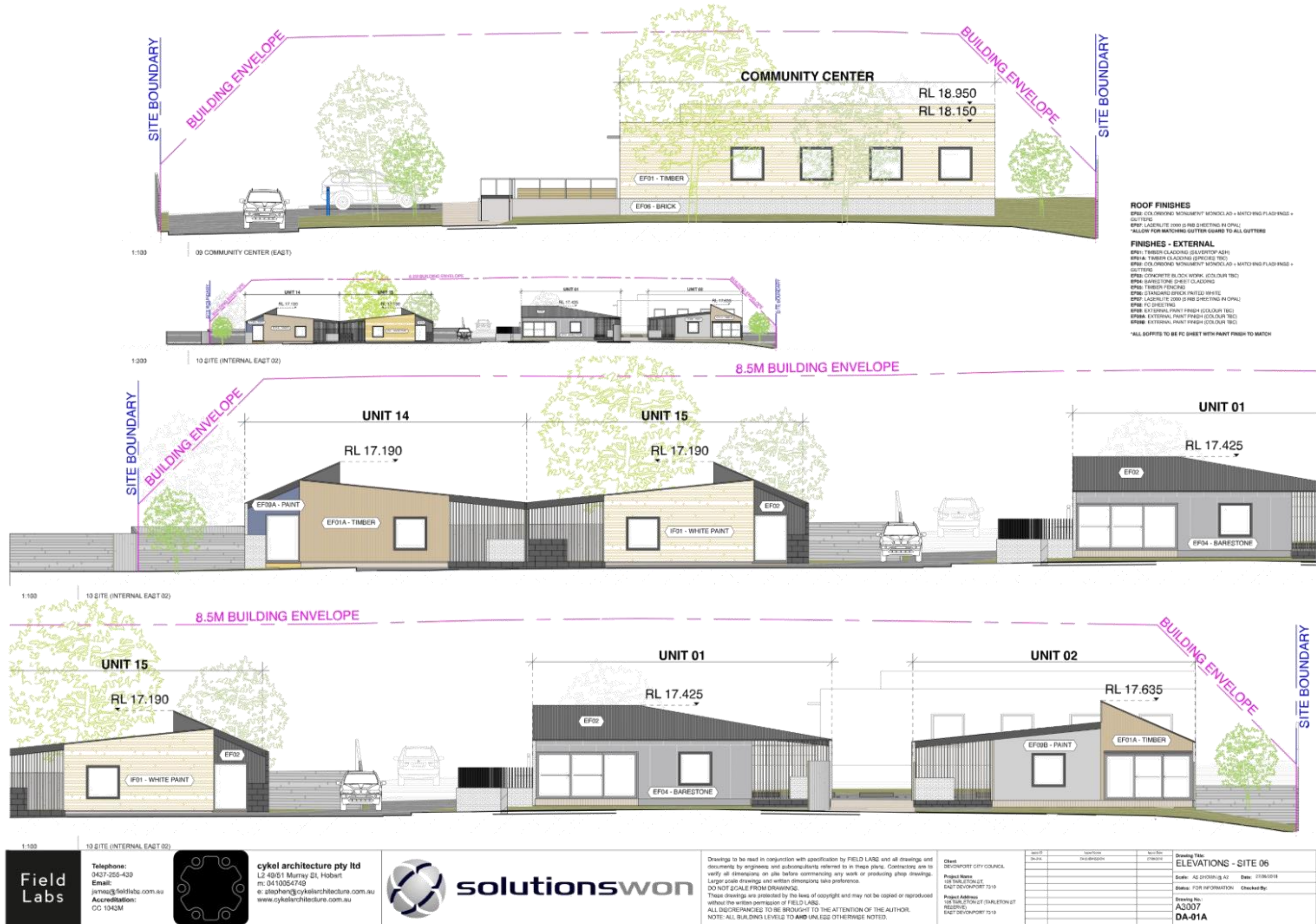
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Client: DEVONPORT CITY COUNCIL
Project Name: 108 TURLINGTON ST, EAST DEVONPORT T310
Project Address: 108 TURLINGTON ST (TURLINGTON ST RESERVE)
EAST DEVONPORT T310

Rev	Date	Rev	Date
01	24/04	01	27/06/2018

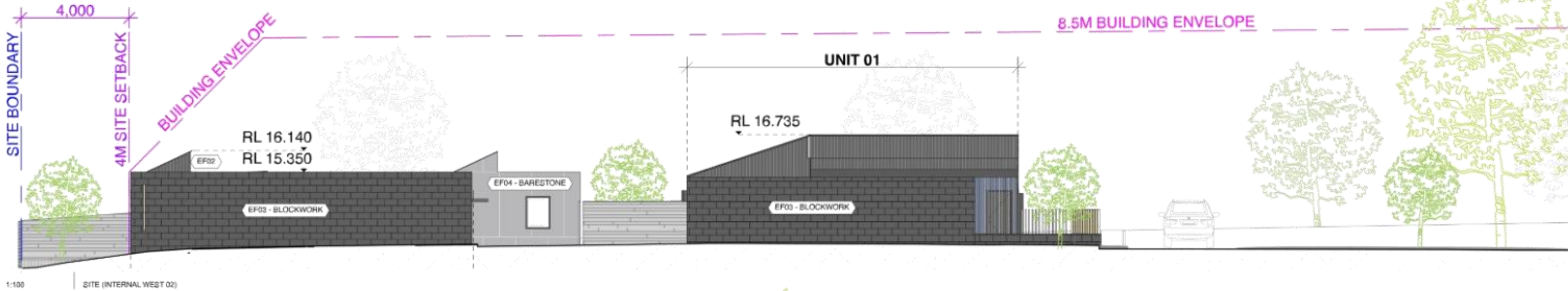
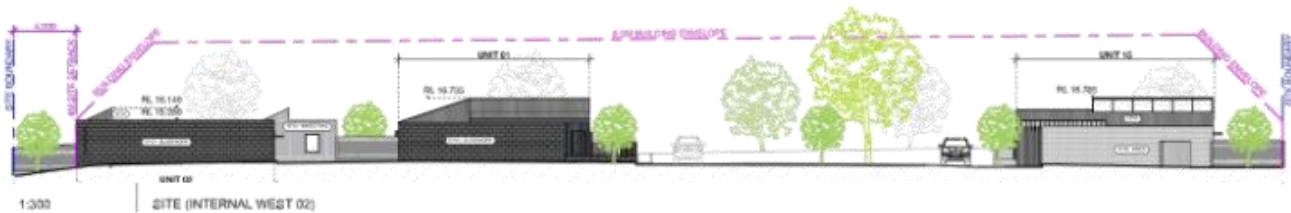
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Scale: AS SHOWN (3 A2 Date: 27/06/2018
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Drawing No.: A3006
DA-01A





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- ROOF FINISHES**
EF08: COLORBOND MONUMENT MONOCOLOR + MATCHING FLASHING +
GUTTERS
EF07: LASERLITE 2000 (S) RIB SHEETING (IN OPAL)
*ALLOW FOR MATCHING GUTTER GUARD TO ALL GUTTERS
- FINISHES - EXTERNAL**
EF01: TIMBER CLADDING (SILVERTOP A24)
EF04: TIMBER CLADDING (SPECIES TBC)
EF09: COLORBOND MONUMENT MONOCOLOR + MATCHING FLASHING +
GUTTERS
EF02: CONCRETE BLOCK WORK (COLOUR TBC)
EF05: BARESTONE SHEET CLADDING
EF06: TIMBER FENCING
EF03: STANDARD BRICK PAINTED WHITE
EF07: LASERLITE 2000 (S) RIB SHEETING (IN OPAL)
EF08: FC SHEETING
EF09: EXTERNAL PAINT FINISH (COLOUR TBC)
EF04: EXTERNAL PAINT FINISH (COLOUR TBC)
EF05: EXTERNAL PAINT FINISH (COLOUR TBC)
*ALL SOFFITS TO BE FC SHEET WITH PAINT FINISH TO MATCH



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Project Name: 108 TURLINGTON ST, EAST DEVONPORT TAS
Project Address: 108 TURLINGTON ST (TURLINGTON ST RESERVE), EAST DEVONPORT TAS

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01	20/04/20	Issue for Information	DA	DA

Drawing Title: ELEVATIONS - SITE 08
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Project Name
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EAST DEVONPORT T3-10
Project Address
108 TURLINGTON ST (TURLINGTON ST
RESERVE)
EAST DEVONPORT T3-10

