



*The City with Spirit*

## NOTICE OF MEETING

Notice is hereby given that an **Ordinary Council** meeting of the Devonport City Council will be held in the Council Chambers, 17 Fenton Way, on Monday 25 July 2016, commencing at 5:30pm.

**The meeting will be open to the public at 5:30pm.**

## 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.

Paul West  
GENERAL MANAGER

**20 July 2016**

### August 2016

<b>Meeting</b>	<b>Date</b>	<b>Commencement Time</b>
Infrastructure Works & Development Committee	8 August 2016	5:30pm
Community Services Committee	15 August 2016	5:30pm
Council Meeting	22 August 2016	5:30pm



**AGENDA FOR AN ORDINARY MEETING OF DEVONPORT CITY COUNCIL  
HELD ON MONDAY 25 JULY 2016 AT THE COUNCIL CHAMBERS AT 5:30PM**

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Council meeting Agenda 25 July 2016

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Agenda of an ordinary meeting of the **Devonport City Council** to be held at the Council Chambers, Fenton Way, Devonport on Monday, 25 July 2016 commencing at 5:30pm.

**PRESENT**

		<b>Present</b>	<b>Apology</b>
Chair	Ald S L Martin (Mayor)		
	Ald A L Rockliff (Deputy Mayor)		
	Ald C D Emmerton		
	Ald G F Goodwin		
	Ald A J Jarman		
	Ald L M Laycock		
	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. Members of the public in attendance at the meeting who do not wish for their words to be recorded and/or published on the website, should contact a relevant Council Officer and advise of their wishes prior to the start of the meeting.

**1.0 APOLOGIES**

The following apology was received for the meeting.

Ald Matthews	Apology
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**2.0 DECLARATIONS OF INTEREST**

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**3.0 PROCEDURAL**

**3.1 CONFIRMATION OF MINUTES**

**3.1.1 COUNCIL MEETING - 27 JUNE 2016**

**RECOMMENDATION**

That the minutes of the Council meeting held on 27 June 2016 as circulated be confirmed.

### **3.2 PUBLIC QUESTION TIME**

Members of the public are invited to ask questions in accordance with the following resolution of Council (Min Ref 54/16):

1. Public participation shall take place at Council meetings in accordance with Regulation 31 of the *Local Government (meeting Procedures) Regulations 2015*.
  2. Public participation will be the first agenda item following the formal motions; Apologies, Minutes and Declarations of Interest.
  3. A maximum period of time of 30 minutes in total will be allowed for public participation.
  4. A maximum period of time of 3 minutes will be allowed for each individual.
  5. A member of the public may give written notice to the General Manager 7 days before an ordinary meeting of Council of a question to be asked at that meeting.
  6. A member of the public will be entitled to ask questions relating to the activities of Council, giving an explanation that is necessary to give background to the question and ask supplementary or follow up questions relating to that specific matter that may come to light as a result of the answer.
  7. Questions do not have to be lodged prior to the meeting, however they would be preferably provided in writing.
  8. A question by any member of the public and an answer to that question are not to be debated.
  9. The Chairperson may refuse to accept a question. If the Chairperson refuses to accept a question, the Chairperson is to give reason for doing so.
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### 3.2.1 Responses to questions raised at prior meetings

Meeting held 27 June 2016

**Reproduced below** is the response dated 29 June 2016 to Mr Doug Janney's question:

*"Q1. What are the activities that make up the Critical Path for the Living City Stage 1?"*

A. The current critical path activity is the execution of the construction contract and Council is currently in the process of completing the necessary details with its preferred contractor for Stage 1, Fairbrother Pty Ltd. This includes finalising a guaranteed maximum price and a works program. The program will identify the critical path activities throughout the duration of the construction period. We anticipate finalising these negotiations with Fairbrother by the end of July.

*Q2. Who is the Council Officer responsible for contract management and construction activities for Living City Stage 1 and who is the Council Officer responsible for site administration?"*

A. Project Manager, Jamie Goodwin will be the Council Officer most closely involved in the day to day site administration of LIVING CITY Stage 1, with Deputy General Manager Matthew Atkins providing management oversight. Development Consultant, Projects and Infrastructure will also play a key role in the contract management and an independent Superintendent will be appointed.

*Q3. When is it planned that the design of Stage 1 will be signed off and issued for construction?"*

A. Agreement on design will form part of the construction contract sign off, however being a design and construct contract the detailed design process will continue well into the construction period."

Meeting held 27 June 2016

**Reproduced below** is the response dated 29 June 2016 to Mr Trevor Smith's question:

*"Q1. How many people are living in Devonport with a disability and need to use a disabled space to park each day?"*

A. Council does not maintain records regarding the number of people in Devonport with a disability.

*Q2. How many disabled parking spaces are in the City of Devonport?"*

A. There are 17 disabled parking spaces either onstreet or in Council carparks within the CBD of Devonport. Please note this does not include additional spaces located in non-Council carparks.

*Q3. What was the cost to ratepayers to shift office from the old building to the temporary space across the road, including new furniture, extra wages for working Saturday, Sunday and Monday on the Queen's Birthday long weekend?"*

A. Costs to date associated with the office relocation total \$209,373. No new furniture was purchased as part of the relocation. The costs include

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overtime wages of \$3,028 for Council staff to relocate IT systems after hours and therefore avoid any disruption to services.

A report to Council's November 2015 meeting regarding the relocation estimated the total cost at \$225,283.

- Q4. *With the LIVING CITY supposed to produce jobs, jobs, jobs, how many new apprenticeships in Devonport have been created for this project, seeing that the ratepayers of Devonport are digging deep into their pockets with a \$39 million loan for stage 1, we should be demanding training opportunities for our youth during this construction?*
- A. Fairbrother currently have approximately 10 workers on site involved with the construction of LIVING CITY Stage 1 and expect that this will increase to approximately 250 at the peak of construction. It is anticipated that around 20% of these jobs will be apprentices or trainees.

Meeting held 27 June 2016

**Reproduced below** is the response dated 29 June 2016 to Mr Malcom Gardam's question:

- Q1. *In previous correspondence from DCC it has confirmed that the P+I developed Devonport Living City Risk Matrix and Risk Register dated 10 March 2016, as presented with the report to Council dated 22 February 2016, was not an assessment against the current funding model; accordingly will the Acting Mayor and Aldermen please confirm as to what exactly was the Risk Register dated 10 March 2016 assessed against and provide a copy of the current Risk Register identifying where the current funding model, including the increased contribution of \$50m of ratepayer cash and borrowings, has been assessed as a major change to the Living City risk profile?*
- A. Council continues to assess and manage risks associated with LIVING CITY as they arise. You have previously been provided with a copy of the project risk assessment. You have also been previously advised that your statement regarding an increased contribution of \$50m is misleading. The current contribution amount was determined as part of the funding model development, it was not an update or a change on earlier estimates and as such no record of a change is identified in the risk register.
- Q2. *Council, State Government and others including serial noises from outside the municipality have placed great emphasis on an estimated 830 new jobs that will supposedly be generated within the new Living City precinct; accordingly will the Acting Mayor and Aldermen reaffirm their confidence in the assessed 830 new jobs to be generated within the Living City precinct based on no more than extrapolations of formulas against square metres of building floor space and apparently devoid of any documented supporting market research?*
- A. There has been no change in Council's view that the implementation of the LIVING CITY Master Plan will generate a significant number of new ongoing jobs, as estimated in the Regional Benefits Study undertaken by consultants Hill PDA.
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Q3. *If Question 2 above is incorrectly premised can the Acting Mayor and Aldermen provide the documented background market research and analysis that support the assertion of job numbers contained in the table on page 29 of the HillPDA report dated December 2014?*

A. In estimating potential new job numbers from LIVING CITY Council sought the services of HillPDA, a specialist property consulting firm. HillPDA are well respected across all levels of government for providing sound independent advice and Council are comfortable that the information provided in their Regional Benefits Study was sufficiently researched and supported for Council's purposes."

Meeting held 27 June 2016

**Reproduced below** is the response dated 29 June 2016 to Mr Bob Vellacott's question:

"Q. *Does Council still agree that the Living City project is guaranteed to unlock \$270 million of private funding? If yes; on what basis or evidence has Council received that makes this guarantee possible?*

A. There has been no change in Council's view that the implementation of the LIVING CITY Master Plan will generate a significant number of new ongoing jobs, as estimated in the Regional Benefits Study undertaken by consultants Hill PDA. This is a forecast of the future and obviously not something Council can "guarantee", however Hill PDA are recognised as specialists in their field of expertise and are known for providing sound independent advice.

It should be noted that the statement you refer to was made in a letter of support provided to Council by Mr Fairbrother in his role as the Independent Taskforce Chairman. It was one of 15 letters of support that were included as part of a 2014 funding application."

Meeting held 27 June 2016

**Reproduced below** is the response dated 29 June 2016 to Mr Peter Stegmann's question:

"Q. *Why did Council not seek approval from the ratepayers before it agreed to the massive increase in borrowings?*

A. Whilst Council places a high priority on community engagement, Aldermen are elected to make decisions on behalf of the community. There is no statutory requirements for Council to seek approval from ratepayers prior to borrowing funds.

Q. *Have the plans for all aspects of the multi-purpose building been completed?*

A. The design of the multi-purpose building is sufficiently documented for contract pricing and securing the necessary approvals, however the detailed design process is anticipated to still continue for many months and well into the construction phase. The tender was based on a modified AS4300 contract which requires ongoing design process during the construction period."

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## RECOMMENDATION

That Council note the responses to questions taken on notice at the June Council meeting.

### 3.2.2 Questions on notice from the public

#### MALCOLM GARDAM - LIVING CITY - FOOD PAVILION

The following question on notice was received from Malcolm Gardam on 29 June 2016.

*"Information previously received was that on advice from the consultants who have been contracted to work on LIVING CITY it was a decision of Council to employ a Food Ambassador, Ben Milbourne, in a role to sell the concept of the Food Pavilion. Of course that has now been reconfirmed in the Agenda to the Ordinary Meeting of Council held on the 27<sup>th</sup> June 2016.*

*Accordingly will the Acting Mayor and Aldermen please advise further as to the following:*

- Q1** *Confirm that this is not Council's sole strategy to advance the Food Pavilion and advise as to what other initiatives are being utilised to ensure the Food Pavilion's viability?*
- Q2** *Noting that the Food Ambassador is also seeking to establish his own business enterprises in the Food Pavilion does Council not see this as creating a conflict of interest for the Food Ambassador?*
- Q3** *Provide an update as to how many contracted commercial commitments the Food Ambassador has secured to date, and if any what percentage of the floor space uptake required for the Food Pavilion to proceed as a financially viable entity?*
- Q4** *What other documented market research does Council have to support that the Food Pavilion is currently viable and sustainable into the future in Devonport?*
- Q5** *It is extremely important for the Aldermen's credibility that ratepayers be made aware of the income streams supporting Council assertions that LIVING CITY - Stage 1 is financially viable in its own right; accordingly will Council after completion of negotiations and signing of contracts reveal/make public which rentals will be paid and indicate the inducements/rent concessions and other enticements that have been offered to those who will occupy the Food Pavilion?*

*Please provide the response in writing and in due course ensure its inclusion in the next Ordinary Meeting Agenda for the record."*

## DISCUSSION

In relation to the questions received 29 June 2016 it is proposed that Mr Gardam be advised of the following:

*"I write in reply to your questions on notice in regard to the Food Pavilion which forms part of LIVING CITY Stage 1.*

*Council consider the Food Pavilion as central to the strategic objectives of LIVING CITY and aim to establish the Pavilion as a must see tourist destination, showcasing local Tasmanian produce in an exciting and innovative way. Successfully*

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implemented, the Pavilion will provide new opportunities for local producers to access the retail market.

It is also recognised that creating an attraction such as this is not without challenges and the effort required to establish the Pavilion as a viable entity should not be underestimated. Council recognise that an attraction like the Food Pavilion would be unlikely to emerge without taking a lead role in its inception and consider this an important function of Council in fostering economic development within the city.

As you have noted Council have engaged Ben Milbourne to assist in the promotion of the Food Pavilion, given his high profile and extensive networks within the industry. The Ambassador is intended to play an important role in promoting the Pavilion; however it is not by any means the only approach Council is using to ensure the Pavilion's success. Ben's role does not involve the negotiation of leases or contracts with perspective tenants.

Council have undertaken extensive research in establishing the Food Pavilion concept, including both publically released documents and additional commercial-in-confidence information to assist specifically with leasing negotiations. However it should be noted that regardless of the extent of documented research the true test of viability is ultimately proven through securing commercial interest in the venture. Council has publically stated that works on the Food Pavilion will not proceed until it has sufficient certainty in regard to future lease agreements. Council have been fully transparent in its projections for future revenue streams and will provide all necessary disclosures in its annual report. However, consistent with accepted practice on commercial leases the terms and conditions of specific lease agreements will remain commercial-in-confidence.

Council is confident of being able to make some further announcements regarding the Food Pavilion operations in coming months."

**MALCOLM GARDAM - LIVING CITY - STAGE 1 DESIGN AND CONSTRUCT CONTRACT**

The following question on notice was received from Malcolm Gardam on 15 July 2016.

"Previous verbal advice from Council is that an amended Australian Standard contract AS 4300-1995 General Conditions of contract for design and construct ("Contract") is being adopted for LIVING CITY Stage 1.

Accordingly will the Mayor and Aldermen please advise further as to the following in relation to LIVING CITY Stage 1:

- Q1** Has the above Contract been duly signed by Council and the preferred Contractor (Fairbrother)?
- Q2** Have all changes being considered to scope and pricing now been finalised?
- Q3** Who is the nominated Superintendent under the Contract?
- Q4** Who is the nominated Superintendent's Representative under the Contract?
- Q5** Once all negotiations have been completed and the Contract has been formalised will ratepayers be able to review the Contract, and if not why not?
- Q6** Has a construction programme been agreed upon and be available for ratepayers to view, and if not why not?

Please provide responses in writing and ensure inclusion in the next Ordinary Meeting Agenda."

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**DISCUSSION**

In relation to the questions dated 15 July 2016 it is proposed that Mr Gardam be advised of the following:

*"I write in reply to your letter dated 15 July 2016 in which you raised Questions on Notice in relation to the LIVING CITY - Stage 1 Design and Construct Contract and respond as follows:*

**Q1** Has the above Contract been duly signed by Council and the preferred Contractor (Fairbrother)?

**A** No - this matter was subject to a separate report on the agenda for 25 July 2016.

**Q2** Have all changes being considered to scope and pricing now been finalised?

**A** The majority of the changes have been resolved - this matter was subject to a separate report on the agenda for 25 July 2016.

**Q3** Who is the nominated Superintendent under the Contract?

**A** Yet to be finalised

**Q4** Who is the nominated Superintendent's Representative under the Contract?

**A** Yet to be finalised

**Q5** Once all negotiations have been completed and the Contract has been formalised will ratepayers be able to review the Contract, and if not why not?

**A** Finalisation of the construction contract including details on the key aspects of the contract is the subject of a report in the open session of the 25 July agenda. As with all of Council's contracts the formal contract documentation remains confidential between the contractor and Council.

**Q6** Has a construction programme been agreed upon and be available for ratepayers to view, and if not why not?"

**A** No, the program has not been finalised"

**MATT SMITH - LIVING CITY**

The following question on notice was received from Matt Smith by Council Officers on 1 July 2016.

***"I ask that this letter and your response to same is officially recorded in the Minutes of the Devonport City Council.***

*I am increasingly frustrated and concerned about the inability of the council to address simple concerns in regard to the Living City Project. I don't believe that any of my questions are obtuse or outside the boundaries for what councillors should be able to answer off the top of their head either in a quick chat or email.*

*I reiterate that I am supportive of the Living City Project. However, for it to succeed the council must be open and transparent in regard to the financial implications of the project. This has failed to be achieved in the last few months and the councils increasing evasive behaviour and contempt for its ratepayers is exemplified by the actions overnight of Alderman Perry. His actions show a complete lack of leadership and is embarrassing for both the council and the city.*

*I am especially disappointed by his action as I am still waiting for a response to my recent email as not one councillor has responded to queries that I have posed. This is my third letter to the council in 40 years of living in Devonport. I am not a serial*

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letter writer, I don't complain about potholes, and, had my queries been answered in the first instance, the last two letters would have been redundant. The tone of my first letter was not dismissive of the LCP it merely sought clarification for information that the council had failed to provide. Rather it is the Mayor that has framed the Living City Project in such a binary fashion where anyone that raises a query is anti-development.

My questions are reasonable and should have been addressed in the Living City Financial Model document. I suggest that perhaps the intentional lack of clarity contained within this document is the driver of the council staff's high workload.

In addition, I suggest that the Councils workload could be reduced significantly if they answered the questions being asked rather than use one of the Mayor's soundbites of "\$112m every year", "experts endorse" "fully confident" "it always has a risk" as a kneejerk response to every query. In short I am not looking for assurances from the Mayor I am looking for clarification.

To make it easier I have again listed my concerns. I encourage you all to read it and consider the implications of each.

**1) Is the Council's structuring of the LCP phasing a sign of "Confidence" or Corporate naivety. What leverage is left for council to negotiate Stage 2 and Stage 3? Has the decision to proceed without the signing of anchor tenants been done merely to support the bolder political aspirations of Councillors?**

The council have structured the Living City Project into three interdependent stages. The first is reliant on public monies and borrowings to fund infrastructure complementary to and reliant on private investment to complete stage two and three.

According to the Council Stage One is a demonstration of its confidence in the city. However, consider the council's ability to negotiate once Stage One is completed.

A party's leverage in any negotiation is determined by its best alternative course of action and its perceived costs in not reaching an agreement. The council's commitment to stage one removes any leverage it has by removing any alternative courses of action and heightens the cost to it by not reaching an agreement (both financially and politically).

Leverage in these circumstances is best demonstrated by the council's recent attempts to secure a tenant for the Bluff restaurant. As a result of the council's low leverage (few alternative suitable operators and high political/financial costs for having an empty high profile venue) the successful tenants were able to dictate terms and secure the property for next to nothing. The tenants leverage was enhanced further by the mayor's public announcement. The council was forced to concede further in order to save political face.

If the council is to become a property developer it needs to obtain the necessary skills to operate as one. Westfield don't commit to constructing a new shopping centre without first securing anchor tenants from which it can leverage footfall traffic to secure leases on the remaining shops.

The council has forced itself into a negotiation corner. It will soon have two council chambers, two libraries and an underutilised car park. These assets are hard to hide from either potential investors or ratepayers and will make negotiations for the sale of significant council assets at market rates near impossible. Think the Bluff but with more zeroes.

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Big Ws leverage is unassailable. I have spent my career in retail and have been directly involved in the acquisition of over 900 stores throughout Europe, Asia and Australia. At no stage during any of these negotiations did the landlord have as little leverage as the Devonport Council. Big W has a number of alternative towns and sites for which to build. It also has a council that has built significant infrastructure as a political beacon in the middle of a city that is wholly reliant on its investment and a Mayor that needs to save political face by securing their custom.

The councils leverage in negotiating private investment for a hotel will also be severely restricted. A quick review of convention centres throughout regional Australia (similar to the LCP) show they are a massive drain on their council's resources with most having specific strategies to address the issue. The leverage of the council would once again be reduced by an overwhelming desire to stem the costs of the convention centre from the council's budget.

**2) In presenting the Living City Financial Model why wasn't the projects revenues and costs dissected and presented separate to council's overall budget?**

In order to remain objective in a financial analysis of a large proposal like the Living City you would expect to be able to review the projects potential revenues and costs in isolation from the remainder of the council's budget. In other words, if the project were to proceed, what additional revenues would be gained to offset the additional costs. Only then can the net cash flows be calculated to determine the impact the project will have on future rates in the municipality. There is nothing wrong with rates increasing to fund such a large scale project but ratepayers need to be aware of the potential risk in order to make a balance and informed decision.

This information should form part of the financial impact report that was released to ratepayers in late February. In place of this information the council chose to release the councils entire budget in its place. It was left for ratepayers to dissect the \$3m incremental revenue and operating costs from the councils \$40m budget. This is an impossible task and treats ratepayers with contempt. What the council did provide was enough information to illustrate that the projects potential to significantly impact rates is far higher than that disclosed.

**3) What evidence can the council provide to support the Mayors ongoing assurances that the cash derived from the living city project is sufficient to cover the additional cash outflows?**

The Mayors constant mantra in regard to the Living City Project is best illustrated by his recent statements in the press

"The community can be confident in knowing that stage one of the **Living City is viable in its own right**, due to the expected rental, car parking and hire income the project will generate" (ABC - 15<sup>th</sup> March)

".... be funded through loan borrowings which are projected to be fully serviced from new revenue generated by the project." (Living City Funding Model – DCC website)

and

"We have consistently stated that rates will not increase as a direct result of Living City.....Even under a 'worst-case' scenario, the council's financial

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position can be managed and the project will not be reliant upon rate revenue" (the Advocate April 28)

It is therefore not surprising that the community perceives little risk to the project with only the potential for economic growth. However, an analysis of the additional cash-flow generated by the project using the councils own numbers in its best case scenario (contained within the Living City Financial Model) casts serious doubts over these assertions.

The cash-flows to be derived as a result of the project consist of convention centre rental of \$360k car parking of \$670k and food pavilion rental of \$442k. Therefore, total incremental cash-flow to be derived from the project is \$1,472k.

In order to determine the net cash-flows of the total project the cash outflows would have to be taken from this revenue.

Incremental cash outflows would consist of

- 1) the interest and capital repayments required to service the projects loans (\$20m for property acquisition and \$39m for construction)
- 2) the interest foregone on the councils \$11m cash reserves used in the project and
- 3) the facilities ongoing operating costs.

Using the council LCFM models assumption that interest rates can be contained at 3.67% for the loan duration of 30 years, repayments will amount to \$3,276k per annum. Add to this \$220k interest foregone on the cash reserves used (\$11m @ 2%) and at least \$1.1m in operating costs<sup>1</sup> and total cash outflows for the project amount to \$4,596k.

**In summary, using the councils own best case scenario forecasts and a 30 year interest rate of 3.67% the project will consume \$3,124k per year.**

**The Mayor often speaks of the commercial risk when discussing the project. Risk implies a level of uncertainty. If the best case scenario provided by the Councils own LCFM consumes \$3,124k net cash each year then the cost to the community is a certainty not a risk.**

Whilst the council has assured ratepayers it can secure long term loans fixed at 3.67% this seems optimistic. The removal of uncertainty in finance always attracts a premium.

A highly leveraged project with low cash-flow revenue streams is highly susceptible to fluctuations in interest rates.

**If for instance the comparable average interest rate for the past 20 years (8.8%) were to be applied to the project loan repayments would balloon to \$5,641k leaving an annual net cash-flow deficit of \$5,489k. Keep in mind that this, apart from the movement in interest rates (for which it has not control), is still using the councils best case scenario. The total potential deficit represents 20% of the council's rate revenue.**

**Despite repeated attempts to obtain clarification in regard to the matter from all councillors no answer has been obtained.**

**4) Is the council happy that the assumptions in the model are in fact prudent?**

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<sup>1</sup> Operating costs for the LCP are omitted from the Living City Financial Model so an estimate has been included using Burnie Civic Centre (\$1.3m) and Makers Workshop (\$1.5-.\$1.8m) as a guide for a very conservative estimate of \$1.1m.

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The mayor maintains "the financial modelling has been based on conservative assumptions" (Advocate, April 28).

Consider the following two major assumptions about the project.

Omission of Movement in Interest Rates from Financial Models Best and Worst Case Scenario

With borrowings of \$59m it should come as little surprise that the viability of the project is hyper sensitive to movements in interest rates. What is surprising is that in the best and worst case scenario presented by the council in the LCFM the interest rate is held static at 3.67%. Whilst assurances are made that hedging will be obtain to manage interest rate fluctuations, it is unlikely that the council could obtain funds at this rate for the duration of the loan. In any case the cost of certainty with interest rates always carries a premium. A comparable interest rate using the average over the past 20 years is 8.8%. Omitting an analysis of the impact of such an uncontrollable variable from the worst case scenario hardly appears to be prudent.

Optimistic Forecasted Pavilion Revenue

From Year 5 the LCFM forecasts revenue of \$442,000. In the food industry (based on ATO data) it is typical for rent to represent 15% of Sales. Therefore, in order to support a rental revenue of this amount the collective turnover of the tenants would have to be around \$3.2m.

**This is the equivalent of 600 people having a \$17 meal 6 days a week. Prudent?**

As the living city project is about economic growth it is difficult to see how this can be achieved without merely cannibalization of existing businesses.

- 5) Is the council comfortable that it has not overstated the financial returns of the project to the NSRF by understating capital costs and overstating incremental net revenues?**

It appears as if the modelling and returns submitted to NSRF are calculated on total returns, not on incremental ones. Incremental costs should be matched only with incremental revenue. From the document it appears that when calculating the returns of the project, revenues are based on total income. For example, the projects carpark should only be assessed on the incremental car spaces provided. The car park holds 530 spaces but the project consumes at least 150 car parks in the process. The returns of the project appear to be calculated on 530 spaces potentially materially overstating the return. The adjustment for the foregone spaces is only made subsequent to this in the total council budget. This is confirmed by the statement in the second paragraph of 2. In addition, the model appears not to include any of the costs associated with the cleaning and management of the building. These may appear in the greater council budget but are excluded in the calculations of % returns. Are these revenues net of expenses?

- 6) Given the projects importance and councillors ultimate responsibility for submissions why weren't all councillors provided with a copy of the final NSRF submission for approval (or subsequently)?**
- 7) If the LCP was 20 years in the development, how long were KPMG given to review the Living City Financial Model? Did they consider this length of time sufficient?**

I would appreciate a response that addresses each of the points above.

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*I am available at any time for a chat."*

## DISCUSSION

In relation to the questions dated 5 May 2016 it is proposed that Mr Smith be advised of the following:

*"I write in reply to your letter 5 May 2016 and note your concerns regarding a lack of response to your correspondence. I am aware that a number of Aldermen did contact you offering to meet and discuss your concerns, however you did not respond to their offer.*

- 1. Is the Council's structuring of the LCP phasing a sign of "Confidence" or Corporate naivety. What leverage is left for council to negotiate Stage 2 and Stage 3? Has the decision to proceed without the signing of anchor tenants been done merely to support the bolder political aspirations of Councillors?**

**A** *Council considers the current staging of the LIVING CITY Master Plan implementation as the most appropriate to deliver the best possible outcome for the City. It should be noted that Council is accountable for its decisions and aim to be open and transparent in all its dealings including future strategic planning. As a result Council does not have the luxury of remaining silent on future plans until contracts and decisions are finalised, but rather have an obligation to engage with the public and disclose as much as possible regarding future intentions. Whilst it is appropriate for Council to operate in this manner, it does not agree with your assumption that in presenting future plans for Stages 2 and 3, Council is operating from a compromised position.*

*In regard to your reference suggesting Council need to "obtain the necessary skills" in regard to property management, it is noted Council has engaged the services of Projects and Infrastructure Pty Ltd (P+i) as development managers. P+i have extensive experience in the property development and retail space.*

- 2. In presenting the Living City Financial Model why wasn't the projects revenues and costs dissected and presented separate to council's overall budget?**

**A.** *The financial assessment of LIVING CITY was undertaken at three levels. This included assessing the project at a standalone project level, the impact on Council's long term budget and finally the overall economic impacts to the region. This information was disclosed and made available for public comment over a two week period.*

*Whilst the stand alone project assessment was prepared, it must be considered in the context of Council's overall finances to fully understand the effect. Council's long term financial plan without LIVING CITY is also publically available and provides an easy reference to the anticipated future position without LIVING CITY.*

*Council disagrees with your statement that the assessment lacked information and that it has a high potential to impact rates.*

*As you are aware the financial information provided to the public in February 2016 was reviewed by independent consultants KPMG.*

- 3. What evidence can the council provide to support the Mayors ongoing assurances that the cash derived from the living city project is sufficient to cover the additional cash outflows?**
-

A. Council has publically provided the assumptions made within the Stage 1 funding model. Your attempt to distort Council's figures and provide misleading conclusions is based on a number of floored assumptions. These include:

- None of Council's existing \$20M of debt relates to Stage 1 of LIVING CITY. Approximately 50% is attributed to property acquisitions (currently generating rental revenue) that will be developed as part of future stages of LIVING CITY with the other half of the funding being for previous community infrastructure projects such as the Splash Aquatic Centre, Bluff Precinct and Formby Road redevelopment.
- Project revenues displayed at the dashboard level of the funding model are nett of operating expenses.
- Given Council is a public sector entity, interest foregone on cash reserves is not a relevant consideration in decision making. Council is investing funds in LIVING CITY as a stimulus for economic development in the City. In the same way significant investment is made in other areas such as sports, arts and community development: all for the greater community benefit, not to maximise financial return on investment.
- While no-one has a crystal ball and future interest rates cannot be predicted, your reference to a possible 8.8% interest rate in Council's view is unrealistic. Whilst fluctuating daily, current rates for a mix of variable and fixed over the next 10 years result in an average cost of finance of approximately 2.8% for the ten year period, well below funding model parameters. Although long term trend lines indicate a flat interest rate curve beyond 10 years, should they increase at that point a large portion of principal will have been reduced and the necessary economic conditions required to push up rates would be expected to equally impact revenue streams.

**4. Is the council happy that the assumptions in the model are in fact prudent?**

A. Council is comfortable that the forecasts within the funding model are realistic and this view was supported by an independent assessment by consulting firm, KMPG.

**5. Is the council comfortable that it has not overstated the financial returns of the project to the NSRF by understating capital costs and overstating incremental net revenues?**

Your commentary to this question indicates some confusion regarding Council's application to Round 1 of the National Stronger Regions Fund (NSRF) in November 2014. The application was made over 12 months before the Stage 1 funding model was developed. The estimates of likely economic outputs referenced in the NSRF application were primarily from a cost benefit analysis undertaken by consultants, Hill PDA. Council is satisfied that the information submitted was realistic based on the status of the project at that point in time. The fact that the application was successful following a robust and thorough assessment process, in Council's view highlighted the merits of the application.

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6. **Given the project's importance and councillors ultimate responsibility for submissions why weren't all councillors provided with a copy of the final NSRF submission for approval (or subsequently)?**

*Aldermen were aware that Council was making the grant application, however given the operational nature of preparing submissions such as this they are not "approved" by Council as such but undertaken as a responsibility of the General Manager under his delegated powers. Once the grant application was announced as successful, a formal Council decision was made to enter into a negotiated grant deed. The application and funding deed have always been available for Aldermen to access if they so desire.*

7. **If the LCP was 20 years in the development, how long were KPMG given to review the Living City Financial Model? Did they consider this length of time sufficient?**

*KPMG were given approximately two weeks to undertake an independent review of the LIVING CITY Stage 1 funding model. No indication was given from KPMG that this was not sufficient time in which to undertake the consultancy."*

#### **RAY CHAPLIN - LIVING CITY**

The following question on notice was received from Ray Chaplin on 14 July 2016.

*"It would be appreciated if you would circulate this letter to the Mayor and Aldermen and include it and their response in the agenda and minutes of the July 25<sup>th</sup> Council meeting.*

*Mayor Martin & Aldermen,*

*I acknowledge receipt of your letter of June 28<sup>th</sup> 2016 (File 32161) in response to questions posed in my correspondence of 29 May 2016.*

*It is disappointing that you have failed to refer to, or answer, questions that were submitted in my letter.*

*This relates to the two questions below which were included in snap shots taken from my letter and included your June meeting agenda as shown on the following page.*

- (1) *Market precedents*

*"Would Council in its response please explain the reasons why these examples were included in Council materials promoting the "Food Pavilion" concept when their inclusion clearly infers "market precedents" to ratepayers, yet Council now states, its decision to proceed is not based on precedents"*

- (2) *Chances of Living City succeeding*

*"I would ask Council that given the chances of Living City succeeding being around three in ten, if this Project fails, what Plan B strategy has Council in place to ensure that ratepayers will not ultimately be adversely with increased rates and/or any reduction in services and how then will the future economic and social prosperity of Devonport be achieved?"*

**Am I correct in assuming that Council is not able to answer these questions or alternatively if I am wrong please provide answers to same?**

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Council meeting Agenda 25 July 2016

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Council has not provided specific answers to either question in your reply of May 20<sup>th</sup> and I again request that it does so.

Council's reply also included the following personal attacks with the obvious intent of denigrating my professional credibility despite every concern I have raised (initially in confidence) being in the best interests of the Devonport ratepayers who will become responsible for the borrowings Council have decided to incur and being based on facts which to date Council have been unable to refute.

To quote the Mayor and Alderman in respective of comments in regards to the Food Pavilion, "Council decision is not based on precedents and it is regrettable you have chosen to draw this inference in your correspondence".

Council obviously does not read its own literature.

The following details from a Council published document proves that this is a Council inference and one I have only referred to as misleading the community.

Please note the words **MARKET PRECEDENTS** at the bottom of the page.



DESKITAS FISH MARKET, ISTANBUL



QUEEN VIC NIGHT MARKET, MELBOURNE



KINGSTON MARKET, CANBERRA



SOMERSET VINTAGE & CLASSIC TRACTOR SHOW MAIN HALL



NEW AMSTERDAM MARKET, BROOKLYN  
MARKET PRECEDENTS



TORVEHALLERNE, COPENHAGEN

Would Council in its response please explain the reasons why these examples were included in Council materials promoting the Food Pavilion" concept, when their inclusion clearly infers "market precedents" to ratepayers, yet Council now states, its decision to proceed "is not based on precedents"?

As previously advised studies conducted by Paul C Nutt, Professor of Business Sciences at Ohio State University found that seven in ten of 400 major executive management business investment decisions based upon a single option strategy (i.e. Living City) failed.

I would ask Council that given the chances of Living City succeeding being around three in ten, if this Project fails, what plan B strategy has Council in place to ensure that ratepayers will not ultimately be adversely affected with increased rates and/or any reduction in services and how then will the future economic and social prosperity of Devonport be achieved?"