Rev	Date	Issue/Revised	By
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Drawing No.:
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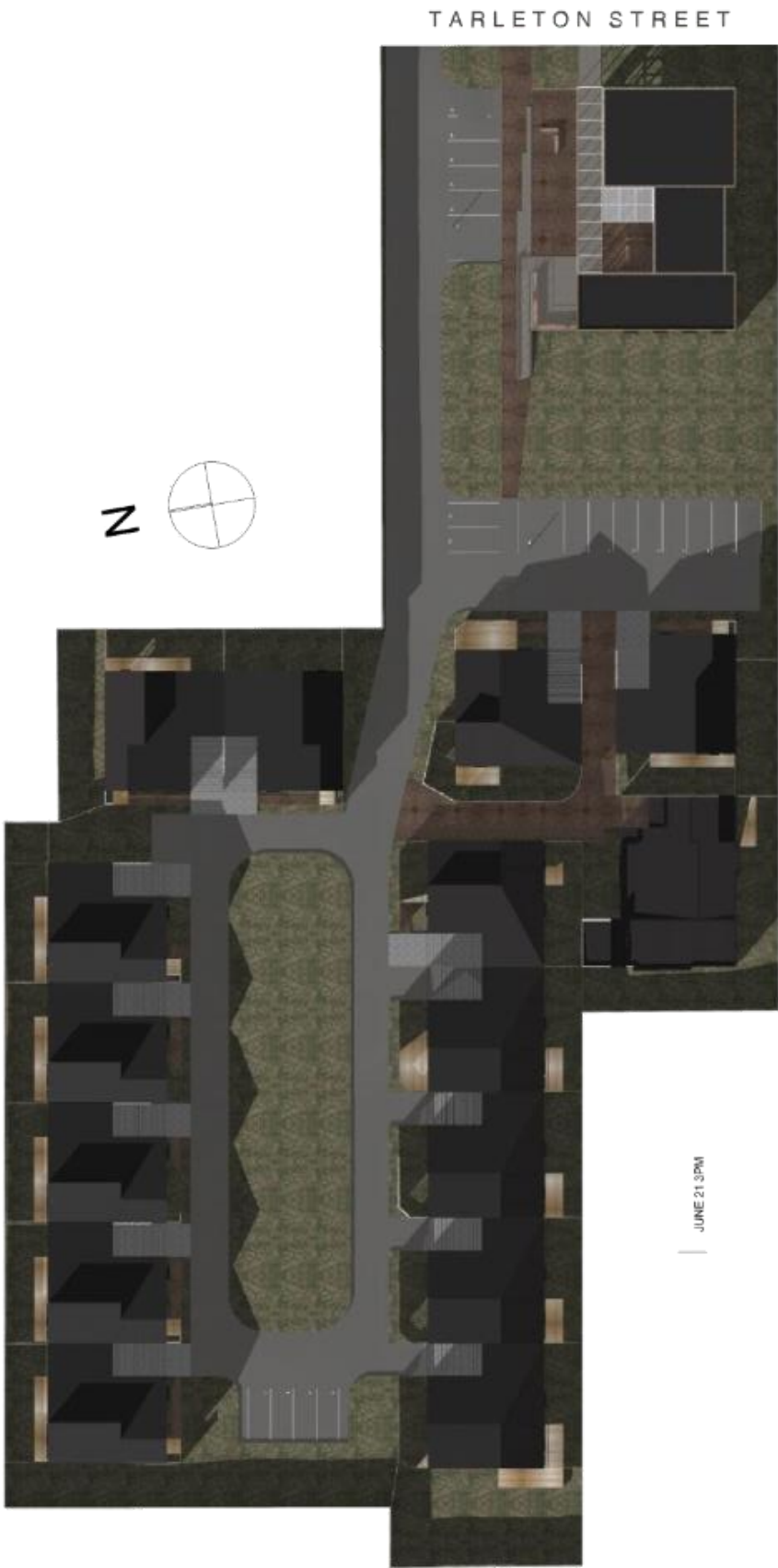
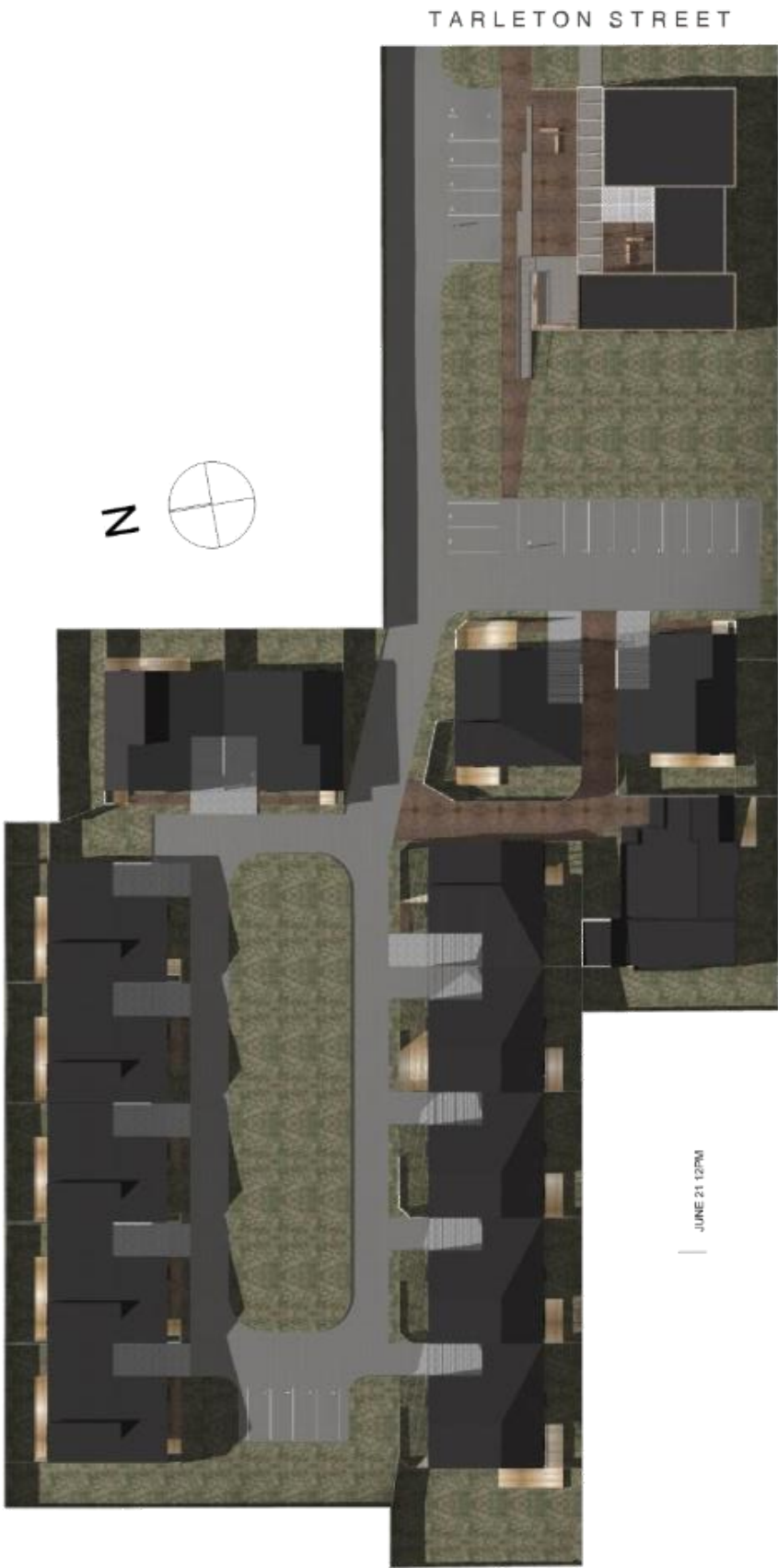
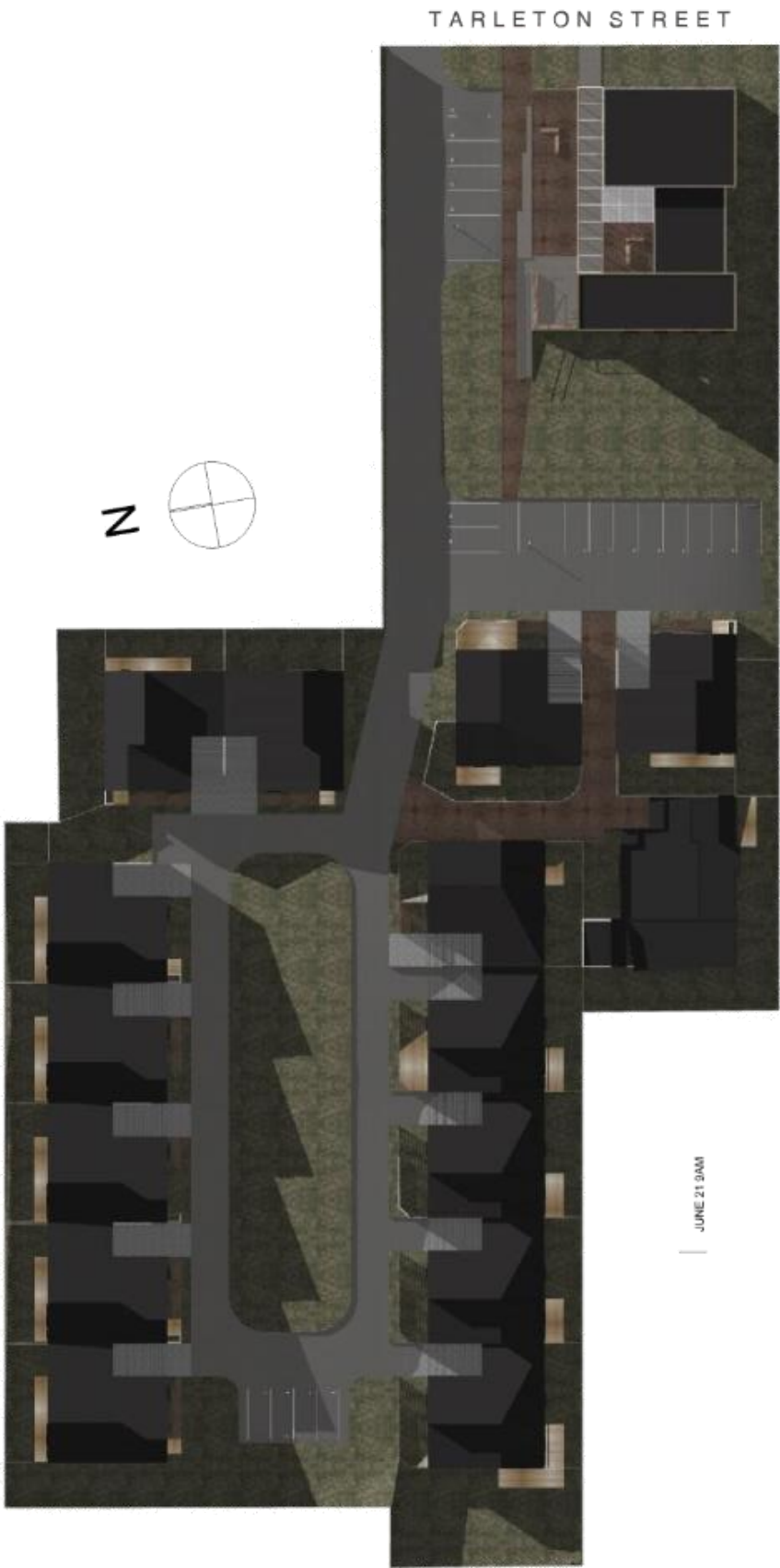
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Client
DEVONPORT CITY COUNCIL
Project Name
108 TURLINGTON ST,
BAPT DEVONPORT T3-10
Project Address
108 TURLINGTON ST (TURLINGTON ST
RESERVE)
BAPT DEVONPORT T3-10

Rev	Date	Description
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Scale: AS SHOWN (A2) Date: 27/06/2018
Status: FOR INFORMATION Checked By:
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Client
DEVONPORT CITY COUNCIL
Project Name
138 TARLETON ST,
EAST DEVONPORT TAS
Project Address
138 TARLETON ST (TARLETON ST
RESERVE)
EAST DEVONPORT TAS

Scale	Scale Name	Scale Ref
DA-01A	DA-01A	DA-01A

Drawing Title: IMAGES - SHADOWS (JUNE21)	
Scale: A2 SHOWN & A2	Date: 27/06/2018
Status: FOR INFORMATION	Checked By:
Drawing No.: A4003 DA-01A	



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APPENDIX D

Concept Services Plan

STORMWATER REPORT

J183034PH
108 Tarleton Street
East Devonport
Concept Services Report

June 2018



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Issuing Office: 117 Harrington Street, Hobart 7000**JMG Project No.** J183034PH**Document Issue Status**

Ver.	Issue Date	Description	Originator	Checked	Approved
1	29.06.2018	For Development Application	AIH	CM	CM

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I:_PH\2018\183034PH - 108 Tarleton Street Devonport\Civil

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1. Introduction

This report addresses the service requirements, at a conceptual level, for the proposed development at 108 Tarleton Road, East Devonport. The site is currently vacant, Council owned land zoned General Residential and largely consists of open grassland, a small number of trees, a public shelter and single storey building and a sealed access adjacent the Eastern Boundary.

2. Stormwater

2.1 Existing System

The site generally falls to the SW corner of the lot, with grades typically in the order of 1-3%, however the only existing stormwater connection is in the NW corner of the lot which is approximately 1 m higher than the southwest corner. Thus, a new connection is required and this is addressed within section 2.3 *Proposed Stormwater System*.

There is a secondary low point on the site located behind 17 Stephen Street and has a surface level similar to the south western corner of RL11.0.

The site measures 9,007 m², with an impermeable area of approximately 3%.

2.2 Design Standards

Devonport City Council require that discharge from the site be limited to that which would occur during a 1 in 100 year event based on a maximum of 50% of the site being impervious. Peak discharges above this amount are to be limited by the use of onsite detention storage.

Appendix A - Site Layout was used to estimate the impermeability of the proposed development, determined to be 67.4%. This results in a $C_{10} = 0.64$.

Applying the rational method in accordance with the AR&R 1987 guidelines and adopting a Time of Concentration of 6 minutes (that typically adopted for small catchments) a flow rate of 0.260 m³/sec was calculated for the 1% AEP with 50% of the site being impervious.

A flow rate of 0.350 m³/sec was calculated for the proposed site with a runoff coefficient of 0.64. This increase in flow results in the requirement for 32,500 L of detention storage for the 6 min duration 1% AEP storm. All supporting calculations can be seen in Appendix C.

WSUD design techniques based on guidelines from the EPA, Water Sensitive Urban Design Manual 2012 have been used to address best practice stormwater treatment for the site. This is discussed further in section 2.3 & 2.4 below.

2.3 Proposed Stormwater System

It is anticipated the entirety of the developed site drain to the proposed new stormwater connection in the SW corner of the lot. This lot connection will discharge to the existing piped network running the length of Wright Street. For this to occur a new 3.0m wide easement combined drainage and sewer easement will be required across 83 Tarleton street as indicated on the drawings.

The internal stormwater network can be seen on Drawing C01 (Appendix B), with pipework being sized during detailed design phase.

It is proposed the stormwater detention be located beneath the western carpark, and an area of 8x8m has been nominally assigned for this purpose, requiring an active detention depth of just over half a metre. It is anticipated that a modular trafficable system such as the SPEL Stormchamber or custom built below-ground concrete tanks will be used.

2.4 Stormwater Quality Treatment

It is proposed the site be treated through a bio-retention swale that runs the longitudinal length of the community parkland.

Bio-retention swales offer a high level of stormwater runoff treatment, are easily constructed to suit individual sites, can be designed to aesthetically integrate with the surrounding area and typically offer competitive maintenance costs when compared to proprietary treatment equipment. Further to this maintenance practices are well understood, being the most established form of WSUD, and can be carried out with non-proprietary equipment.

A typical cross section of the proposed bio-retention swale can be seen on drawing C01 (Appendix B), while the critical dimensions include:

Length 45m

Depth 1.2m (with filtration media depth 0.8m)

Width 2m

MUSIC (Model for Urban Stormwater Improvement Conceptualisation) software was used to analyse the treatment system. Contribution areas were estimated from the proposed plans,

The layout of the MUSIC model can be seen in Figure 1, this network reflects critical design considerations including:

- The Eastern section of development (that bordering Tarleton Street) can be captured and directed to the head of the bio-retention swale for treatment over the entire length.
- It is approximated that the "Mid-East" section of the site is treated by 2/3 of the swale length.
- Similarly, it is approximated that the "Mid-West" section of the site is only treated by the final 1/6 of the swale.
- The Western section of the site is untreated prior to entering the underground detention.
- The assumption that runoff from apartment roofs can be discharged to surface of swale via surcharge pits, allowing for full level of treatment. Surcharge pits would need to have a small diameter drainage pipe so that they empty after a rainfall event.

Figure 1 details the sections described above, while Table 1 details the treatment efficiency of the network.

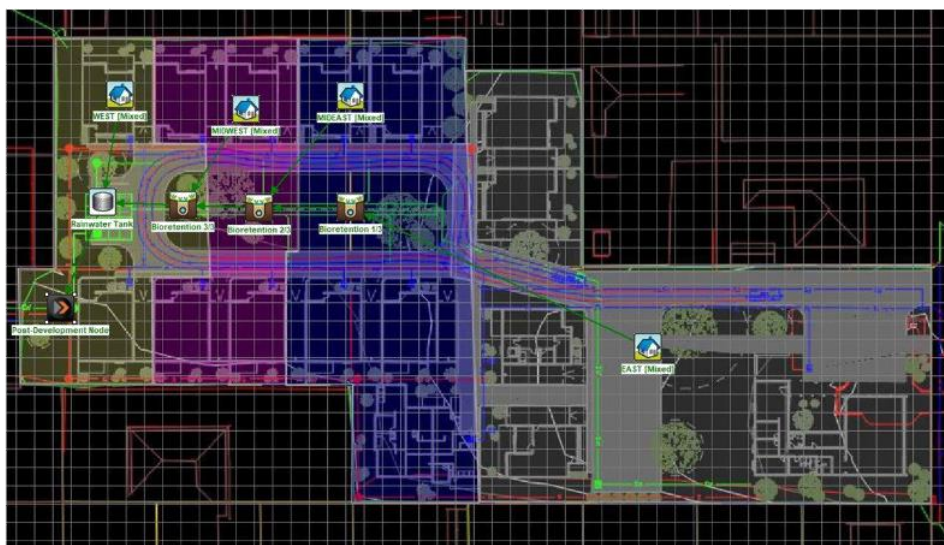


Figure 1 - 108 Tarleton Street MUSIC Model

	Sources	Residual Load	% Reduction
Flow (ML/yr)	2.43	2.22	8.9
Total Suspended Solids (kg/yr)	506	73.6	85.5
Total Phosphorus (kg/yr)	1	0.358	64.4
Total Nitrogen (kg/yr)	6.95	3.12	55.1
Gross Pollutants (kg/yr)	99.3	0	100

Table1 - Reduction in Key Pollution Indicators

The above table shows the treatment train exceeds the best practice recommendations for all pollutant indicators.

2.5 Overland Flow Paths

The low point of the site is located in the south west corner of the property behind 83 Wright Street. A new stormwater drainage easement is required across this property to service the site. This main can be sized to convey 1% AEP storm flows through 83 Wright Street using a surcharge pit in the street to allow flows to discharge to the surface of the roadway.

Proposed stormwater treatment and detention storage on the development site will assist in limiting flows that are required to be conveyed across 83 Wright Street.

3. Water

An existing DN150 cast iron main runs the length of Tarleton street, a new DN 100 water connection will be required to this main to service the site as the site will require an internal hydrant to provide fire fighting coverage to all dwellings.

Once within the property the new connection will be separated into domestic and fire water services in accordance with TasWaters water property connection detail TW-SD-W-20 for a Low Hazard site.

The development comprises 14 residential units, 1 'high care' communal residence and a community centre with a multi-function space, kitchen and amenities, and an 'administration wing' including 3 meeting rooms, lobby space and administration area. The proposed units are of the following configuration:

- 8 x 2-bedroom units;
- 6 x 3-bedroom units; and
- 1 x communal residence with 2 apartments.

The community centre has been assessed as having an equivalent Tennant demand equal to two 2-bedroom townhouses. The total ET demand for the site has been calculated at 12.75 ET's.

As the equivalent tenements are less than 100, Clause 2.3.1 of the TasWater Water Supply supplement allows the internal pipework to be sized using probable simultaneous demand effects from AS3500.1.2:2003. Table 3.2.3 of this code estimates this flow to be 2.39 L/s.

A DN100 fire service main will be provided internally to the edge of the central circulating roadway, meeting the requirement for a minimum service distance of 120m to the property boundary. As per Table 3.1.5 from the TasWater Supplement the required fire flow rate and pressure at the property connection is to be 10L/s @ 250kPa. Use of the Hazen-Williams equation to assess losses within the internal pipework has determined that the head loss over through the property connection and internal pipe from the connection to the fire hydrant location is less than the drop in vertical height. Therefore, the development requires a minimum flow of 10L/s @ 250kPa at the boundary

The proposed internal water services layout can be seen on Drawing C01 in Appendix B.

4. Sewer

An existing property connection is located toward the NE corner of the lot through 106 Tarleton Street. This fails to service the proposed development and it is intended that it be decommissioned.

A new TasWater sewer main will be required to service the south western corner of the site, this will connect the development to an existing DN150 RCP located on Wright Street. This connection will be located within a proposed 3.0m wide combined services easement across 83 Wright Street.

The DN150 Wright Street main services a handful of lots on the block between Stephen and Murray streets, falling toward Stephen Street before discharging to a DN450 main that runs the length of Wright Street.

Based on the ET's calculated in section 3 above the following table summarises the key flow demands as per TasWater's requirements:

Average Dry Weather Sewage Flow (ADWF)	0.066	L/s
Peak Dry Weather Sewage Flow (PDWF)	0.517	L/s
Total Sewage Flow	1.070	L/s

Internal sewer reticulation to the property connection point will be designed in accordance with AS3500.2.

5. Power, Telecommunications and Lighting

Power supply to the site will be as per TasNetworks requirements. There is an existing overhead service running the length of Tarleton Street. TasNetworks will advise as to their requirements during the detailed design phase.

Telecommunications will be as per NBN co-servicing requirements. It is noted that NBN is listed as available for the sites address.

Within the site underground power will be reticulated to each dwelling with separate metering provided at the buildings entry or side. Street lighting of the internal roadways is to be provided to the requirements of AS1158 & AS4282.

6. Road and Access

A new 5.5m vehicle crossover, to IPWEA standard drawing TSD-R08-v1, will replace the existing site access. This new crossover aligns with the proposed internal roadway.

Existing redundant crossover in Tarleton Street will be removed and replaced with kerb and channel to match existing.

The internal roadway runs the length of the Northern boundary until opening into a one-way circulating roadway that services the residential component. This internal, private, roadway & associated carparking has been designed in accordance with AS2890.1. Private carparking spaces will have minimum dimension to suit Class 1A classification while public spaces will comply with Class 3 requirements.

7. Summary

It would appear that there are no engineering impediments to servicing the site. By providing onsite detention the additional load on the downstream stormwater network will be limited to the requirements of Devonport Council while the quality measures treat this water to contemporary standards. It will be expected that TasWater downstream sewer infrastructure will be capable of accepting the sewer discharge from the site and their existing water mains will have capacity to supply the site demands.

A small amount of new public sewer and stormwater infrastructure will be required to connect the new works to the existing network. A new services easement on 83 Wright Street will need to be established for this infrastructure. Telecommunications and power already service the area and any changes should be able to be accommodated by the service providers.

The Traffic Impact Assessment prepared by ____, addresses issues associated with vehicle access to and from the site as well as the onsite manoeuvring. All are considered to be acceptable in the context of the proposed development.



APPENDIX A Proposed Site Layout Plan



ITEM 4.2

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DEVONPORT CITY COUNCIL

Project Name
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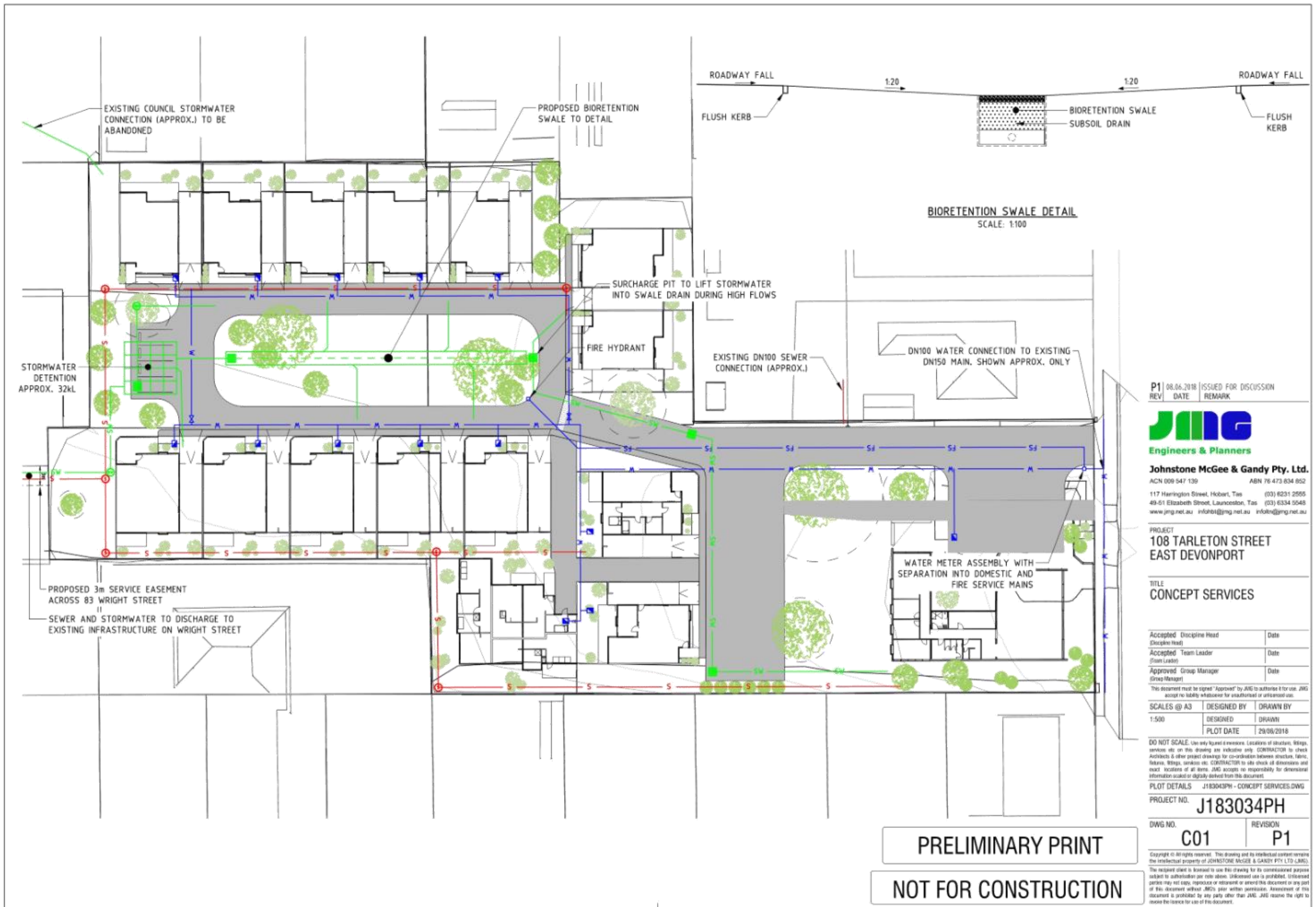
Project Address
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EAST DEVONPORT T3-10

Rev	Date	Description	By	Check
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SITE - 1:500
Scale: AS SHOWN (A2) Date: 27/06/2018
Status: FOR INFORMATION Checked By:
Drawing No.:
A1006
DA-01A

APPENDIX B

Stormwater Concept Services



P1 08.06.2018 ISSUED FOR DISCUSSION
REV DATE REMARK

JMG
Engineers & Planners

Johnstone McGee & Gandy Pty. Ltd.
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PROJECT
**108 TARLETON STREET
EAST DEVONPORT**

TITLE
CONCEPT SERVICES

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

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PROJECT NO. **J183034PH**

DWG NO.	REVISION
C01	P1

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APPENDIX C

Supporting Calculations

108 Tarleton Street - Stormwater Detention Requirments

Site Area 9007 m²

DCC Max C for no detention storage 0.5

Post Development C 0.674

Frequency factor $F_{y_{100}}$ 1.2

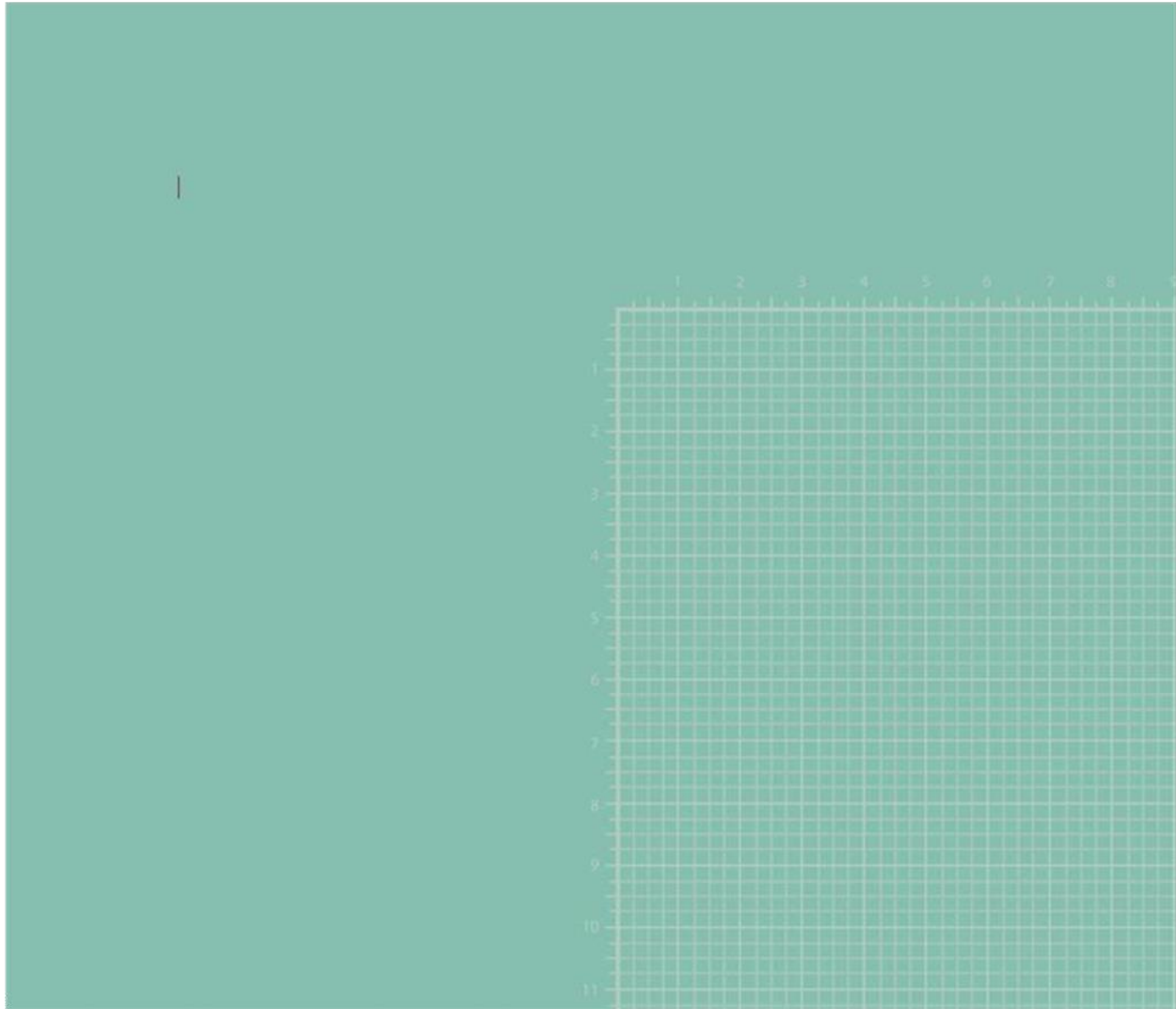
Duration (min)	I_{100} Rainfall Intensity
5	187
6	173
10	134
20	88.9
30	68.4
60	42.6
120	26.2

Site T'_c 6 minutes

Q site discharge for C=0.5 259.7018 l/s

Q site discharge for C=0.674 350.0781 l/s

Detention Storage (6 min duration) 32535.45 l

**Johnstone McGee & Gandy Pty Ltd**

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APPENDIX E

Arborist Report



DEVELOPMENT IMPACT ASSESSMENT

108 Tarleton Street, East Devonport

22nd June 2018

For: Frances Beasley
Town Planner
JMG
117 Harrington Street Hobart
TAS 7000

Via email: fbeasley@jmg.net.au

Alister Hodgman
Diploma (Hort/Arb)
QTRA Register User: 3743

Element Tree Services
23 King Street
Bellerive, TAS
ph. 0417144192

alister@elementtree.com.au

1. Terms of reference

This report was requested by Frances Beasley to assess the arboricultural impacts of proposed development at 108 Tarleton Street, East Devonport. The trees were inspected from the ground on the 5th of June 2018. This report will discuss those findings and provide management advice for the retention of selected trees.