Your reply of June 28<sup>th</sup> also included the statement "Council is comfortable with the direction it has determined and will be progressing with Living City"

As previously advised I would question your ability to be "comfortable" given your inability to provide any factual business case substantiation and therefore any

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subsequent substantiated financial modelling to support what is virtually a determination to proceed based upon little more than your subjective opinions.

To substantiate this view I yet again provide Council with some **facts** in regards to a cornerstone of your Living City Project – retail employment (Council if it is “comfortable” in its level of competence to professionally manage Living City should already be well aware of such facts).

#### **AUSTRALIAN RETAIL EMPLOYMENT SECTOR**

Despite population growth and an improving economy following the GFC crisis persons employed in the retail sector Australia wide grew by only 4,000 in the latest reported Q/E May 2016 employment figures compared with those Q/E May 2014.

This represents an annual growth rate of approximately 0.02% (Source: ABS).

Based upon Devonport's 2011 census result of 1,725 persons being employed in the retail sector this would represent less than five additional retail sector jobs.

#### **TASMANIA RETAIL EMPLOYMENT SECTOR 2006 – 2011 Census data**

The number of people employed in this sector grew by 135 for the entire State during the five year period 2006 - 2011 (Source: Profile ID/ABS Census).

#### **LAUNCESTON RETAIL EMPLOYMENT SECTOR 2009 - 2014**

People employed in this sector declined by 1,000 during this period (Source: Commonwealth Government Labour Market Research and Analysis Unit).

#### **TASMANIAN RETAIL EMPLOYMENT SECTOR Y/E MAY 2016 vs. Y/E MAY 2010**

Over the six year period the retail employment sector has shed 2,900 positions in Tasmania (Source: ABS Labour Force statistics).

#### **TASMANIAN RETAIL EMPLOYMENT SECTOR Q/ E MAY 2016**

The latest quarterly data results show retail dropped 400 jobs compared with the corresponding period in 2015 (Source: ABS labour force statistics).

#### **DEVONPORT OVER REPRESENTED IN RETAIL TRADE EMPLOYMENT**

The most recent census data indicated that retail trade is already the largest employer in the City of Devonport, accounting for 15% of total employment (Source: ABS – Census 2006 and 2011 by place of work).

Compared with the Tasmanian and National average of retail trade employment accounting for 11.5% of total employment Devonport is already over represented by approximately 30% in this employment sector.

Given that any growth in the retail employment sector relies upon economic factors including population growth, overall job growth, growth in real wages, growth in home values and an increasing population of young families/home buyers etc; you are totally out of touch with market reality in regards your pursuit of a retail driven Living City revival strategy.

You have failed to recognise the changing face of retail and the adoption of technology that replaces jobs (e.g. self service checkouts in supermarkets and discount department stores).

You have failed recognise the impact of on - line shopping and its effects on bricks and mortar shopping as is confirmed by media comments made by the Managing Director and CEO of Australia Post in 2014.

“As we all know, digital channels have been very disruptive for traditional bricks-and-mortar retail models because it's created this booming growth in online shopping,” he said.

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"So smart retailers have been following their customers and moving to sell online. When Australians do fill that online shopping cart, we are the partner of choice for most of these B2C e-commerce deliveries.

"In fact, 70 per cent of our total parcel volumes are generated by an online transaction. So, the recent boom in online shopping has driven 39 per cent growth in our domestic parcel volumes over the past four years. At the same time we have grown our parcels business from making around \$170 million back in 2010 to over \$300 million today."

*Sadly it would seem that the entire Devonport City Council has failed in very basic factual understanding of the trends influencing the growth of the retail employment sector since Living City was originally conceived.*

**EDUCATION – A COMMON ECONOMIC SUCCESS FACTOR FOR SMART REGIONAL CITIES**

*Devonport City Council seems to have been oblivious to the obvious when it comes to recognising a key lesson in regional City revitalization (As I have previously advised Council).*

*Retail jobs in Tasmania dropped 400 positions in quarter ending May in 2016 compared with 2015 education and training gained 500 jobs (a 900 job turn around).*

*Internationally it is well recognised that college towns have a much better economy than non college towns.*

*In Tasmania the University of Tasmania's own words and that of community heads across Northern Tasmania ring loud and clear.*

**"The transformation of the Inveresk and Burnie campuses, is the most ambitious, transformative and once – in – a – generation investment opportunity to achieve enduring renewal of North and North – West Tasmania.**

**The project will involve the investment of \$300 million of which \$260 million will be spent on the Launceston based campus.**

*Both major political parties committed \$150 million in Federal Election funding to the project which will ultimately result in \$40 million being invested in UTAS Burnie.*

*Unlike Devonport, ratepayers in Launceston and Burnie have not been asked to accept liability for any loans related to these projects that will benefit their regions.*

*Devonport City Council has the Deputy Premier and Minister for Education on its doorstep.*

*What has it achieved beyond confirmed as a politically motivated (prior to the final Living City Concept Plan even being released) State Government assistance offer of around \$11 million and a Federal Government NSRF Grant of \$10 million which discussions with the Department of Infrastructure reveal was decided upon no more than the Department's confirmation that Council had the financial capacity to meet the Partner Funding grant obligation followed by a political decision taken by a Ministerial Council/Committee of Cabinet?*

*In difference to Council's statements I submit to you that there was no appropriate risk register or risk mitigation assessment in existence relevant to the commercial investment risk outcomes of Living City for evaluation by either State or Federal Governments.*

*Based on factual evidence and not opinion your Governance record in regards Living City to date is:-*

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(1) Failure to undertake the “comprehensive business case studies” required by your consultants Hill PDA to validate their estimates of 827 new on going full - time direct jobs and significantly more indirect jobs and \$112 million of economic output million annually

**(“The actual estimation of visitor growth including extra spend can only be determined through a series of business case feasibility studies as the next level of detailed analysis which Living City will require”** Source: Hill PDA Final Report December 2014

Knowingly misleading rate payers by repeatedly justifying rate payer borrowings by portraying the economic benefit of **“nearly 830 new ongoing full time jobs in the Devonport CBD and over \$112 million of economic output”** as an unambiguous outcome; without the inclusion of any transparent accompanying declaration citing that no validation to confirm these outcomes has been undertaken, despite each of you being made fully aware that this, in fact, is the reality.

**(“Council did not consider it necessary to undertake further validation of the Hill PDA assessment”)** Source: Devonport City Council letter - File 32161; 26/2/2016

(You should be aware that if any commercial enterprise was to issue a prospectus to raise investment funds without the appropriate declarations in regards to the validity of the outcomes information provided, it would become subject to ASIC investigation on the basis of potential fraudulent activity).

Having ignored the Hill PDA requirement to validate their “estimates” I would request the Mayor and Alderman to provide an answer to the following question:-

**How, in all honesty, do you reconcile your decision to publicly promote the acknowledged professional reputation of Hill PDA directly linked to your economic outcome claims in the full knowledge that the Hill PDA estimates have not been the subject of the “business case feasibility studies and detailed analysis” validation required by Hill PDA?**

Unless Hill PDA provided you with their permission to do so, not only is it unconscionable for you to link this Company's reputation to the unsubstantiated economic outcomes you continue (without qualification) to promulgate, your actions in doing so also may well have exposed rate payers to serious compensation litigation implications should Hill PDA determine that the reputational value of their brand has in any way been damaged.

You have further incorporated these unsubstantiated inputs into projected financial outcomes which have been forensically examined and considered flawed by expert independent professional accountants, and also used same to solicit the support of the community, economic commentators (Saul Eslake); and the Hodgman Liberal State Government without the full disclosure of the basis of same.

These facts raise serious questions in relation to your standard of Governance associated with the Living City project and would almost certainly require explanation in the event of any potential Government enquiry into the Devonport City Council and the Living City Project.

(2) Failure to undertake any independent quantitative in – market demand studies to determine the commercial viability of either the 800 - 900 seat conference facility or the Food Pavilion which you have nominated as the two key catalysts of the entire Living City project.

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(3) Failure to achieve any of the private investment promised and to meet your commitment that little rate payer funding would be required for the project to proceed.

(4) Failure to achieve additional State Government funding for a project you have stated to be of economic benefit to the entire North West Coast and not just Devonport.

(5) Failure to factually prove the support of the Community for the project as it now stands.

(6) Failure to genuinely and in good faith consult with community interest representatives (Only 3 of 9 Alderman attended the ADIG consultation meeting on the day and at the time nominated by Council).

(7) Directly and via the media conveyed to ratepayers incorrect and misleading information regards Living City.

(8) To have misled the Commonwealth Government with unrealized NSRF Living City statements of confirmed commitments.

(9) Failure to comprehend the difference between a commercial business outcomes risk register and a project development risk register and therefore to proceed without a relevant independent financial risk register and risk mitigation assessment in place.

(10) To have encumbered Devonport rate payers with approximately \$59 million in borrowings without any proven independent due diligence or risk mitigation being undertaken for a project that Council itself states carries significant financial risks.

(11) Failed your "duty of care" responsibility to the ratepayers of Devonport as is evidenced by, on the one hand stating that the "**financial risks with Living City are significant**" yet on the other hand steadfastly refusing to undertake a professional independent risk management assessment to ensure that as far as is possible this self described significant financial risk is minimized.

(12) To have consigned the Devonport community to a heavy reliance upon a high risk, unsubstantiated retail sector jobs growth strategy associated with low wage, predominately part time positions with few advancement opportunities in a market employment sector with little or no major local growth prospects into the foreseeable future.

In addition the culture adopted by Council (with the exception of Alderman Jarman) in addressing the genuine concerns of ratepayers has been demonstrated to be condescending and not conducive to collaborative outcomes which are the hallmark of successful Councils.

As I have previously offered, I again invite you to refute any or all of the assertions made but in doing so would request that you provide substantiated factual evidence of why they are false and refrain from hubris and subjective opinion.

For my part, under these conditions, I am more than willing to retract and apologise to Council for any false statements I am proven to have made.

**In conclusion I genuinely believe that the professional Governance standards of the Devonport City Council in relation to the Living City Project fail any fair and reasonable objective test.**

I trust that the Mayor and individual Aldermen (with the exception of Alderman Jarman) fully understand and realize that they and they alone must accept full accountability and cannot abdicate responsibility to any other parties or persons for

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*their personal decision to vote in favour for Living City to proceed irrespective of this projects high chance of failure, and if so, the resultant negative consequences that the Devonport community and its ratepayers may be forced to endure in the years ahead."*

## **DISCUSSION**

In relation to the questions dated 14 July 2016 it is proposed that Mr Chaplin be advised of the following:

*"Council note receipt of your letter dated 14 July 2016 regarding LIVING CITY.*

*Your letter again raises matters which have been the subject of numerous letters over an extended period and you continue to state claims which Council have previously advised are incorrect.*

*In response to your question 1; these precedents were included in design concepts prepared by the architects engaged to design the Food Pavilion. As previously advised they were not intended to be "precedents" but were merely design inspirations used by the architects.*

*In response to your question 2; Council believes that LIVING CITY will be successful and that based on your comments it will be "one of the three in ten" that succeeds. Rather than concentrating on the negatives Council is committed to working positively to ensure that LIVING CITY is successful.*

*As stated in our last letter it is unlikely that you will ever accept that Council has completed sufficient due diligence in relation to risk mitigation; however Council is comfortable with the direction it has determined and will be progressing with LIVING CITY Stage 1."*

## **RECOMMENDATION**

That Council in relation to the correspondence received from Mr Malcolm Gardam, Mr Matt Smith and Mr Ray Chaplin (Brand Focus), note the responses proposed outlined in the agenda report and authorise their release.

### **3.2.3 Question without notice from the public**

## **3.3 QUESTIONS ON NOTICE FROM ALDERMEN**

At the time of compilation of the agenda no questions on notice from Aldermen were received.

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## **4.0 PLANNING AUTHORITY MATTERS**

**The Mayor will now announce that Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993* for the consideration of Agenda Item 4.1.**

Council is required by Regulation 8(3) of the *Local Government (Meeting Procedures) Regulations 2015* to deal with items as a Planning Authority under the LUPA 1993 in a sequential manner.

The following item is to be dealt with at the meeting of Council in its capacity as a Planning Authority.

- 4.1 AM2016.02 Rezoning from General Residential to Central Business - 83 Stewart Street Devonport and PA2016.0009 - Vehicle Fuel Sales and Service (Service Station Redevelopment) - 83 Stewart Street, 114-116 William Street and 118 William Street Devonport (D428828)

#### **4.1 AM2016.02 REZONING FROM GENERAL RESIDENTIAL TO CENTRAL BUSINESS - 83 STEWART STREET DEVONPORT AND PA2016.0009 - VEHICLE FUEL SALES AND SERVICE (SERVICE STATION REDEVELOPMENT) - 83 STEWART STREET, 114-116 WILLIAM STREET AND 118 WILLIAM STREET DEVONPORT**

File: 32208 D428828

##### **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
- Strategy 2.1.3 Work in partnership with neighbouring councils, State Government and other key stakeholders on regional planning and development issues

##### **SUMMARY**

An application has been lodged for a combined amendment and development application under Section 43A of the *Land Use Planning and Approvals Act 1993* (the Act). Council's role as a Planning Authority is to determine whether to certify planning scheme amendment (AM2016.02) and grant a planning permit (PA2016.0009) for the redevelopment of the service station.

##### **BACKGROUND**

Planning Instrument:	<i>Devonport Interim Planning Scheme 2013</i>
Applicant:	GHD obo IASM Investments Pty Ltd
Owner:	Fernbank Way Pty Ltd
Proposal:	Rezoning from General Residential to Central Business
Existing Use:	Vacant Land, Service Station & Car Washing Facility
Zoning:	Central Business and General Residential
Decision Due:	3 <sup>rd</sup> August 2016

##### **OVERVIEW OF SECTION 43A APPLICATION**

The application is for a combined amendment and development application lodged under Section 43A of the Act. This section of the Act allows for a request to be made for an amendment to a planning scheme and at the same time a request to be made for a permit for a use or development that could not otherwise be granted without the approval of that amendment. The application for use or development is determined as if the planning scheme has been amended as requested. The permit cannot be granted if the amendment is refused although the permit can be refused even if the amendment is approved.

It is noted the former provisions of the Act apply to this combined application as the *Devonport Interim Planning Scheme 2013* (DIPS) was in force prior to the commencement

Report to Council meeting on 25 July 2016

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of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*.

**SITE DESCRIPTION**

The rezoning component of the combined application relates to 83 Stewart Street which is identified as Certificate of Title (CT) 216837/2.

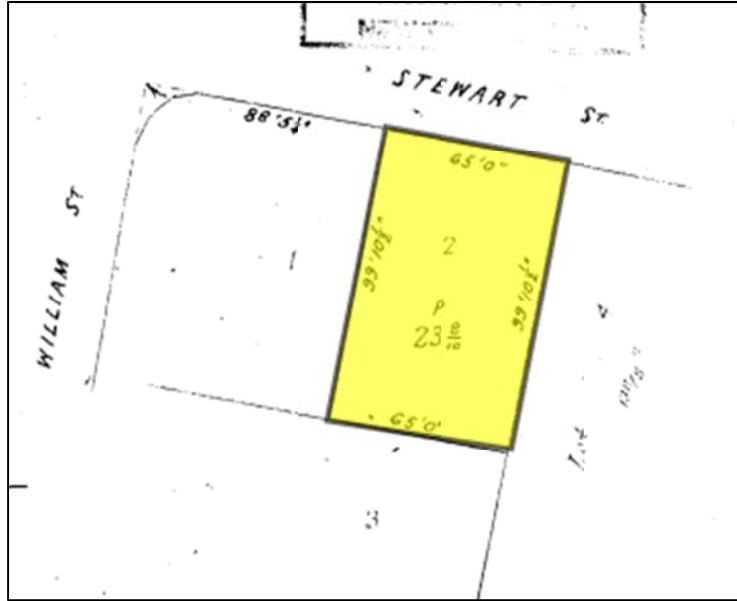
This lot has an area of 602m<sup>2</sup> and is currently vacant land. Previously the site accommodated a single dwelling however this was approved for demolition by Council in 2013 and has since been removed. The site is immediately surrounded by residential units to the east, a service station to the west and a carwash facility to the south.

A current picture of the site and land title is reproduced below and on the next page as Figure 1 and 2.



**Figure 1 – Photo of 83 Stewart Street, Devonport**

Photo taken 12 July 2016 (Alex Mountney)



**Figure 2 – Title Plan of 83 Stewart Street, Devonport**  
(The LIST)

The development application component relates to three properties, these being:

- 83 Stewart Street, Devonport (CT 216837/1);
- 118 William Street, Devonport (CT 232817/1); and
- 114 -116 William Street, Devonport (CT 149026/1)

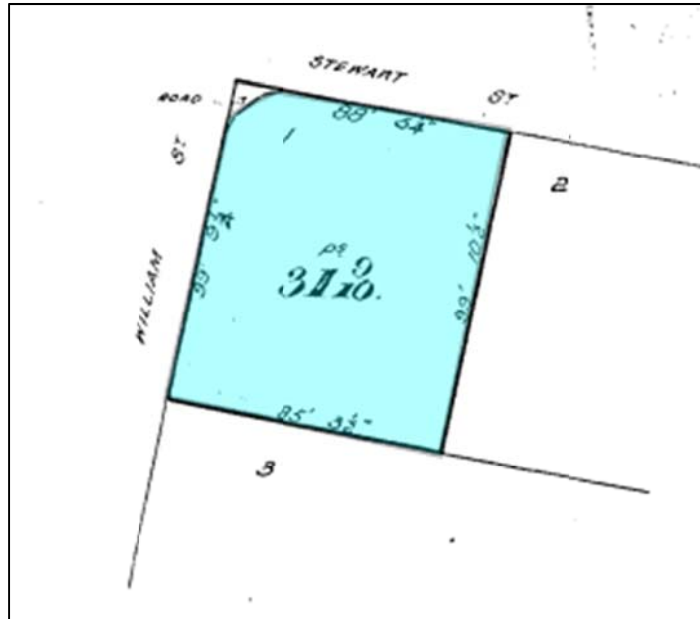
118 William Street is a corner allotment located on the south-east corner of the William Street and Stewart Street intersection. The property has an area of 797m<sup>2</sup> and located on the site is an active service station that is currently franchised by Caltex. The service station is accessed from both William Street and Stewart Street.

A current picture of the site and land title is reproduced below and on the next page as Figure 3 and 4.



**Figure 3 – Image of 118 William Street, Devonport**

Photo taken 12 July 2016 (Alex Mountney)



**Figure 4 – Title Plan of 118 William Street, Devonport**  
(The List)

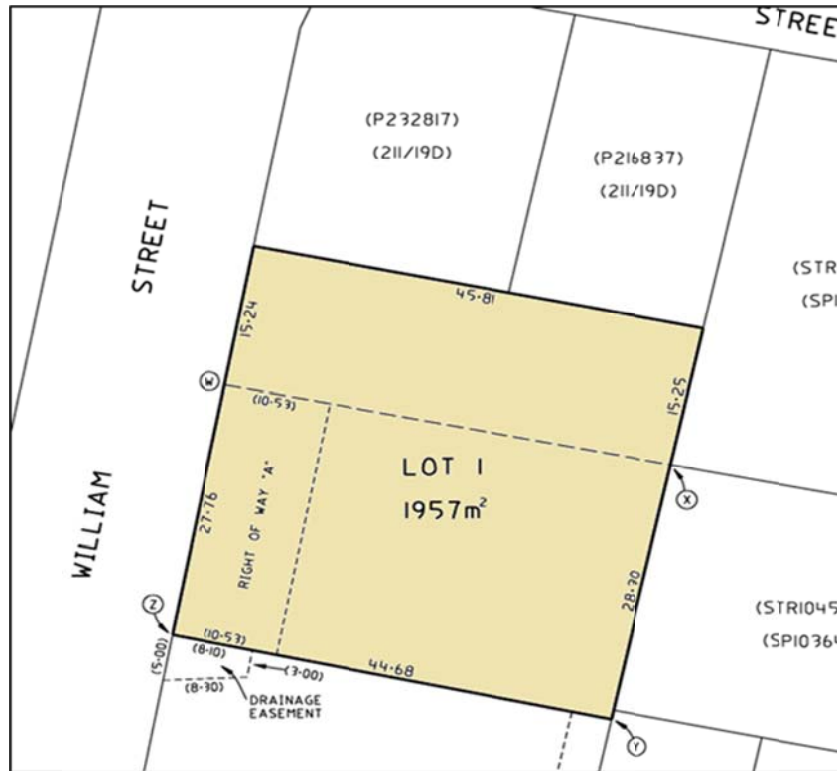
114-116 William Street has an area of 1,957m<sup>2</sup> and is located on the eastern side of William Street. The property is accommodated by a carwash facility which was constructed in the early 2000s. In addition, the site also provides access to Hungry Jacks which is located at 112 William Street, Devonport.

A current picture of the site is reproduced as Figure 5 below with a copy of the title reproduced as Figure 6.



**Figure 5 – Image of 114-116 William Street, Devonport**

Photo taken 13 July 2016 (Alex Mountney)



**Figure 6 – Title Plan of 114-116 William Street, Devonport (The List)**  
(The List)

#### COMMENTARY

The report will first investigate the merits of the rezoning amendment and then assess the development application.

#### Rezoning Request

83 Stewart Street is currently zoned General Residential. This application is requesting to change the zoning of this particular property to Central Business. If approved, the proposed amendment will facilitate the redevelopment of the existing service station currently located within title boundaries of 118 William Street.

A zoning map illustrating the current zoning of 83 Stewart Street and surrounding properties (including the properties subject to the development application component) is reproduced as Figure 7.

GHD (the applicant) has provided a comprehensive assessment on the amendment component of the application. This has addressed the objectives and desired future character statements of the site in relation to Central Business zone. This has been further supported by a Traffic Impact Assessment (TIA) and an Environmental Noise Assessment. GHD has also provided an assessment of the proposal against the applicable provisions of the following documents:

- *Devonport Strategic Plan 2009-2030*
- *Devonport Retail Study 2008; and*
- *Cradle Coast Regional Land Use Planning Framework*

Comments in relation to these items have been thoroughly examined by Council's Development Assessment Review Team (DART) and they can be accepted in their entirety.

Another fundamental aspect of the rezoning component of the application is to address any applicable State Policies and to assess whether the amendment is consistent with Part 1 of Schedule 1 of the Act (Resource Management and Planning System) and Part 2 of Schedule 1 of the Act (Planning Process Objectives). The supporting submission by GHD has addressed these matters and they can be supported without modification.

A full copy of the GHD's submission is appended as **Attachment 1**.



**Figure 7 – Current zoning map and outline of development boundary for proposed permit application**  
(The List)

**DEVELOPMENT APPLICATION**

This section of the report will assess the development component of the application.

For information purposes 'the site' will be referred to as all three properties subject to this development application (83 Stewart Street, 114-116 William Street and 118 William Street).

**APPLICATION DETAILS**

The proposal involves the redevelopment of the site to establish a service station and associated retail. An excerpt from GHD's submission reproduced as Figure 8 below details



the specific proposal details. The proposed development plans are appended as **Attachment 2**.

**6.1.2 Use and Development**

The proposal involves the redevelopment of the site to establish a service station and associated shop.

Development associated with the proposal specifically involves the following:

- Demolition of the existing service station building containing the sales service counter and related retail shop, the attached canopy, and removal of the bowsers and underground tanks and existing pylon sign.
- A new single building on the western side of the site which will incorporate a shop associated with the service station.
- The existing service station operating 24 hours per day, 7 days per week will continue for the redeveloped facility.
- The shop will comprise an area of 247m<sup>2</sup>. The shop comprises a service counter, office and amenities, cool room and store, display cabinets for drinks and pre-prepared food, coffee dispenser, and shelving for a limited range of convenience shopping lines such as chips, biscuits, chocolates, magazines, and the like.
- The fuel bowsers will be located more centrally and configured in a north south alignment across the site.
- A T-shaped 5.5-metre-high canopy will be constructed to provide shelter over the fuel bowsers and the walkway to the service station shop.
- Lighting is provided under the awnings; and some low level garden lighting. There is usually a light in the coral for security reasons.
- The proposal will also involve the replacement of the underground fuel storage tanks. Three new tanks will be installed directly to the west of the shop.
- Access to the site will be provided via Williams and Stewart Streets with tanker ingress and egress occurring from Stewart Street only. An access to the adjacent car wash will be provided from Stewart Street via an access lane to the rear of the proposed service station building.

**6.1.3 Proposed Signage**

The proposed signage includes:

- 1 x pylon sign. The sign dimensions comprise 9m height, 2.2m wide and comprising various advertising panels including Caltex and star mart logos and name, food tenant and fuel price information.
- 1 x street promo sign. The sign dimensions comprise 2.3m height x 1.29m wide.
- 2 x wall promo signs. The sign dimensions comprise 2.0m height x 1.2m wide, and 1.0m height x .8m wide.
- 1 x food tenancy sign (wall sign). The sign dimension comprises 2.7m x 1.2m on the western elevation of the building.
- 5 x directional signs (ground based signs). The sign dimensions comprise .86m x 0.6m.

**Figure 8 -Application proposal details provided by GHD**  
(GHD, 2016, p.24)

## PLANNING ISSUES

Clause 8.2.1 of the DIPS states that each use and development must be categorised into one of the use classes prescribed within Table 8.2.

In this case, the proposed service station redevelopment falls under the use class 'Vehicle fuel sales and service'. This use is defined under the DIPS as the following:

*"use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles. An example is a service station."*

A service station is further detailed as:

*"...use of land to sell motor vehicle fuel from bowsers, and vehicle lubricants and if such use is made of the land, includes:*

- (a) selling or installing of motor vehicle accessories or parts;*
- (b) selling of food, drinks and other convenience goods;*
- (c) hiring of trailers; and*
- (d) servicing or washing of motor vehicles."*

GHD has also stated within their submission that the development also falls under the use category 'General retail and hire'. This use is defined under the DIPS as the following:

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

(DIPS, 2016)

It is considered the 'General retail and hire' aspect of the proposal is most likely ancillary to the 'Vehicle fuel sales and service' as the small service shop will provide a limited range of convenience goods that are typically associated with a service station use. This is reiterated by clause 8.2.2 of the DIPS which states:

*"A use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same use class as that other use."*

(DIPS, 2016)

Within the Central Business zone the use 'Vehicle fuel sales and service' is 'Discretionary'. Council acting as a *Planning Authority* can either approve or refuse a 'Discretionary' use.

It is acknowledged that the service station is an existing use at 118 William Street however as the proposal is an intensification and located over additional property titles it cannot be treated as a 'Permitted' development as prescribed under clause 9.2 of the DIPS - *Development for Existing Discretionary Uses*.

GHD has provided a detailed assessment of the development application against the applicable provisions prescribed within the DIPS. These include the Central Business zone development standards and Development Codes.

Through detailed analysis and examination of GHD's submission and plans the proposal has complied with most of the applicable Acceptable Solutions. For example, the amount of car parking spaces provided for the development complies with the standards prescribed within the Traffic Generating Use and Parking Code (E9). However, the following development standards prescribed throughout the DIPS have not met the Acceptable Solutions.

**Central Business Development Standards**

22.3.1 (A1) - *Discretionary Permit Use*

22.4.2 (A2) - *Location & Configuration of Development: and*

22.4.5 (A1) - *Setback from Zone Boundaries; and*

**Code Development Standards**

E7.6 (A1) - *Development Standards for Sign Code*

Because the Acceptable Solutions has not been met for these standards they are required to be tested against the corresponding Performance Criteria. These standards are reproduced below along with supporting commentary from GHD, where required additional comments have been provided.

**Zone Standards**

<b>22.3.1 Discretionary permit use</b>	
<b>Objective:</b>	
Use in the Central Business zone is to –	
(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.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
There is no acceptable solution	Discretionary permit use must –
	(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

**Figure 9 – Development Standard 22.3.1 (A1 & P1) – Discretionary permit use**  
(DIPS, 2016)

The development application is required to be assessed against the Performance Criteria for this standard as 'Vehicle fuel sales and service' is a Discretionary use within the Central Business zone and no Acceptable Solutions are provided.

**GHD comments**

*"The service station comprises a discretionary use. It is noted that the use already exists on the site and as such the proposal involves an expansion and intensification of that existing use incorporating adjacent vacant land. The proposal is directly supportive of the objectives of the Clause. It will improve the amenity and service associated with an existing service station that is heavily utilised by the local and broader community. The 'shop' component will provide for a new service that will also satisfy the daily needs of those from the local neighbourhood as well as providing a convenience for those passing through. As discussed throughout Sections 5.1 and 5.2, the proposal will also reinforce the retail hierarchy and the prominence of Devonport's retail role within the north-west. The proposal has been assessed as being supportive of the local area objectives and desired future character statements as outlined in Section 5.4.4."*

(GHD, 2016, p. 26)

**Council comments:**

The GHD response has been examined and accepted. No further comments are submitted for consideration.

<b>22.4.2 Location and configuration of development</b>	
<b>Objective:</b>	
The location and configuration of development is to –	
(a) provide for the efficient use of land;	
(b) provide for buildings, service activity and vehicle parking to accommodate business use;	
(c) provide for the facade of a building to remain the dominant architectural or visual element to the frontage; and	
(d) assist to attenuate likely impact on amenity of use on adjacent land	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A2</b>	<b>P2</b>
An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste, must be located behind the primary frontage elevation of a building	An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste, must –
	(a) not dominate the architectural or visual frontage of the site;
	(b) be consistent with the streetscape;
	(c) be required by a constraint imposed by size, shape, slope, orientation, and topography on development of the site; and
	(d) provide durable screening to attenuate appearance of the parking or loading area from a frontage and adjacent land

**Figure 10 – Development Standard 22.4.2 (A2 & P2) – Location and configuration of development**  
(DIPS, 2016)

The car parking for the service station redevelopment is located along the frontage of the building and as a result, the Performance Criteria have to be satisfied.

**GHD comments**

*“The car parking is located forward of the front building line. The location of car parking towards the front of the building is typically associated with service station developments. The location of the fuel bowsers forward of the building provides for maximum visibility for the attendant staff and ease of management of the sales occurring. In many instances vehicles are moved forward to the car parking spaces in front of the building to facilitate completion of the transaction at the service counter. For those not purchasing fuel, the location of the car parking in front of the building provides convenient ease of access to the shop component. Notwithstanding its location forward of the building line, it is not considered that the car parking will dominate the street frontage with only a single row of car parking proposed. It is further noted that the car parking will be placed some distance behind the fuel bowsers and canopy which will provide some visual mitigation when viewed from the street.*

*There are also small areas of landscaping and signage proposed along William Street and Stewart Street adjacent to the vehicle access points which will further assist in visually breaking up the parking area.*

*The proposed parking location is entirely consistent with that prevailing in the area. Further to the south in William Street is located a car wash, Hungry Jacks and various*

trade outlets. The streetscape has a 'functional' character, mostly characterised by parking located forward of the building line. The proposed car parking location is considered to meet the requirements of the Performance Criteria."

(GHD, 2016, p.29)

**Council comments:**

It is submitted that it is typical for a service station development to provide car parking along the frontage of the building for ease of access and safety to its customers.

22.4.5 Setback from zone boundaries	
<b>Objective:</b>	
Use or development of land adjoining land in another zone is to minimise -	
(a) likelihood for conflict, interference, and constraint between the use or development of land in the zone and sensitive use of land in an adjoining zone; and	
(b) unreasonable impact on the amenity of use on land beyond the boundaries of the zone	
Acceptable Solutions	Performance Criteria
<b>A1</b>	<b>P1</b>
Development of land with a boundary to a zone must -	The location of development must -
(a) be setback from the boundary of land in an adjoining zone by not less than the distance for that zone shown in the Table to this Clause;	(a) minimise likelihood for conflict, constraint or interference from sensitive use on land in an adjoining zone; and
(b) not include within the setback area required from a boundary to land in a zone shown in the Table to this Clause -	(b) minimise likely impact on the amenity of the sensitive use on land in an adjoining zone
(i) a building or work;	
(ii) vehicular or pedestrian access from a road if the boundary is not a frontage	
(iii) vehicle loading or parking area;	
(iv) an area for the display, handling, operation, manufacturing, processing, servicing, repair, or storage of any animal, equipment, goods, plant, materials, vehicle, or waste;	
(v) an area for the gathering of people, including for entertainment, community event, performance, sport or for a spectator facility;	
(vi) a sign orientated to view from land in another zone; or	
(vii) external lighting for operational or security purposes; and	
(c) a building with an elevation to a zone boundary to which this clause applies must be contained within a building envelope determined by -	
(i) the setback distance from the zone boundary as shown in the Table to this Clause; and	
(ii) 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 setback distance from the zone boundary; and	
and	
(d) the elevation of a building to a zone boundary must not contain an external opening other than an emergency exit, including a door, window to a habitable room, loading bay, or vehicle entry	

Figure 11 – Development Standard 22.4.5 (A1 & P1) – Location and configuration of development  
(DIPS, 2016)

<b>Adjoining Zone</b>	<b>Setback (m)</b>
General Residential	4.0
Rural Living	10.0
Environmental Living	10.0
Urban Mixed Use	4.0
Community Purpose	5.0

**Figure 12 – Table to Clause 22.4.5 A1**  
(DIPS, 2016)

The proposed drive through to the carwash facility at 114-116 William Street is located within the 4m setback to the General Residential zone which is located to the immediate east of 83 Stewart Street. It has also been identified that part of the building (including the 2.5m acoustic block wall on eastern side boundary) falls within the prescribed building envelope threshold. As a result, the Acceptable Solutions are not met and the application is assessed against the Performance Criteria for this standard.