Fig. 1 - an aerial image of the site with the trees marked for use in this report. Image courtesy of Listmap.

2. Site Findings

Data was collected for a total of twenty-two trees identifying their species, condition and trunk diameters. Of these, the latest drawings show that seven trees are to be retained (4, 11, 12, 14, 18, 20 and 22¹)

- Tree 4

The mature golden elm is of good health and form. The tree presents no significant risk and requires no maintenance at present. Looking forward, there may be the need to treat it with an insecticide against elm leaf beetle. In its current situation the tree is likely to have a landscape life expectancy in excess of 50 years.

- Tree 11

The small paperbark is of fair health and good form. Unfortunately, this tree is growing next to the neighbouring buildings footing. I expect that this tree may have self-seeded and it is likely to cause future damage to the built environment. In its current situation I expect this tree will require removal within the next 10-25 years because of it causing damage to the footing.

- Tree 12

The mature macrocarpa is of poor health and fair form. Its decline of health can be directly attributed to the presence of cypress canker (*Seridium sp.*) a pathogen

¹ A small tree on the plans shown as 22 was not surveyed but was identified as a small shrub (*Callistemon sp.*). This shrub, on the aerial image, is the shadow to the right of record 21 and 22.

that girdles branches, eventually killing them off. At present there is no curative treatment and this tree is expected to decline as a result. In its current situation the tree is likely to have a landscape life expectancy of 10 – 25 years.

- Tree 14

The large blue gum is of poor health and fair form. A large volume of dead wood is present throughout the upper crown which appears associated with root dysfunction. Fruiting bodies of *Gymnopilus junonius* were present at the base of the trunk, suggesting the presence of root decay and in turn limiting the capacity for water to be transported to the crown. In its current situation the tree is likely to have a landscape life expectancy less than 10 years.

- Tree 18

The small macrocarpa is of fair health and good form. The health rating has been reduced because of the presence of cypress canker. In its current situation the tree is likely to have a landscape life expectancy of 10 – 25 years.

- Tree 20

The large white peppermint is of good health and form. The tree appears to be well adapted to its current growing conditions. Dead wood was present in the lower crown which is consistent with a tree of this age and location. In its current situation the tree is likely to have a landscape life expectancy of 25 – 50 years.

- Tree 22

The semi-mature yellow gum is of good health and form. Although the tree has developed a slight lean, it requires no maintenance and is likely to contribute to the landscape for 25-50 years.

3. Development Impacts

The following table will nominate the tree protection zone (tpz), structural root zone (srz) along with the incursions resulting from the development. The measurements are in accordance with the Australian standard – *Protection of trees on development sites*.

Tree	SRZ	TPZ	Incursion %	Critical	Notes
4	2.80m	4.92m	13.7%	No	Tree will tolerate carpark incursion. Damage may result in some root suckering.
11	2.00m	2.16m	0%	No	No development impacts
12	2.30m	4.32m	1.2%	No	Tree unlikely to be impacted by development.
14	3.8m	11.28m	22.7%	Yes	If the tree were a healthy specimen it would possibly tolerate this damage, but further root damage will increase its rate of decline.
18	2.60m	4.16m	20.6%	Yes	If excavation occurs within 2m of the trunk there is likely to be structural root zone damage.
20	3.3m	10.20m	36%	Yes	Road and kerb installation will sever and cap roots off from available water and oxygen. This species does not tolerate root damage well.
22	1.7m	2.20m	0%	No	No incursion into the tpz from the road, but may be some impacts resulting from the landscaping works

Based on the most current design, I feel that retention of tree 4, 11, 12 and 22 is possible if tree protection measures are implemented.

Given the current condition of tree 14, and the works that are likely to take place around its base, I expect that this tree will not adjust to the root damage and its decline will increase.

The works at the base of tree 18 are likely to sever the structural root zone, which is critical for tree stability. The works may also decrease the capacity for the tree to tolerate cypress canker, potentially increasing its rate of decline.

As tree 20 has grown with limited competition, its root system will have developed a broad spread in the upper soil profile. The proposed works is likely to sever these roots which will reduce the capacity for tree to obtain valuable water. This species does not tolerate change well, and I expect that the current design will cause this tree to decline.

4. Tree Protection

For those trees that are to be retained, tree protection measures should be implemented. Before the commencement of works, I recommend that the tree protection zones are identified and fenced off. These tpz's are to be free from the following:

- changes to natural ground level,
- the storage of fill or dumping of contaminants
- and free from vehicles and machinery.

5. Conclusion

- **Of the surveyed trees, Seven have been proposed for retention. I expect tree 4, 11, 12 and 22 can be retained if care is taken during the development process.**
- **Tree 11 may not be suitable for long-term retention given its current location.**
- **Although I do not expect the works around the base of tree 14 and 20 will increase their risk potential, I feel the works will cause a decline of their condition.**
- **The works at the base of tree 18 may increase its failure potential and therefore risk level.**

Yours sincerely,



Alister Hodgman

Appendix 1 - Tree Locations



Appendix 2 – Individual Tree Data

ID	SPECIES	AGE	DBH	HEIGHT	HEALTH	STRUCTURE	DEFECTS	LIFE	WORKS	PRIORITY	COMMENTS	TPZ	SRZ
1	Betula pendula	Semi mature	7	4m	Good	Good	Minor or none noticed	25-50 years	No works required	N/A		2.00	1.50
2	Eucalyptus leucoxylon	Semi mature	11	4m	Good	Good	Minor or none noticed	25-50 years	No works required	N/A		2.00	1.50
3	Fraxinus angustifolia	Mature	50	9m	Good	Fair	Storm damage	25-50 years	No works required	N/A	Centre broken out	6.00	2.60
4	Ulmus glabra 'Lutescens'	Mature	41	8m	Good	Good	Minor or none noticed	50+ years	No works required	N/A		4.92	2.80
5	Ulmus glabra 'Lutescens'	Mature	42	7m	Good	Good	Bifurcation of stem, Forks include bark	50+ years	No works required	N/A		5.04	2.70
6	Eucalyptus leucoxylon	Mature	61	10-14m	Good	Good	Overly heavy & over extended branches	25-50 years	Tip reduction to reduce load	Medium		7.32	2.80
7	Eucalyptus cinerea	Mature	95	15-19m	Fair	Good	Decay in branches	10-25 years	No works required	N/A		11.40	3.20
8	Acer negundo	Mature	31	7m	Good	Good	Minor or none noticed	25-50 years	No works required	N/A		3.72	2.30
9	Fraxinus angustifolia	Mature	47	10-14m	Good	Good	Decay in trunk	50+ years	No works required	N/A		5.64	2.70
10	Eucalyptus globulus subsp. globulus	Mature	44	10-14m	Fair	Fair	Borer damage	10-25 years	No works required	N/A		5.28	2.80
11	Melaleuca sp.	Mature	18	6m	Fair	Good	Minor or none noticed	10-25 years	No works required	N/A	Growing next to building footing	2.16	2.00
12	Hesperocyparis macrocarpa	Mature	36	4m	Poor	Fair	Cypress canker	10-25 years	No works required	N/A		4.32	2.30
13	Pinus radiata	Mature	70	15-19m	Good	Good	Minor or none noticed	50+ years	No works required	N/A		8.40	3.10
14	Eucalyptus globulus subsp. globulus	Mature	94	15-19m	Poor	Fair	Large dead branches, Decay in base of trunk	<10 years	No works required	N/A		11.28	3.80
15	Eucalyptus botryoides	Mature	82	15-19m	Fair	Fair	Forks include bark	10-25 years	No works required	N/A	Broad root system	9.84	3.20
16	Eucalyptus botryoides	Mature	79	15-19m	Fair	Fair	Forks include bark, Storm damage	10-25 years	No works required	N/A	Broad root system	9.48	3.20
17	Eucalyptus botryoides	Mature	127	15-19m	Good	Fair	Previously lopped	25-50 years	No works required	N/A	if it is to be retained - will require ongoing reductions	15.00	3.60
18	Hesperocyparis macrocarpa	Mature	43	8m	Fair	Good	Cypress canker	10-25 years	No works required	N/A		5.16	2.60
19	Eucalyptus pulchella	Mature	39	8m	Fair	Good	moderate size dead wood	10-25 years	No works required	N/A		4.68	2.60
20	Eucalyptus pulchella	Mature	85	10-14m	Good	Good	Large dead branches	25-50 years	Deadwood	Low		10.20	3.30
21	Hesperocyparis macrocarpa	Mature	90	10-14m	Good	Good	Minor or none noticed	25-50 years	No works required	N/A		10.80	3.20
22	Eucalyptus leucoxylon	Semi mature	20	4m	Good	Good	Minor or none noticed	25-50 years	No works required	N/A		2.40	1.70

Appendix 3 – Selected Images



Tree 14 (centre) – its decline is evident by the significant amount of dead wood.



Tree 20 – 22 (right to left).



Tree 17 (centre) and 18 (left). Tree 18 is likely to suffer significant damage because of the works.

APPENDIX F

Traffic Impact Assessment



108 TARLETON STREET, EAST DEVONPORT

**UNIT DWELLING AND COMMUNITY CENTRE
DEVELOPMENT**

TRAFFIC IMPACT ASSESSMENT

JUNE 2018



Traffic Impact Assessment



108 Tarleton Street, East Devonport Development

TRAFFIC IMPACT ASSESSMENT

- Final
- June 2018

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Traffic Impact Assessment



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Traffic Impact Assessment



1. Introduction

1.1 Background

This TIA reviews the proposal to develop 108 Tarleton Street, East Devonport with 14 residential units, communal residence and a community centre.

The review considers the adjacent road network, road safety, parking requirements and impact of traffic generated by the development.

This Traffic Impact Assessment (TIA) should be submitted with the development application for the proposal and has been prepared based on Department of State Growth guidelines and provides details as follows:

- Anticipated additional traffic and pedestrian movements
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic

1.2 Objectives

A traffic impact assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety and capacity
- Equity and social justice
- Economic efficiency and the environment and
- Future development with traffic projections for 10 years

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Tarleton Street which is the local collector road link to the Bass Highway and Devonport City.

1.4 References

- AS 1742.1 – 2014 – General introduction and index of signs
- AS /NZS 2890.1- 2004 – Off-street car parking
- AS /NZS 2890.6 - 2004 – Off-street car parking for people with disabilities
- RTA Guide to Traffic Generating Developments – 2002
- ITE Parking Generation Rates - 4th Edition 2010
- Devonport Interim Planning Scheme 2013

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2. Site Description

The proposed development is the Tarleton Street Reserve in East Devonport on the western side of Tarleton Street as shown in figure 1. The land is generally level parkland with established trees and road frontage to Tarleton Street. The area is zoned General Residential with a Light Industrial zone immediately to the south.

Tarleton Street provides residential access to East Devonport, some commercial access and tourist access to the Spirit of Tasmania ferry service that operates between Melbourne and Devonport. The next street to the west, Wright Street, provides access to the wharf for heavy commercial traffic.

The Spirit of Tasmania arrival and departure times are outside peak hour times for Devonport traffic.

East Devonport Primary School is located north of the Tarleton / Murray Street signalised intersection, so the electronic 40 school zone will not be exposed to traffic generated by the proposal.

Figure 2 shows the local setting and figure 3 the proposed development layout.

Figure 1 - Location of proposed development



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3. Proposed Development, Planning Scheme and Road Owner objectives

3.1 Description of Proposed Development

The proposal is to develop the Tarleton Street Reserve to allow residential and community use. The parcel of land is an amalgamation of titles totalling 9,000m² in area. The development proposal provides:

- community centre plus administration wing
- 8 * 2-bedroom units
- 6 * 3-bedroom units
- Communal residence

Appendix 2 contains building layouts and floor plans.

The community centre component has a total floor area of 202.82m² consisting of:

- multi-function space (148m²).
- Storage room/kitchen/bathroom(55m²)

The administration wing component has a total floor area of 86m² consisting of:

- Lobby
- administration area
- 2 small meeting rooms
- 1 large meeting room

Each unit has an undercover parking space and dual-purpose visitor/ accessible parking bay to satisfy planning scheme requirements.

The communal residence consists of:

- 2 * single bedroom self-contained apartments
- a shared space consisting of a combined kitchen, living and dining area.
- Carer bedroom

3.2 Council Planning Scheme

The proposed development involves land currently zoned General Residential in accordance with the Devonport Interim Planning Scheme 2013 shown in Figure 4.

3.3 Local Road Network Objectives

The Devonport Council Strategic Plan 2009-2030 outlines the future strategic directions for Devonport. A Strategic Objective in the plan is infrastructure priorities to support the

Traffic Impact Assessment



development of the city that are planned, funded and maintained. (See following extract from the strategic plan.)

Extract from Devonport Council Strategic Plan 2009-2030

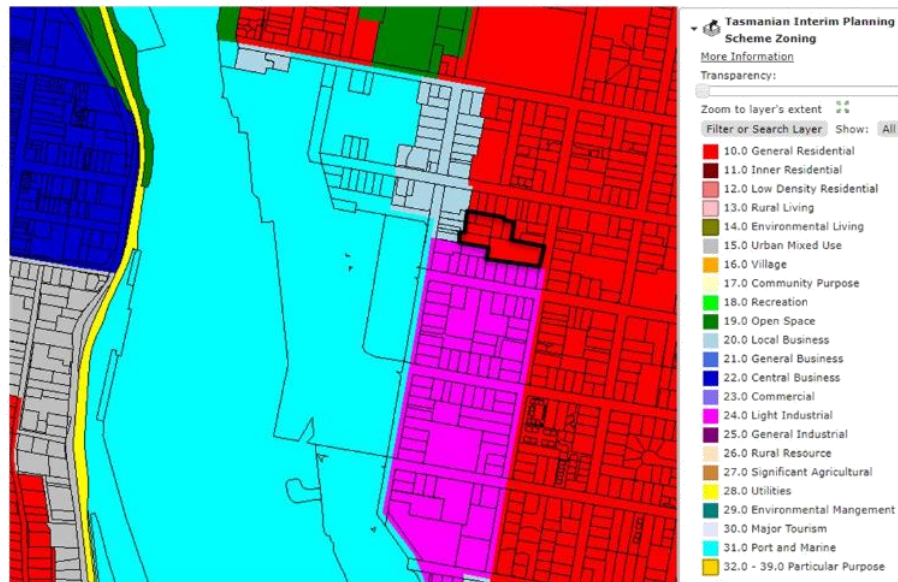


2.3 The infrastructure priorities to support the development of our unique city are planned and appropriately funded and maintained

- 2.3.1 Provide and maintain roads, bridges, footpaths, bike paths and car parks to appropriate standards
- 2.3.2 Provide and maintain stormwater infrastructure to appropriate standards
- 2.3.3 Provide and maintain Council buildings, facilities and amenities to appropriate standards
- 2.3.4 Provide accessible and sustainable parks, gardens and open spaces to appropriate standards
- 2.3.5 Develop and maintain long term Strategic Asset Management Plans and Capital Improvement Program

2.4 Promote the development of the CBD in a manner which achieves the LIVING CITY Principles Plan

Figure 4 – Devonport Interim Planning Scheme 2013 – East Devonport



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4. Existing Conditions

4.1 Transport Network

The local transport system consists of a network of residential streets either side of Tarleton Street in East Devonport. 108 Tarleton Street is within a block bound by Murray Street to the north, Wright Street to the West and Stephen Street to the South.

Tarleton Street and Wright Street have collector functions that connect East Devonport with the Bass Highway via the Wright Street interchange. Both streets provide access to the Spirit of Tasmania ferry terminal and the other port facilities.

The road network consists of Council roads, the Bass Highway and Wright Street interchange which are State Roads managed by the Department of State Growth.

The General Urban default speed limit of 50km/hr applies on the Council roads however, Tarleton Street is signposted with a 60km/hr speed limit.

4.1.1 Bass Highway, East Devonport

The Bass Highway is a Category 1 Road in the State Road Network and a National Highway. It is built to a high standard and is a divided two lane two-way road at Devonport with an 80km/hr speed limit on the Wright Street interchange approaches. The interchange connects with Tarleton Street and Wright Street and provides a high level of service.

4.1.2 Tarleton Street

Tarleton Street is a major collector road and provides for residential and commercial traffic accessing the residential and commercial precincts. The road is 11.2m wide from face to face of kerb and allows on street parking both sides. Traffic lanes are effectively 3.4m wide in each direction and the road is delineated with a centreline. Street lighting exists and 1.5m wide concrete footpaths are provided both sides of the road on the road reserve boundary. The footpaths are separated from the road by 2.3m and 3.6m wide nature strips on the west and east sides of the road. Figures 5-10 show characteristics of the street.

Mersey Link bus service operate on Tarleton Street and bus stops exist on both sides of the street at #108.

North of the Murray Street intersection there is an electronic 40km/hr School Zone (E40SZ) for pedestrian activity associated with the East Devonport Primary School at school starting and closing times. Patrol officers attend the school crossing while the E40SZ is in operation.

The road infrastructure appears old but to be in good condition. The road seal appears new.

There are two small street trees in the nature strip on the west side of Tarleton Street just south of the proposed access and shown in figure 5.

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Figure 5 – View right (south) along Tarleton Street from proposed access



Sight distance of 123m to the right is available, it is recommended that the redundant power pole removed or relocated to the property boundary

Figure 6 – View left (north) along Tarleton Street from proposed access



Sight distance to the left of more than 123m is available

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Figure 7 – Existing approach to access with Tarleton Street



It appears approach sight distance to the proposed junction will be 60m which is more than sufficient.

Figure 8 – Bus stop opposite proposed access on Tarleton Street



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Figure 9 – Road surface seal on Tarleton Street is in good condition



Figure 10 – Kerb and channel on Tarleton Street appears old but in good condition.



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**4.1.3 Tarleton Street / Murray Street intersection**

This intersection, shown in figures 11 and 12, should not be affected by the proposal.

Figure 11 – View looking east along Murray Street towards Tarleton Street



Figure 12 – View looking west along Murray Street towards Tarleton Street



Traffic Impact Assessment

**4.1.4 Tarleton Street / Stephen Street intersection**

This intersection, shown in figure 13, should not be affected by the proposal.

Figure 13 – Looking south on Tarleton Street towards the Stephen Street intersection.

**4.1.5 Tarleton Street / Wright Street intersection**

This intersection, shown in figure 14, should not be affected by the proposal.

Figure 14 – Tarleton / Wright Street signalised intersection



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4.2 Traffic Activity

Tarleton Street

Some traffic counts were taken to estimate the annual average daily traffic and peak hour activity level as shown in figure 15.

Figure 15 – Tarleton Street traffic data and estimated AADT

	Occasion				
	Surveyed		Estimated Peak Hours		
	Tuesday	Friday	AM	Midday	PM
	5th June 2018	1st June 2018			
Time	12:20 - 12:35	8:25-8:55	8-9AM	12-1PM	5-6PM
Duration(min)	15	30	60	60	60
South Bound	53	99	200	210	150
North Bound	52	77	150	210	200
AADT (vehicles per day)			4000		

4.3 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

The 5-year reported crash history for Tarleton Street records 41 crashes between Murray Street and Wright Street.

Figure 16 shows the distribution of crashes and crash types:

- 24 Property Damage Only
- 8 First Aid (1 crash involved a pedestrian at the Torquay Road Traffic Signals)
- 6 Minor Injury
- 3 Serious Injury

17 of the crashes occurred at signalised intersections. 14 of these were at the Tarleton / Wright Street and 3 at the Tarleton/Murray Street signalised intersections.

The 3 crashes at the Tarleton / Murray traffic signals involved 2 first aid and 1 property damage only crashes.

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Two crashes are recorded at the Tarleton / Stephen Street junction, one involved a serious crash at dusk and the other a property damage crash at night. Both crashes involved cross traffic movements.

Figure 16 shows that none of the crashes occurred on the link between Murray Street and Stephen Street.

Figure 16 – Tarleton Street traffic data and estimated AADT



Traffic Impact Assessment

**4.4 Services**

There may be telecommunication services in the footpath on Tarleton Street where the proposed access is planned as shown in figure 17.

Figure 17 – Telecommunication services in the footpath along Tarleton Street



Proposed access
point.

There appears to be a redundant power pole near the proposed access as shown in figure 18. This pole interferes with sight distance to the right for vehicles entering Tarleton Street from the proposed development, see figure 5.

Figure 18 – Redundant Power Pole



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There is an off-street Council car park on the corner of Murray Street and Wright Street which has pedestrian access to the proposed development, as shown in figures 19 and 20. The carpark has 40 parking spaces including 2 accessible bays and 5 separate car and trailer bays i.e. 45 marked spaces.

Figure 19 – 45 space off-street Council carpark



Figure 20 – Pedestrian access to Council carpark



Traffic Impact Assessment



4.5 Road Safety Review

From inspection of Tarleton Street (Murray Street to Stephen Street) there does not appear to be any specific road safety deficiencies for road users. The road cross section caters for on street parking both sides of the road and through traffic with 3.5m lanes in each direction.

Pedestrian safety is considered a potential road safety issue as the speed limit on Tarleton Street is 60km/hr and the road carries 4,000 vpd. Crashes involving pedestrians in a 60 zone are severe. From site observations pedestrian activity along Tarleton Street is relatively low and no road crossing was observed. Figure 21 summarises observations. The crash history reveals one first aid pedestrian crash in 5 years at the Tarleton Street /Torquay Road traffic signals.

Figure 21 – Pedestrian activity on Tarleton Street at the proposed development access

	Occasion				
	Surveyed		Estimated Peak Hours		
	Tuesday	Friday	AM	Midday	PM
	5th June 2018	1st June 2018			
Time	12:20 - 12:35	8:25-8:55	8-9AM	12-1PM	5-6PM
Duration(min)	15	30	60	60	60
South Bound (west side)	0	3			
South Bound (east side)	0	7			
North Bound (west side)	2	4			
North Bound(east side)	1	0			
Total	3	14	30	12	30
AADT (vehicles per day)			4000		

There is a signalised intersection 80m north of the proposed access that provides a phase for pedestrians to cross Tarleton and Murray Streets. At the proposed access there are Mersey Link bus stops both sides of the road which means that pedestrian do cross Tarleton Street.

Safe System Approach to assessing pedestrian safety

This approach involves application of a Safe System assessment framework for identifying and reducing crash risk for all road users. This framework involves consideration of risk exposure, likelihood and severity to yield a risk framework score. In terms of pedestrian safety Tarleton Street scores are as follows:

- Pedestrian exposure is moderate to low (low number of pedestrians) i.e. 2 out of 4
- Crash likelihood is moderate (no formal separation) i.e. 3 out of 4
- Crash severity is moderate to high (60km /hr speed environment) i.e. 3 out of 4.

This yields a safe system score of 18 out of 64 which is a moderate risk score but assumes a low number of pedestrians crossing Tarleton Street. Council could consider reducing the speed limit on Tarleton Street to 50km/hr.

Traffic Impact Assessment



5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now and in ten years (2028).

5.1 Traffic Growth

The rate of background traffic growth on Tarleton Street for projection purposes is assumed to be 1% to allow for future infill development.

Tarleton Street estimated AADT (2018) is 4,000

Tarleton Street estimated AADT (2028) is 4,400

5.2 Trip Generation

The applicable traffic generation rates for the proposal are as follows for medium density residential flat dwelling:

- 8*2 bed room flats at 4.5 trips /day and 0.45 trips / peak hour (i.e 36/day & 4/peak hr)
- 6* 3 bed room flats at 6.0 trips /day and 0.60trips / peak hour (i.e 36/day & 3/peak hr)
- 1* communal residence at 2 trips / dwelling (i.e 2/day & 0/peak hr)
- 1* 203m² community centre at 5 trips / 100m² GFA (i.e 15/day & 3/peak hr)

Accordingly, once fully developed in total the proposal is estimated to generate:

- 90 trips/day & 10/peak hr

This is consistent with Traffic Generation Rates for Key Land Uses sourced from the RTA Guide to Traffic Generating Developments under section 1.4 References.

5.3 Trip Assignment

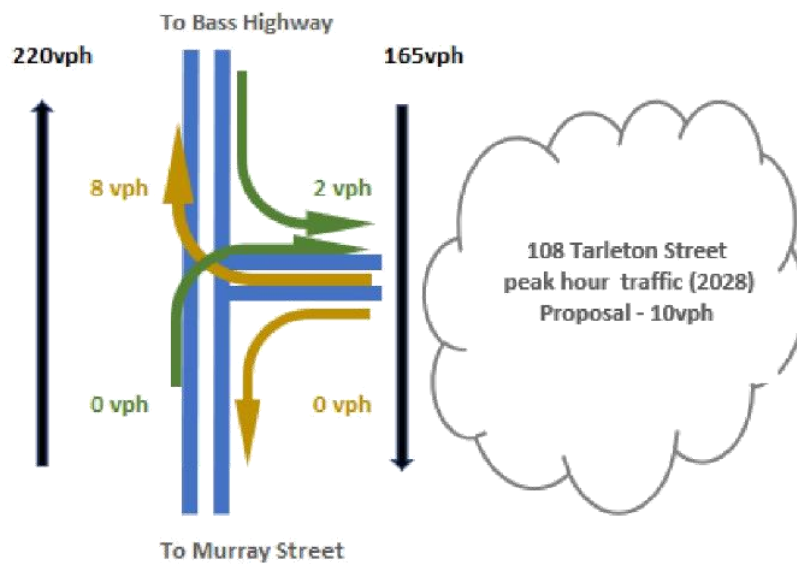
Figure 22 shows the traffic assignment and projection for 2028.