### **GHD comments**

*"The proposal is assessed against the acceptable solution as follows:*

- a) *The table to Clause 22.4.5 A1 requires a setback of 4 metres from the General Residential Zone. Construction of the access lane to provide access to the car wash is within this setback, while the eastern façade of the new building meets the 4 metres setback to the boundary with the adjacent residential lot located in the General Residential Zone.*
- b) *There will be no waste storage or service areas, areas for people to gather, parking, loading or signage within the required setback. There will be vehicular access, and potentially bollard style lighting associated with the access lane within the prescribed setback.*
- c) *The proposed building involves walls and elevations within the prescribed setback and building envelope outlined in sub-clause c).*
- d) *The eastern elevation proposes an external opening adjacent the prescribed setback distance from the adjacent zone.*

*The proposal invokes discretion against Clauses a) to d) above and must be assessed against the Performance Criteria.*

*The proposal involves the installation of an acoustic block wall which is proposed specifically to address any adverse impacts on the adjacent residential dwelling. An acoustic report has been prepared by Vipac (Appendix D) that finds that the noise levels generated by the drive through traffic are anticipated to meet the relevant noise assessment criteria. In relation to other plant there are recommendations in relation to final design that will assist in ameliorating impacts on the neighbouring residential properties, and can be dealt with by permit conditions. They relate to the final height of the acoustic wall on the boundary, and enclosure of plant in appropriately designed enclosures. The proposal is considered to satisfy the requirements of the performance criteria."*

**Council comments:**

The plans submitted by GHD indicate the height of the acoustic wall along the eastern side boundary of the development will be 2.5m high. The noise assessment completed by Vipac Engineers & Scientists Pty Ltd states that the noise measurement results were based on the acoustic wall being 300mm above the eave height of the adjoining property which is 81 Stewart Street. Located on this property is a multiple dwelling strata development. The building plans for these units demonstrate the wall height of the two eastern units on the property are approximately 2.8m and as a result the acoustic wall would need to be in excess of 3m in height. The final height of the wall will need to be ratified by an acoustic engineer and this will be noted on the planning permit.

It is considered an appropriate measure for the acoustic wall to be designed with some form of treatment to mitigate any undesirable visual effect to the neighbouring units. For example, the acoustic wall could be staggered or incorporate different materials to break up its 'visual bulk'. The redesign of the wall would need to be clarified by an acoustic engineer however this is already required to confirm what height the wall needs to be constructed to. A condition regarding architectural relief for the acoustic wall will be included on the development permit.

**Code Standards**

<b>E7.6 Development Standards</b>	
<b>Objective:</b>	
Signs –	
(a) may be an integrated element of development on a site; and	
(b) must not have adverse effect for –	
(i) the convenience and safety of people and property, including of any road, rail, air or marine transport system;	
(ii) amenity and character of any rural, urban or conservation setting; or	
(iii) the conservation and protection of any special value identified in a provision forming part of this planning scheme	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
Signs must –	A sign must be reasonable taking into account –
(a) identify an activity, product, or service provided on the site;	(a) whether the sign relates to an activity, product or service provided on the site;
(b) if on a site in a General Residential, Low Density Residential, Rural Living; or Environmental Living zone, must –	(b) nature of development on the site;
(i) comprise not more than 2 display panels;	(c) purpose, location, number, size, style, and configuration of any existing and approved sign on the site and on adjacent land;
(ii) be fixed flat to the surface of a building below the eave line; and	(d) whether likely to be visually dominant or intrude on the appearance of the site or the streetscape;
(iii) have a total combined area of not more than 5.0m <sup>2</sup> ;	(e) whether likely to obscure the visibility of other signs in the locality;
(c) if on a site in any other zone, must –	(f) whether visible beyond the immediate locality;
(i) comprise not more than 5 display panels;	(g) whether likely to impact on operational efficiency and safety of a railway, road, navigable water, or controlled air space in accordance with the advice and any requirement of the relevant regulatory entity;
(ii) have a total combined area of not more than 50.0m <sup>2</sup> ;	(h) whether likely to impact on the amenity of a habitable room or private open space in a residential development; and
(iii) be separated from any other freestanding or projecting sign by not less than 10.0m	(i) the necessity for the sign to be located on the site having regard for:
(iv) be fully contained within the applicable building envelope and –	(i) proximity of the service or business being promoted to the sign location;
a. not extend above the parapet or the ridge of a roof; or	(ii) proximity of other signage for the same business or service;
b. if a free-standing sign, have a height above natural ground level of not more than 5.0m;	(iii) ability to identify the business or service through other means; and
(v) not involve a corporate livery, colour scheme, insignia or logo applied to more than 25% of the external wall surface of each elevation of a building;	
(vi) not be located in an access strip, loading area, or car park;	

<p>(vii) not be animated, scrolling or otherwise continuously or intermittently changing, flashing or rotating as a part of the operation of the sign unless providing advisory or safety information;</p> <p>(viii) not resemble any air or marine navigation device, or a railway or road traffic control or directional device or sign;</p> <p>(ix) not visually obscure any sign or device required for the convenience and safety of air or marine navigation or for use of a railway or a road; and</p> <p>(x) not cause illumination that overflows the boundaries of the site; and</p> <p>(d) not be on land for which a Local Heritage Code forming part of this planning scheme applies</p>	<p>(iv) flow of traffic past the sign and its likely destination</p>
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**Figure 13 – Development Standards for Sign Code - E7.6 (A1 & P1)**  
(DIPS, 2016)

The signage proposed in association with the service station redevelopment exceeds the maximum thresholds prescribed within the Acceptable Solutions of the Sign Code (E7). This is because there are more than 5 advertising panels proposed, the pylon sign proposed along William Street exceeds 5m in height (9m high sign proposed) and illumination from the pylon sign will cause marginal light spill into the boundary with the road reserve.

#### **GHD comments**

*"It is noted that any signage provided in association with the access lane, and that located on fuel pumps and other internal services is exempt from approval in accordance with Clause E7.4 as it is not intended to be visible from outside of the site.*

*The signs subject to assessment are outlined in Section 6.1.3. The proposal is assessed against the A1 as follows:*

- a) The signage relates to services provided on the site. Complies with A1.*
- c) (i) The proposal involves the display of more than 5 signs. Does not comply with A1.*
- c) (ii) The combined area does not exceed 50m<sup>2</sup>. Complies with A1.*
- c) (iii) The free standing signage is separated by a distance in excess of 10m. Complies with A1.*
- c) (iv) The free standing signage is not located within the building envelope. Does not comply with A1.*
- c) (iv) (a) Signage does not extend beyond the parapet. Complies with A1.*
- c) (iv) (b) The pylon sign exceeds 5m in height. Does not comply with A1.*
- c) (v) Does not involve a corporate logo over 25% of the wall. Complies with A1.*
- c) (vi) Free standing signage is not located in access strips, loading areas or car parks. Complies with A1.*
- c) (vii) Signage does not involve animation or moving parts. Complies with A1.*
- c) (viii) Signage does not resemble any statutory signage. Complies with A1.*
- c) (ix) Will not obscure any statutory signage. Complies with A1.*



- c) (x) *Illumination associated with the pylon sign is likely to cause marginal light spill into the boundary with the road reserve. Does not comply with A1.*
- d) *Is not on land to which a heritage listing relates. Complies with A1.*

*The proposed signage therefore requires assessment against the performance criteria.*

*The proposed signage is considered to be appropriate to the site and the use. It is necessary to clearly communicate the location of the service station, fuel prices offered, and the convenience shopping available, from outside of the site, as it needs to be clearly and quickly identifiable by passing motorists.*

*Whilst there are a number of signs proposed, their size, location and display of corporate livery is consistent with other recently constructed Caltex operated service stations. The signage is consistent with what would be expected of a site to which the proposed use applies."*

(GHD, 2016, p.35-36)

**Council comments:**

GHD have satisfactorily demonstrated the signage associated with the service station redevelopment complies with Performance Criteria for the Sign Code and a proliferation of signs is unlikely to cause loss of amenity or lessen the safety of people and property.

**COMMUNITY ENGAGEMENT**

Should the proposed combined application be certified by the Planning Authority both the draft amendment and planning application will be placed on public display as per the requirements prescribed within the Act.

**FINANCIAL IMPLICATIONS**

There are no financial implications associated with this report.

**DISCUSSION**

It was initially the owner's intention to apply for a service station redevelopment which incorporated a drive through takeaway store. However, after receiving a further information request from Council primarily concerning traffic matters the developer elected not to proceed with the driveway take-away component and amended the initial development plans and submission. The drive through access is still proposed to provide access to the carwash facility at 114-116 William Street from Stewart Street.

The application was referred to TasWater for their consent and conditions and this will be included as a permit condition in the recommendation. The revised submission and plans were not sent to TasWater for further comment as it was considered the proposal has not substantially altered. See **Attachment 3**.

Although not a requirement under DIPS, the developer will most likely need to adhere the titles (or consolidate) for the service station redevelopment as the proposal will be constructed over existing title boundaries. This particular aspect will need to be examined by the applicant's building surveyor prior to lodgement of the building permit application.

**CONCLUSION**

The application has undergone assessment against the various legislative requirements and has satisfied these to the extent that the combined permit and draft amendment is recommended to be exhibited to the public in accordance with the requirements of the Act.

## ATTACHMENTS

1. Submission - PA2016.0009 & AM2016.02
2. Plans - PA2016.0009 & AM2016.02
3. TasWater Submission to Planning Authority Notice

## RECOMMENDATION

That Council:

- agree to certify AM2016.02 to Rezone 83 Stewart Street, Devonport (CT 216837/1) from General Residential to Central Business;
- place AM2016.02 on public exhibition for in accordance with the provisions of the *Land Use Planning and Approvals Act, 1993*; and
- approve development application PA2016.0009 for Vehicle Fuel Sales and Service (Service Station redevelopment – including demolition) – Assessment against Performance Criteria under clause 22.3.1, 22.4.2, 22.4.5 & Sign Code (E7) in accordance with the *Land Use Planning and Approvals Act 1993*, subject to the following conditions:
  1. Unless altered by subsequent conditions of this permit the service station redevelopment is to be generally developed in accordance with the submitted plans and documentation referenced as:
    - Development Plans referenced as: *Project Devonport – TAS, 114-118 William Street, CNR Stewart Street* (Project No. 66158) by Richmond + Ross Pty Ltd; and
    - Planning Submission by GHD obo IASM investments Pty Ltd dated May 2016 (including Traffic Impact Assessment & Noise Assessment)
  2. The developer is to comply with Council's In-Principle Agreement for Roads and Stormwater dated 24/06/2016.
  3. Prior to or at the time of lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer (refer to Advice section below).
  4. The acoustic fence on the eastern side boundary is to be designed with architectural relief design methods. Details regarding this are to be submitted prior to or at the time of the building application being lodged (refer to Advice section below).
  5. 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*.

Advice: The following is provided for information purposes.

Prior to the lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer. The current plans indicate a 2.5m high acoustic fence, however, the noise assessment which was completed as part of the planning application considered the acoustic fence to be 300mm above the eave level of the adjoining property to the east (multiple dwellings at 81 Stewart Street). Taking into

account the eave line of the neighbouring property the fence will need to be in excess of 3m in height. In addition, the acoustic engineer will need to take into account the design of the fence with architectural relief design methods.

The developer is to take all reasonable steps during construction works and use of the premises to minimise off site environmental effects occurring that might result in a nuisance. This includes air and noise pollution and does not allow for burning of any waste materials.

The developer is to dispose of any asbestos found during demolition in accordance with the Workplace Tasmania "Guidelines for Safe Disposal of Asbestos".

If the existing underground fuel tank/s are to be decommissioned, it is to be done in accordance with the *Environmental Management & Pollution Control (Underground Petroleum Storage Systems) Regulations 2010*. Soil sampling is to be undertaken around the tanks to ensure there has been no further contamination and a decommissioning report is to be provided to Council in accordance with the Regulations. If the existing tanks are to remain then all care is to be taken to alleviate any potential damage to the tanks and its surrounds. If any breach occurs then the developer is to contact Worksafe Tasmania and the Environmental Health Department of Council.

**THIS IS NOT A DEMOLITION, BUILDING OR PLUMBING PERMIT.**

You need to provide a copy of this planning permit to a registered Tasmanian Building Surveyor. WORK CANNOT COMMENCE UNTIL BUILDING AND PLUMBING PERMITS ARE ISSUED.

In regard to condition 5 the applicant/developer should contact TasWater – Ph 136 992 with any enquiries.

In regard to condition 2 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:	Matthew Atkins
Position:	Cadet Planner	Position:	Deputy General Manager



20 May 2016

Paul West  
General Manager  
Devonport City Council  
44-48 Best Street  
DEVONPORT TAS 7310

Our ref: 32/17088  
64835  
Your ref:

Dear Paul,

**IASM Investments Pty Ltd  
Combined Application Under Section 33(1) and Section 43(A) of the Land Use  
Planning and Approvals Act 1993 - AM 2016.02 and PA 2016.0009**

This updated application is lodged by GHD Pty Ltd on behalf of IASM Investments Pty Ltd under Section 33(1) and 43(A) of the *Land Use Planning and Approvals Act 1993*.

As previously discussed changes have been made to the application in light of the request for further information received and subsequent site meetings with Council Engineers, and in response to client reconsideration of the project scope. The key changes made include:

- The drive-through ordering/service related to the restaurant is no longer being pursued i.e. we are no longer dealing with a drive-through take-away
- The lane to the rear of the building however is retained to provide access to the car wash from Stewart Street
- A reduced building footprint and greater setback to Stewart Street is proposed
- Within the building foot print the 'shop' component has increased in size to accommodate food and drink dispensing/display areas
- A different treatment of the building elevations results from the reduced building footprint
- Ingress and egress of the fuel tankers is from Stewart Street only
- Single William Street cross-over

The development application relates to: CT Volume 216837 Folio 2 known as 83 Stewart Street, Devonport, CT Volume 232817 Folio 1 known as 118 William Street, Devonport and CT Volume 149026, Folio 1 known as 114-116 William Street, Devonport. Ian Murcott is the owner of all the relevant titles.

The attached updated planning report, including updated TIA and Accoustic Report, and revised DA plans is in replacement of the documentation originally submitted to Council in December 2015. As confirmed in your email dated 4 May, 2016, we anticipate the updated report and plans will be assessed as the existing application:

*"As you suggest, the easiest way to progress forward with the application is to add the updated plans and associated documentation to the existing application - AM2016.02 & PA2016.0009.*

*When the amended documentation is received and satisfies the application requirements (i.e City Infrastructure Dept. accepts the ingress/egress movements) Council will 'reset' the clock on the application and prepare a report for the Council meeting within the required statutory period.*

*I have confirmed with Council's Planning & Environmental Health Cocrdinator Shane Warren that no additional fee is applicable."*

Please do not hesitate to contact me by telephone or email should any further clarification be required.

Regards,  
GHD Pty Ltd



**Alex Brownlie**  
Principal Planner  
03 6210 0701



## **IASM Investments Pty Ltd**

83 Stewart Street, 118 William Street and 114-116 William  
Street Devonport

Combined Application under S33(1) and S43(A) Land Use  
Planning and Approvals Act 1993 for a Planning Scheme  
Amendment and Planning Permit

May 2016

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

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## Appendices

Appendix A - Certificates of Title

Appendix B - Original Site Masterplan

Appendix C - Traffic Impact Assessment

Appendix D - Acoustic Report



# 1. Introduction

## 1.1 Purpose of this Report

This report has been prepared in support of a combined Rezoning and Development Application being lodged by IASM Investments Pty Ltd c/- GHD Pty Ltd to rezone 83 Stewart Street, Devonport to Central Business and redevelop the land on 83 Stewart Street and 114 – 118 William Street into an upgraded service station with associated fast food outlet. The application is submitted pursuant to Section 43A of the *Land Use Planning and Approvals Act 1993* (LUPAA).

The report provides an assessment against the relevant provisions of the Interim Devonport Planning Scheme 2013 ('Interim Planning Scheme').

## 1.2 Certificate of Title Information

The rezoning component of the application relates to the following title:

- Certificate of Title Volume 216837 Folio 2 known as 83 Stewart Street, Devonport.

The development application relates to the following titles:

- Certificate of Title Volume 216837 Folio 2 known as 83 Stewart Street, Devonport.
- Certificate of Title Volume 232817 Folio 1 known as 118 William Street, Devonport
- Certificate of Title Volume 149026 Folio 1 known as 114-116 William Street, Devonport

Copies of the titles are included as Appendix A

## 1.3 Structure of the Report

This report has been structured to provide background to the proposal and an assessment of the applicable Interim Planning Scheme provisions. Section 3 examines the characteristics of the existing site and surrounds. Section 4 details the proposed rezoning and use and development, including background. The strategic planning assessment is provided in Section 5 and the assessment of the development application is provided in Section 6.

## 1.4 Background

In 1999 commercial redevelopment of the land located at 112-118 William Street, 98 Steele Street and 83 Stewart Street commenced in accordance with the master plan shown in Appendix B. The master plan included a 52 seat Fast Food Restaurant on the corner of William Street and Steele Street, a Car Wash towards the middle of the site, and redeveloped Service Station incorporating land at 83 Stewart Street. A report was prepared by Consultant Alex Brownlie to facilitate the rezoning at the time.

Subsequent to the initial rezoning report a development application was submitted for a Car Wash as Stage 1 of the overall master plan prepared for the whole property. This was approved following a Resource Management and Planning Appeal Tribunal (RMPAT) hearing and decision (PA 990160 10 Feb, 2000).

The second stage involved the development of a Hungry Jacks Restaurant, which was granted a permit in 2004 following RMPAT hearing PA 2003.0208. A 2 lot subdivision and adhesion of 112 William Street and 98 Steele Street was necessary to facilitate development of the restaurant. This was approved by the Devonport City Council (the Council) under delegation.

The house at 83 Stewart Street was approved for demolition by Council in 2013 under PA 2013.008 and has since been removed.

Since the projects inception in 1999 our client has been working towards completion of the 'master plan' with redevelopment of the Caltex Service Station at 118 William Street being the final stage as shown in Appendix B. To this end the applicant contributed in part to the cost of a rezoning proposal pursued with Council (AM2009/06). The Tasmanian Planning Commission approved the rezoning from Closed Residential to Semi-Residential for the properties at 116 William Street (containing the Car Wash), 118 William Street (containing the service station), 122 William Street (Paint Right), 124 William Street (Chicken Treat) and 126 William Street (Church Property). Our client was of the understanding at the time that the rezoning was to have included 83 Stewart Street consistent with the master plan previously prepared for the site. However, 83 Stewart Street was not included in the final rezoning, and our client did not become aware of the 'anomaly' until sometime later. It is the purpose of this application therefore to include 83 Stewart Street into the surrounding commercial precinct by rezoning the property to Central Business.

### **1.5 Scope and Limitations**

This report: has been prepared by GHD for IASM Investments Pty Ltd and may only be used and relied on by IASM Investments Pty Ltd for the purpose agreed between GHD and the IASM Investments Pty Ltd as set out in Section 1 of this report.

GHD otherwise disclaims responsibility to any person other than IASM Investments Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by IASM Investments Pty Ltd and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

## 2. Statutory References

### 2.1 Name of Planning Instrument

The subject of the proposed amendment and development application is the *Devonport Interim Planning Scheme 2013*.

### 2.2 Name of Planning Authority

The planning authority is the Devonport City Council.

### 3. Site and Surrounds

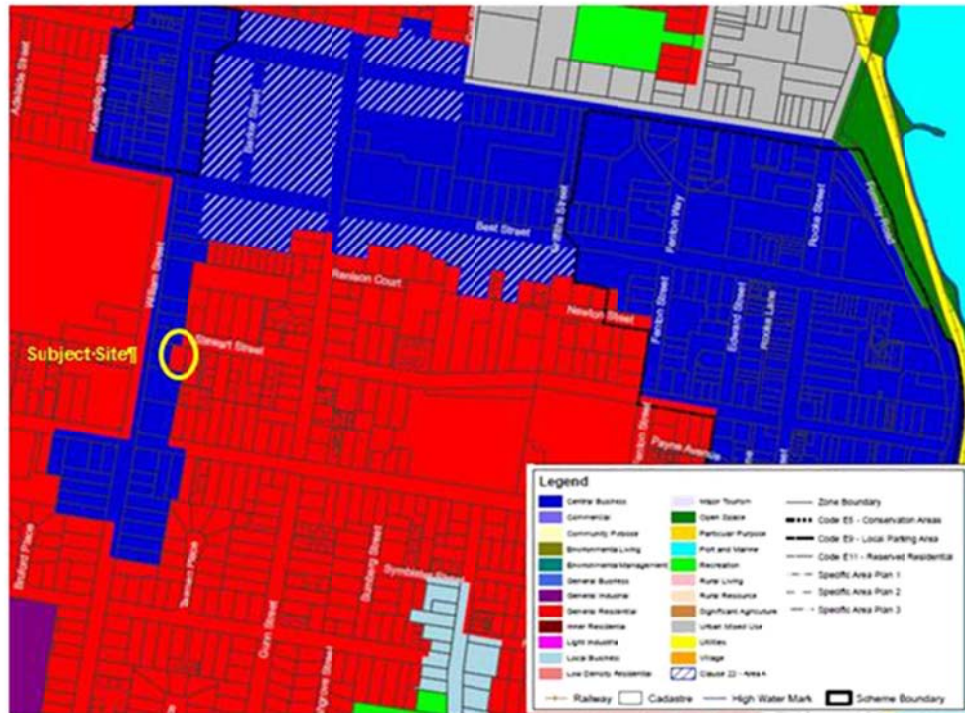
The subject site is located at 83 Stewart Street, Devonport and comprises an area of approximately 622m<sup>2</sup> (refer **Error! Reference source not found.**). It is bound by 118 William Street to the west, which accommodates the existing Caltex Service Station and by Stewart Street to the north. To the east it is bound by 81 Stewart Street, which comprises residential units, and to the south by 114-116 William Street, which accommodates the existing car wash.



(Source: theList, <http://maps.thelist.tas.gov.au/listmap/app/list/map> )

#### Figure 1 Subject Site

The subject site is located directly behind the commercially zoned land on William Street. It is located on the south western fringe of the CBD, approximately 150m south of the Best Street Commercial precinct. The main CBD therefore is located to the north and north east of the subject site. The land directly to the east of the subject site is residentially zoned and comprises residential development (refer **Error! Reference source not found.**).



(Source: Devonport Interim Planning Scheme 2013)

**Figure 2 Zoning Map**

The William Street commercial precinct is typically characterised by 'fringe' CBD development. The uses generally require larger floor areas than those found along Best Street and in the remainder of the CBD. They consist of uses such as large restaurants and fast food outlets, bulky goods stores, trade retail outlets and car parts retail outlets.

There is also a Baptist Church and Devonport High School located along William Street just to the north of the subject site (refer **Error! Reference source not found.**).



(Source: GoogleMaps)

**Figure 3 Locality Map**

### 3.1 Services and Infrastructure

The site is fully serviced by reticulated water, sewage and stormwater, as well as electricity and telecommunications.

### 3.2 Road Network and Traffic

GHD has prepared a Traffic Impact Assessment (TIA) which is provided in Appendix C. The report includes a review of the existing road environment in the vicinity of the site, the traffic conditions of the road network and the implications of the proposed development on that network.

The TIA predominantly investigated the existing conditions on William and Stewart Streets and noted the following:

#### William Street

The capacity of William Street is constrained by the roundabout at Steele Street and the signalised intersection at Best Street. During the after-school peak period (between 3:00 pm and 3:30 pm), traffic on William Street is essentially a rolling queue in both directions between these two intersections. Outside of this time, including the commuter peaks, William Street operates relatively well.

A children's crossing is located on William Street, approximately half way between Steele Street and Best Street, and 40 metres north of Stewart Street. The crossing is unstaffed, with vehicles expected to give way to pedestrians.

The posted speed limit on William Street is 50 km/h. A 40 km/h speed limit applies during school periods (8:00 – 9:00 am and 2:50 – 3:20 pm on school days).

Recent Council traffic data indicates that William Street currently carries around 11,800 vehicles on a typical weekday between Steele Street and Stewart Street. Two-way peak volumes reach around 950 vehicles per hour during the evening commuter peak period (5:00 – 6:00 pm).

Traffic on William Street remains consistently high throughout the majority of the day, with two-way volumes exceeding 700 vehicles per hour between 8:00 am and 7:00 pm.

During the preparation of the Devonport Road Network Strategy in 2009, it was found that there are several intersections along William Street which experience moderately high levels of congestion during the commuter peak periods including Steele Street (roundabout), Best Street (signalised) and Oldaker Street (signalised).

#### Stewart Street

Stewart Street is classified as a Minor Collector Street in the Road Hierarchy. Minor Collector Roads *"have residential/access function but carry a higher volume of traffic than local streets. A reasonable level of amenity and safety is maintained but it is lower than that of a local street."* The desirable traffic volumes on Minor Collector Streets are around 750 to 3,000 vehicles per day.

Stewart Street has a total pavement width of approximately 11 metres. Footpaths are available on both sides of the road along with a large supply of unrestricted on-street parking. Stewart Street is subject to relatively low traffic volumes throughout the day. It is possible that congestion on William Street constrains traffic volumes on Stewart Street

The TIA concluded that the surrounding road network would be capable of accommodating the proposed development, with additional traffic generated by it considered negligible in the context of existing traffic volumes on William Street and the surrounding road network. Traffic issues are further discussed in Section 6.3.4.

## 4. Proposal

### 4.1 Proposed Amendment

The proposal involves rezoning the land on Certificate of Title 216837 Folio 2 at 83 Stewart Street, Devonport from General Residential to Central Business.

#### 4.1.1 Impact of the Amendment

The proposed amendment will facilitate the redevelopment of the existing Service Station at 118 William Street, and see the original master plan vision for the site completed. It will result in a minor extension to the William Street commercial precinct, and will provide for a more consistent zoning alignment with the land directly to the south of the site, as well as that to the north of Stewart Street running parallel to William Street.

As outlined in Sections 3.1 and 3.2 the site is adequately provided with the necessary services and physical infrastructure, including the surrounding road network. The redevelopment that will be facilitated by the rezoning therefore will not place further pressure on public infrastructure.

The proposal will result in the conversion of residential land for commercial purposes. Given the small size of the lot, the conversion will have a negligible impact on the city's overall residential and commercial land supply. Nonetheless an assessment of the proposal against the strategic provisions of the *Devonport Retail Study 2008* and the *Cradle Coast Regional Planning Framework 2010-2030* is provided in Sections 5.2 and 5.3 below. The assessment finds that the proposal will not adversely affect the City in terms of residential and commercial land supply, and does not conflict with any strategic planning intent.

The proposed amendment is accompanied by a development application for the site. The combined permit and amendment application is made under the *Land Use Planning and Approvals Act 1993*, and specifically sections 43A to 43M of the Act, which allows for the intended development for the site to be assessed against the proposed new zone provisions. The proposal incorporates a number of features that will assist in maintaining residential amenity on the adjacent sites and more broadly within the street. The TIA also concludes that the proposal will have an acceptable impact on the surrounding road network in terms of traffic generation and safety. A full assessment of the proposed use and development is provided in Section 6.



## 5. Assessment of the Amendment

### 5.1 Devonport Strategic Plan 2009-2030

There are five main municipal goals outlined in the *Devonport Strategic Plan 2009-2030* (the Strategic Plan). Those relevant to consideration of the proposal are assessed below.

#### 5.1.1 Goal 3 Growing a Vibrant Economy

*Devonport's location supports its position as the service and reail centre for North West Tasmania. Accessibility in, around and out of the City will be supported by sound planning and management. Devonport's natural beauty, its location as the sea gateway to Tasmania and home of the Spirit of Tasmania, provides the foundations for developing experiences and unique events to attract and retain visitors. Rich agricultural surrounds provide the opportunity to further develop food production, processing and experiences. With modern communication technology, Devonport engages with the world's markets, consumers and travellers.*

#### *Outcome 3.1 Devonport is the Retail and Service Centre for North West Tasmania*

*3.1.1 Market and promote the City and its potential as a Regional business hub*

*3.1.2 Manage strategic urban development to support the "Go for Growth" initiatives that supports the primacy of the CBD and reduces fragmentation*

#### *3.3 Access in to, out of, and around the City is Well Planned and Managed*

*3.3.1 Improve the City's physical access and connectivity*

*3.3.2 Develop and maintain a high profile City entrance and streetscape that enhances and maintains its character*

#### *Outcome 3.5 Our Economic Progress Continuously Improves*

*3.5.5 Promote, encourage and develop initiatives that maximises use of the local economy, retains local expenditure and captures leakages.*

*Comment:* The proposal involves the redevelopment of an existing service station. The redevelopment will rejuvenate the site and modernise the facility in line with the newer model of service stations and in line with customer expectations of levels of service. This will strengthen the commercial precinct within which the site is located, reinforcing its role within the broader activity centre hierarchy (refer Section 5.2). The proposal will therefore contribute to the vitality of the city's retail and economic environment. The proposal's relationship to the primacy of the CBD and the fragmentation of commercial areas is discussed in more depth in Section 5.2.

### 5.2 Devonport Retail Study 2008

The proposal is assessed against the relevant considerations of the *Devonport Retail Study 2008* (the Retail Study) below.

### 5.2.1 Existing Retail Hierarchy

The Retail Study distinguishes between the roles of the various retailing precincts within the City. The CBD is broken down into three precincts, Downtown, Best Street Precinct and The Fourways Precinct. The subject site is identified as being part of the Steele Street / Don Road Precinct, outside of the CBD area (refer Figure 4). Under Section 4.1 the Retail Study provides the following description in respect of the precinct:

#### *Location*

*The Steele Street/Don Road retail precinct comprises two distinct concentrations of retail activity. In the east, the Steele Street component of the precinct is concentrated near the intersection of Steele Street and William Street. Further west in Don Road, the retail uses run from the intersection with Steele Street in the east to the intersection of Don Road and Hillcrest Road in the west. The overall precinct is located on the main road connecting the Devonport CBD to the Don Road freeway interchange at the western end of the Devonport urban area and the retail mix is oriented towards serving this passing traffic.*

#### *Centre Description*

*The precinct contains approximately 5,700m<sup>2</sup> of occupied retail floor space. In the east, near the intersection of Steele Street and William Street, the retail offer comprises some fast food outlets (KFC, Hungry Jacks) as well as a Retravisio electronics store.*

*This precinct (particularly the western part) has developed as an example of out of centre Homemaker/bulky goods retailing, meaning the area is composed primarily of ad hoc ribbon development along both sides of Steele Street/Don Road, with little integration or shared infrastructure. The opportunities for pedestrian movement between stores are very limited. In addition to the retail outlets, a number of non-retail showroom uses exist and they are primarily geared towards serving the trade sector.*

#### *Main Features and Issues*

*The Steele Street/Don Road precinct comprises relatively scattered individual retail tenancies and lacks a sense of integration and destination. The precinct is, however, currently the only site available in the City of Devonport which offers potential homemaker retailers an opportunity to trade from a large site with access and exposure to a regional catchment. This exposure is derived from the high traffic volumes and the ease of access from the Bass Highway. The Steele Street/Don Road precinct was nominated as a preferred location for homemaker retail in the Retail Study 2007.*



**Figure 4 Devonport CBD Retail Precincts (Source:Devonport Retail Study 2008)**

Section 8 of the Retail Study outlines the future directions for retail for both individual activity centres as well for the City more broadly.

The future actions relating to individual centres are outlined under Section 8.3. The future actions relating to the Steele Street / Don Road precinct specifically encourage the establishment of homemaker retailing within the precinct. The directions are predominantly based on the identification of the demand for such retailing and the fact that, at the time, the precinct was seen as the only suitable location for such development. However, with the development of the Devonport Regional Homemaker Centre in recent years the intent outlined is now somewhat redundant.

The Retail Study suggests that with respect to the Steele Road Precinct there is scope for trade wholesale, large format restaurants, car yards and some homemaker uses to continue to establish within the area without causing 'fragmentation' of the homemaker retail market.

The redevelopment of the subject site is in keeping with such uses, with the building proposed, and large flexible footprint characteristic of the surrounding precinct. The redevelopment will result in a modernisation of the site which will improve general precinct amenity and streetscape.

The proposed redevelopment is characteristic of the trend in modern service stations that are now larger and offer more extensive and comprehensive food, retail and grocery components. In this regard, the redevelopment is particularly well suited to an area such as William Street with its mix of 'large format' use and development, rather than locating in denser commercial areas that accommodate smaller tenancies and having a more vibrant commercial character.

The proposed rezoning will provide for the redevelopment of a service station that has been in operation on the site for over 70 years. In terms of retail trade, therefore, it does not represent the introduction of a significant retail outlet into the precinct that would undermine the CBD or in any way adversely affect the existing and intended retail hierarchy.

The rezoning is requested in order to facilitate the redevelopment of an existing use for which there is ample demand. As outlined the redevelopment will further improve the streetscape amenity of the area providing a modern development in keeping with the area, and further attract visitors and shoppers into a precinct specifically encouraged under the existing activity centre hierarchy.

The conversion of residential land for commercial purposes will not undermine the broader goals of the Retail Study. Indeed, the proposal is assessed as being consistent with the intent of the Retail Study.

### 5.3 Cradle Coast Regional Land Use Planning Framework

#### 5.3.1 Land Use Policies for Economic Activity and Jobs - Section 3.3

Business and Commercial Activity – Section 3.3.9

a) *facilitate convenient access in each settlement area to food and convenience goods retailers and services.*

*Comment:* The proposal involves the upgrade of the service station to incorporate a line of groceries and convenience goods consistent with the modern service station model. It will provide surrounding residential areas with convenient access to a small range of grocery and convenience goods (including fuel) without undermining the larger and more established food retailers or food retail precincts. The proposal will also provide a service to those travelling through or visiting the precinct.

b) *promote the distribution of higher order retail goods and services throughout the Region in a manner consistent with recognised settlement patterns and at a scale, type and frequency of occurrence appropriate to settlement size, local consumer demand, and relationship to the wider regional market;*

*Comment:* The policies contained within the Retail Study reflect this requirement at a more micro level. The proposal is entirely consistent with the retail and activity centre hierarchy provided in the Retail Study and will not undermine the role and function of retail both within and outside the Steele Road precinct.

i) *In this regard Devonport, Burnie, Latrobe, Sheffield, Ulverstone, Wynyard, Queenstown, Smithton and Currie will provide regional or district business and commercial service roles in addition to meeting local demand;*

*Comment:* The proposal supports Devonport's role as a commercial service centre by improving amenity within the precinct, modernising existing services for which there is a high demand and generally supporting the intent of the Retail Study.

c) *facilitate retail and service provision to complement and enhance the collective drawing power of existing retail and service areas but which does not involve location of major attractors for the express purpose of capturing market share in excess of that warranted by settlement size and relative function in a regional context;*

*Comment:* The proposal will facilitate the redevelopment of a retail service that will be at a scale appropriate to the precinct and the broader hierarchy that it serves.

d) *promote integration of neighbourhood retail and service provision into residential areas at a scale, location and disposition suitable to service local need;*

*Comment:* Refer response a) above.

e) *maintain the integrity, viability and vitality of established centres by locating new business and commercial development onto land within or immediately contiguous with existing town centres and commercial zones;*

*Comment:* The proposal involves the conversion of residential land for commercial purposes, which will be reflected in the zoning. As outlined in Section 4.1.1 however the amendment provides for a more consistent boundary to the commercial zoning, to incorporate land that had previously been identified for commercial use. It will also result in a minor extension to an existing commercial precinct that has specifically been identified as a commercial activity centre under the Retail Study.

f) *promote increased mix of land use, including for housing, within accessible business centres to encourage viability and vitality;*

*Comment:* The proposal involves the conversion of a small parcel of land from residential to future commercial purposes. There is a mix of uses generally throughout the Steele Road precinct, including educational, places of worship, retail and restaurant / take-away food outlets. It is considered that the proposed redevelopment will be a positive contribution to the current mix of uses.

g) *prevent linear commercial development;*

*Comment:* The proposal will not further promote linear commercial development. The William Street frontage is already activated by commercial development within suitably zoned land, and the rezoning of 83 Stewart Street does not change this configuration.

h) *prevent leakage of commercial and retail activities from preferred locations by restricting retail sales in other land use areas;*

*Comment:* Refer response e) above.

i) *provide designated locations for bulky goods and large format retailing, including for vehicle, building and trade supply, and home improvement goods;*

*Comment:* Refer discussion in Section 5.1 and 5.2 dealing with the retail hierarchy.

j) *restrict sale of food, clothing and carry away consumables through bulky goods and large format retail outlets located outside town centres; and*

*Comment:* N/A

k) *require proposals for major business or commercial development outside designated town centres be supported by need, absence of suitable alternative sites and of potential for immediate, incremental or cumulative adverse effect on established town centres and the regional pattern of retail and service provision.*

*Comment:* The proposal does not involve a major business or commercial development.

### **5.3.2 Places for People - Liveable and Sustainable Communities - Section 4**

The proposal involves the conversion of residential land for commercial purposes. It is therefore relevant to assess the proposal against the Regional Framework's residential and settlement policies. An assessment is provided against those policies below, as relevant to consideration of the proposal.

#### **Land Use Policies for Facilitating Access to Business and Community Services - Section 4.5**

Liveability of the Region is dependent in part on local or convenient and equitable access to a range of business and community services to meet both daily and specialist requirements.

##### **Land use Planning Processes -**

a) *Require each settlement area facilitate a mix of use and development of a nature and scale sufficient to meet for basic levels of education, health care, retail, personal services and social and economic activity and for local employment opportunities for the convenience of the local resident and catchment population;*

*Comment:* The redevelopment will modernise the existing service by improving the line of convenience goods available along with fuel and associated motor vehicle products. It is accessible from a number of surrounding residential areas, and will contribute to the range of uses, and viability of the area.

#### **Land Use Policies for Housing Land - Places to Live – Section 4.7**

Land use planning promotes equitable provision, choice and distribution of housing which is adequate, affordable and suitable to meet requirements of the Region –

##### **Land use Planning Processes -**

a) *Identify at all times the ability to accommodate forecast housing demand for a minimum future period of 10 years;*

*Comment:* The Settlement Pattern and Growth Strategies provided in the regional framework are outlined under Section 4. These provide a guide to the extent and appropriate locations of residential development. The Settlement Growth Scenario and the Settlement Development and Growth Management Strategies providing guidance for residential development in Devonport are outlined as follows:

Settlement Growth Scenario- Low-demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.

Settlement Development and Growth Management Strategies – The Contained strategy promotes a mix of intensification and strategically planned expansion to retain compact urban form and provide a mix of development and growth opportunities. The mix does not need to occur in balanced proportion. The approach allows for optimum use of available and planned infrastructure in both established and new release areas.

The settlement growth scenario above describes low demand for residential development and, particularly given the size of the residential lot its conversion for commercial purposes will not adversely impact the availability of residential land within the City more generally.

c) *Direct development for new housing into locations where appropriate levels of employment, business, infrastructure and community service facilities are available or planned;*

*Comment:* The proposal does not involve new housing development, however, it promotes principles of efficiency by promoting a viable commercial activity centre and providing services in accessible locations to surrounding residential areas.

## 5.4 Devonport Interim Planning Scheme 2013

### 5.4.1 Planning Scheme Objectives – Clause 3.0

- a) *Coordinate sustainable use or development of land within the municipal area in accordance with the municipal strategic principles, policies and actions contained in the documents detailed in clause 3.0.2;*
- b) *Establish the purpose, outcomes and processes required for the use, development, protection and conservation of land;*
- c) *Divide the municipal area into zones and assign land to zones in accordance with priority strategic purpose for use or development;*
- d) *Include regulatory provisions to deliver outcomes that:*
  - i. *accommodate settlement growth and development through a balance of infill, redevelopment, and contiguous expansion of established centres to make more efficient use of land<sup>81</sup>;*

*Comment:* The proposal involves the conversion of a residential site for a commercial purpose. It will result in a minor intensification of an existing retail activity centre, and promote a more consistent zoning pattern and alignment of zone boundaries. The rezoning will promote efficient use of the land.

- ii. *support use and development by private, public, and social investment*

*Comment:* The proposal involves private investment. Existing services will be utilised and no cost to public funds is expected to be incurred.

- iii. *provide efficient, safe, and pleasant places in which to live, work, or visit;*

*Comment:* The proposal will promote easy access to daily convenience goods from surrounding residential areas. It also furthers the appearance and vitality of an activity centre and promotes the economic wellbeing of the City as a whole.

- iv. *minimise likelihood for conflict and interference between use*

*Comment:* The proposal will not result in any significant land use conflict. It involves the redevelopment of an existing service station use that currently adjoins the General Residential Zone, and historically has adjoined residential uses. While the proposal does not pose any change to this arrangement, it will result in the commercial activities being closer to the units at 81 Stewart Street. Steps have been taken to assess and understand the current amenity of the area and to mitigate potential adverse impacts in the design response.

- v. *provide for diversity and choice in the form and setting for use or development to meet existing and future needs;*

*Comment:* The redevelopment will modernise the existing facility, enabling it to better meet the existing and future needs of the community. The associated development will improve the appearance of the site and the broader activity centre.

- vi. *permit low-impact small business in housing development*

*Comment:* Refer responses iii, iv and v above.

- vii. *provide for facilities and services for community health, education, social welfare, physical activity, recreation, and relaxation*

*Comment:* N/A

- viii. *provide for daily needs of local residents while maintaining viability of a regional model for business and retail centres*

*Comment:* Refer Section 5.2.

- ix. *provide land in locations with strategic advantage for industry*

*Comment:* N/A

- x. *protect the productive value of agricultural land*

*Comment:* N/A

- xi. *protect access to forestry, mineral and other natural occurring resources for sustainable production*

*Comment:* N/A

- xii. *include opportunity for tourism in most locations*

*Comment:* N/A

- xiii. *require all new use or development has access to adequate utilities and community services*

*Comment:* The site has access to all required infrastructure and services.

- xiv. *support walking, cycling, and public transport as an alternative to dependence on private transport;*

*Comment:* The proposal will provide easily accessible convenience goods to surrounding residential areas, promoting walking and cycling.

- xv. *require efficient use of available and planned infrastructure provision for utilities and community services*

*Comment:* Refer response i above.

- xvi. *protect the operation, safety and security of utility corridors and facilities*

*Comment:* N/A

- xvii. *provide for the efficient movement of freight by road, rail, air and sea*

*Comment:* N/A

- xviii. *protect and conserve items and areas of significant ecological, scientific, cultural, heritage, or aesthetic value*

*Comment:* The site does not involve any features of ecological, scientific, cultural, heritage, or aesthetic value.

- xix. *minimise likely risk to the community and the environment from use or development on land exposed to a natural hazard or environmental harm*

*Comment:* The removal of the existing underground fuel storage tanks requires EPA sign-off, while the installation of new underground tanks and storage of other fuels or hazardous materials must be undertaken in accordance with guidance and approvals under the Tasmanian Work Health and Safety Act 2012.

- xx. *recognise the cumulative and likely escalating impacts of climate change; and*

*Comment:* The proposal will not of itself lead to escalating impacts of climate change, nor be impacted by the effects of climate change.



- xxi. *support division or consolidation of land to establish sites suitable for intended use and development*

*Comment:* The rezoning and subsequent development will result in a minor extension to the existing commercial activity centre and result in a more consistent alignment of the zone boundary.

#### **5.4.2 Planning Scheme Objectives - Clause 3.02**

The following municipal strategies, policies and actions are implemented under provisions of the Interim Planning Scheme –

- a) *Devonport Strategic Plan 2009 - 2030 Devonport City Council*

*Comment:* Refer Section 5.1

- b) *Devonport Retail Study 2008 Essential Economics Pty Ltd*

*Comment:* Refer Section 5.2

- a) *Devonport Heritage Study 2001 Paul Davies Pty Ltd*

*Comment:* N/A

#### **5.4.3 General Residential Zone**

Zone Purpose Statements – Clause 10.1.1

*10.1.1.1 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.*

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

*Comment:* The proposal does not represent a significant area of land being converted from the General Residential Zone such that it will result in any material change in the availability of land zoned for residential purposes in Devonport more broadly.

The previous residential building on the site has been removed in accordance with a Council permit. The application of the Central Business Zone therefore will not see the conversion of an active residential use to a commercial use.

The conversion of the site requires some consideration in respect of the impact that the future commercial use and development will have on the amenity of the surrounding residential area. In addition the provisions of the Central Business Zone requires consideration of adjacent residential uses through development provisions that require development to be located such that it responds to adjacent sensitive use. A full assessment of the proposal against the provisions of the Devonport Interim Planning Scheme 2013 is provided in Section 6.

#### 5.4.4 Central Business Zone

##### Zone Purpose Statements - Clause 22.1.1

22.1.1 *To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.*

*Comment:* The application of the Central Business Zone is required to facilitate the redevelopment of the existing service station. The redevelopment will improve the viability and the appearance of the service station facility. The realignment of the Central Business zone boundary to incorporate 83 Stewart Street will provide for a more consistent zone alignment with other commercial uses on adjacent land. This minor expansion of the Central Business Zone is directly supportive of the above Zone Purpose Statement.

##### Local Area Objectives – Clause 22.1.2

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.*

*Comment:* The proposed redevelopment will provide local residents and visitors to Devonport with a range of services including vehicle fuel sales, convenience grocery lines and food outlet. The site is well located in terms of providing this service within an appropriate zoning and within a busy activity centre that is well located to surrounding residential areas and the wider district.

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*

*Comment:* The proposed application of the Central Business Zone for the purposes of redeveloping the site is directly supportive of the above objective. The project represents a strategic redevelopment opportunity on a site with a long history of commercial use, and that makes full use of the existing investment in infrastructure.

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.*

*Comment:* The proposed use will service the everyday needs of local residents, regular users of the activity centre and visitors passing through the area. The redevelopment will improve the existing facility, and contributing to the range of services already provided within the activity centre. The nature of service stations requires their regular dispersal throughout the City, and as outlined, the redevelopment of this site is supported in terms of its strategic location, history of use on the site, and expanded range of goods and services offered.

**Desired Future Character Statements**

Desired Future Character Statements	Implementation Strategy
<p><i>Use of development for central business purposes –</i></p> <ul style="list-style-type: none"> <li><i>(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;</i></li> <li><i>(b) provide convenient arrangements for pedestrian and vehicular access and circulation;</i></li> <li><i>(c) is not required to be comparable with use or development on adjacent land in another zone;</i></li> <li><i>(d) has a potential to transition abruptly at the boundary with an adjoining zone; and</i></li> <li><i>(e) is likely to impact on 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.</i></li> </ul>	<p><i>Implementation is in accordance with the requirement in Clause 8.10.2 to have regard to the purpose of the zone in determining a permit for a discretionary use.</i></p>

*Comment:* The proposed rezoning and subsequent development will reinforce the City’s role as a regional retail focal point as outlined throughout Sections 5.1 and 5.2.

The proposal will provide for convenient vehicular and pedestrian access as outlined in the accompanying TIA.

In terms of land use and zoning on adjacent land, the Central Business Zone anticipates conflicts potentially occurring between commercially zoned land and more sensitive uses on adjacent land, given the more intensive activity that characterises commercial and business uses. Notwithstanding this, the proposed rezoning incorporates a development application which demonstrates that although the use of the site will intensify, facilitated through the rezoning, the impacts of that intensification can be managed to ensure neighbouring residential amenity can be preserved. Such measures include the installation of an acoustic wall on the property boundary; and treating plant and equipment with noise limiting measures and locating it to manage the impacts on neighbouring residential properties.

The proposal will result in an increase in traffic volume, which will be mostly apparent at the intersection of William and Stewart Streets. The impact on other uses along Stewart and William Streets has been assessed by the TIA as being acceptable in terms of the level of traffic generation and its impact.

## 5.5 State Policies

The *State Coastal Policy 1996* and the *State Policy on the Protection of Agricultural Land 2009* are not relevant to this proposal.

The proposal will not result in any discharges impacting surface or ground water and therefore does not require assessment against the *State Policy on Water Quality Management 1997* and stormwater and sewage will be managed through the existing reticulated systems.

The proposed amendment does not require assessment in accordance with *National Environment Protection (Assessment of Site Contamination) Measure 1999* as it does not involve a proposed change of use, but rather development associated with a continuing use. Removal of the existing underground fuel storage tanks is subject a separate approval process and ultimately EPA sign-off,

## 5.6 Land Use Planning and Approvals Act 1993

The rezoning is consistent with the objectives of Schedule 1 of LUPAA in that it provides for the fair, orderly and sustainable use and development of land. A detailed assessment of the amendment in relation to these objectives is provided below.

Part 1 of Schedule 1 to LUPAA covers the general sustainable development objectives of the Resource Management and Planning System (RMPS) and Part 2, the objectives of the planning process.

### 5.6.1 RMPS Objectives (Part 1 of Schedule 1)

1. The objectives of the resource management and planning system of Tasmania are –

(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and

*Comment:* The redevelopment is not expected to result in any increased adverse impact on the environment. Removal of the existing underground fuel tanks requires EPA sign-off, and installation of replacement tanks requires approval by other agencies and compliance with relevant environmental standards. Similarly, the redevelopment of the site will take advantage of existing stormwater and sewage infrastructure, managed by Council and TasWater respectively.

(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and

*Comment:* The proposal is consistent with this objective. The application of the Central Business Zone will provide for a more consistent zoning pattern and will allow for the completion of the broader master plan that has been developed for the site. The future redevelopment will provide for a use that is strategically located, easily accessible to the surrounding area and conveniently located on a main arterial road for customers from outlying areas. Upgrade of the existing service station, which has operated from the site for 70 years, is an appropriate reuse of an existing commercial asset, and its modernisation will allow for the conduct of a more efficient and long term sustainable business.

(c) to encourage public involvement in resource management and planning; and

*Comment:* The proposal will be subject to a public notification period in accordance with the requirements of LUPAA.

(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and

*Comment:* The proposal is consistent with objectives a), b) and c) above. As identified above improving the efficiency and therefore economic viability of the service station will contribute to the broader economic sustainability of the Devonport economy. Reinvestment in the asset is a sign of confidence in the City. Council's investment in the 'Living City' project, and support for the development of the Devonport Home Makers Centre, is a positive signal in itself to private investment in the City. Similarly, the State Government's reinvestment in the Spirit of Tasmania Ferries is also a sign of confidence in the City. The redeveloped service station will be well placed to cater for visitors and tourists to the City resulting from these investment decisions.

(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

*Comment:* The proposal will require approval at both the State and local level, as well as being referred to the relevant government agencies.

### **5.6.2 Planning Process Objectives (Part 2 of Schedule 1)**

*The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule –*

*(a) to require sound strategic planning and co-ordinated action by State and local government; and*

*Comment:* The proposed rezoning has been assessed as being consistent with local, regional and State planning policy and legislation and, as outlined, will be subject to assessment at both the State and local level.

*(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and*

*Comment:* The amendment will see the application of the Central Business Zone to the site which will provide for appropriate guidance for future use and development of the site. Importantly, the Zone allows for the protection of the adjacent residential zoning and associated sensitive uses.

*(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*

*Comment:* The proposal will not involve any increased adverse impact on the environment. Removal of the existing underground fuel storage facilities will require approval by other State agencies, and all waste generated on the site, including solid waste, stormwater and sewage can be adequately managed by Council and Taswater. The economic benefits have been considered and no adverse impacts on residents in the vicinity are anticipated.

*(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and*

*Comment:* The proposal has been assessed against and found to satisfy the relevant State, regional and local policies as described in Section 5 of this report.

*(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and*

*Comment:* N/A

*(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania; and*

*Comment:* Broadly the rezoning will provide for a redevelopment that will improve the viability and appearance of the activity centre. It will improve a retailing and service function that has existed on the site for many years, and will significantly enhance the experience and safety for residents who use the service station, as well as visitors to the area. The amenity of nearby residential properties has been taken into account and a number of mitigation measures incorporated into the design of the buildings and associated activities on the site.

*(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and*

*Comment:* The site does not involve any items of cultural heritage or other interest.

*(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and*

*Comment:* The redevelopment makes use of available public infrastructure at no additional cost to public authorities.

*(i) to provide a planning framework which fully considers land capability.*

*Comment:* The proposal does not involve land suitable for agricultural purpose.

## 6. Assessment of the Development Application

This section provides a description of the proposed development and an assessment of it against the relevant provisions of the Interim Scheme.

### 6.1 Proposed Use and Development

#### 6.1.1 Development Site Area

As outlined in Section 1.2 the development application relates to the following land:

- Certificate of Title Volume 216837 Folio 2 known as 83 Stewart Street, Devonport.
- Certificate of Title Volume 232817 Folio 1 known as 118 William Street, Devonport
- Certificate of Title Volume 149026 Folio 1 known as 114-116 William Street, Devonport



(Source: theList, <http://maps.thelist.tas.gov.au/listmap/app/list/map>)

It is noted that 114-116 William Street is under a different ownership name from the other two Titles. The site at 114-116 William Street is owned by the same landowner as the other two Titles, but under different company names. It is therefore not considered that ownership will cause any impediment to adherence of titles should this be required.

### 6.1.2 Use and Development

The proposal involves the redevelopment of the site to establish a service station and associated shop.

Development associated with the proposal specifically involves the following:

- Demolition of the existing service station building containing the sales service counter and related retail shop, the attached canopy, and removal of the bowsers and underground tanks and existing pylon sign.
- A new single building on the western side of the site which will incorporate a shop associated with the service station.
- The existing service station operating 24 hours per day, 7 days per week will continue for the redeveloped facility.
- The shop will comprise an area of 247m<sup>2</sup>. The shop comprises a service counter, office and amenities, cool room and store, display cabinets for drinks and pre-prepared food, coffee dispenser, and shelving for a limited range of convenience shopping lines such as chips, biscuits, chocolates, magazines, and the like.
- The fuel bowsers will be located more centrally and configured in a north south alignment across the site.
- A T-shaped 5.5-metre-high canopy will be constructed to provide shelter over the fuel bowsers and the walkway to the service station shop.
- Lighting is provided under the awnings; and some low level garden lighting . There is usually a light in the coral for security reasons.
- The proposal will also involve the replacement of the underground fuel storage tanks. Three new tanks will be installed directly to the west of the shop.
- Access to the site will be provided via Williams and Stewart Streets, with tanker ingress and egress occurring from Stewart Street only. An access to the adjacent car wash will be provided from Stewart Street via an access lane to the rear of the proposed service station building.

### 6.1.3 Proposed Signage

The proposed signage includes:

- 1 x pylon sign. The sign dimensions comprise 9m height, 2.2m wide and comprising various advertising panels including Caltex and star mart logos and name, food tenant and fuel price information.
- 1 x street promo sign. The sign dimensions comprise 2.3m height x 1.29m wide.
- 2 x wall promo signs. The sign dimensions comprise 2.0m height x 1.2m wide, and 1.0m height x .8m wide.
- 1 x food tenancy sign (wall sign). The sign dimension comprises 2.7m x 1.2m on the western elevation of the building.
- 5 x directional signs (ground based signs). The sign dimensions comprise .86m x 0.6m.



#### **6.1.4 Status in Central Business Zone**

In accordance with Clause 8.2 of the Scheme the proposed uses are defined as:

##### *General retail and hire*

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

##### *Vehicle fuel sales and service*

*use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles. An example is a service station.*

These two use classes best describe the service station and the limited range of convenience shopping available for customers purchasing fuel and other services required to maintain their vehicles. The general retail and hire use is prescribed a 'permitted' status and the vehicle fuel sales and service is prescribed a 'discretionary' status under the Zone.

## **6.2 Central Business Zone (Clause 22)**

### **6.2.1 Zone Purpose**

The discussion provided under Section 5.4.4 considers the rezoning as well as the proposed use and development in its assessment of the proposal against the Zone Purpose, the Local Area Objectives and Desired Future Character Statements. The proposal is found to be entirely consistent with the strategic provisions of the Central Business Zone.

**6.2.2 Clause 22.3 Use Standards**

**Clause 22.3.1 Discretionary Permit Use**

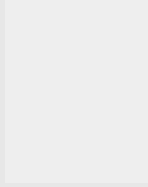
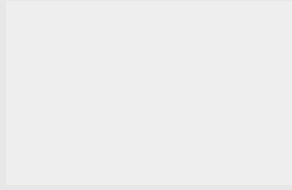
<i>Objective</i>	
<i>Use in the Central Business zone is to –</i>	
<ul style="list-style-type: none"> <li>(a) <i>provide for the routine requirements of local residents for grocery and general retailing, personal care, business, professional and refreshment services;</i></li> <li>(b) <i>offer a higher order of complexity and sophistication in business, retail, community, and professional services to residents and visitors of the municipal area and the region;</i></li> <li>(c) <i>provide for office activity as the preferred use on land within Area “A”;</i> and</li> <li>(d) <i>complement and enhance the drawing power of core retail and business services to increase attraction, cohesion, visibility and vitality of Devonport as a regional activity centre.</i></li> </ul>	
<i>Acceptable Solution</i>	<i>Performance Criteria</i>
<b>A1</b>	<b>P1</b>
<i>There is no acceptable solution</i>	<i>Discretionary permit use must –</i> <ul style="list-style-type: none"> <li><i>a) be consistent with local area objectives;</i></li> <li><i>b) be consistent with any applicable desired future character statement for the zone; and</i></li> <li><i>c) be required to service requirements of the local, municipal or regional resident and visitor population.</i></li> </ul>
<p><i>Comment:</i> The service station comprises a discretionary use. It is noted that the use already exists on the site and as such the proposal involves an expansion and intensification of that existing use incorporating adjacent vacant land. The proposal is directly supportive of the objectives of the Clause. It will improve the amenity and service associated with an existing service station that is heavily utilised by the local and broader community. The ‘shop’ component will provide for a new service that will also satisfy the daily needs of those from the local neighbourhood as well as providing a convenience for those passing through. As discussed throughout Sections 5.1 and 5.2, the proposal will also reinforce the retail hierarchy and the prominence of Devonport’s retail role within the north-west. The proposal has been assessed as being supportive of the local area objectives and desired future character statements as outlined in Section 5.4.4.</p>	

**6.2.3 Clause 22.4 Development Standards**

**Clause 22.4.2 Suitability of a Site or a lot for use or Development**

<i>Objective</i>	
The minimum properties of a <u>site</u> and of each <u>lot</u> on a plan of <u>subdivision</u> are to –	
(a) <i>provide a suitable development area for the intended use;</i> (b) <i>provide access from a road; and</i> (c) <i>make adequate provision for a water supply and for the drainage and disposal of sewage and stormwater</i>	
<i>Acceptable Solution</i>	<i>Performance Criteria</i>
<b>A1</b>	<b>P1</b>
<i>Comment:</i> The proposed site area meets the minimum site area and building envelope requirements. The building area is clear of setback, easement and title benefit requirements, and is accessible from a street frontage.	
<b>A2</b>	<b>P2</b>
<i>Comment:</i> The site has vehicular access via its frontage in accordance with A2(a) above.	
<b>A3</b>	<b>P3</b>
<i>Comment:</i> The site is capable of connecting to a reticulated water supply.	
<b>A4</b>	<b>P4</b>
<i>Comment:</i> The site is capable of connecting to a reticulated sewage supply.	
<b>A5</b>	<b>P5</b>
<i>Comment:</i> The site is capable of connecting to a reticulated stormwater network.	

**Clause 22.4.2 Location and Configuration of Development**

<b>Objective</b>	
<p>The location and configuration of development is to –</p> <ul style="list-style-type: none"> <li>(a) provide for the efficient use of land;</li> <li>(b) provide for buildings, service activity and vehicle parking to accommodate business use;</li> <li>(c) provide for the façade of a building to remain the dominant architectural or visual element to the frontage; and</li> <li>(d) assist to attenuate likely impact on amenity of use on adjacent land</li> </ul>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
<p>Building height must –</p> <ul style="list-style-type: none"> <li>a) not be more than 25m; or</li> <li>b) no be more than 10m on land within Area "A"</li> </ul> 	<p>Building height must</p> <ul style="list-style-type: none"> <li>a) minimise likelihood for overshadowing of a habitable room or a required minimum area of private open space in any adjacent dwelling;</li> <li>b) minimise the apparent scale, bulk, massing and proportion relative to any adjacent building;</li> <li>c) be consistent with the streetscape</li> <li>d) respond to the effect of the slope and orientation of the site</li> </ul>
<p><i>Comment:</i> The site is not subject to Area "A" requirements. At 9 metres the maximum height of the proposed pylon sign meets the acceptable solution, while the height of the building measured to the top of the canopy at 5.8 metres comfortably meets the acceptable solution.</p>	
<p>An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste, must be located behind the primary frontage elevation of a building.</p> 	<p>An external car parking and loading area, and any area for the display, handling, or storage of goods, material or waste must</p> <ul style="list-style-type: none"> <li>a) not dominate the architectural or visual frontage of the site;</li> <li>b) be consistent with the streetscape</li> <li>c) be required be a constraint imposed by size, shape, slope, orientation, and topography on development of the site; and</li> <li>d) provide durable screening to attenuate appearance of the parking or loading area from a frontage and adjacent land</li> </ul>

*Comment:* The storage areas associated with both the shop are located within the main building, while the waste areas will be located in a service yard on the northern side of the building, concealed behind a louvered colorbond fence facing Stewart Street. Waste and storage locations therefore meet the acceptable solution.

The car parking is located forward of the front building line. The location of car parking towards the front of the building is typically associated with service station developments. The location of the fuel bowsers forward of the building provides for maximum visibility for the attendant staff and ease of management of the sales occurring. In many instances vehicles are moved forward to the car parking spaces in front of the building to facilitate completion of the transaction at the service counter. For those not purchasing fuel, the location of the car parking in front of the building provides convenient ease of access to the shop component. Notwithstanding its location forward of the building line, it is not considered that the car parking will dominate the street frontage with only a single row of car parking proposed. It is further noted that the car parking will be placed some distance behind the fuel bowsers and canopy which will provide some visual mitigation when viewed from the street.

There are also small areas of landscaping and signage proposed along William Street and Stewart Street adjacent to the vehicle access points which will further assist in visually breaking up the parking area.

The proposed parking location is entirely consistent with that prevailing in the area. Further to the south in William Street is located a car wash, Hungary Jacks and various trade outlets. The streetscape has a 'functional' character, mostly characterised by parking located forward of the building line. The proposed car parking location is considered to meet the requirements of the Performance Criteria.

**Clause 22.4.3 Visual and Acoustic Privacy for Residential Use**

<b>Objective</b>	
<p><i>The location and configuration of development is to minimise likelihood for overlooking a habitable room, balcony, deck or roof garden in an adjacent dwelling</i></p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
<p><i>A door or window to a habitable room, or any part of a balcony, deck, roof garden, parking space or carport must –</i></p> <ul style="list-style-type: none"> <li><i>a) be not less than 3.0m from a site boundary and 4.0m from a rear boundary to land in a zone for residential purposes;</i></li> <li><i>b) be not less than 6.0m from any door, window, balcony deck or roof garden in an adjacent dwelling</i></li> <li><i>c) be off-set by not less than 1.5m from the edge of any door or window in an adjacent dwelling;</i></li> <li><i>d) have a window sill height of not less than 1.8m above finished floor level;</i></li> <li><i>e) have fixed and durable glazing or screening with a uniform transparency of not more than 25% in that part of a door or window less than 1.8m above finished floor level; or</i></li> <li><i>f) have fixed and durable external screen other than vegetation of not less than 1.8m height above the finished 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.</i></li> </ul>	<p><i>Likelihood for overlooking from a door or window in a habitable room or from any part of a balcony, deck, roof garden, parking space, or carport must be minimised by –</i></p> <ul style="list-style-type: none"> <li><i>a) physical separation from the door, window balcony, deck, or roof garden in an adjacent dwelling</i></li> <li><i>b) off-set from a door or window to a habitable room in an adjacent dwelling</i></li> <li><i>c) effective use of screening other than vegetation;</i></li> <li><i>d) effect of topography and natural features.</i></li> </ul>
<p><i>Comment: The proposed development does not include any habitable rooms, balconies, decks, roof gardens, or car ports. It does provide for car parking spaces. The proposal is assessed against the Acceptable Solution as follows:</i></p> <ul style="list-style-type: none"> <li><i>a) Car parking will be located in excess of 4 metres from the boundary with a residential use.</i></li> <li><i>b) Car parking will be located in excess of 6 metres from the features outlined in sub-clause b.</i></li> <li><i>c) There will be no visible site line between the proposed car parking spaces and windows and doors of adjacent dwellings.</i></li> <li><i>d) Sub-clause d) is not applicable as the proposal does not involve habitable rooms.</i></li> <li><i>e) As per response to sub-clause d) above.</i></li> <li><i>f) Whilst screening of the features outlined in sub-clause f) is not relevant to the proposal, it should be noted that a 2.5 metre high acoustic wall (refer Acoustic Report in Appendix D) is proposed along the boundary with the adjacent dwelling in order to preserve the residential amenity of the Units at 81 Stewart Street.</i></li> </ul> <p><i>Comment: The proposal is consistent with the acceptable solution.</i></p>	

Clause 22.4.5 Setback from Zone Boundaries

Objective	
<p>Use or development of land adjoining land in another zone is to minimise –</p> <p>a) likelihood for conflict, interference and constraint between the use or development of land in the zone and sensitive use of land in an adjoining zone; and</p> <p>(b) unreasonable impact on the amenity of use on land beyond the boundaries of the zone.</p>	
Acceptable Solution	Performance Criteria
<b>A1</b>	<b>P1</b>
<p>Development of land with a boundary to a zone must –</p> <p>a) be setback from the boundary of land in an adjoining zone by not less than the distance for that zone shown in the Table to this Clause;</p> <p>b) not include within the setback area required from a boundary to land in a zone shown on the Table –</p> <ul style="list-style-type: none"> <li>(i) a building or work;</li> <li>(ii) vehicular or pedestrian access from a road if the boundary is not a frontage</li> <li>(iii) vehicle loading or parking area;</li> <li>(iv) an area for the display, handling, operation, manufacturing, processing, servicing, repair or storage of any animal, equipment, goods, plant, materials, vehicle or waste;</li> <li>(v) an area for the gathering of people, including for entertainment, community event, performance, sport or for a spectator facility;</li> <li>(vi) a sign orientated to view from land in another zone; or</li> <li>(vii) external lighting for operational or security purposes; and</li> </ul>	<p>The location of development must –</p> <p>a) minimise likelihood for conflict, constraint or interference from sensitive use on land in an adjoining zone; and</p> <p>b) minimise likely impact on the amenity of the sensitive use on land in an adjoining zone.</p>

c) a building with an elevation to a zone boundary to which this clause applies must be contained within a building envelope determined by –

(i) the setback distance from the zone boundary as shown on the Table to this clause; and

(ii) 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 setback distance from the zone boundary; and

d) the elevation of a building to a zone boundary must not contain an external opening other than an emergency exit, including a door, window to a habitable room, loading bay, or vehicle entry

*Comment:* The proposal is assessed against the acceptable solution as follows:

a) The table to Clause 22.4.5 A1 requires a setback of 4 metres from the General Residential Zone. Construction of the access lane to provide access to the car wash is within this setback, while the eastern façade of the new building meets the 4 metres setback to the boundary with the adjacent residential lot located in the General Residential Zone.

b) There will be no waste storage or service areas, areas for people to gather, parking, loading or signage within the required setback. There will be vehicular access, and potentially bollard style lighting associated with the access lane within the prescribed setback.

c) The proposed building involves walls and elevations within the prescribed setback and building envelope outlined in sub-clause c).

d) The eastern elevation proposes an external opening adjacent the prescribed setback distance from the adjacent zone.

The proposal invokes discretion against Clauses a) to d) above and must be assessed against the performance criteria.

The proposal involves the installation of an acoustic block wall which is proposed specifically to address any adverse impacts on the adjacent residential dwelling. An acoustic report has been prepared by Vipac (Appendix D) that finds that the noise levels generated by the drive through traffic are anticipated to meet the relevant noise assessment criteria. In relation to other plant there are recommendations in relation to final design that will assist in ameliorating impacts on the neighbouring residential properties, and can be dealt with by permit condition. They relate to the final height of the acoustic wall on the boundary, and enclosure of plant in appropriately designed enclosures.