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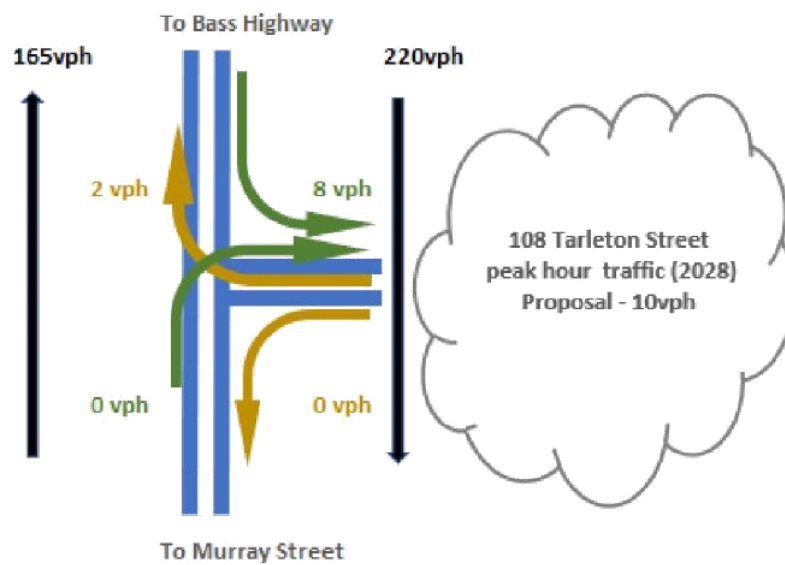


Figure 22 – Projected Am and Pm turning movements at 108 Tarleton Street by 2028

AM Peak - Proposed Access 2028



PM Peak - Proposed Access 2028



Traffic Impact Assessment



6. Impact on Road Network

6.1 Traffic impact

6.1.1 Proposed 108 Tarleton Street access

The proposal will contribute 10 trips per hour to traffic flow on Tarleton Street which will have 385 movements per hour by 2028.

On links with signalised intersections lane capacity is around 900-1000 vph. Accordingly, with peak hour flows of 220vph on the main road the degree of lane saturation is less than 0.24 indicating that 8vph can easily be absorbed from the minor road.

The Tarleton/Murray Street signalised intersection will cause breaks in the flow of traffic along Tarleton Street which will also help south bound traffic from the development pick gaps to turn right.

6.2 Council Planning Scheme – Traffic Generating Use and Parking Code E9

6.2.1 Provision for parking – E9.5.1

Provision is to be made for convenient, accessible, and usable vehicle parking to satisfy requirements for use or development without impact for use or development of other land or for the safety and operation of any road.

Acceptable solution A1: *Provision for parking must be –*

- (a) *The minimum number of on-site vehicles parking spaces must be in accordance with the applicable standard for the use class as shown in the Table to this code (Table E9.1 Provision of parking spaces and loading areas).*

Residential – 2 or more-bedroom dwelling in the General Residential Zone

- *2 spaces per dwelling*
- *Visitor parking for multiple dwellings in the General Residential Zone*
 - *1 dedicated space per 4 dwelling (rounded up to the nearest whole number)*

The proposed residential dwellings satisfy Acceptable solution A1 as 2 spaces per dwelling are provided and 4 visitor parking spaces are provided for the 14 dwellings. (Table E9.1)

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*Community meeting & entertainment*

- 15 spaces/100m² of gross floor area; or 1 space per 3 seats whichever is greater

The administration wing of the community centre has a dual purpose so is not included in the calculation of the floor area. Accordingly, the calculation area is 203m² for the community centre with 19 spaces proposed so Acceptable solution A1 is not satisfied as 30 spaces are required based on 15 spaces/100 m² from Table E9.1

Performance Criteria P1:

- (a) *It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking; or*
- (b) *Adequate and appropriate provision must be made for vehicle parking to meet-*
 - i) *Anticipated requirement for the type, scale and intensity of the use;*
 - ii) *Likely needs and requirements of site users; and*
 - iii) *Likely type, number, frequency, and duration of vehicle parking demand.*

The proposed Community Centre satisfies Performance Criteria P1 because (b) adequate and appropriate provision can be made for vehicle parking with 19 spaces.

The type, scale and intensity of use

- The community centre consists of a 148m² multi-function space and amenities. The administration wing is for use by the residents and is therefore not included in the community centre use. The community centre is suitable for club meetings, parties and exhibitions. The centre does not include a gymnasium, oval or sport facilities.
- Weekday use would likely involve playgroups/workshops and club type meetings of an evening. It is anticipated that these uses would involve 10 to 20 people each.
- Weekend use could involve small exhibitions that may attract about 20 people an hour. The facility could be used for small to medium sized evening functions.
- Weekends have potential to attract larger groups than weekday use that tends to involve smaller and more regular group use.

Likely needs and requirements of site users

Parking for light vehicles is likely required to cater for 20 people. The facility will have access to the following parking:

- off-street (19 spaces)
- off-street Council carpark at the corner of Murray and Wright Street (40 spaces) within walking distance i.e 80m.

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This suggests that parking demand for larger occasional events can be met without investment in large off-street facilities.

Likely type, number, frequency and duration of parking demand.

- Primarily, light vehicle parking is required for events between 1 and 3 hours in duration. It is anticipated that typically there could be one event per day however, there is potential for morning, afternoon and evening events in the same day.
- For community centres the parking generated is most directly correlated with the floor area of the facility. As a guide the highest 85th % public parking demand for suburban community centres is in the 5-6 spaces /100m² range, with demand varying between weekdays and weekends.
- There is evidence that Recreational Community Centres of the kind proposed generate:

Weekdays

Average demand is 3.2 spaces / KSF and 85th% demand is 5.0 spaces /KSF
The proposed facility has a GFA of 203m² i.e 2.2 KSF (1000 square feet).
Expected average demand is 7 spaces and 85th% demand is 11 spaces.

Weekends

Average demand is 4 spaces / KSF and 85th% demand is 6.2 spaces /KSF
Expected average demand is 9 spaces and 85th% demand is 14 spaces.

These rates have been taken from Institute of Transportation Engineers (ITE) Parking Generation Rates - 4th Edition 2010

6.2.2 Provision for loading and unloading of vehicles – E9.5.2

Acceptable solution A1: There must be provision within site for-

- On site loading area in accordance with the requirement in the Table to this Code (Table E9.1 Provision of parking spaces and loading areas); and*

The proposed residential dwellings - no requirement (Table E9.1) so Acceptable solution satisfied.

**The proposed Community Centre - 1 small rigid truck space / 1,500m² (Table E9.1).
Based on 203m² no space is required so Acceptable solution satisfied.**

Traffic Impact Assessment



6.3 Other impacts

6.3.1 Environmental

No environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenities
- Hazardous Loads
- Air Pollution, Dust and Dirt and Ecological Impacts
- Heritage and Conservation values

6.3.2 Street Lighting and Furniture

Tarleton Street has street lighting and does not justify further road side furniture such as Bus Shelters, Seats, Direction signs, Cycle Racks, Landscaping, street trees or fencing.

6.4 Internal Layout

6.4.1 Internal Roads

Site layout

The residential units and community centre layout appears to suit the contours of the site and allows for circulation of traffic while reducing pedestrian exposure to traffic.

Vehicular access to Tarleton Street

Safe Intersection Sight Distance (SISD) of 100m is available for traffic entering Tarleton Street as can be seen in figures 5&6. SISD requirement at 60Km/hr is 123m. Approach sight Distance(ASD) is also available for traffic approaching Tarleton Street, see figure 7. For example, ASD for 40km./hr is 35m.

Internal traffic circulation

The proposal appears to provide for unhindered circulation of light traffic. It is assumed that the design vehicle for internal circulation and swept path turn checks is an 8.8m light rigid truck e.g. garbage truck.

It is assumed garbage trucks will empty bins from the internal roads.

Parking

It is assumed parking facilities will be designed to AS/NZS 2890.1-6.

Traffic Impact Assessment



6.4.2 Provisions for vulnerable road users

Parking for Persons with a Disability

As 19 community centre and 4 dwelling visitor parking spaces (23) parking spaces are being provided, in accordance with AS/NZS2890.6-2009 Off-street parking for people with disabilities, 2 accessible bays should be provided as shown in the proposal.

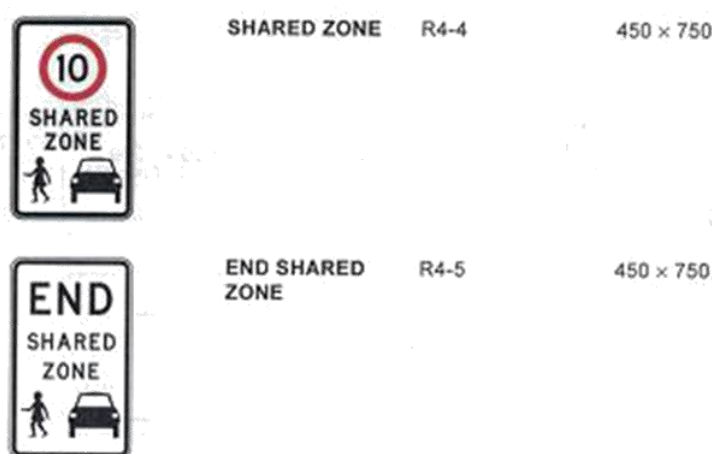
Footpaths

Footpaths are provided to keep pedestrians separate from the internal roads. A footpath connecting the existing Council carpark on the corner of Murry and Wright Street should be considered.

Internal road speed limit

Though footpaths are provided a 20km/hr Shared Zone signage is recommended of the type shown in figure 23.

Figure 23 – Shared Zone signage standards, AS1742.1-2014



Traffic Impact Assessment



7. Recommendations and Conclusions

This traffic impact assessment has been prepared to support a development application for the proposed 14 unit, communal residence and community centre at 108 Tarleton Street, Devonport.

The assessment has reviewed the existing road conditions and crash history. No traffic safety issues were apparent and the five -year crash history reports no recorded crashes.

The traffic on Tarleton Street currently in the order of 4,000 vehicles per day is projected to increase to 4,400 vehicles per day by 2028 with the proposal contributing 90 vehicles per day once fully developed. The traffic generated by the proposal can be easily accepted by Tarleton Street traffic by 2028.

Justification is provided to demonstrate that the proposal satisfies Traffic Generating Use and Parking Code E9 requirements of the Devonport Interim Planning Scheme 2013.

Recommendations from review of the existing situation and analysis of the proposal:

Recommendation #1

Remove or relocate the redundant power pole on Tarleton Street which impinges on the sight line to the right for traffic entering Tarleton Street from the proposed access. Refer figure 5.

Recommendation #2

Provide a footpath connection to the off-street Council carpark north west of the site.

Recommendation #3

Install 20km/hr Shared Zone signage on the internal road servicing the development.

Observation

Council could consider reducing the speed limit on Tarleton Street from 60 to 50Km/hr to improve general road and pedestrian safety.

Overall, it has been concluded that the proposed development will not create any traffic issues and traffic will continue to operate safely and efficiently along Tarleton Street.

Based on the findings of this report and subject to the recommendations above, the proposed development is supported on traffic grounds.

Traffic Impact Assessment



Appendices

Traffic Impact Assessment



Appendix 1 – Tarleton Road Traffic Counts

Turn Count Summary

Location: Tarleton Street at Access Road, East Devonport
GPS Coordinates: Lat=-41.181779, Lon=146.372442
Date: 2018-06-01
Day of week: Friday
Weather:
Analyst: R Burk

Total vehicle traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:25	0	14	0	0	0	0	0	18	0	0	0	0	32
08:30	0	19	0	0	0	0	0	8	0	0	0	0	27
08:35	0	17	0	0	0	0	0	8	0	0	0	0	25
08:40	0	17	0	0	0	0	0	13	0	0	0	0	30
08:45	0	20	0	0	0	0	0	14	0	0	0	0	34
08:50	0	12	0	0	0	0	0	16	0	0	0	0	28

Car traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:25	0	14	0	0	0	0	0	18	0	0	0	0	32
08:30	0	15	0	0	0	0	0	8	0	0	0	0	23
08:35	0	16	0	0	0	0	0	8	0	0	0	0	24
08:40	0	17	0	0	0	0	0	12	0	0	0	0	29
08:45	0	18	0	0	0	0	0	14	0	0	0	0	32
08:50	0	12	0	0	0	0	0	15	0	0	0	0	27

Truck traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	4	0	0	0	0	0	0	0	0	0	0	4
08:35	0	1	0	0	0	0	0	0	0	0	0	0	1
08:40	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	2	0	0	0	0	0	0	0	0	0	0	2
08:50	0	0	0	0	0	0	0	1	0	0	0	0	1

Bicycle traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
08:25	0	0	0	0	0	0	1	0	1	0	3	3	4
08:30	0	0	0	0	1	1	0	0	0	0	0	0	1
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	2	2	0	0	0	0	0	0	2
08:45	0	0	0	0	1	1	1	0	1	0	0	0	2
08:50	0	0	0	0	0	0	1	0	1	0	4	4	5

Traffic Impact Assessment

**Intersection Count Summary**

08:25 - 08:54

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	99	0	0	0	0	0	77	0	0	0	0	176

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	92	0	0	0	0	0	75	0	0	0	0	167
Truck	0	7	0	0	0	0	0	2	0	0	0	0	9
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Summary