The proposal is considered to satisfy the requirements of the performance criteria.



Clause 22.4.7 Reticulation of an Electricity Supply

<i>Objective</i>	
Distribution and connection of reticulated electricity supply is to be without visual intrusion on the streetscape	
<i>Acceptable Solution</i>	<i>Performance Criteria</i>
<b>A1</b>	<b>P1</b>
Electricity reticulation and site connections must be installed underground	It must be impractical, unreasonable, or unnecessary to install electricity reticulation and site connections underground
<i>Comment:</i> Electricity will be supplied via underground connections.	

**6.3 Codes**

**6.3.1 Airport Impact Management Code**

The proposal is subject to the Operational Airspace Overlay and therefore must be assessed under the Airport Impact Management Code.

In regards to the use standards under the code, it is noted that both proposed uses are prescribed as acceptable use class for the applicable ANEF noise exposure level.

It is not confirmed at this stage whether the proposed building satisfies AS 2012(2002), however, it is expected that this requirement may be subject to a permit condition should Council deem it necessary, noting that no sensitive use is proposed. Similarly, it is considered that a Part 5 agreement can be prepared as a condition of approval should it be deemed necessary by Council.

It is noted that the proposal will not involve the construction of any structures within operational air space in accordance with Clause E2.6.2. The location of the proposal means that it is not relevant to consideration under Clause E2.6.3, which relates to public safety.

**6.3.2 Hazard Management Code**

It is submitted that the proposal is exempt from consideration under the Hazard Management Code in accordance with E6.4.1(b) as the proposal involves the intensification of an existing potentially contaminating use not involving a sensitive or vulnerable use.

**6.3.3 Signs Code E7.0**

**Development Standards**

<b>Objective</b>	
<p>a) may be an integrated element of development on a site; and</p> <p>b) must not have adverse effect for –</p> <p>(i) the convenience and safety of people and property, including of any road, rail, air or marine transport system;</p> <p>(ii) amenity and character of any rural, urban or conservation setting; or</p> <p>(iii) the conservation and protection of any special value identified in a provision forming part of this planning scheme</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Signs must –</p> <p>a) Identify an activity, product, or service provided on the site;</p> <p>c) If on a <u>site</u> in any other zone, must –</p> <p>(i) comprise not more than 5 display panels;</p> <p>(ii) have a total combined area of not more than 50.0m<sup>2</sup>;</p> <p>(iii) be separated from any other freestanding or projecting sign by not less than 10.0m</p> <p>(iv) be fully contained within the applicable building envelope and</p> <p>a. not extend above the parapet or the ridge of a roof, or</p> <p>b. if a free standing sign, have a height above natural ground level of not more than 5.0m;</p> <p>(v) not involve a corporate livery, colour scheme, insignia or logo applied to more than 25% of the external wall surface of each elevation of a building;</p> <p>(vi) not be located in an access strip, loading area, or car park;</p>	<p><b>P1</b></p> <p>A sign must be reasonable taking into account –</p> <p>a) whether the sign relates to an activity, product or service provided on the site;</p> <p>b) nature of development on the site;</p> <p>c) purpose, location, number, size, style, and configuration of any existing and approved sign on the site and on adjacent land;</p> <p>d) whether likely to be visually dominant or intrude on the appearance of the site or the streetscape</p> <p>e) whether likely to obscure the visibility of other signs in the locality;</p> <p>f) whether visible beyond the immediate locality;</p> <p>g) whether likely to impact on operational efficiency and safety of a railway, road, navigable water, or controlled air space in accordance with the advice and any requirement of the relevant regulatory entity;</p> <p>h) whether likely to impact on the amenity of a habitable room or private open space in a residential development; and</p> <p>i) the necessity for the sign to be located on the site having regard for:</p> <p>(i) proximity of the service or business being promoted to the sign location;</p> <p>(ii) proximity of other signage for the same business or service</p>

*(vii) not be animated, scrolling or otherwise continuously or intermittently changing, flashing or rotating as a part of the operation of the sign unless providing advisory or safety information;*

*(viii) not resemble any air or marine navigation device, or a railway or road traffic control or directional device or sign;*

*(ix) not visually obscure any sign or device required for the convenience and safety of air or marine navigation or for use of a railway or a road; and*

*(x) not cause illumination that overflows the boundaries of the site; and*

*(d) not be on land for which a Local Heritage Code forming part of this planning scheme applies.*

(iii) ability to identify the business or service through other means; and

(iv) flow of traffic past the sign and its likely destination

*Comment:* It is noted that any signage provided in association with the access lane, and that located on fuel pumps and other internal services is exempt from approval in accordance with Clause E7.4 as it is not intended to be visible from outside of the site.

The signs subject to assessment are outlined in Section 6.1.3. The proposal is assessed against the A1 as follows:

- a) The signage relates to services provided on the site. Complies with A1
- c) (i) The proposal involves the display of more than 5 signs. Does not comply with A1
- c) (ii) The combined area does not exceed 50m<sup>2</sup>. Complies with A1.
- c) (iii) The free standing signage is separated by a distance in excess of 10m. Complies with A1.
- c) (iv) The free standing signage is not located within the building envelope. Does not comply with A1.
- c) (iv) (a) Signage does not extend beyond the parapet. Complies with A1.
- c) (iv) (b) The pylon sign exceeds 5m in height. Does not comply with A1.
- c) (v) Does not involve a corporate logo over 25% of the wall. Complies with A1.
- c) (vi) Free standing signage is not located in access strips, loading areas or car parks. Complies with A1.
- c) (vii) Signage does not involve animation or moving parts. Complies with A1.
- c) (viii) Signage does not resemble any statutory signage. Complies with A1.
- c) (ix) Will not obscure any statutory signage. Complies with A1.
- c) (x) Illumination associated with the pylon sign is likely to cause marginal light spill into the boundary with the road reserve. Does not comply with A1.

d) Is not on land to which a heritage listing relates. Complies with A1.

The proposed signage therefore requires assessment against the performance criteria. The proposed signage is considered to be appropriate to the site and the use. It is necessary to clearly communicate the location of the service station, fuel prices offered, and the convenience shopping available, from outside of the site, as it needs to be clearly and quickly identifiable by passing motorists.

Whilst there are a number of signs proposed, their size, location and display of corporate livery is consistent with other recently constructed Caltas operated service stations. The signage is consistent with what would be expected of a site to which the proposed use applies.

The location of the signage predominantly along the western façade and William Street means that it will have negligible impact on surrounding residential uses. William Street in the vicinity is characterised by a number of similar blade or large pylon signs, and the proposed signs are not inappropriate in this context.

The proposed signage is assessed as being consistent with the relevant performance criteria.

#### **6.3.4 Traffic Generating Use and Parking Code E9.0**

As outlined a full TIA accompanies this development application. The TIA is supportive of the proposal on traffic grounds. The key findings are outlined as follows:

- The proposed development is expected to attract a total of 200 vehicle movements during the evening peak period;
- Accounting for pass-by trips and the existing use, the proposal is expected to generate up to an additional 45 vehicles per hour onto the surrounding road network;
  - The additional daily traffic will be in the order of 450 vehicles split between William Street (north), William Street (south) and Stewart Street;
- This additional traffic is not likely to significantly impact on the performance of the surrounding road network with regard to traffic efficiency and road safety;
  - The performance of the right turn movement at Stewart Street is expected to reduce from 19 seconds per vehicle (LOS C) to 24 seconds per vehicle (LOS D) during the evening peak period, however the approach will continue to operate at an acceptable level of service for an urban environment with little queuing; and
- The proposed development is considered to provide sufficient parking to cater for the expected demand.

The proposal is assessed against the relevant standards of the code below.

Use Standards

**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 Solution	Performance Criteria
<p>A1</p> <p>Provision for parking must be –</p> <p>(a) the minimum number of onsite vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table E9A;</p> <p>(b) motor bike parking at a rate of 1 space for every 20 vehicle parking spaces;</p> <p>(c) parking spaces for people with disabilities at the rate of 1 space for every 20 parking spaces or part thereof; and</p> <p>(d) bicycle parking at the rate of 1 space for every 20 vehicle parking spaces or part thereof</p>	<p>P1</p> <p>(a) It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking; or</p> <p>(b) Adequate and appropriate provision must be made for vehicle parking to meet</p> <p>i) anticipated requirement for the type, scale, and intensity of the use;</p> <p>ii) likely needs and requirements of site users; and</p> <p>iii) likely type, number, frequency, and duration of vehicle parking demand.</p>

*Comment:* A full assessment of parking is provided in the TIA. As outlined in that report, sufficient parking spaces are provided on site.

In regards to motor bike, disabled and bicycle parking, the TIA notes the following

- 1 accessible parking space will be provided in the car park which satisfies the requirements of the Planning Scheme and Australian Standard AS2890.6, Parking facilities – Part 6: Off-street parking for people with disabilities, 2009. Complies with the acceptable solution.
- No dedicated motorbike parking is proposed: any motorbikes requiring parking can use the car park provided noting there is a surplus of 1 parking space.
- No bicycle parking is proposed: the nature of the proposed development as a service station is unlikely to generate significant bicycle trips. Notwithstanding this it is recommended that one bicycle hoop be provided near the building entrance for occasional convenience store trips by cyclists.

**Development Standards**

<b>E9.6.1 Road Access</b>	
<b>Objective</b>	
<i>Arrangements for vehicular access to a road and for junctions with a road are to protect safety and operation of a road</i>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1 There must be an access to the site from a carriageway of a road R 3 6 –</p> <ul style="list-style-type: none"> <li>(a) <i>permitted in accordance with the Local Government (Highways) Act;</i></li> <li>(b) <i>permitted in accordance with the Roads and Jetties Act 1935; or</i></li> <li>(c) <i>permitted by a license granted for access to a limited access road under the Roads and Jetties Act 1935</i></li> </ul>	<p>P1 There is no performance criteria</p>
<p><i>Comment: Access to the site is provided in accordance with the Acceptable Solution.</i></p>	

<b>E9.6.2 Design of vehicle parking and loading areas</b>	
<b>Objective</b>	
<i>Vehicle circulation, loading, and parking areas–</i>	
<ul style="list-style-type: none"> <li>(a) <i>protect the efficient operation and safety of the road from which access is provided;</i></li> <li>(b) <i>promote efficiency, convenience, safety, and security for vehicles and users; and</i></li> <li>(c) <i>provide an appropriate layout and adequate dimension to accommodate passenger or freight vehicle associated with use of the site</i></li> </ul>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1.1</p> <p><i>All development must provide for the collection, drainage and disposal of stormwater; and</i></p>	
<p><i>Comment: The site will be connected to reticulated stormwater.</i></p>	

<p><b>A1.2</b></p> <p><i>...the layout of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must –</i></p> <ul style="list-style-type: none"> <li>(a) <i>be in accordance with AS/NZS 2890.1 (2004) – Parking Facilities Off Street Car Parking;</i></li> <li>(b) <i>be in accordance with AS/NZS2890.2 (2002) Parking Facilities Off Street Commercial Vehicles;</i></li> <li>(c) <i>be in accordance with AS/NZS 2890.3 1993) Parking Facilities – Bicycle Parking Facilities;</i></li> <li>(d) <i>be in accordance with AS/NZS 2890.6 Parking Facilities Off Street Parking for People with Disabilities;</i></li> <li>(e) <i>each parking space must be separately accessed from the internal circulation aisle within the site;</i></li> <li>(f) <i>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</i></li> <li>(g) <i>be formed and constructed with compacted subbase and surfaced with an all weather dustless surface, such as bitumen, concrete, or brick or permeable paving blocks;</i></li> </ul>	<p><b>P1</b></p> <p><i>The layout and construction of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must be adequate and appropriate for –</i></p> <ul style="list-style-type: none"> <li>(a) <i>the nature and intensity of the use;</i></li> <li>(b) <i>effect of size, slope and other physical characteristics and conditions of the site;</i></li> <li>(c) <i>likely volume, type, and frequency of vehicles accessing the site;</i></li> <li>(d) <i>likely demand and turnover for parking;</i></li> <li>(e) <i>delivery and collection vehicles;</i></li> <li>(f) <i>familiarity of users with the vehicle loading and vehicle parking area;</i></li> <li>(g) <i>convenience and safety of access to the site from a road;</i></li> <li>(h) <i>safety and convenience of internal vehicle and pedestrian movement; and</i></li> <li>(i) <i>safety and security of site users</i></li> </ul>
<p><i>Comment: The design of the car parking area complies with the acceptable solution criteria of A1.2. Further assessment is provided in the TIA.</i></p>	

## 7. Conclusion

Approval is sought by GHD Pty Ltd obo IASM Investments Pty Ltd to rezone the land at 83 Stewart Street, Devonport to Central Business and to redevelop the site into an upgraded service station with associated convenience shop. The application is submitted pursuant to Sections 43A to 43M of the *Land Use Planning and Approvals Act 1993* (LUPAA).

The combined rezoning and development application will provide for an updated and improved service to the public that will reinforce the role of the existing commercial precinct and result in improved streetscape appearance. The proposed development has considered the minimisation of impacts to adjacent residences in its design and the traffic generated by the future development is anticipated to have acceptable impacts on the efficiency and safety of the surrounding road network.

The proposal has been assessed against all relevant local, regional and State planning policy and is recommended to Council and the Commission for approval.





## Appendices

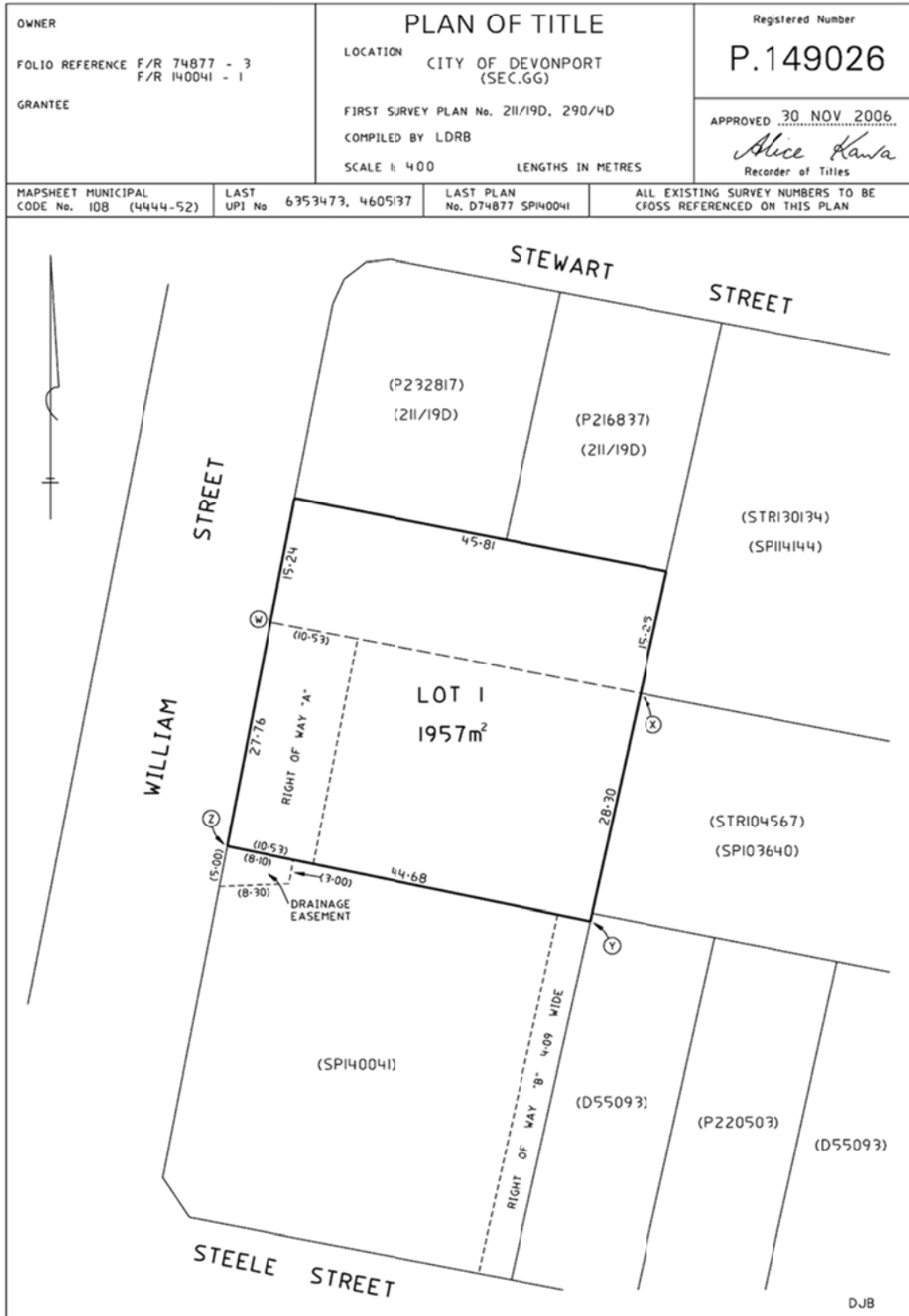
**Appendix A** - Certificates of Title



**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





## RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



### SEARCH OF TORRENS TITLE

VOLUME 149026	FOLIO 1
EDITION 3	DATE OF ISSUE 02-Jul-2014

SEARCH DATE : 10-Dec-2015

SEARCH TIME : 02.12 PM

### DESCRIPTION OF LAND

City of DEVONPORT  
 Lot 1 on Plan 149026  
 Derivation : Part of 5A-1R-0Ps. Gtd. to C.G. Casey  
 Prior CTs 74877/3 and 140041/1

### SCHEDULE 1

C728642 TRANSFER to FERNBANK WAY PTY LTD Registered  
 28-Aug-2006 at noon

### SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
 SP 140041 BENEFITING EASEMENT: A Right of Carriageway over the  
 Right of Way "B" 4.09 wide shown on P.149026  
 SP 140041 FENCING COVENANT in Schedule of Easements  
 SP 140041 BURDENING EASEMENT: Right of Carriageway  
 (appurtenant to Lot 2 on SP 140041) over the Right of  
 Way "A" shown passing through the said land within  
 described  
 SP 140041 BENEFITING EASEMENT: Right of Drainage over the  
 Drainage Easement shown on P.149026  
 C551210 MORTGAGE to Australia and New Zealand Banking Group  
 Limited (of that part of the said land within  
 described formerly comprised in Folio of the Register  
 Volume 140041 Folio 1) Registered 05-Jul-2004 at noon  
 C752873 ADHESION ORDER under Section 110 of the Local  
 Government (Building and Miscellaneous Provisions)  
 Act 1993 Registered 11-Dec-2006 at noon  
 M463238 LEASE to CALTAS PTY LTD of a leasehold estate for the  
 term of Ten (10) years from 01-May-2014 Registered  
 02-Jul-2014 at noon  
 Leasehold Title(s) issued: 149026A/1

### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN  
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1489  
TASMANIA  
REAL PROPERTY ACT, 1862, as amended

CERTIFICATE OF TITLE



Register Book  
Vol. Fol.  
2625 89

NOTE—REGISTERED FOR OFFICE  
CONVENIENCE TO REPLACE

Cert. of Title Vol. 588 Fol. 75

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

*M. Hutchinson*

Recorder of Titles.



DESCRIPTION OF LAND

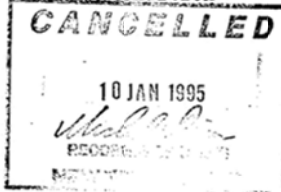
TOWN OF DEVONPORT  
TWENTY THREE PERCHES AND EIGHT TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

LESLIE HERBERT LEONARD of Devonport, Retired Farmer.

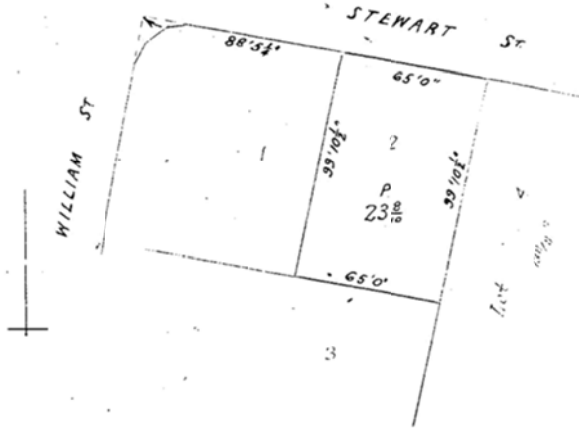
SECOND SCHEDULE (continued overleaf)

TRANSFER NO. 127596 was made SUBJECT TO fencing condition



Lot 2 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER  
216837



Part of 5a.1r.Ops. & 3r.Ops. Sec. Gg - Gtd. to C.G.Cssey & H.Carter  
FIRST Edition. Registered 15 APR 1970 - Meas. in Ft. & Ins. 211/19D  
Derived from C.T. Vol. 588 Fol. 75 - Transfer A219841 B.J.Harwood



## RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



### SEARCH OF TORRENS TITLE

VOLUME 216837	FOLIO 2
EDITION 6	DATE OF ISSUE 02-Jul-2014

SEARCH DATE : 10-Dec-2015

SEARCH TIME : 02.10 PM

### DESCRIPTION OF LAND

City of DEVONPORT  
 Lot 2 on Plan 216837  
 Derivation : Part of 5A-1R-0Ps and 0A-3R-0Ps (Sec G g) Gtd to  
 C G Casey and H Carter  
 Prior CT 2625/89

### SCHEDULE 1

B882944 TRANSFER to IASM INVESTMENTS PTY. LTD. Registered  
 29-Nov-1995 at noon (MF:2368/340)

### SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
 127596 FENCING CONDITION in Transfer  
 C375080 MORTGAGE to Australia and New Zealand Banking Group  
 Limited Registered 17-Jul-2002 at 12.01 PM  
 M463234 LEASE to CALTAS PTY LTD of a leasehold estate for the  
 term of Ten (10) years from 01-May-2014 Registered  
 02-Jul-2014 at noon  
 Leasehold Title(s) issued: 216837A/2

### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.F. 1469  
TASMANIA  
REAL PROPERTY ACT, 1862, as amended  
NOTE - REGISTERED FOR OFFICE  
CONVENIENCE TO REPLACE



CERTIFICATE OF TITLE

Register Book  
Vol Fol.  
3142 71

Cert. of Title Vol. 743 Fol. 93

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

*T.M. Ayler*

Recorder of Titles.



DESCRIPTION OF LAND

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

FIRST SCHEDULE (continued overleaf)

ISETHEL BLANCHE PEARSON of Ulverstone, Married Woman and  
NANCY EILEEN LOONE of Ulverstone, Married Woman.

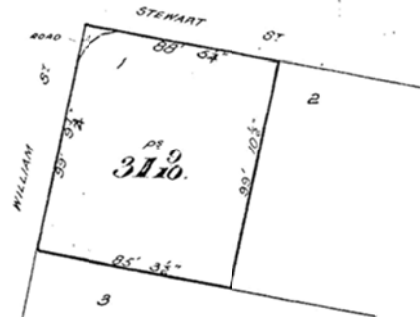
SECOND SCHEDULE (continued overleaf)

NO. A256177 LEASE to Ampol  
Petroleum Limited for the term of  
9 years from 14th October, 1965.  
Registered 16th December, 1966 at Noon.  
(Sgd.) T.E. HUTCHINSON (L.S.)  
Recorder of Titles.



THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.  
Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER  
232817



Part of 5A-1R-0Ps. Sec.G.g. - Gtd. to C.G. Casey and Part of 3 roads -  
FIRST Edition. Registered Sec. G.g. - Gtd. to H. Carter - Meas. in Ft. & Ins.  
Derived from  
C.T. Vol.743.Fol.93. Transfer 94697 Luck Brothers Pty. Ltd.  
Application C/Name A255875.



## RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



### SEARCH OF TORRENS TITLE

VOLUME 232817	FOLIO 1
EDITION 5	DATE OF ISSUE 02-Jul-2014

SEARCH DATE : 10-Dec-2015

SEARCH TIME : 02.12 PM

### DESCRIPTION OF LAND

City of DEVONPORT

Lot 1 on Plan 232817

Derivation : Part of 5A-1R-0Ps. - Sec. G.g. - Gtd. to C.G.  
casey and Part of 3 Roods - Sec. G.g. - Gtd. to H. Carter.  
Prior CT 3142/71

### SCHEDULE 1

M429186 TRANSFER to IASM INVESTMENTS PTY LTD Registered  
16-Sep-2013 at noon

### SCHEDULE 2

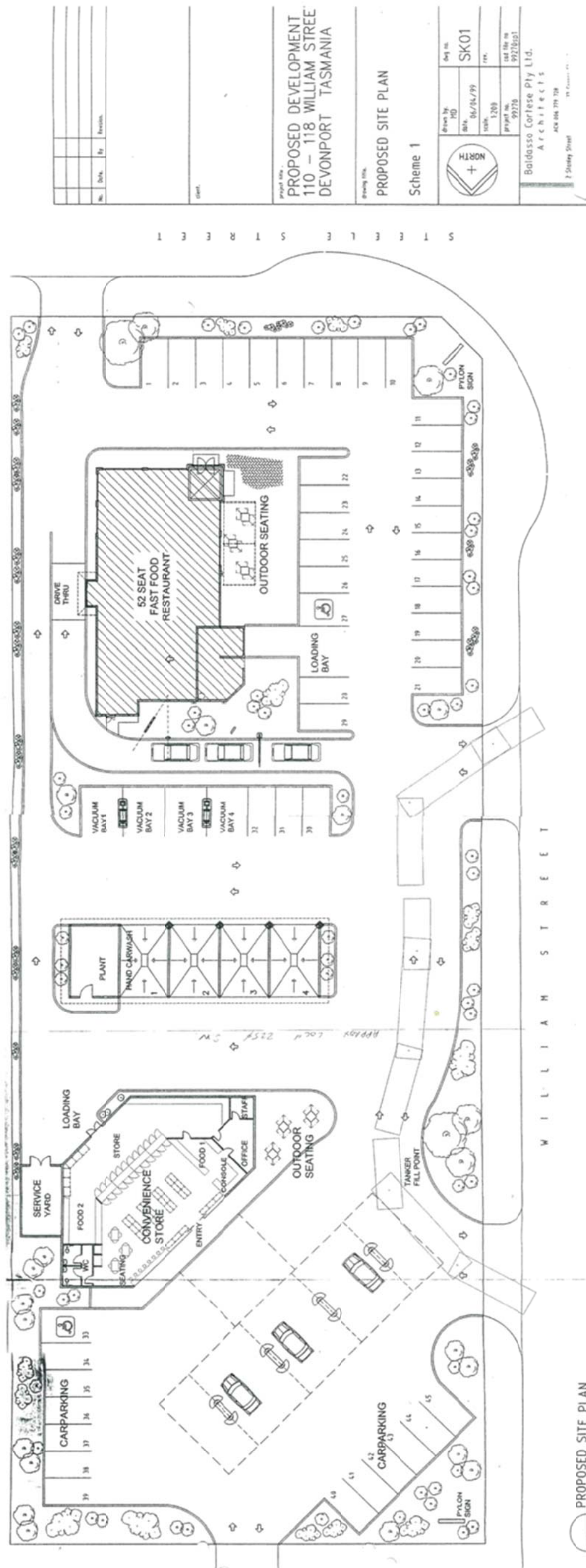
Reservations and conditions in the Crown Grant if any  
M463234 LEASE to CALTAS PTY LTD of a leasehold estate for the  
term of Ten (10) years from 01-May-2014 Registered  
02-Jul-2014 at noon  
Leasehold Title(s) issued: 232817A/1

### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



**Appendix B** - Original Site Masterplan



## **Appendix C** - Traffic Impact Assessment



**IASM Investments Pty Ltd**

William Street Caltex  
Traffic Impact Assessment

May 2016

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

*This report has been prepared by GHD for IASM Investments Pty Ltd and may only be used and relied on by IASM Investments Pty Ltd for the purpose agreed between GHD and the IASM Investments Pty Ltd as set out in this report.*

*GHD otherwise disclaims responsibility to any person other than IASM Investments Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.*

*GHD has prepared this report on the basis of information provided by IASM Investments Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.*

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## **Appendices**

Appendix A – Swept Path Assessment

# 1. Introduction

## 1.1 Background

GHD was engaged by IASM Investments Pty Ltd to prepare a traffic impact assessment for a proposed redevelopment of the existing Caltex service station on the corner of William and Stewart Streets in Devonport.

## 1.2 Project Scope

The scope of the project was to prepare a report examining the traffic impacts associated with the proposal in accordance with Department of State Growth and Council requirements and included the following:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regard to traffic movement and activity.
- Identification of the traffic generating potential of the proposal and the distribution of this traffic in the surrounding road network.
- Review of the internal road network layout, traffic management and vehicle manoeuvring within the site.
- Assessment of the car parking provision in relation to Planning Scheme requirements.
- Identification and assessment of access routes and interfaces with the existing road network.
- Determining the traffic implications of the proposed development with respect to the external road network in terms of traffic efficiency and road safety, and provision of recommendations to overcome any issues that may arise.

## 1.3 Subject Site

The subject site comprises 118 William Street and 83 Stewart Street, Devonport, and is located on the south-east corner of these two streets. The site contains an existing service station (118 William Street) with access from both William Street and Stewart Street, and a vacant block of land (83 Stewart Street).

Nearby land uses include schools on both William Street and Stewart Street, fast food outlets, a manual car wash facility and several other commercial and business developments on William Street. However, the majority of nearby land use is residential. The subject site and surrounding road network are shown in Figure 1.





**Figure 1 Subject Site and Surrounds**

Base image source: Google Earth Pro

#### 1.4 Information and Data Sources

The following organisations were contacted during the preparation of this report:

- Department of State Growth – Crash data.
- Devonport City Council – Traffic data, Planning Scheme and general road network information.
- Caltex – General project information.

#### 1.5 Planning Scheme

The project is to be assessed under the provisions of the *Devonport Interim Planning Scheme 2013* which will be referred to as the Planning Scheme in this report.

## 2. Existing Conditions

### 2.1 Transport Network

For the purpose of this assessment, the transport network consists of William Street and Stewart Street. These roads are examined in detail in the following sections. Note that the impacts on other roads (such as Steele Street) were also considered in this report but were not examined in detail.

#### 2.1.1 William Street

The section of William Street south of Oldaker Street, which includes the subject site, is classified as a Sub-Arterial Road in the Road Hierarchy, as outlined in the Devonport Road Network Strategy (September 2009). Sub-Arterial Roads are the highest classification in the local, Council-owned road network and are defined as "roads connecting arterial roads to areas of development, and carry[ing] traffic from one part of a region to another." The desirable traffic volumes on Sub Arterial Roads are around 6,000 to 10,000 vehicles per day.

William Street is a two-lane, two-way road. It travels in a predominantly north-south direction, and provides an important connection to the Bass Highway, via Middle Road, at its southern end. William Street was recently reconstructed between Steele Street and Stewart Street, including along the subject site frontage, to a pavement width of 12.4 metres. A painted median turn lane is provided which aids right turns into Stewart Street, the subject site and other nearby land uses. Immediately adjacent to Stewart Street, a new pedestrian refuge crossing has been constructed.

William Street (before the reconstruction) is shown in Figure 2.



**Figure 2 William Street**

The capacity of William Street is constrained by the roundabout at Steele Street and the signalised intersection at Best Street. During the after-school peak period (between 3:00 pm and 3:30 pm), queues form in both directions on approach to these two intersections. Outside of this time, including the commuter peaks, William Street operates relatively well.

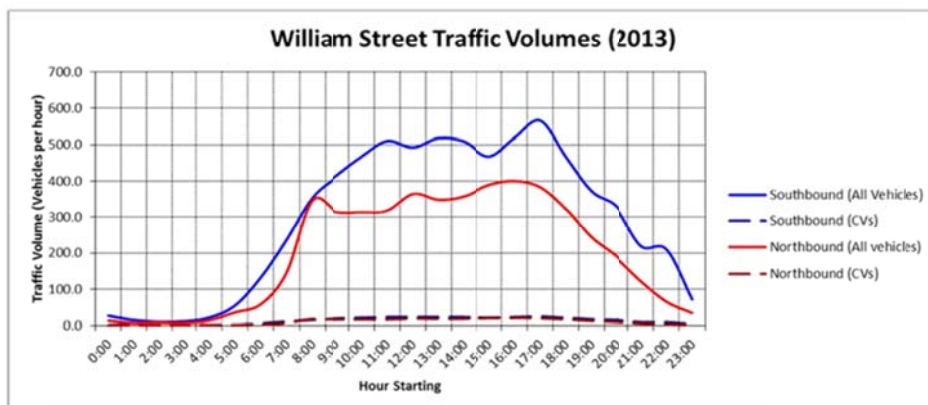
A children's crossing is located on William Street, approximately half way between Steele Street and Best Street, and 40 metres north of Stewart Street. The crossing is unattended, with vehicles expected to give way to pedestrians. The children's crossing is shown in Figure 3 with the existing Caltex service station in the background.

The posted speed limit on William Street is 50 km/h. A 40 km/h speed limit applies during school periods (8:00 to 9:00 am, and 2:50 to 3:20 pm on school days).

Recent Council traffic data indicates that William Street currently carries around 11,800 vehicles on a typical weekday between Steele Street and Stewart Street. Two-way peak volumes reach around 950 vehicles per hour during the evening commuter peak period (5:00 to 6:00 pm). Traffic on William Street remains consistently high throughout the majority of the day, with two-way volumes exceeding 700 vehicles per hour between 8:00 am and 7:00 pm. The hourly breakdown of traffic across a typical weekday is provided in Figure 4.



**Figure 3 School Crossing**



**Figure 4 William Street Traffic Volumes (2013)**

Data source: Devonport City Council

There are several intersections along William Street which experience moderately high levels of congestion during the commuter peak periods including Steele Street (roundabout), Best Street (signalised) and Oldaker Street (signalised).

**2.1.2 Stewart Street**

Stewart Street is classified as a Minor Collector Street in the Road Hierarchy. Minor Collector Roads *“have residential/access function but carry a higher volume of traffic than local streets. A reasonable level of amenity and safety is maintained but it is lower than that of a local street.”* The desirable traffic volumes on Minor Collector Streets are around 750 to 3,000 vehicles per day.

Stewart Street has a total pavement width of approximately 11 metres. Footpaths are available on both sides of the road along with a large supply of unrestricted on-street parking. Stewart Street is subject to relatively low traffic volumes throughout the day. It is possible that congestion on William Street constrains traffic volumes on Stewart Street

Turning movement surveys were undertaken at the intersection of William Street and Stewart Street on Thursday 12 December 2013, between 3:30 and 5:30 pm, and on Friday 13 December 2013, between 7:30 am and 9:00 am. The results are presented in Table 1.

**Table 1 William St/Stewart St Surveys (December 2013)**

Time	William Street (NB)		Stewart Street (WB)		William Street (SB)	
	Through	Right	Left	Right	Left	Through
<b>AM Peak</b>						
7:30 – 8:00 am	116	14	13	4	14	116
8:00 – 8:30 am	197	24	15	7	122	156
8:30 – 9:00 am	216	25	16	9	27	174
<b>PM Peak</b>						
3:30 – 4:00 pm	241	30	18	5	20	235
4:00 – 4:30 pm	248	23	32	7	21	285
4:30 – 5:00 pm	217	25	28	5	36	285
5:00 – 5:30 pm	228	26	30	5	39	289
<b>AM Peak hour</b>	<b>413</b>	<b>49</b>	<b>31</b>	<b>16</b>	<b>49</b>	<b>330</b>
<b>PM Peak hour</b>	<b>445</b>	<b>51</b>	<b>58</b>	<b>10</b>	<b>75</b>	<b>574</b>

Stewart Street, looking from the subject site is shown in Figure 5.



**Figure 5 Stewart Street**

## 2.2 Road Safety Performance

Crash data was obtained from the Department of State Growth for the 5 year time period from 1 June 2010 to 31 May 2015 for William Street (Best Street to Tasman Street) and Stewart Street (William Street to Fenton Street). The results are summarised in Table 2.

**Table 2 Crash History (2010-2015)**

Location	Number of crashes		Dominant crash type(s)
	Total	Casualty	
<b>Mid-Block</b>			
William Street (550 metres)	23	4	Rear end (13), Manoeuvring (6)
Stewart Street (650 metres)	1	0	Manoeuvring (1)
<b>Intersection</b>			
Best Street/William Street	18	6	Rear end (4), Right turning (3), Cross traffic (3), Side swipe (3)
Stewart Street/William Street	6	0	Rear end (2), Right turning (2), Pulling out (2)
Steele Street/William Street	27	1	Cross traffic (15), Rear end (9)
Tasman Street/William Street	9	3	Cross traffic (6), Right turning (3)
Gunn Street/Stewart Street	6	0	Cross traffic (4)
Fenton Street/Stewart Street	15	5	Cross traffic (14)
<b>Total</b>	<b>105</b>	<b>19</b>	

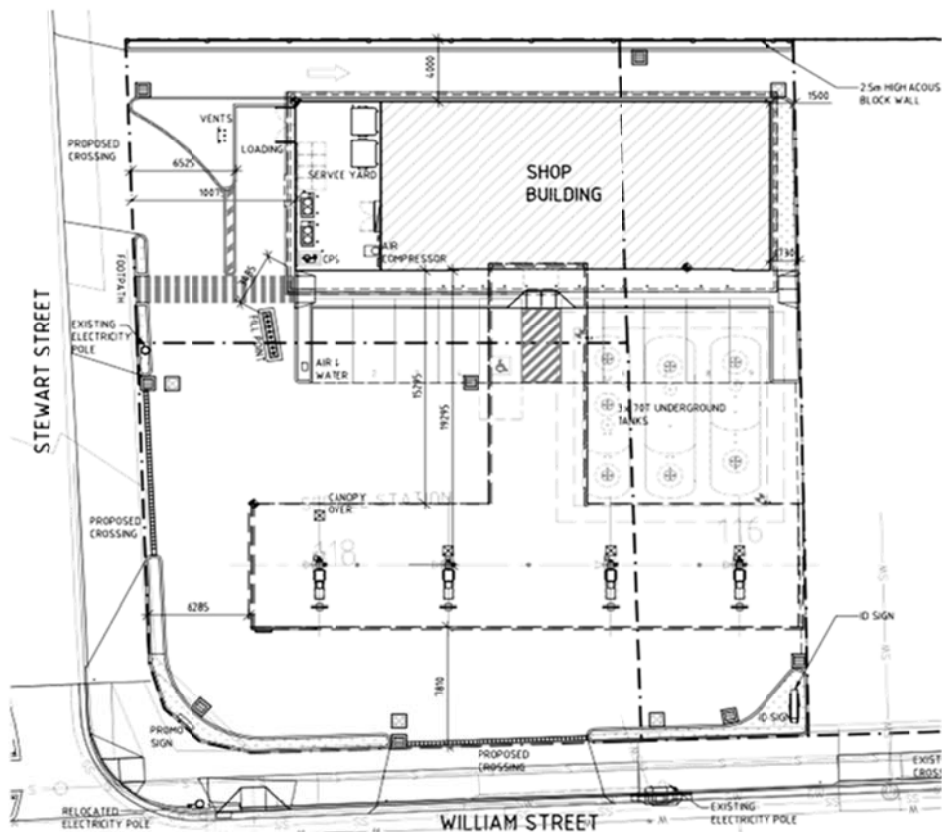
The Devonport Road Network Strategy identified William Street, between Steele Street and Oldaker Street, including the intersections of Steele Street and Best Street, as having a very high crash history based on an analysis of crash data for the 5 years from 2003 to 2008. Table 2 suggests that this has not improved in recent times, with a similar frequency of crashes being reported and a similar profile of crash types.

It also shows that recent development along the William Street corridor has not necessarily worsened road safety performance. Therefore, despite a relatively high density of crashes along this section of William Street the crash history does not suggest that the additional traffic generated by the proposed development will worsen the current situation.

### 3. Proposed Development

#### 3.1 Description

The proposed development includes an expansion of the existing service station and store and construction of a new fast food outlet adjoining the store building. A site plan of the proposal is provided in Figure 6.



**Figure 6 Proposed Site Plan**

*Image source: Callas dwg no. 66158-A100 Proposed Site Plan, Rev F issued 5 May 2016*

The proposal includes the following features:

- Expansion of site area to approximately 1,730 m<sup>2</sup>
- New convenience store building floor area approximately 250 m<sup>2</sup>
- New car park (10 spaces)

### 3.2 Traffic Generation

Traffic generation rates have been sourced from the RMS *Guide to Traffic Generating Developments* (2002) as follows:

- Service station:
  - Evening peak hour vehicle trips =  $0.04 A(S) + 0.3 A(F)$   
where A(S) = site area and A(F) = floor area of convenience store

It is appropriate to apply reductions for passing trade, that is vehicles that are already on the road making a diverted trip, and shared trips between the service station and food outlet. The ITE *Trip Generation Manual* suggests a passing trade of around 40-60% for service stations, therefore a factor of 50% has been adopted.

#### Proposed Service Station

The total site area is approximately 1,730 m<sup>2</sup>. The floor area of the convenience store is approximately 250 m<sup>2</sup>. Therefore, the traffic generation of the proposed service station is estimated to be approximately 144 vehicles per hour comprising 72 new trips and 72 pass-by trips.

#### Existing Use

The existing site had an area of around 780 m<sup>2</sup> with a store floor area of around 80 m<sup>2</sup>. Therefore, the traffic generation of the existing use is approximately 55 vehicles per hour comprising 28 dedicated trips and 27 pass-by trips.

#### Summary

The traffic generation is summarised in Table 3.

**Table 3 Summary of Traffic Generation**

Component	Evening peak trips	Pass-by trips	New trips
Service station	144 vph	72 vph	72 vph
Existing Use	55 vph	28 vph	27 vph
<b>Additional Traffic</b>	<b>89 vph</b>	<b>44 vph</b>	<b>45 vph</b>

The proposed development is expected to attract a total of 144 vehicle movements per hour during the evening peak period. Accounting for pass-by trips and the existing use, the proposal is expected to generate up to an additional 45 vehicles per hour onto the surrounding road network.

Daily traffic has been estimated at around 10 times the evening peak hour traffic. This is consistent with recommendations in the RMS *Guide* and the ITE *Trip Generation Manual*. The proposal is likely to generate up to an additional 450 vehicle movements per day onto the surrounding road network.

### 3.3 Traffic Distribution

The additional traffic is assumed to be split across William Street and Stewart Street approximately according to the existing approach volumes as follows:

- William Street (north) 54 % entering, 38 % exiting
- William Street (south) 41 % entering, 52 % exiting
- Stewart Street 5 % entering, 10 % exiting

The adopted access distribution is presented in Figure 7. The proposal will result in a number of vehicles entering the site via William Street, and exiting the site to William Street via Stewart Street, thereby intensifying the use of the William Street / Stewart Street junction.

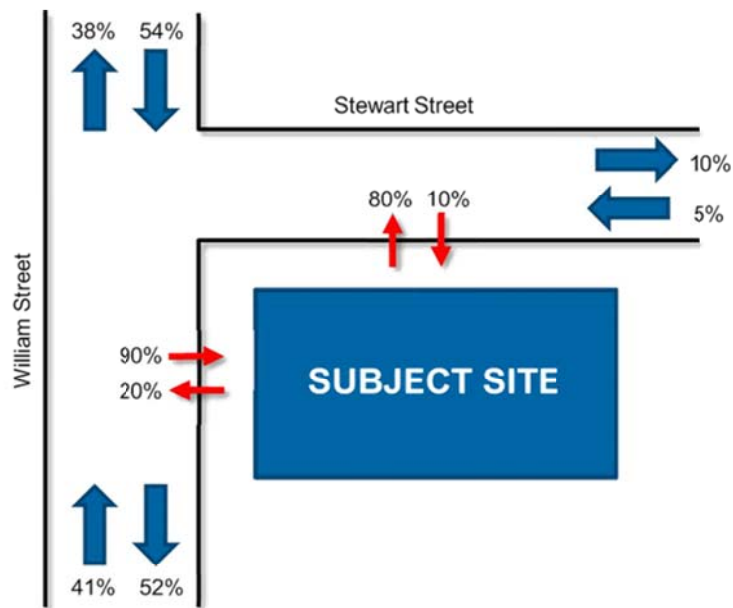


Figure 7 Adopted Access Distribution



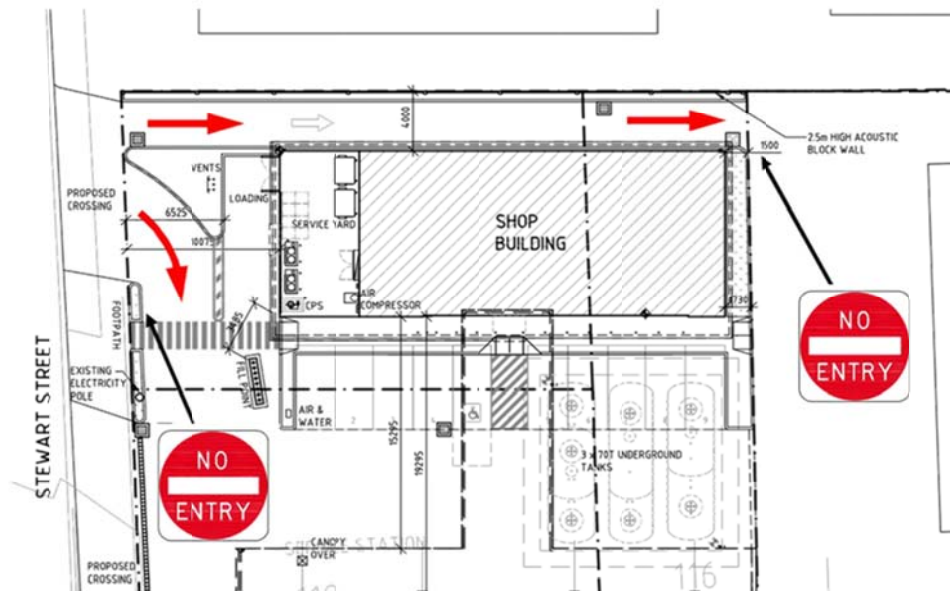
## 4. Traffic Impacts

### 4.1 Site Access

#### 4.1.1 Access Arrangements

The proposed development will have three direct accesses. The provision of multiple, wide crossovers is common at service stations and drivers are generally familiar with the use of such facilities. Two accesses are provided on Stewart Street. These have been designed with additional crossover widening to accommodate the swept path of the 19-metre semi-trailer design vehicle as demonstrated in Appendix A.

The eastern-most access on Stewart Street also provides access to a driveway leading around the rear of the site to the adjacent property (114-116 William Street). It is recommended that this access be clearly defined as a one-way access with pavement arrows and statutory "No Entry" signage within the site.



**Figure 8 One-way Entry Only**

Base image source: Caltas dwg no. 66158-A100 Proposed Site Plan, Rev F issued 5 May 2016

Subject to the above recommendations, the proposed access arrangements are considered appropriate for the use of the site.

#### 4.1.2 Traffic Efficiency

The proposal is anticipated to attract up to around 144 vehicle movements per hour during the evening peak period. The majority of vehicles will enter via William Street and exit onto Stewart Street, with many turning back onto William Street.

Existing traffic volumes on Stewart Street are relatively low at around 200 vehicles per hour during the evening peak period and therefore, this access is expected to continue to operate efficiently. Existing traffic volumes on William Street are significantly higher at around 1,100 vehicles per hour and there may be some additional delays for exiting vehicles. The existing

median turn lane on William Street will allow drivers travelling northbound on William Street to bypass those vehicles which are delayed turning right into the site.

It is noted that some drivers may opt to turn left out of the site onto William Street and then perform a U-turn at the Steele Street roundabout rather than wait for a sufficient gap to turn right, particularly during the school peak periods when William Street is more congested.

#### 4.1.3 Sight Distance Assessment

Australian Standard AS2890.1, *Parking facilities – Part 1: Off-street car parking*, 2004, provides minimum requirements for sight distance at access driveway exits. An extract from Figure 3.2 of the Standard is provided in Table 4.

**Table 4 Sight Distance Requirements at Access Driveways**

Frontage road speed (km/h)	Distance along frontage road (m)	
	Desirable 5 s gap	Minimum SSD
50	69	45
60	83	65
70	97	85

Both William Street and Stewart Street are very straight and there are few obstructions to sight distance such that clear vision is available from a distance greater than 100 metres in all directions. Therefore, the available sight distance is considered to comply with the requirements of AS2890.1.

## 4.2 Surrounding Road Network Impacts

### 4.2.1 Traffic Efficiency

The proposed development is anticipated to generate up to an additional 45 vehicle trips per hour onto the surrounding road network during the evening peak period and around an additional 450 vehicle trips per day. The change in traffic volumes is summarised in Table 5.

**Table 5 Change in Traffic Volumes**

Road	Existing	Additional	Proposed	Change
<i>Evening Peak Hour</i>				
William Street (south)	1,128 vph	+ 21 vph	1,149 vph	+ 1.9%
William Street (north)	1,104 vph	+ 21 vph	1,125 vph	+ 1.9%
Stewart Street	194 vph	+ 3 vph	197 vph	+ 1.5%
<i>Daily Traffic</i>				
William Street	11,800 vpd	+ 210 vpd	12,010 vpd	+ 1.8%
Stewart Street	2,050 vpd <sup>1</sup>	+ 30 vpd	2,080 vpd	+ 1.5%

<sup>1</sup> Daily volumes on Stewart Street estimated from peak hour counts

From Table 5, the proposed development is likely to increase traffic on William Street and Stewart Street by around 1-2%. The additional 21 vehicles per hour on William Street would represent around 1 extra car per 3-minutes using this road. The impacts of this additional traffic on the operation of the Best Street and Steele Street junctions would be minimal.

The largest impacts will be at the junction of William Street and Stewart Street. This intersection was modelled using a SIDRA Intersection 6.1 network model incorporating the two site accesses (William Street and Stewart Street) as well as the pedestrian crossing located just north of Stewart Street.

In addition, the downstream queuing effects of the Steele Street and Best Street junctions were taken into account through lane blockage capacity reductions programmed into the model:

- 40% capacity reduction for southbound traffic due to Steele Street roundabout.
- 25% capacity reduction for northbound traffic due to Best Street signals.

The results are presented in Table 6.

**Table 6 SIDRA Modelling Results (Evening Peak)**

Movement		Existing		Proposed	
		Average delay (s) [LOS]	95% Back of queue (veh)	Average delay (s) [LOS]	95% Back of queue (veh)
William Street (NB)	R	5 s [A]	< 1 veh	5 s [A]	< 1 veh
Stewart Street (WB)	L	7 s [A]	< 1 veh	10 s [A]	< 2 veh
	R	19 s [C]	< 1 veh	24 s [C]	< 2 veh
William Street (SB)	L	3 s [A]	0 veh	3 s [A]	0 veh

From Table 6, the proposed development will result in slightly increased delays for vehicles exiting Stewart Street; however the performance of this approach will continue to operate at an acceptable level of service for an urban environment with an average delay of around 14 seconds for the overall approach (LOS B). The 95<sup>th</sup> percentile queue length will be less than 2 vehicles, which is acceptable.

#### 4.2.2 Road Safety

No significant adverse road safety impacts are foreseen for the project. This is based on the following:

- The surrounding road network is capable of absorbing the additional traffic generated by the proposed development.
- The crash history does not suggest that the proposal will in any way exacerbate any existing road safety issues on William Street.
- The site is an existing service station located in a commercial strip and as such movements into and out of the site will not be seen as an unusual event by other motorists.
- There is sufficient site distance at the accesses in accordance with the Australian Standards.

### 4.2.3 Pedestrian Access

Good pedestrian access is provided through the site with a zebra crossing connecting to Stewart Street and a dedicated footpath in front of the building. The service station is a low speed environment and both pedestrians and vehicles are generally aware of other road users.

On occasion, a tanker may be parked over the pedestrian crossing while filling. Given the low frequency of both tanker and pedestrian movements this would be a relatively rare event, however it would require a pedestrian to walk around the tanker.

Pedestrian facilities in the surrounding road network are of a relatively high standard, with median refuge islands provided at regular intervals along William Street, including at the Stewart Street junction.

## 4.3 Parking Assessment

### 4.3.1 Parking Supply

From Table E9A of the Planning Scheme, the minimum parking provision for the proposed development is as follows:

- Service station
  - Drive-way apron and queuing lane for not less than 2 x vehicles for each fuel outlet.
  - 1 x space/30 m<sup>2</sup> gross floor area if convenience retail outlet attached.

Given a floor area of 250 m<sup>2</sup> for the convenience store, the proposed development generates a parking requirement for 9 parking spaces. The proposal provides a small car park with 10 parking spaces and therefore complies with the Planning Scheme.

Clause E9.5.1 of the Planning Scheme also contains requirements for motorbike, disability and bicycle parking:

- 1 accessible parking space will be provided in the car park which satisfies the requirements of the Planning Scheme and Australian Standard AS2890.6, *Parking facilities – Part 6: Off-street parking for people with disabilities*, 2009.
- No dedicated motorbike parking is proposed: any motorbikes requiring parking can use the car park provided noting that there is a surplus of 1 parking space.
- No bicycle parking is proposed: the nature of the proposed development as a service station is unlikely to generate significant bicycle trips. Notwithstanding, it is recommended that one bicycle hoop be provided near the building entrance for occasional convenience store trips by cyclists.

The proposal is considered to comply with the performance criteria of Clause E9.5.1 on the above basis.

### 4.3.2 Car Park Layout

Australian Standard AS2890.1, *Parking facilities – Part 1: Off-street car parking*, 2002, provides the minimum requirements for car park design. For User Class 3 (short term parking):

- Parking space width      2.6 metres
- Parking space length      5.4 metres
- Parking aisle width      5.8 metres

The proposed car park complies with the above requirements.

#### 4.4 Service Vehicles and Deliveries

The proposed development requires access for the following vehicles:

- Light to medium trucks reversing to the service yard gates.
- Tankers refilling the underground fuel tanks.

Swept path for the above movements have been undertaken and can be found in Appendix A to this report. Tankers will access the site from Stewart Street. The impacts of tankers on the operation of Stewart Street will be negligible based on the following:

- Tankers currently use Stewart Street as part of regular operation of the existing site.
- Larger underground fuel tanks are proposed which will result in fewer tanker deliveries overall.

While stopped, tankers will essentially block the Stewart Street access, prevent vehicles from entering or exiting the site from this location. Entering vehicles will need to turn left onto William Street and enter via the William Street access. Given the low frequency of tanker deliveries, the impacts of this blockage are not considered to be significant.

It is recommended that tanker deliveries occur during off-peak periods only. In particular, tanker deliveries should not occur during the school peaks.

## 5. Conclusions

This traffic impact assessment has investigated the potential traffic and safety impacts of a proposed expansion to the existing Caltex service station on William Street, Devonport. The proposal also includes a new drive-through takeaway food outlet.

The key findings of the report are as follows:

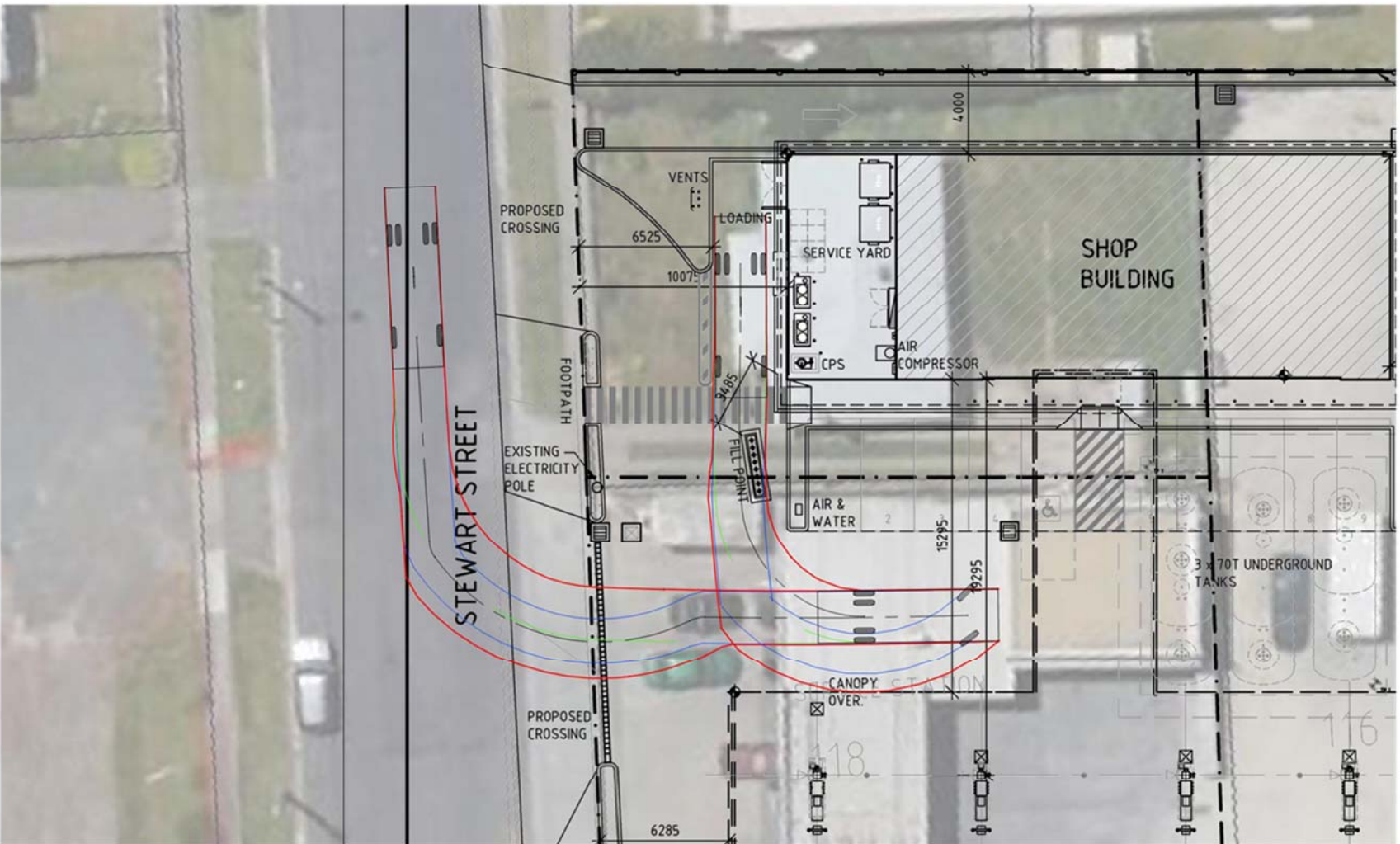
- The proposed development is expected to attract a total of 144 vehicle movements during the evening peak period.
- Accounting for pass-by trips and the existing use, the proposal is expected to generate up to an additional 45 vehicles per hour onto the surrounding road network:
  - The additional daily traffic will be in the order of 450 vehicles split between William Street (north), William Street (south) and Stewart Street.
- This additional traffic is not likely to significantly impact on the performance of the surrounding road network with regard to traffic efficiency and road safety:
  - The performance of the right turn movement at Stewart Street is expected to reduce from 19 seconds per vehicle to 23 seconds per vehicle during the evening peak period, however the approach will continue to operate at an acceptable level of service (LOS C) for an urban environment with little queuing.
- The proposed development is considered to provide sufficient parking to cater for the expected demand.
  - It is recommended that one bicycle hoop be provided to cater for occasional convenience store trips by cyclists.

Based on the findings of this report, the proposed development is supported on traffic grounds.



**Appendices**

## **Appendix A** – Swept Path Assessment



IASM INVESTMENTS PTY LTD  
 WILLIAM STREET CALTEX  
 TRAFFIC IMPACT ASSESSMENT  
 SWEEP PATH ASSESSMENT  
 8.8 M SERVICE TRUCK

Job Number 32-17088  
 Revision A  
 Date MAY 2016

Figure A1

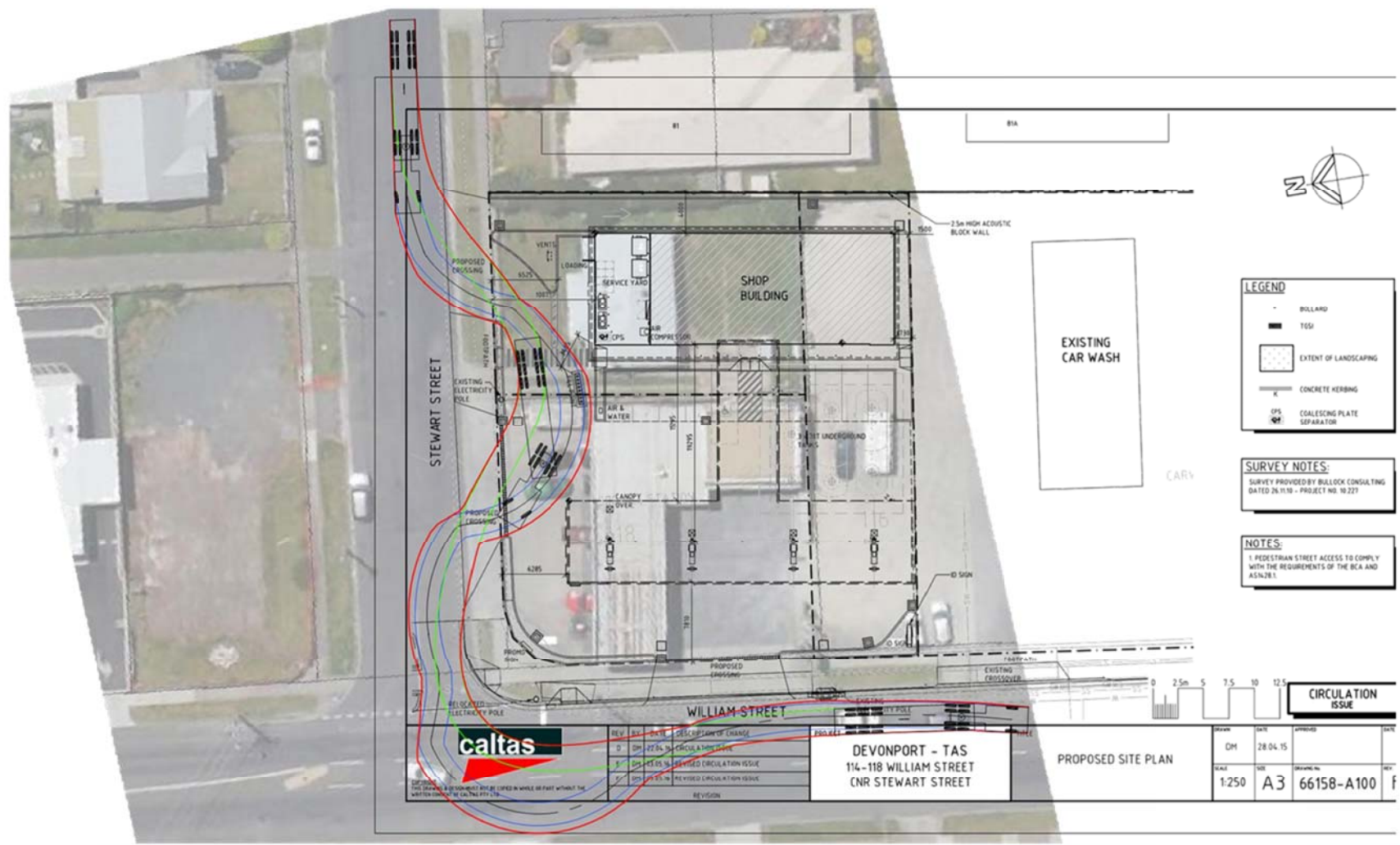
23 Paterson St, Launceston TAS 7250 Australia T 61 3 6332 5500 F 61 3 6332 5555 E lsm@ghd.com W www.ghd.com

Plot Date: 6 May 2016 - 3:48 PM

Plotted by: Mark Petrusa

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IASM INVESTMENTS PTY LTD  
 WILLIAM STREET CALTEX  
 TRAFFIC IMPACT ASSESSMENT  
 SWEEP PATH ASSESSMENT  
 8.8 M SERVICE TRUCK

Job Number | 32-17088  
 Revision | A  
 Date | MAY 2016  
**Figure A1**

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**Appendix D** - Acoustic Report

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# William St, Devonport petrol station redevelopment environmental noise assessment



Report No. 421319-01

Vipac Engineers & Scientists Ltd  
PO Box 506  
Kings Meadows TAS 7249

**VIPAC**

• Acoustics • Vibration • Air Quality • Mechanical & Structural Systems • Fluid Mechanics • Sustainability • Building Technologies



GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

DOCUMENT CONTROL

<b>GHD</b> <b>WILLIAM ST, DEVONPORT</b> <b>PETROL STATION REDEVELOPMENT</b> <b>ENVIRONMENTAL NOISE ASSESSMENT</b>	
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GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

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## References

- [1] SoundPLAN Acoustic modelling software - Braunstein & Berndt GmbH.



GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

## Executive Summary

Vipac was commissioned to undertake an environmental noise assessment of a proposed petrol station redevelopment at 110-118 Williams St, Devonport.

Vipac conducted noise monitoring at a representative location and analysed the results to determine assessment criteria for the project as follows:-

- 40 dBA at sensitive locations for mechanical plant operations and drive through traffic
- 45 dBA at sensitive locations for maximum transient noise levels generated at the air/water service point.

A SoundPLAN model of the redevelopment was constructed and noise emission levels predicted.

The mechanical plant noise sources identified as requiring a noise reduction to meet the assessment criteria are as follows:-

- Air compressor
- Refrigeration condensers
- A/C condenser

Predicted noise emission from the air/water service point complied with the assessment criteria.

Noise reductions were determined to meet the assessment criteria for the project and reduction options are provided (see sections 5.3 and 6 of the report for details).





GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

## 1 Introduction

GHD commissioned Vipac to undertake an environmental noise assessment of a proposed redevelopment of a petrol station at 118 William St, Devonport. The redevelopment would include petrol station and associated shop with car access to the rear for the existing car wash facility.

Vipac proposed an approach involving the following:-

- Ambient noise monitoring at a location representative of the noise environment at sensitive premises surrounding the redevelopment.
- Prediction of noise emission levels from equipment and vehicle movements associated with the drive through.
- Assessment of the predicted noise emission levels against ambient noise levels with recommendations for noise control where required.

## 2 Site description

The site for the proposed petrol station redevelopment is located at 110 – 118 William St, Devonport.

The site is located on relatively flat topography and is bounded to the east by noise sensitive residential properties. Further noise sensitive residential premises are located across Stewart St to the north and across Williams St to the west. To the south are other commercial properties including a car wash facility and restaurant.

Four noise sensitive receiver locations were selected for the prediction of potential noise emissions from redeveloped petrol station. Table 1 presents location information for each receiver and figure 1 presents an aerial view of the site and its surrounds with the receiver positions marked. Information on the location used for ambient noise monitoring is also provided. Figure 2 shows a plan view of the proposed redevelopment

Environmental receiver positions			
Position number	Location	Coordinates (MGA)	Comments
1	81 Stewart St	445586 / 5441157	At 1 m from the façade, 1.5 m above ground height
2	81 Stewart St	445583 / 5441143	At 1 m from the façade, 1.5 m above ground height
3	118 Stewart St	445593 / 5441191	At 1 m from the façade, 1.5 m above ground height
4	117 William St	445515 / 5441167	At 1 m from the façade, 1.5 m above ground height
SLM	Noise monitoring	445577 / 5441146	1.5 m above ground height

Table 1 – Environmental noise receiver positions and monitoring position.