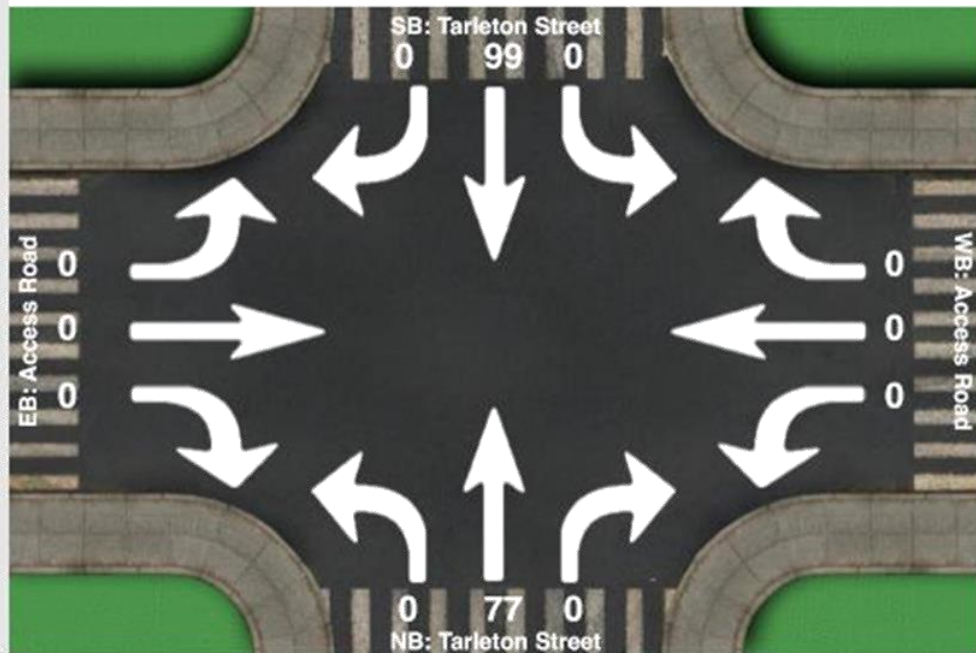
	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	4	4	3	0	3	0	7	7	14

Traffic Impact Assessment



Intersection Count Summary

Location: Tarleton Street at Access Road, East Devonport
GPS Coordinates: Lat=-41.181779, Lon=146.372442
Date: 2018-06-01
Day of week: Friday
Weather:
Analyst: R Burk



Intersection Count Summary

08:25 - 08:54

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	99	0	0	0	0	0	77	0	0	0	0	176

Traffic Impact Assessment



Traffic & Civil
1 Cooper Crescent
Launceston, Tas , 7250
0456535746

Turn Count Summary

Location: Tarleton Street at Access Road, East Devonport
GPS Coordinates: Lat=-41.181422, Lon=146.372550
Date: 2018-06-05
Day of week: Tuesday
Weather:
Analyst: R Burk

Total vehicle traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:20	0	14	0	0	0	0	0	19	0	0	0	0	33
12:25	0	17	0	0	0	0	0	11	0	0	0	0	28
12:30	0	22	0	0	0	0	0	22	0	0	0	0	44

Car traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:20	0	11	0	0	0	0	0	19	0	0	0	0	30
12:25	0	15	0	0	0	0	0	10	0	0	0	0	25
12:30	0	21	0	0	0	0	0	20	0	0	0	0	41

Truck traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:20	0	3	0	0	0	0	0	0	0	0	0	0	3
12:25	0	2	0	0	0	0	0	1	0	0	0	0	3
12:30	0	1	0	0	0	0	0	2	0	0	0	0	3

Bicycle traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:20	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
12:20	0	0	0	0	1	1	0	0	0	0	0	0	1
12:25	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	1	0	1	1	0	0	0	0	0	0	2

Traffic Impact Assessment



Intersection Count Summary

12:20 - 12:34

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	53	0	0	0	0	0	52	0	0	0	0	105

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	47	0	0	0	0	0	49	0	0	0	0	96
Truck	0	6	0	0	0	0	0	3	0	0	0	0	9
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Summary

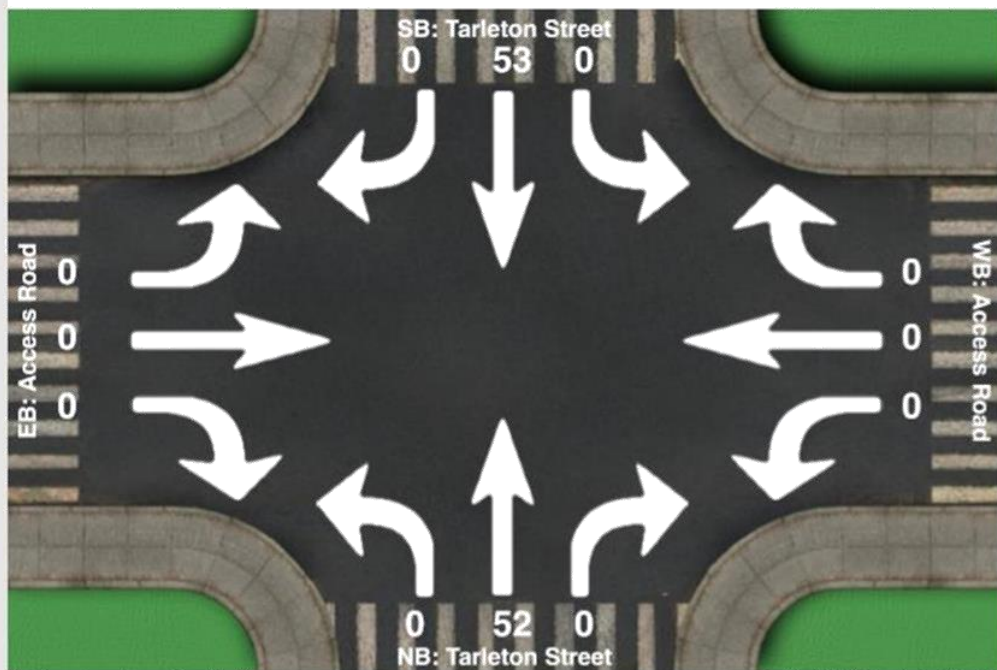
	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	1	0	1	0	2	2	0	0	0	0	0	0	3

Traffic Impact Assessment



Intersection Count Summary

Location: Tarleton Street at Access Road, East Devonport
GPS Coordinates: Lat=-41.181422, Lon=146.372550
Date: 2018-06-05
Day of week: Tuesday
Weather:
Analyst: R Burk



Intersection Count Summary

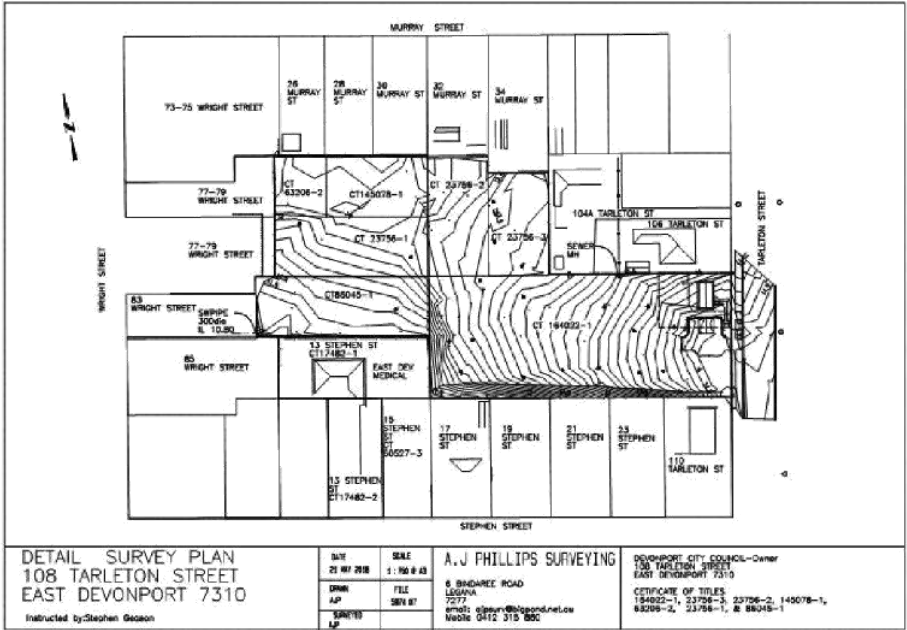
12:20 - 12:34

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	53	0	0	0	0	0	52	0	0	0	0	105

Traffic Impact Assessment



Appendix 2 – Site and Building Floor Plans
108 Tarleton Street Titles





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CCT 100 007



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solutionsworn

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Client:
108 Tarleton Street
East Devonport 7310
Surveyor:
A.J. Phillips
Surveyor:
A.J. Phillips

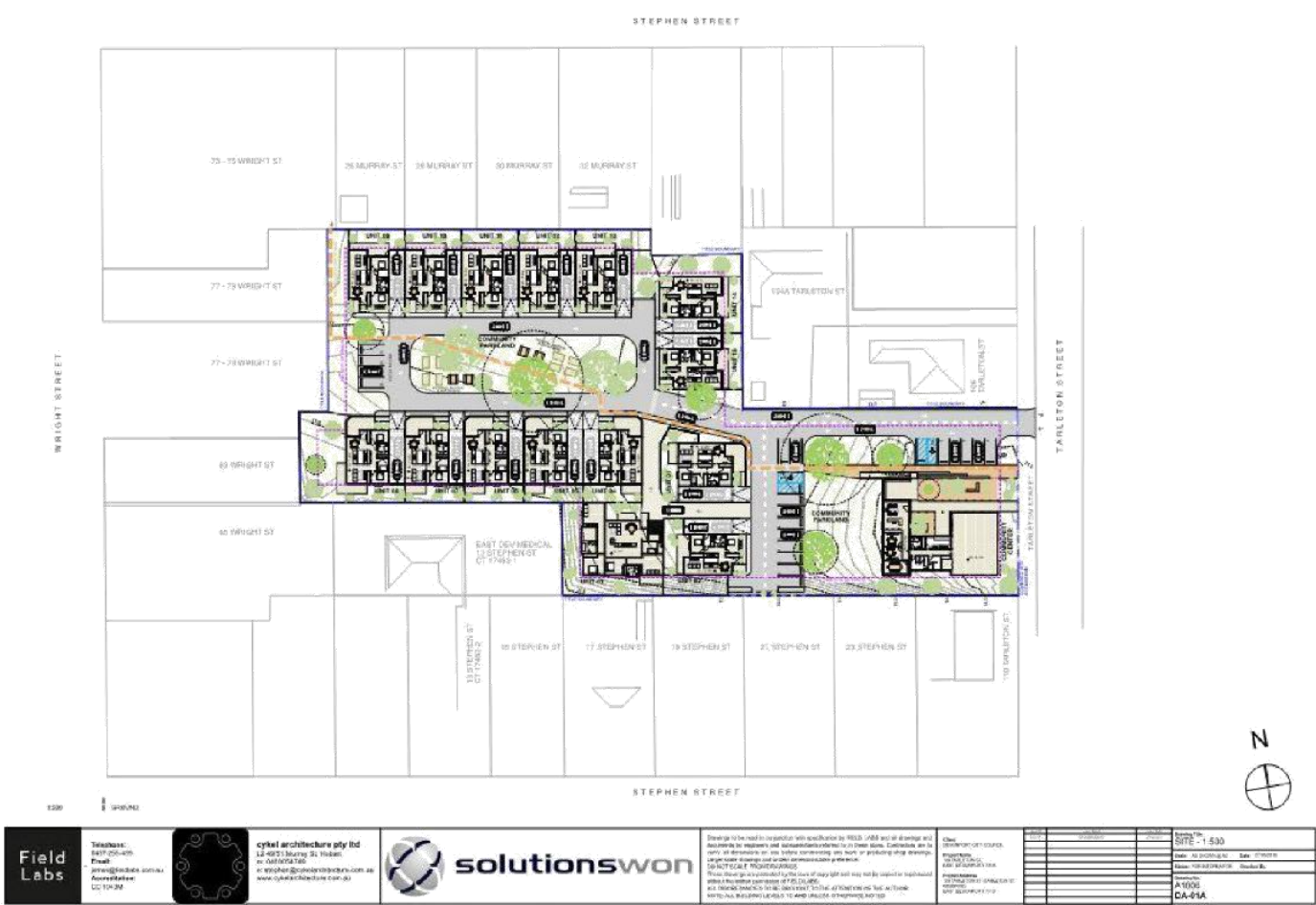
DATE	FILE	SCALE
21.07.2018	FILE	1:100 @ A3
DATE	FILE	SCALE
21.07.2018	FILE	1:100 @ A3

DEVELOPER: CITY COUNCIL - Owner
108 TARLETON STREET
EAST DEVONPORT 7310
CERTIFICATE OF TITLES
184022-1, 23756-3, 23756-2, 145078-1,
85209-2, 23756-1, & 85045-1

Traffic Impact Assessment



Traffic flow and parking plan



Traffic Impact Assessment



2 Bed Unit floor plan



ROOF FINISHES
R01: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING
R02: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING
R03: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING
R04: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING
R05: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING
R06: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING
R07: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING
R08: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING
R09: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING
R10: G2: METAL ROOFING (TYPICAL) - 10% DRAIN FLAPPING

FINISHES - EXTERNAL
F01: BRICK - EXTERNAL WALLS
F02: BRICK - EXTERNAL WALLS
F03: BRICK - EXTERNAL WALLS
F04: BRICK - EXTERNAL WALLS
F05: BRICK - EXTERNAL WALLS
F06: BRICK - EXTERNAL WALLS
F07: BRICK - EXTERNAL WALLS
F08: BRICK - EXTERNAL WALLS
F09: BRICK - EXTERNAL WALLS
F10: BRICK - EXTERNAL WALLS