**VIPAC** GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.



Figure 1 – Aerial view of the 110-118 William St petrol station redevelopment site and surrounding area with the monitoring and receiver positions marked.

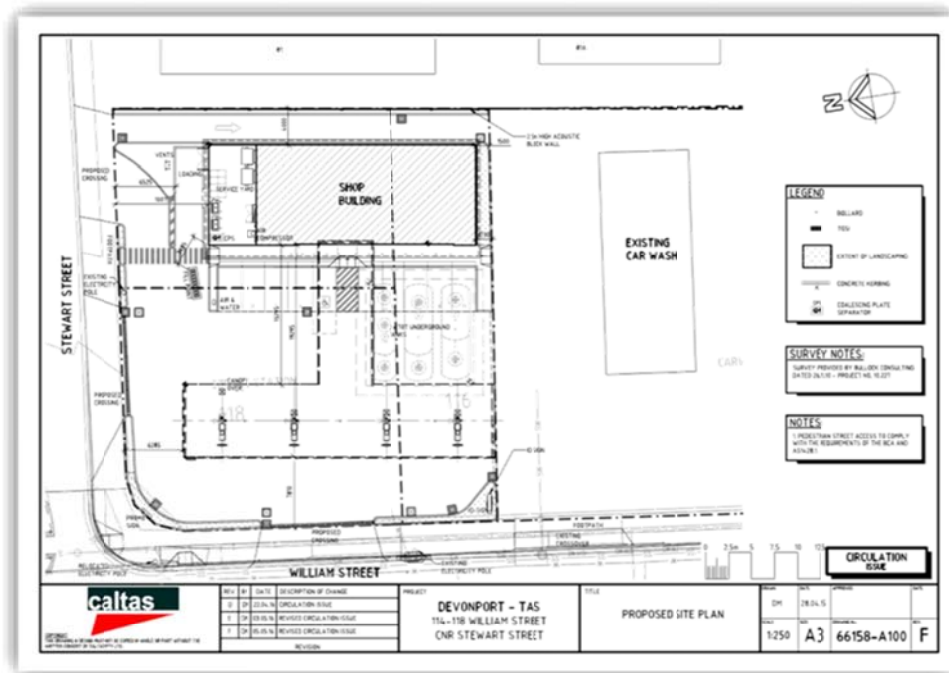


Figure 2 – Pan view of proposed petrol station redevelopment (supplied by GHD).

**VIPAC** GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

### 3 Ambient noise monitoring

A logging sound level meter (Larson Davis 870 B) was located at the rear of the existing William St petrol station site (see table 1 and figure 1, position SLM) for a one-week period between 6 June and 13 June 2014 measuring  $L_{eq}$  and  $L_{max}$ ,  $L_{min}$ ,  $L_1$ ,  $L_{10}$ ,  $L_{50}$ ,  $L_{90}$  and  $L_{99}$  A-weighted sound pressure levels on a 10-minute basis.

Figure 2 provides a photograph of the approx. sound level meter monitoring location.



Figure 2 – Sound level meter monitoring location, view to the north (photograph provided by GHD).

#### 3.1 Monitoring results and discussion

Figure 3 presents a graph of the main 10-minute statistical data as follows:-

- $L_{Aeq}$ : The equivalent continuous A-weighted sound pressure level.
- $L_{A90}$ : The noise level exceeded for 90% of the time, referred to as the background.
- $L_{A10}$ : The noise level exceeded for 10% of the time, used to examine the influence of transient noise sources such as traffic.
- $L_{A1}$ : The noise level exceeded for 1% of the time, used here to represent short duration transient noise events.

For sake of clarity the other 5 data sets are not shown in this graph. The data has been filtered for poor weather conditions (i.e. rain and strong winds).

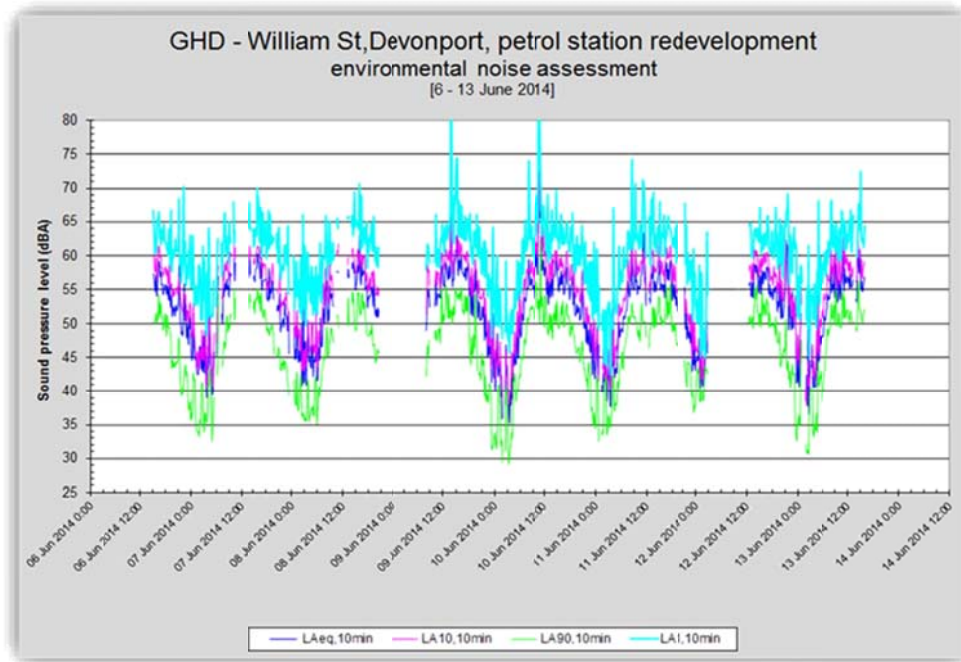
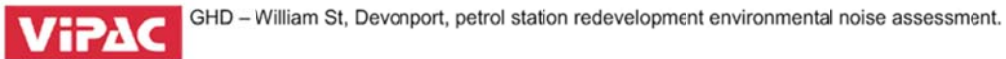


Figure 3 – Monitored Ln-statistics.

**From the above:-**

- The noise environment at 110 to 118 Williams St, Devonport appears to have been controlled by the flow of traffic locally.
- There is no clear distinction between weekday and weekend measured levels.

**L<sub>Aeq</sub> levels**

- During the day (approx. 0700 to 1700 hrs) the levels fluctuated between 55 and 60 dBA.
- After 1700 hrs the level declined to approx. 40 dBA between approx. 0000 and 0200 hrs. Occasional excursion below this level did occur.
- From approx. 0400 hrs the levels climbed to 55 dBA by approx. 0700 hrs.

**L<sub>A1</sub> levels**

- Levels show a similar diurnal pattern to that of L<sub>Aeq</sub> levels.
- During the day levels typically fluctuated between 60 and 70 dBA.
- Levels descended to approx. 45 dBA in the late night. Occasional excursion below this level did occur.



GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

## 4 Assessment criteria

From analysis of the ambient noise monitoring data Vipac concludes the following in relation to noise emission assessment criteria for the 110 – 118 William t, Devonport petrol station redevelopment:-

- **Consistently operating mechanical plant and car wash traffic** will be assessed against a **typical late night  $L_{Aeq,10min}$  ambient noise level of 40 dBA**.
- The **air/water service point** is likely to generate transient noise through an audible alarm indicating tyre pressure has been reached and air release noise as the hose is disconnected from a tyre. Both noises are transient and will be assessed against a **typical late night  $L_{A10}$  noise level of 45 dBA**.

## 5 Environmental noise model

SoundPLAN<sup>[1]</sup> software was used for carrying out detailed noise emission spectra modelling. Parameters influencing sound propagation and attenuation include:

- Source type (point, line, plane).
- Relative source and receiver height.
- Topography and barriers.
- Industrial buildings as sources and/or barriers.
- Ground absorption.
- Distance attenuation.
- Atmospheric conditions (pasquill stability, temperature, humidity and vector wind speed).
- Reflecting surfaces.
- Source directivity.

As all propagation and attenuation parameters are frequency dependent, all input source data has been based on 1/3-octave band sound power spectra. The General Prediction Method algorithm was used.

Geo-referenced topographic, transport, building and hydrologic data was obtained from Department of Primary Industry, Parks, Water and Environment. This provided contours at 10-metre intervals; residential locations; road layouts; and river and stream courses for the area.

Plant building details and equipment location details were obtained from GHD.

All source and geodata is referenced to the Map Grid of Australia (MGA).

### 5.1 Model input data

Input sound power spectra were determined from a combination of manufacturers data sourced by Vipac (equipment list provided by GHD) and Vipac library data. Table 2 present the overall sound power level (SWL) for each source along with information on the determination of the stated level.



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Sound power levels (dBA)		
Noise source	SWL	Comment
A/C condenser	<b>78.8</b>	Overall SWL level from Actron Air, Model SCA340C R410A. Spectral shape from Vipac library data.
Refrigeration condenser	<b>81.0</b>	Overall SWL level from Kirby Polarpak PPH113-MA1-2. Spectral shape from Vipac library data. Buffalo IDC data couldn't be sourced. 3 off units modelled.
Air compressor	<b>91.0</b>	Vipac library data for Pilotair K-30 (5 kW, 7.5 HP) scaled based on power to Pilotair TM325 (1.65 Kw, 2.25 HP).
Toilet vent fan	<b>63.1</b>	Manufacturers data for Fantech MV254
CPS pump	<b>72.0</b>	Vipac library data
Car	<b>80.9</b>	Overall SWL level from Vipac library data for slow moving car. Spectral shape from soundPLAN data (Austrian Passenger (Coach) Car Disk Brakes @ 80 km/h) $L_{Aeq}$ SWL de-rated for 2 car movements in 10-mins
Air/water service point	Audible alarm (signalling tyre at pressure)	<b>84.2</b> Vipac library data.
	Air release (generated as hose disconnected)	<b>87.3</b> Vipac library data.

Table 2 – Sound power levels.

The following two model scenarios were developed as follows from the source SWL input data above:-

- **Consistently operating mechanical plant and traffic:** All sources operating at the same time as a worst case operational scenario (air/water point not modelled under this scenario). All sources modelled as point sources with the exception of traffic accessing the car wash which was modelled as a line source.
- **Air/water service point maximum noise:** Air/water service modelled at maximum noise point sources.

## 5.2 Environmental noise model views

Figure 4 presents a model plan view of the redeveloped petrol station with aerial photographic extent of the existing station undelayed, the sources listed table 2 above are marked. Figure 5 is a wire frame model view of the petrol station from the south.

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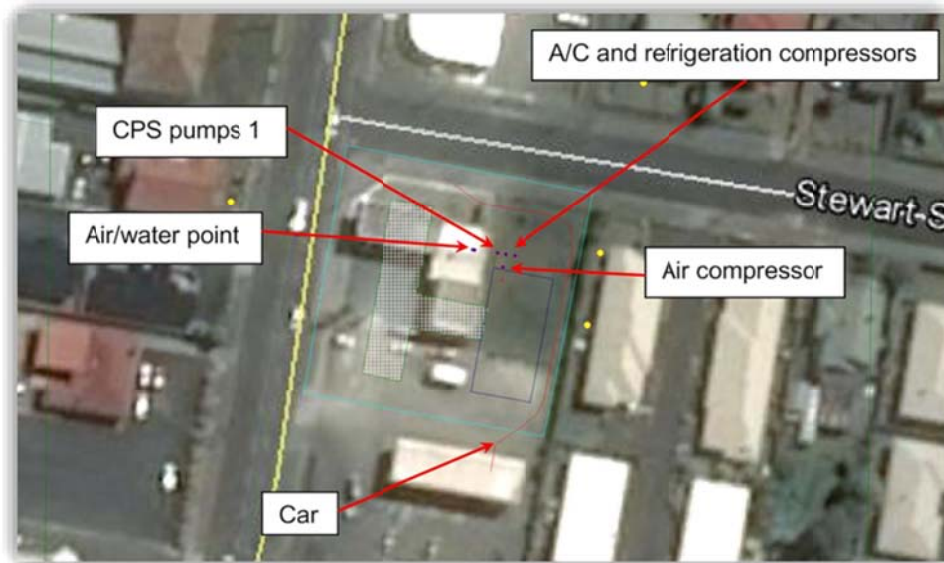


Figure 4 – Newnham petrol station redevelopment, model plan view.

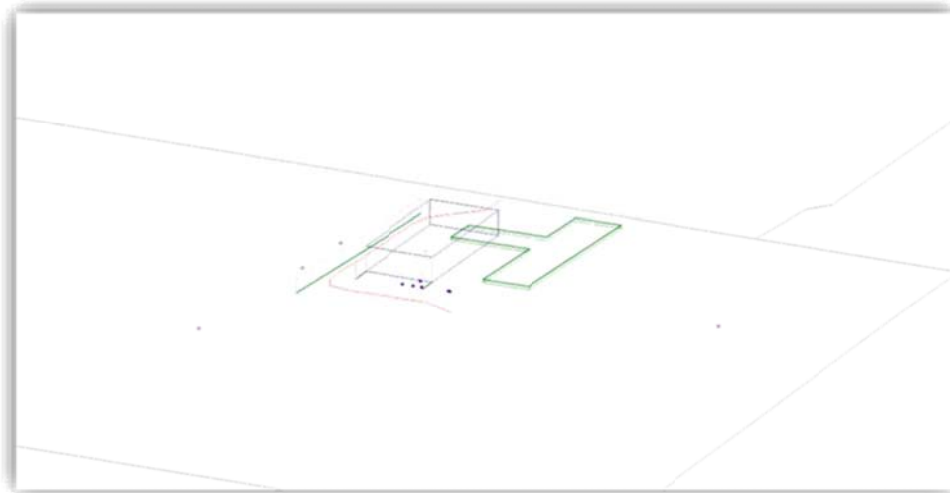


Figure 5 – William St petrol station redevelopment, wire frame model, view from the north-west.



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### 5.3 Modelling results

#### 5.3.1 Predicted noise emission levels

Table 3 presents the predicted noise emission levels from the mechanical plant and car wash access traffic at the four receiver locations. Table 4 presents predicted maximum noise levels from the air/water service point.

Predicted noise emission levels, mechanical plant and traffic				
Source	Receiver			
	1	2	3	4
Drive through traffic	16	17	19	14
A/C condenser	33	27	37	19
Refrigeration condensers	38	20	44	25
Air compressor	43	18	50	29
Toilet vent fan	11	10	13	12
CPS pump	23	5	29	10
<b>Overall</b>	<b>45</b>	<b>28</b>	<b>51</b>	<b>34</b>

Table 3 – Predicted noise emission levels, mechanical plant and traffic.

Predicted noise emission levels (dBA) <b>maximum</b> level generated by air/water service point		
Receiver	Air/water service point noise sources	
	Audible alarm	Air release
1	20	21
2	6	7
3	38	40
4	40	42

Table 4 – Predicted maximum noise emission levels, air/water service point.

#### From the above:-

##### Mechanical plant and traffic

- Mechanical plant noise is above the 40 dBA assessment criteria for the project at positions 1 and 3.
- The noise sources requiring a noise reduction (NR) to meet the assessment criteria are as follows:-
  - Air compressor (15 dB NR)
  - Refrigeration condensers (10 dB NR)
  - A/C condenser (5 dB NR)

##### Air/water service point

- Noise generated by air and water service point is below the assessment criteria.

#### 5.3.2 Predicted noise emission levels with noise reductions

Table 5 presents predicted noise emission levels at the four receiver locations from the mechanical plant and car wash access traffic with the noise reductions outlined above to meet the assessment criteria.





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Predicted noise emission levels, mechanical plant and traffic with noise reductions				
Source	Receiver			
	1	2	3	4
Drive through traffic	16	17	19	14
A/C condenser	28	22	32	14
Refrigeration condensers	28	10	34	15
Air compressor	28	3	35	14
Toilet vent fan	11	10	13	12
CPS pump	23	5	29	10
<b>Overall</b>	<b>33</b>	<b>23</b>	<b>39</b>	<b>21</b>

Table 5 – Predicted noise emission levels, mechanical plant and traffic with noise reductions.

## 6 Noise reduction options

Following detailed assessment of the environmental noise model predictions outlined above Vipac provides the following noise reduction options.

**NB:** The above prediction results (sections 5.3.1 and 5.3.2) were based on the barrier wall along the eastern boundary of the site, as indicated in sit plan and elevations, being at a height 300 mm above the eave height of the adjoining property. The exact height of the wall would need to be determined once the eave height of the adjoining property has been measured.

**NB:** SWL data for the air compressor and A/C and refrigeration condensers was developed from a combination manufacturers data and Vipac library data, in some cases from equipment makes and models not proposed for this redevelopment. Care should be taken to ensure that the installed equipment doesn't produce SWL levels greater than assumed here otherwise the reduction options outlined below wouldn't necessarily be applicable. Ideally the selected equipment would have lower SWL levels to reduce the reduction requirements.

### Air compressor

Vipac proposes the following option to reduce noise emission from the air compressor:-

- Full enclosure of air compressor inside a structure that gives minimum sound transmission loss of 20 dBA. The compressor should be located on a concrete plinth with the enclosure sealed to the top of the plinth.

A construction such as 1.6 mm steel (outer casing fully sealed) to the outer face with 75 mm fiberglass lining and perforated metal internal facing should provide the required transmission loss. Adequate ventilation for heat rejection would need to be provided via rectangular splitter silencers on the southern and northern sides of the enclosure (open free area of the silencers would need to be sized to the requirements for air flow and heat rejection of the compressor) giving equivalent acoustic performance to that provided by Fantech rectangular duct attenuator RS straight splitter 07C

(<http://www.fantech.com.au/Attenuator.aspx?SilTypeID=RS&Straight>).

### A/C and refrigeration condenser units

Vipac proposes the following option to reduce noise emission from the A/C and refrigeration condenser units:-

- A four sided barrier wall surrounding the A/C and refrigeration condensers that provides a 20 dBA transmission loss. A minimum 1 m separation between the sides and front of the condenser units and the inner face of the wall is recommended and the wall must extend to a height 1 m above the top of the condenser units.



GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

A construction such as 9 mm compressed fibre cement board (joints fully sealed) to the outer face with 75 mm fiberglass and perforated metal internal facing should provide the required transmission loss. An acoustic louvre with equivalent acoustic performance to that provided by Fantech Sound Bar acoustic louvre SPL2 should be installed at ground level of the barrier wall to allow air flow (open free area of the louvre would need to be sized to the requirements for air flow for the condensers)

(<http://www.fantech.com.au/Attenuator.aspx?SilTypeID=SB&Sound%20Bar>).

**NB:** The above is only preliminary and doesn't constitute a noise control design. This would require further work and Vipac would be please to design services if required by the client.



GHD

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
1	A Forrest	A Brownlie		A Brownlie		14/12/15
2	A Brownlie	A Johnson		Sarah FitzGerald	On File	20/5/16

[www.ghd.com](http://www.ghd.com)





## Devonport City Council In-principle agreement Roads and Stormwater

**Development Address:** 114-118 WILLIAM STREET

**Applicant Details:** Alex Brownlie  
GHD Pty Ltd  
Alex.Brownlie@ghd.com

**Details of Development:** RE-DEVELOPMENT OF SERVICE STATION

---

In-principle agreement to submit an application for planning is granted under the *Local Government (Highways) Act 1982* and the *Urban Drainage Act 2013* subject to the following conditions:

1. A new property access is to be installed in the Northwestern corner of the site, in this regard;
  - a. The access is to be installed in accordance with municipal standard for heavy vehicle access.
  - b. One way linemarking and No Entry signage is to be installed per the recommendations of the Traffic Impact Assessment prepared by GHD.
2. The existing property access onto Stewart Street is to be modified in accordance with submitted drawings, in this regard;
  - a. The access is to be installed in accordance with municipal standard for heavy vehicle access.
3. The existing property access onto William Street is to be modified in accordance with submitted drawings, in this regard;
  - a. The access is to be installed in accordance with municipal standard for heavy vehicle access.
4. A stormwater property connection is to be provided to the existing side entry pit on William Street (south of the property access), in this regard the property connection is to be designed in order to accommodate all run off from the site.

Please note, this is not a development or building/plumbing permit but must be submitted to Council's planning department in support of your application for planning.

This agreement is valid for a period of 12 months from the date on which it is signed.

Approved by Engineering Development Officer under delegated authority.

Signed  Date 24/6/16

**What does this in-principle agreement mean to you?**

In accordance with the *Devonport Interim Planning Scheme 2013* each application for development must be supported by the relevant road or service authority prior to the application being lodged for planning assessment. This in-principle agreement serves as notification that your proposal has been assessed by Council's City Infrastructure Department and has been determined to be permissible in regards to road asset infrastructure, road network safety and stormwater drainage, subject to compliance with any conditions listed.

This in-principle agreement must be submitted as supporting information with your documentation for planning approval and will subsequently form part of your conditional approval, should it be granted.

**Does this in-principle agreement allow me to start work?**

No, prior to undertaking any works you will need to be granted approval from Council's permit authority, once this obtained you may need to seek approval to undertake works within the road reserve, please speak with Council officers to confirm which permits may be applicable to your works.

**Under what power is this in-principle agreement issued?**

This in-principle agreement is issued under the delegated authority of the *Local Government (Highways) Act 1982*, and the *Urban Drainage Act 2013*. Failure to comply with the conditions of this agreement may result in legal action.

**What if I don't agree with the conditions of this in-principle agreement?**

If you have any concerns, queries or disagreements with the conditions applied to this in-principle agreement please contact Council's City Infrastructure department to discuss your concerns prior to submission of your planning application.

**How long does this in-principle agreement last?**

This in-principle agreement will expire 12 months from the date it is signed, if this period elapses prior to submission of your planning application you will need to re-submit your plans to Council's City Infrastructure department for further assessment.

# DRAWING LIST

GENERAL		
NUMBER	REV	TITLE
DA000	C	DRAWING LIST

SITE		
NUMBER	REV	TITLE
A099	B	EXISTING SITE PLAN
A100	H	PROPOSED SITE PLAN
A104	H	PROPOSED TRUCK PATHS

SHOP		
NUMBER	REV	TITLE
A200	F	PROPOSED FLOOR PLAN
A201	E	ELEVATIONS-SHEET 1 OF 2
A202	E	ELEVATIONS-SHEET 2 OF 2
A203	B	SHOP SECTIONS
A204	B	DIMENSIONED FLOOR PLAN
A205	B	FLOOR FINISHES PLAN
A207	B	ROOF PLAN
A226	B	FINISHES&EQUIPMENT SCHEDULE SHOP BUILDING
J400	B	INTERNAL FINISHES SCHEDULE


RETAIL CANOPY		
NUMBER	REV	TITLE
A310	B	UNDER CANOPY PLAN
A311	B	CANOPY ELEVATIONS SHEET 1 OF 2
A312	B	CANOPY ELEVATIONS SHEET 2 OF 2
A314	B	ROOF PLAN

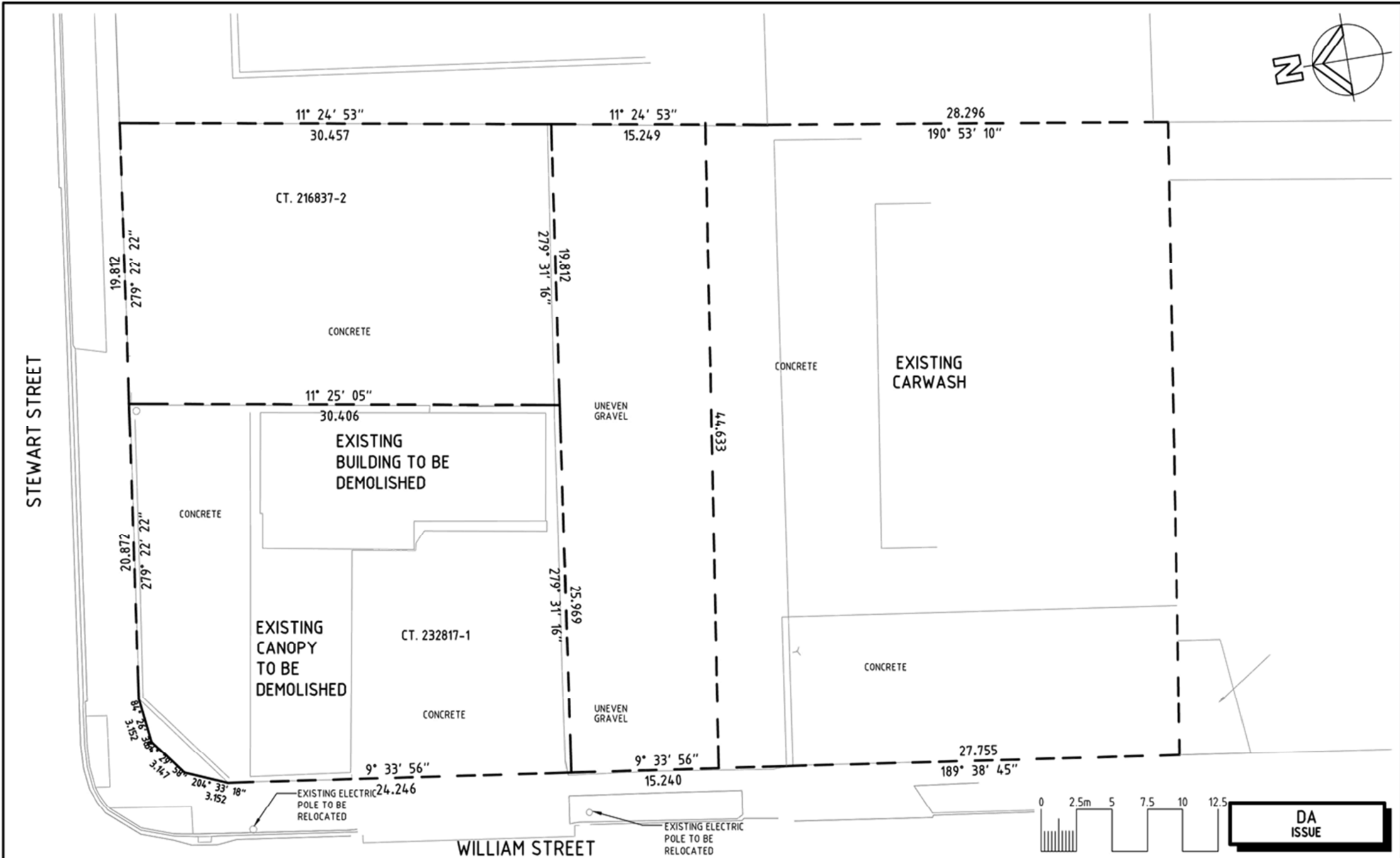
SIGNAGE		
NUMBER	REV	TITLE
S100	B	SITE SIGNAGE PLAN
S110	E	SITE SIGNAGE DETAILS - SHEET 1 OF 2
S111	C	SITE SIGNAGE DETAILS - SHEET 2 OF 2

CIVIL WORKS		
NUMBER	REV	TITLE
B106	D	EROSION AND SEDIMENT CONTROL PLAN
B107	B	EROSION AND SEDIMENT CONTROL DETAILS
B108	F	STORMWATER CONCEPT PLAN
B109	C	STORMWATER CONCEPT NOTES

Job No. 140389  
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	A	DM	30.11.15	DA ISSUE			DM	03.09.15		
	B	DM	19.05.16	DA ISSUE			SCALE	SIZE	DRAWING No.	REV.
	C	DM	19.05.16	DA ISSUE - REVISED TANK FARM			1:100	A3	66158-DA000	C
REVISION										



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REVISION			

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**DEVONPORT - TAS**  
114-118 WILLIAM STREET  
CNR STEWART STREET

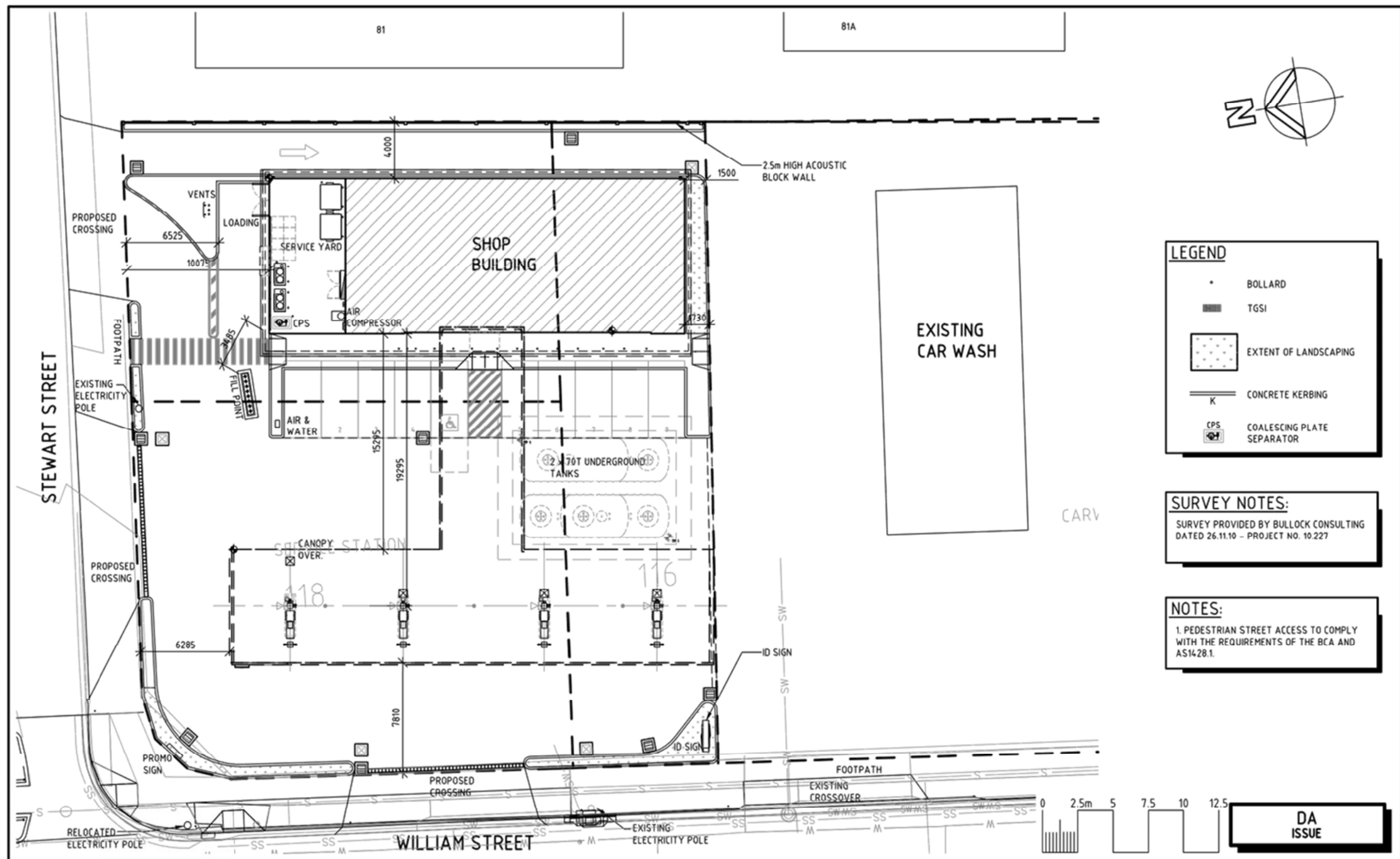
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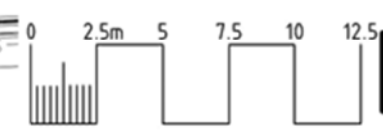


**LEGEND**

- BOLLARD
- ▬ TGS1
- ▨ EXTENT OF LANDSCAPING
- K — CONCRETE KERBING
- ⊞ CPS COALESCING PLATE SEPARATOR

**SURVEY NOTES:**  
 SURVEY PROVIDED BY BULLOCK CONSULTING  
 DATED 26.11.10 - PROJECT NO. 10.227

**NOTES:**  
 1. PEDESTRIAN STREET ACCESS TO COMPLY WITH THE REQUIREMENTS OF THE BCA AND AS1428.1.



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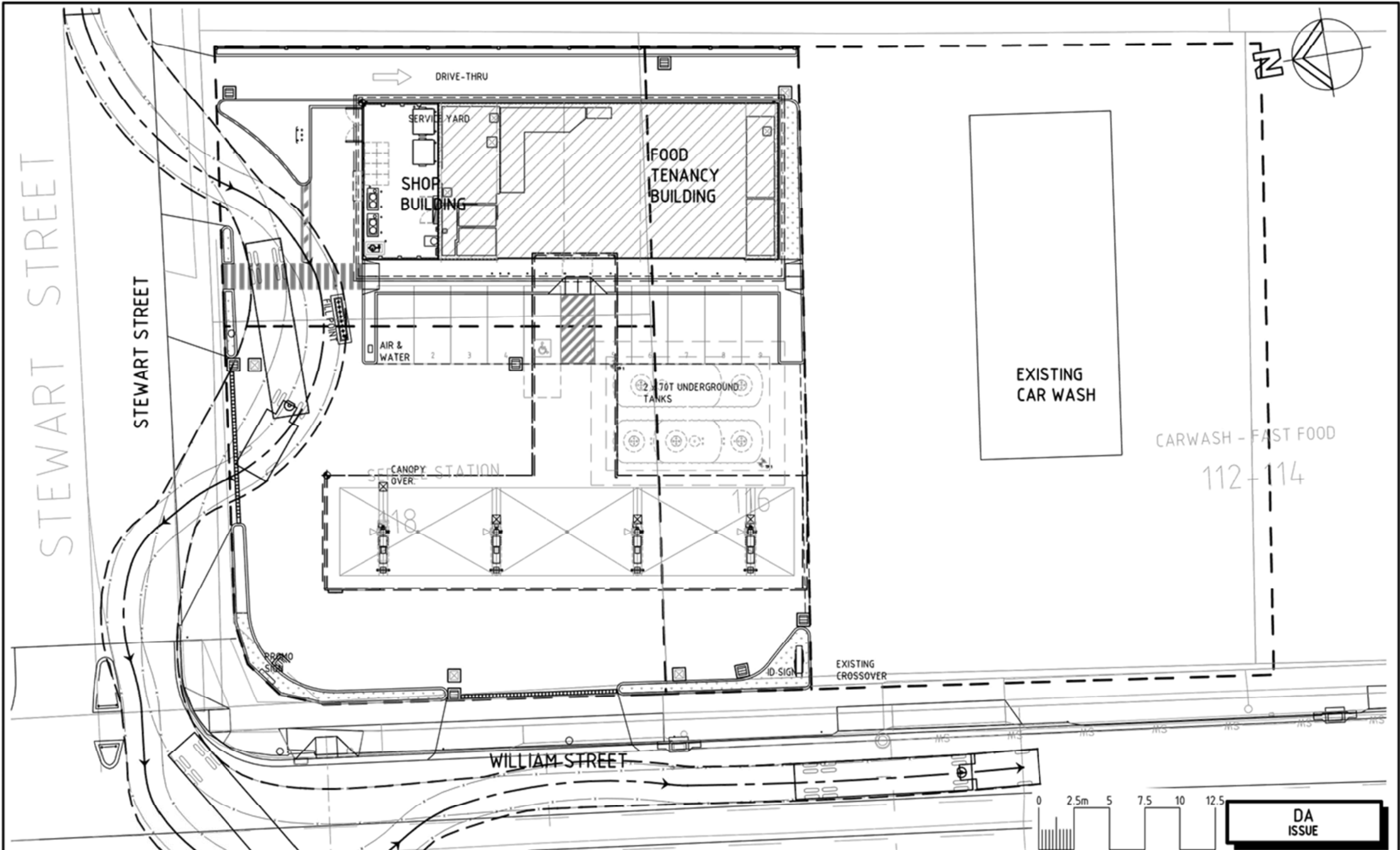
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G	DM	19.05.16	DA ISSUE
H	DM	19.05.16	DA ISSUE - REVISED TANK FARM
REVISION			