Field Labs

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Client:
Solutionsworn Pty Ltd
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tas 6900
Phone:
0800 100 000
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info@fieldlabs.co.uk

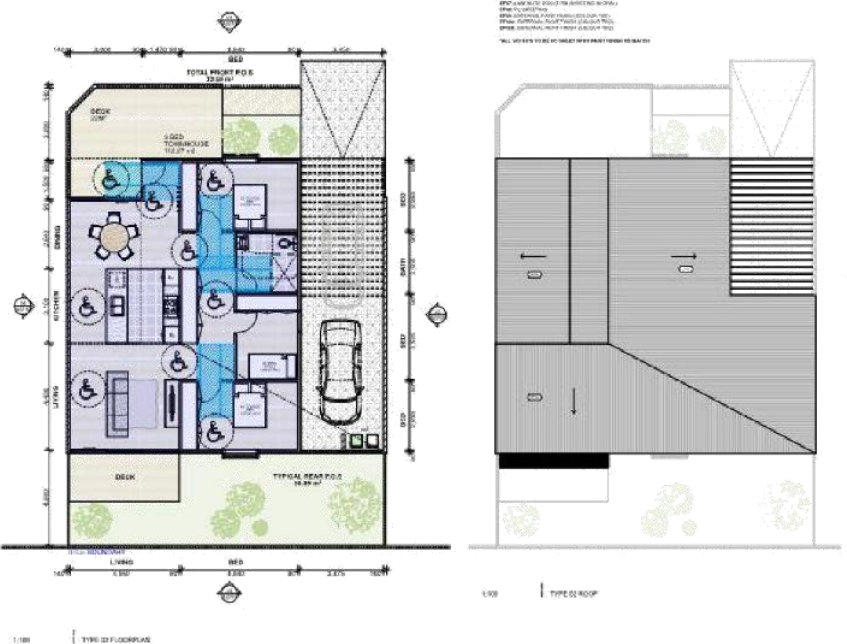
Rev	Description	Date
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2	Issue for client	10/10/2018
3	Issue for client	10/10/2018
4	Issue for client	10/10/2018
5	Issue for client	10/10/2018
6	Issue for client	10/10/2018
7	Issue for client	10/10/2018
8	Issue for client	10/10/2018
9	Issue for client	10/10/2018
10	Issue for client	10/10/2018

Project No:
PA2018.0108
Drawing No:
DA-01A

Traffic Impact Assessment



3 Bed Unit floor plan

[illegible]

<p>Field Labs</p> <p>Telephone: 01207 546000 Email: enquiries@fieldlabs.com www.fieldlabs.com 01207 546000</p>	<p>cykel architecture pty ltd 12/271 Murray St, London Tel: 01162674769 enquiries@cykelarchitecture.co.uk www.cykelarchitecture.co.uk</p>	<p>solutionsworn</p> <p>For more information visit www.solutionsworn.co.uk</p>	<p>For more information visit www.solutionsworn.co.uk</p>	<p>3 BED UNIT 12/271 Murray St, London Tel: 01162674769 enquiries@cykelarchitecture.co.uk www.cykelarchitecture.co.uk</p>
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Traffic Impact Assessment



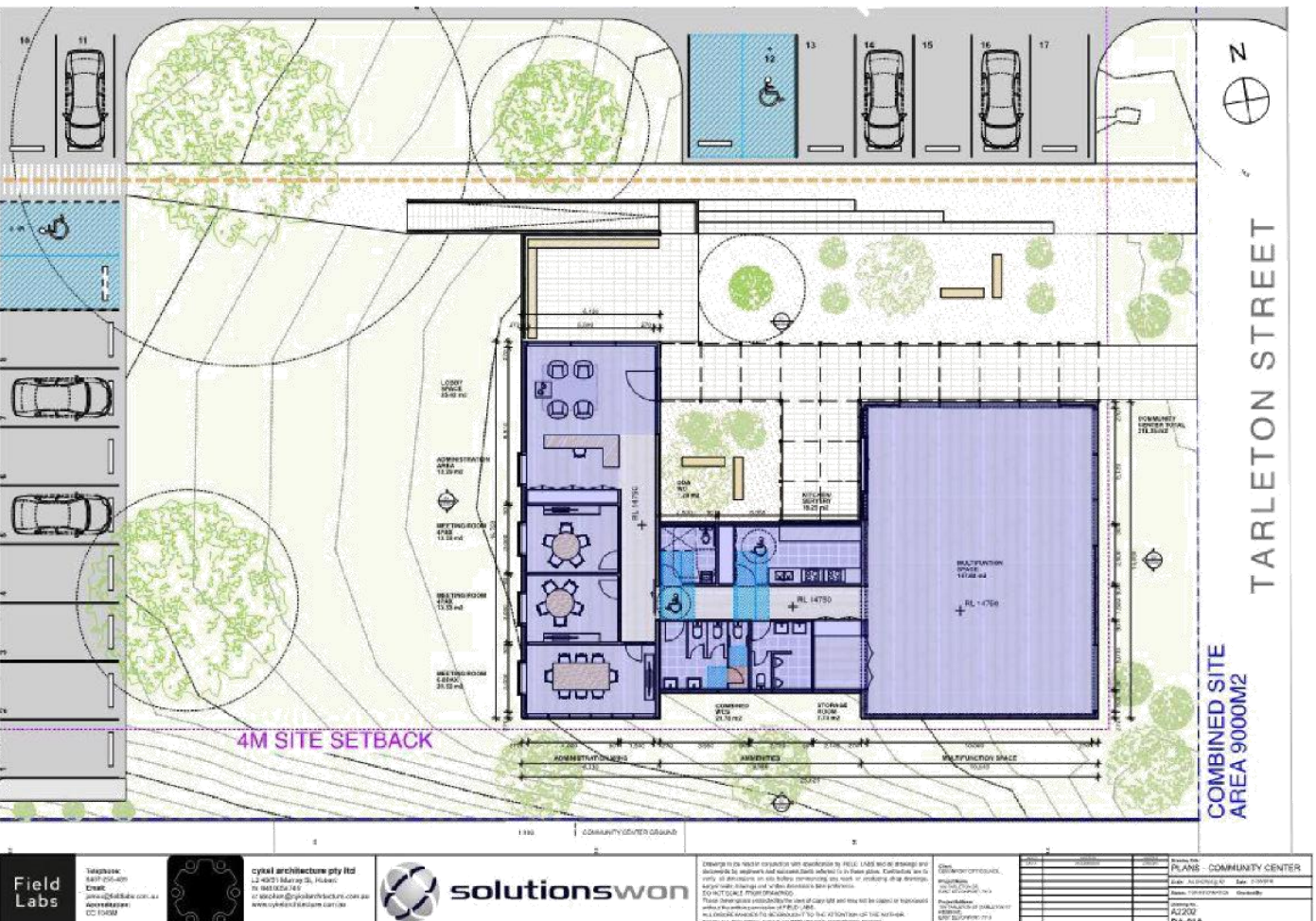
Autism Housing floor plan

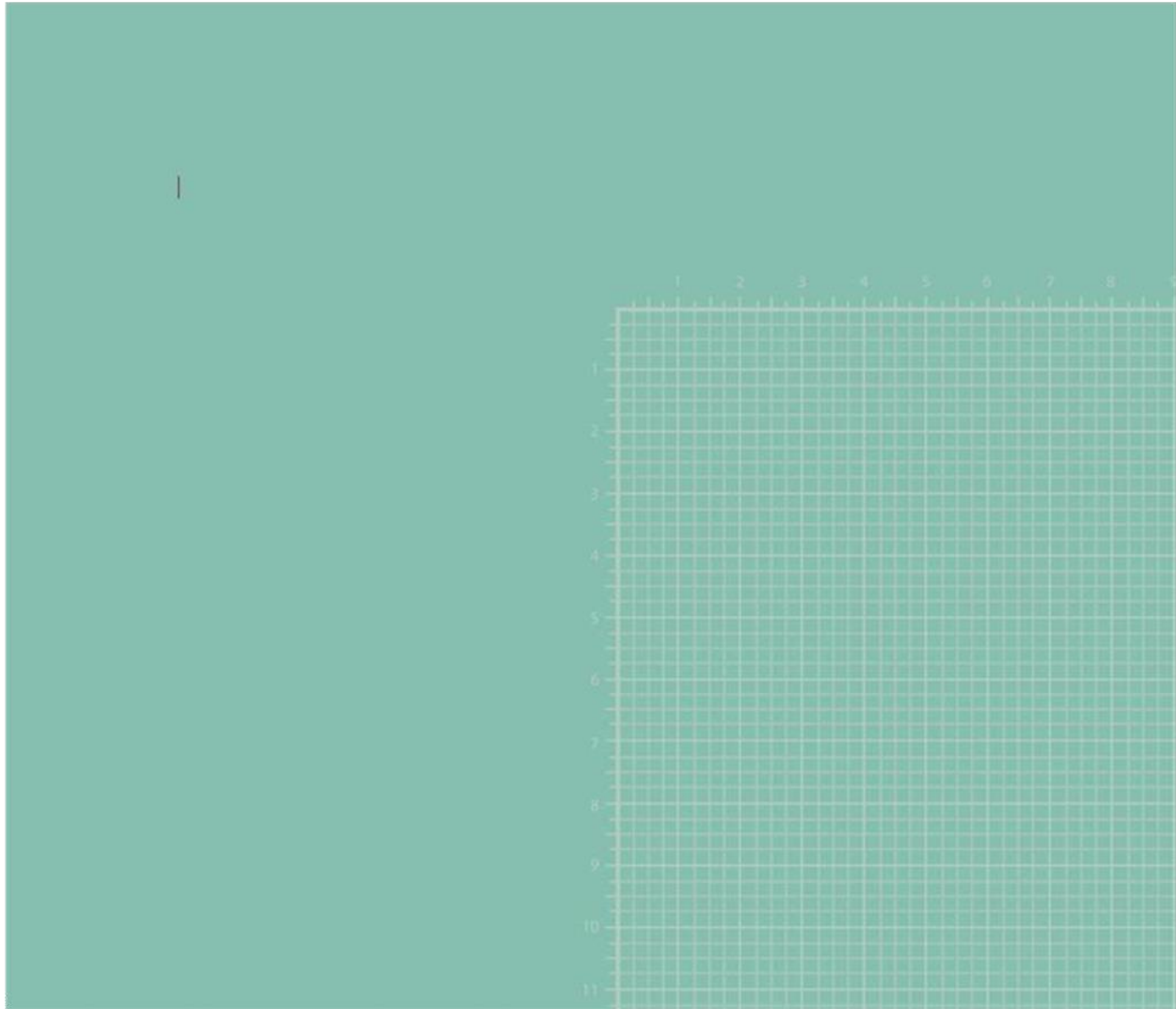


Traffic Impact Assessment



Community Centre floor and parking plan



**Johnstone McGee & Gandy Pty Ltd**

ABN 76 473 834 852 ACN 009 547 139

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Launceston TAS 7250
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infohbn@jmg.net.au





Submission to Planning Authority Notice

Council Planning Permit No.	PA2018.0108	Council notice date	09/07/2018
TasWater details			
TasWater Reference No.	TWDA 2018/01129-DCC	Date of response	25/07/2018
TasWater Contact	Amanda Craig	Phone No.	03) 6345 6318
Response issued to			
Council name	DEVONPORT COUNCIL		
Contact details	council@devonport.tas.gov.au		
Development details			
Address	108 TARLETON ST, EAST DEVONPORT	Property ID (PID)	3203102
Description of development	14 residential units, 1 communal residence and a community centre and administration building		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
JMG	J183034PH C01 Concept Services Sh. 1	P2	18/07/2018
JMG	J183034PH C02 Concept Services Sh. 2	P1	18/07/2018
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connection/ 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. 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/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. <p>ASSET CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> 4. 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. 5. Prior to applying for a Permit to Construct to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for sewerage to TasWater's satisfaction. 6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction. 7. In addition to any other conditions in this permit, all works must be constructed under the 			



supervision of a suitably qualified person in accordance with TasWater's requirements.

8. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, generally as shown on the concept servicing plan "JMG, J183034PH, C02, rev P1, dated 18/07/2018", are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
9. After testing, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document, the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - a. TasWater may, at its discretion, require security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - b. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
11. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
14. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

15. 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.

16. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.
17. Prior to the issue of a Consent to Register a Legal Document from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement(s) over 83 Wright St, East Devonport (CT 244410/1) to cover proposed TasWater infrastructure.

TRADE WASTE

18. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
19. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
20. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

DEVELOPMENT ASSESSMENT FEES

21. The applicant or landowner as the case may be, must pay a development assessment and Consent to Register a Legal Document fee to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date they are paid to TasWater, as follows:
 - a. \$675.71 for development assessment; and
 - b. \$149.20 for Consent to Register a Legal Document

The payment is required within 30 days of the issue of an invoice by TasWater.
22. 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 <http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

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 copy of the GIS is included in email with this notice and should aid in updating of the documentation. The location of this infrastructure as shown on the GIS is indicative only.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from



your local council.

Advice to Planning Authority (Council) and developer on fire coverage

TasWater cannot provide a supply of water for the purposes of firefighting to the lots on the plan.

Trade Waste

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

Location of all pre-treatment devices i.e. Oil Water Separator;

Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and

Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.

If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

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

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor

Development Assessment Manager

TasWater Contact Details

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5.0 CLOSURE

There being no further business the Chairman declared the meeting closed at pm.