**PROJECT**  
 DEVONPORT - TAS  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

**TITLE**  
 PROPOSED SITE PLAN

DRAWN	DATE	APPROVED	DATE
DM	28.04.15		
SCALE	SIZE	DRAWING No.	REV.
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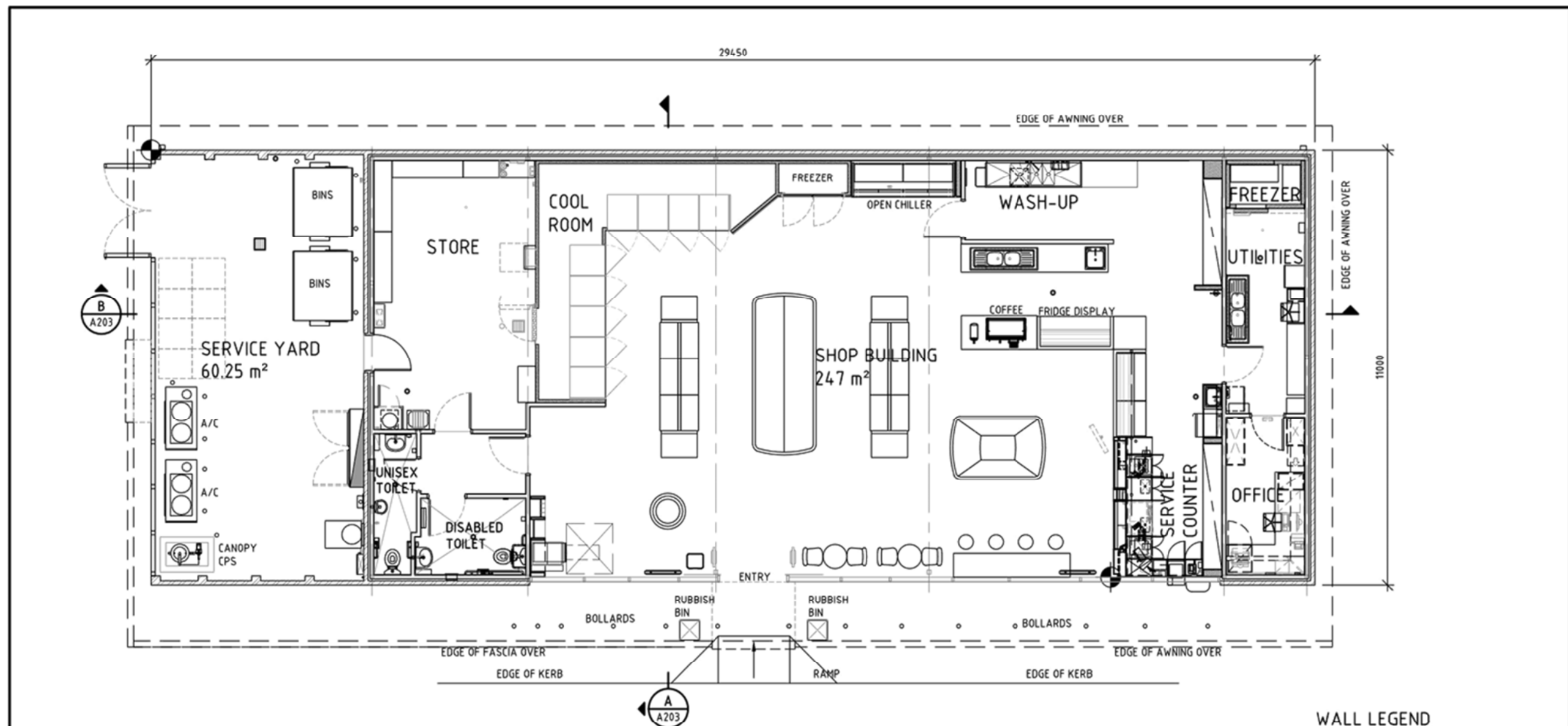
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H	DM	19.05.16	DA ISSUE - REVISED TANK FARM
REVISION			

PROJECT	DEVONPORT - TAS 114-118 WILLIAM STREET CNR STEWART STREET
TITLE	PROPOSED SITE PLAN TRUCK PATHS

DRAWN	DM	DATE	28.04.15	APPROVED		DATE	
SCALE	1:250	SIZE	A3	DRAWING No.	66158-A104	REV.	H

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**FLOOR PLAN**

**LEGEND**

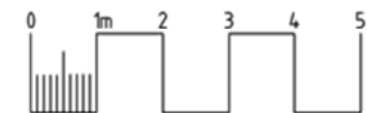
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 ATG = AUTOMATIC TANK GAUGING  
 ATM = AUTOMATIC TELLER MACHINE  
 BCT = BABY CHANGE TABLE  
 BOL = BOLLARD  
 BU = BUNDY CLOCK  
 CC = CIGARETTE CUPBOARD  
 CCTV = SECURITY MONITOR  
 CLP = CENTRAL LOGISTICS PROGRAM  
 CR = COOLROOM  
 CS = CLEANER'S SINK  
 CPS = CORRUGATED PLATE SEPARATOR

DMP = DUMP BIN  
 DP = DOWNPIPE  
 F = FRIDGE  
 FC = FILING CABINET  
 FCB = FROZEN CARBONATED BEVERAGE  
 FE = FIRE EXTINGUISHER  
 FZR = FREEZER  
 HB = HAND BASIN  
 HTD = HIGH THEFT DISPLAY  
 HU = HEATED UNIT  
 HWU = HOT WATER UNIT (OVER SINK)  
 IC = ISLAND CHILLER  
 L = LOCKERS  
 MDF = TELSTRA

MIMIC = LPG MIMIC PANEL  
 MSB = MAIN SWITCHBOARD  
 PH1=PHONE/FAX/MOTOR CHARGE  
 PH2= OFFICE PHONE  
 PH3= EMERGENCY PHONE  
 PTD = PAPER TOWEL DISPENSER  
 R = CASH REGISTER  
 R/TC = REFRIGERATED/TEMP. CONTROLLED DISPLAY  
 SC = SHARPS DISPOSAL CONTAINER  
 SFW = SEALED FLOOR WASTE  
 TD = TUNDISH  
 TPD = TOILET PAPER DISPENSER  
 UPS = UNINTERRUPTED POWER SUPPLY  
 UR = URINAL  
 VGS = VERTICAL GREASE SEPARATOR  
 VP = VENT PIPE

**WALL LEGEND**

- BRICK VENEER WALLS
- STUD WALLS
- COOLROOM WALLS
- SHOPFRONT WINDOW



**DA ISSUE**

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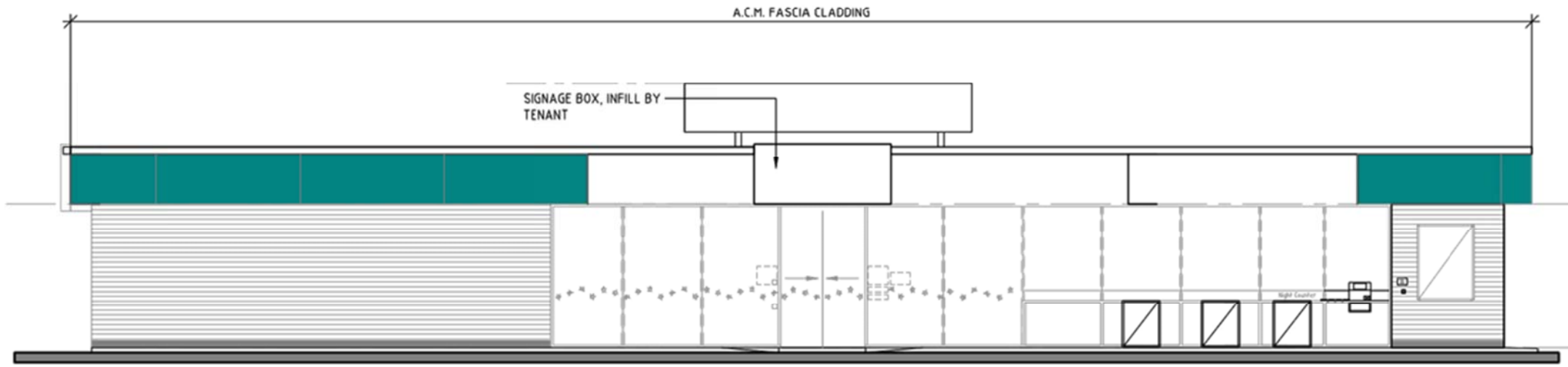
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F	DM	19.05.16	DA ISSUE

PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

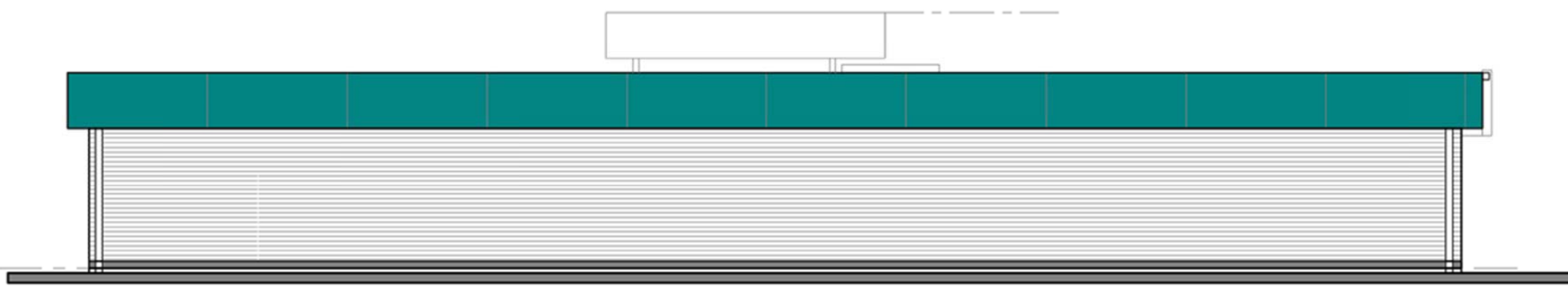
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SCALE	SIZE	DRAWING No.	REV.
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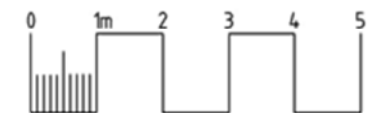
WEST ELEVATION

REFERENCE:  
 FOR FINISHES SCHEDULE  
 REFER DWG A226  
 FOR SIGNAGE DETAILS:  
 REFER DWG S111



EAST ELEVATION

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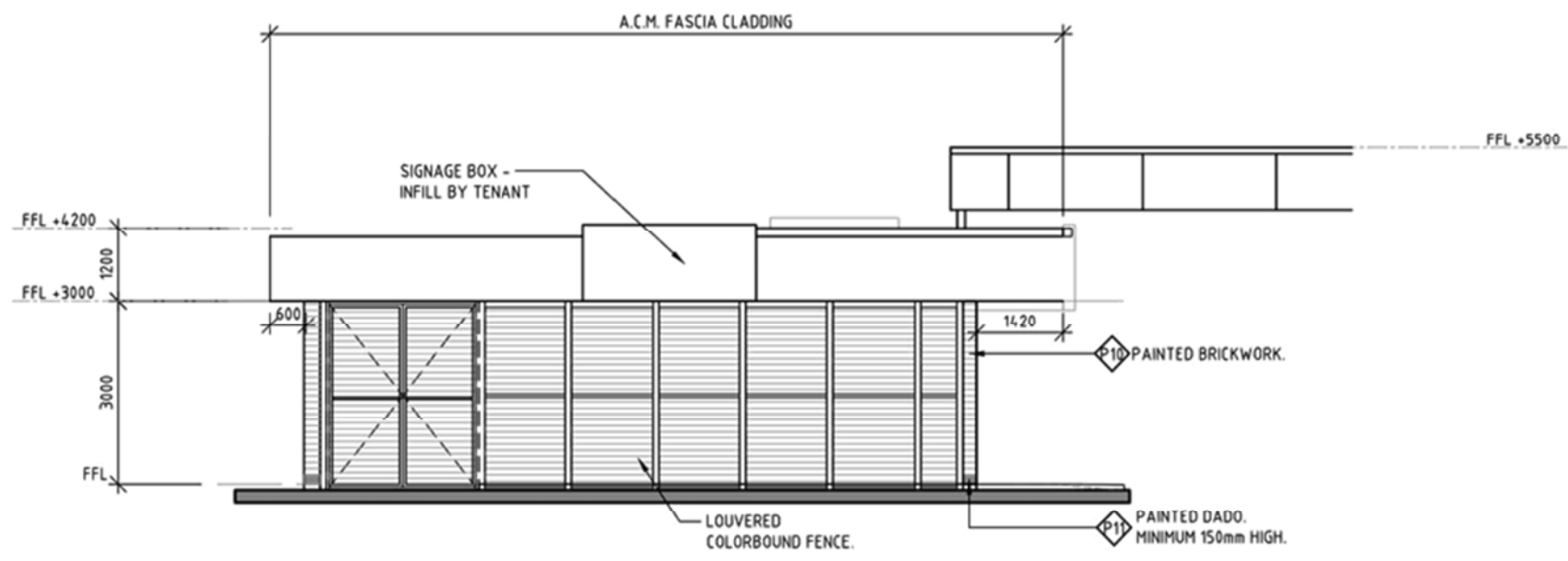
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D	DM	05.05.16	REVISED CIRCULATION ISSUE
E	DM	19.05.16	DA ISSUE
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PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

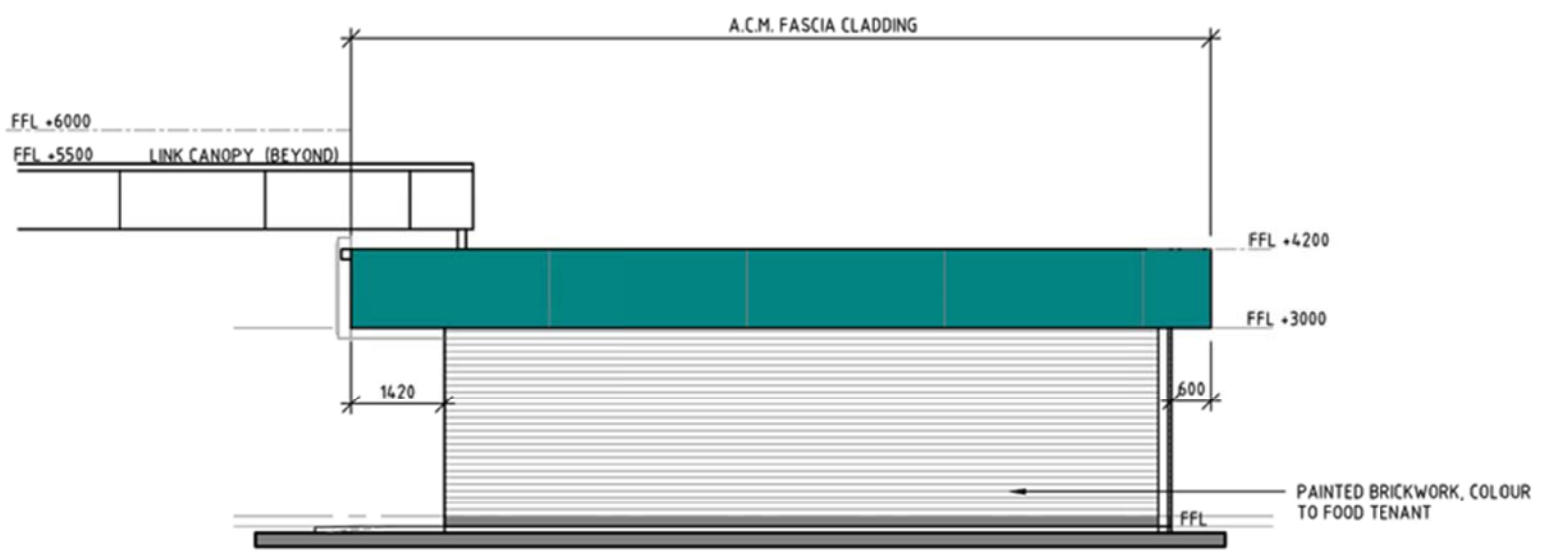
TITLE  
**PROPOSED ELEVATIONS**  
 SHEET 1 OF 2

DRAWN	DATE	APPROVED	DATE
DM	03.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A201	E

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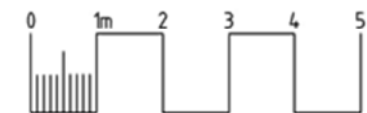


**NORTH ELEVATION**



**SOUTH ELEVATION**

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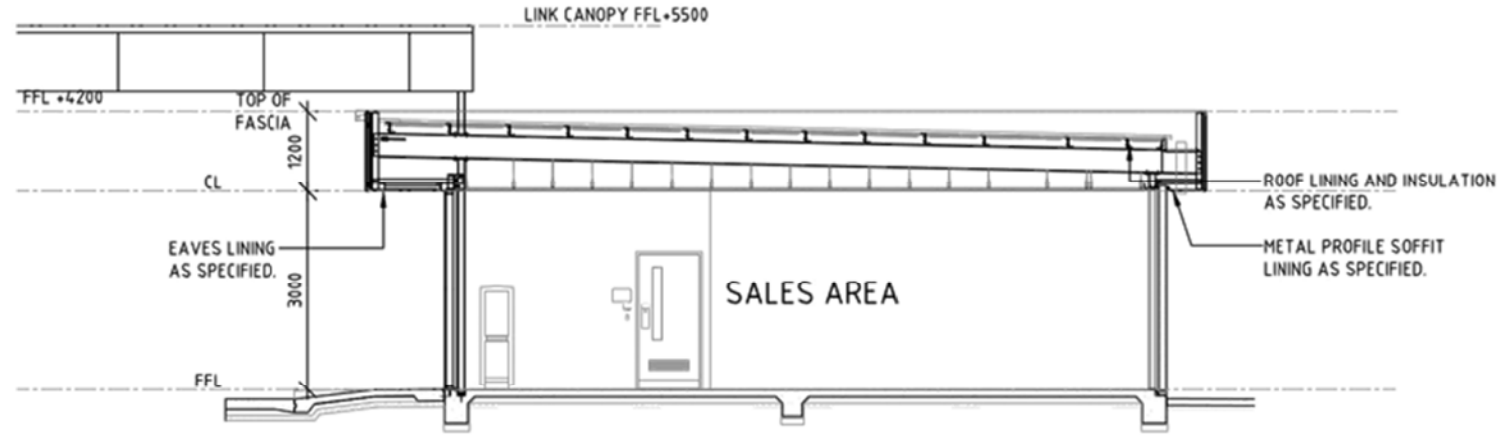
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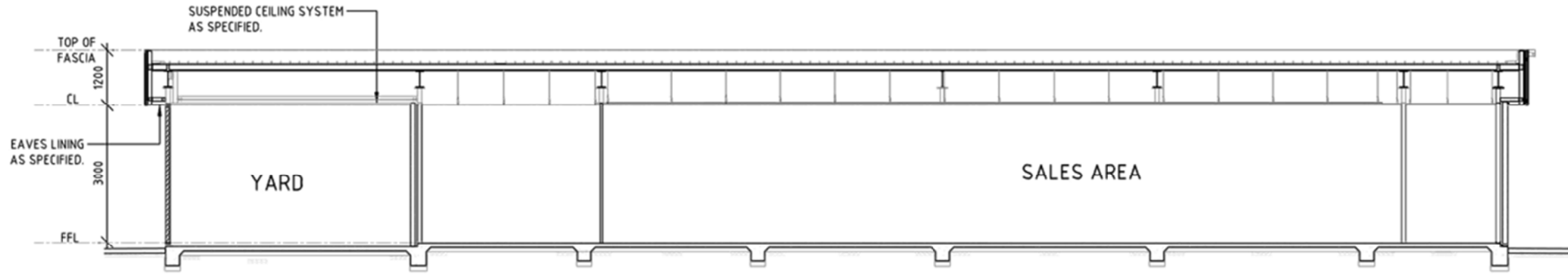
PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**PROPOSED ELEVATIONS**  
 SHEET 2 OF 2

DRAWN	DATE	APPROVED	DATE
DM	03.09.15		
SCALE	SIZE	DRAWING No.	REV.
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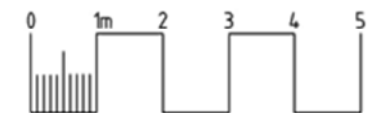


**A** SECTION



**B** SECTION

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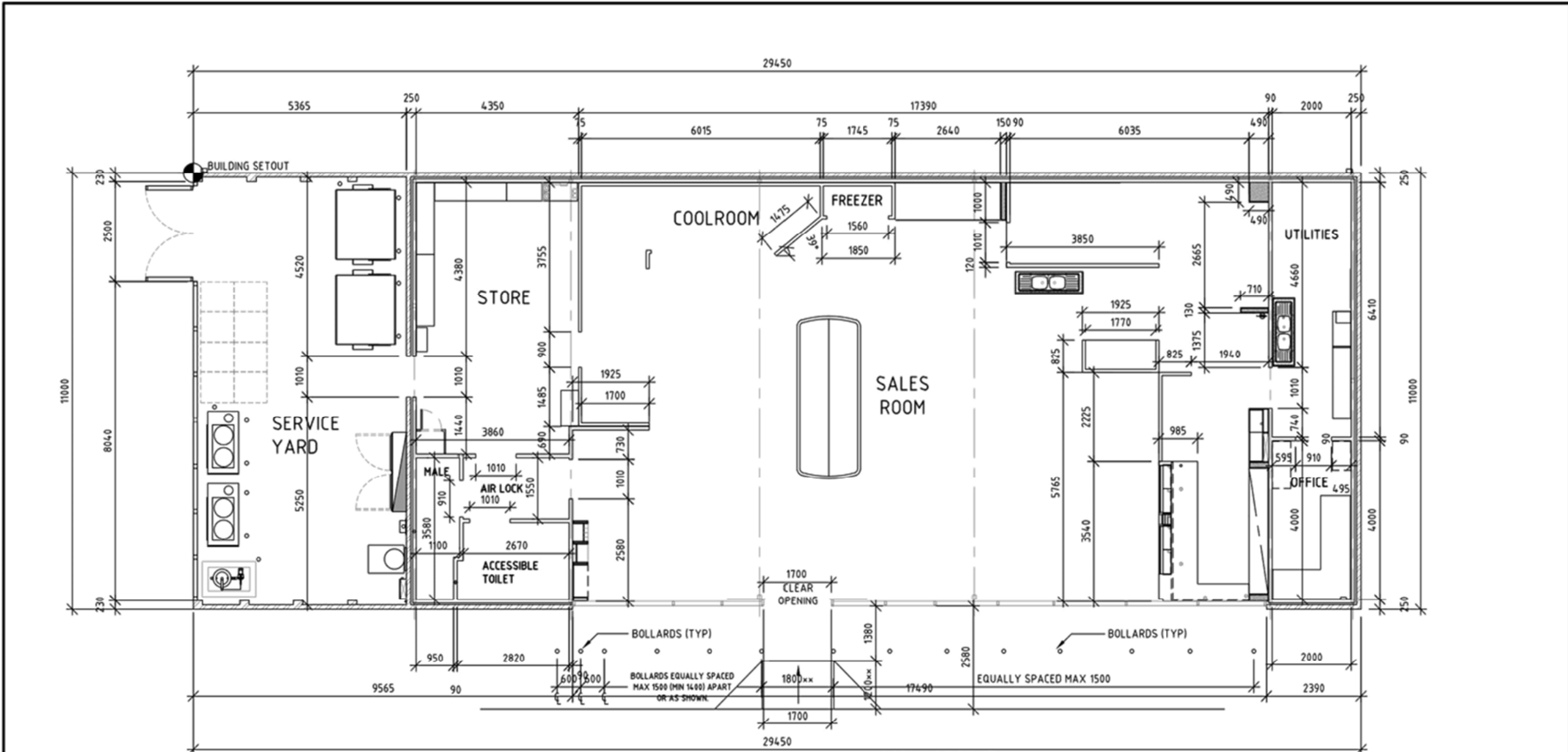
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PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**SHOP SECTIONS**

DRAWN	DATE	APPROVED	DATE
JD	03.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A203	B

ITEM 4.1

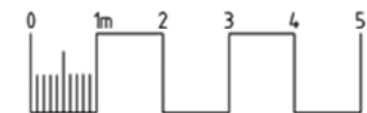


**NOTES**  
 ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA (BCA), THE SPECIFICATION, THE SCOPE OF WORKS AND THE REQUIREMENTS OF LOCAL AND ALL SUPPLY AUTHORITIES.  
 ALL DIMENSIONS TO BE VERIFIED BY THE BUILDER BEFORE WORK IS COMMENCED.  
 BUILDER TO ENSURE WALL OPENINGS AND DOOR FRAMES MATCH SCHEDULED DOOR LEAF.

**WALL LEGEND**  
 [Symbol] BRICK VENEER WALLS  
 [Symbol] STUD WALLS  
 [Symbol] COOLROOM WALLS  
 [Symbol] SHOPFRONT WINDOW

**NOTES**  
 FINISHED MINIMUM CLEAR DOOR OPENING FOR WHEEL CHAIR ACCESS SHALL BE 850mm. IN ACCORDANCE WITH AS1428.1

⚠ x CHECK WITH DOOR FRAME SUPPLIER.  
 xx DDA CRITICAL DIMENSION. CHECK WITH DOOR FRAME SUPPLIER.



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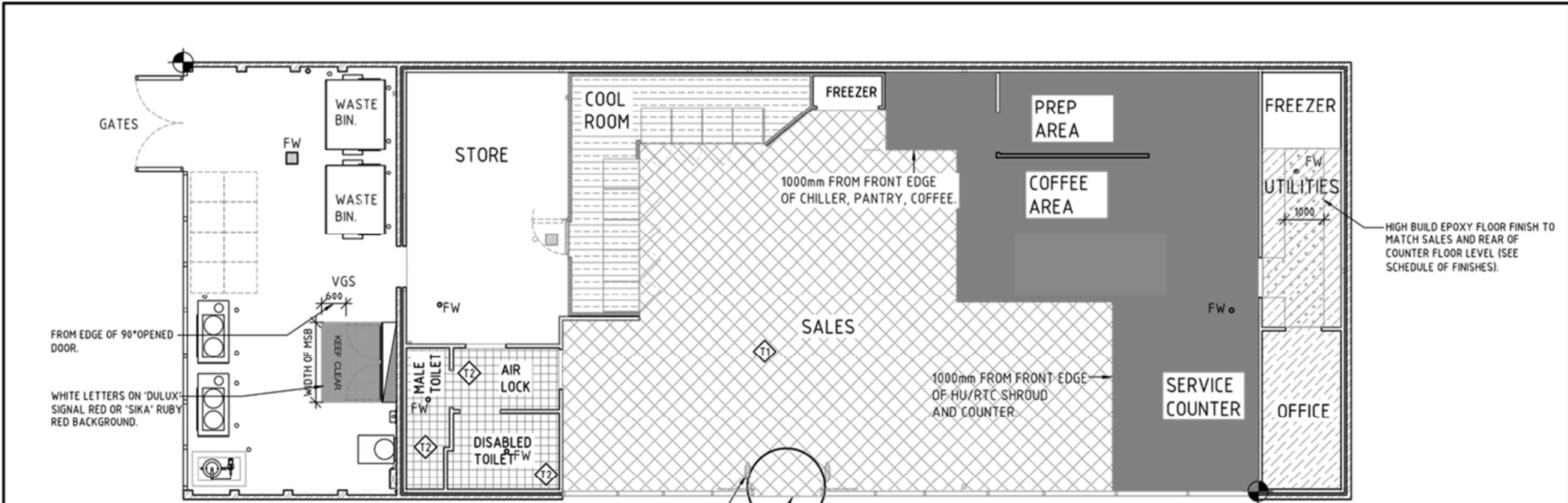
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PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**DIMENSIONED FLOOR PLAN**

DRAWN	DATE	APPROVED	DATE
DM	03.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A204	B

ITEM 4.1



HIGH BUILD EPOXY FLOOR FINISH TO MATCH SALES AND REAR OF COUNTER FLOOR LEVEL (SEE SCHEDULE OF FINISHES).

FROM EDGE OF 90° OPENED DOOR.  
WHITE LETTERS ON 'DULUX' SIGNAL RED OR 'SIKA' RUBY RED BACKGROUND.

ENSURE SECURITY SENSOR CONDUITS ARE IN PLACE PRIOR TO SALES AREA TILING.  
CUT TILES TO FORM THRESHOLD AT ENTRY STEP TREAD TILES NOT REQUIRED.

TILE SETOUT POINT

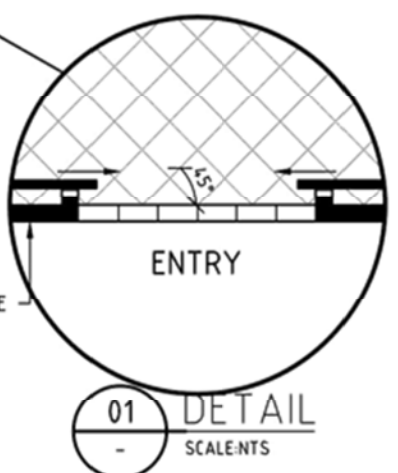
SCHEDULE OF FINISHES		
SALES ROOM FLOOR	'URBANA GRIGIO' 300x300 GREY TILES (RT35444) @ 45°. 50x50mmx35° ANGLE NATURAL ALUMINIUM COVING TO SUIT FOOD CODE REQUIREMENTS. USE 600x300 TILES FOR AREAS LARGER THAN 150m2. SHORT SIDE AGAINST COOLROOM DOORS. EXCLUDE COOLROOM/FREEZER - GROUT COLOUR: NATURAL. NOTE: EPOXY GROUT TO SHADED AREA.	T1 101.2 m2
OFFICE	LIGHT GREY MOTTLED VINYL SHEET 'TARKETT GRANITE' No.18.383. 100mm BLACK VINYL SKIRTING FEATHER EDGED TYPE SELF COVING TO THE FLOOR.	8 m2
WC'S & AIRLOCK	'GRESPOR SALEMA' 200x200 BLACK VITRIFIED TILES (GG22) PROVIDE SKIRTING TILES AT ALL WALL JUNCTIONS, NOT COVED - GROUT COLOUR: BLACK. NOTE: EPOXY GROUT TO AMBULANT ACCESSIBLE TOILET.	T2 21.8 m2*
UTILITIES	'SIKA' 156/160 HIGH BUILT FLOOR WITH 'SIKA' 264T TEXTURE SEALED WALKWAY. 50x50 NATURAL ALUMINIUM COVING WITH 35° ANGLE. PIGMENT COLOUR: SILVER GREY WITH COLOUR BEIGE WALKWAYS	9.2 m2
STORE	SEALED CONCRETE - FINISH DULUX 'LUXAFLOOR', ECO2-PC296 - NO GRIT. COLOUR: SILVER GREY WITH COLOUR SAND WALKWAYS.	27.3 m2
COOLROOM	DULUX 'LUXAFLOOR', ECO2-PC296, SILVER GREY WITH COLOUR SAND WALKWAYS. MED GRIT TO TRAFFIC AREAS ONLY.	12.9 m2

EPOXY GROUT

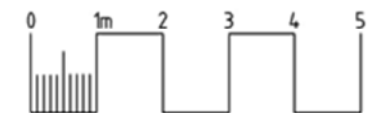
SHOP FRONT FRAME

RAMP 18

100 WIDE



01 DETAIL  
SCALE: 1:5



\* DOES NOT INCLUDE SKIRTING



**NOTE:**

- TILE LAYOUT IS INDICATIVE ONLY.
- TILES TO BE LAID OUT TO NEAREST FULL TILE
- FOR FURTHER DETAILS, REFER TO TECHNICAL SPECIFICATION VOLUME 2.
- SHADED AREAS=EPOXY GROUT TO SUIT REQUIREMENTS OF LOCAL HEALTH AUTHORITIES.
- APPROVED THRESHOLD RAMP AT OFFICE AND STORE TO AIR LOCK DOORS.

THIS DRAWING TO BE READ IN CONJUNCTION WITH: J400.

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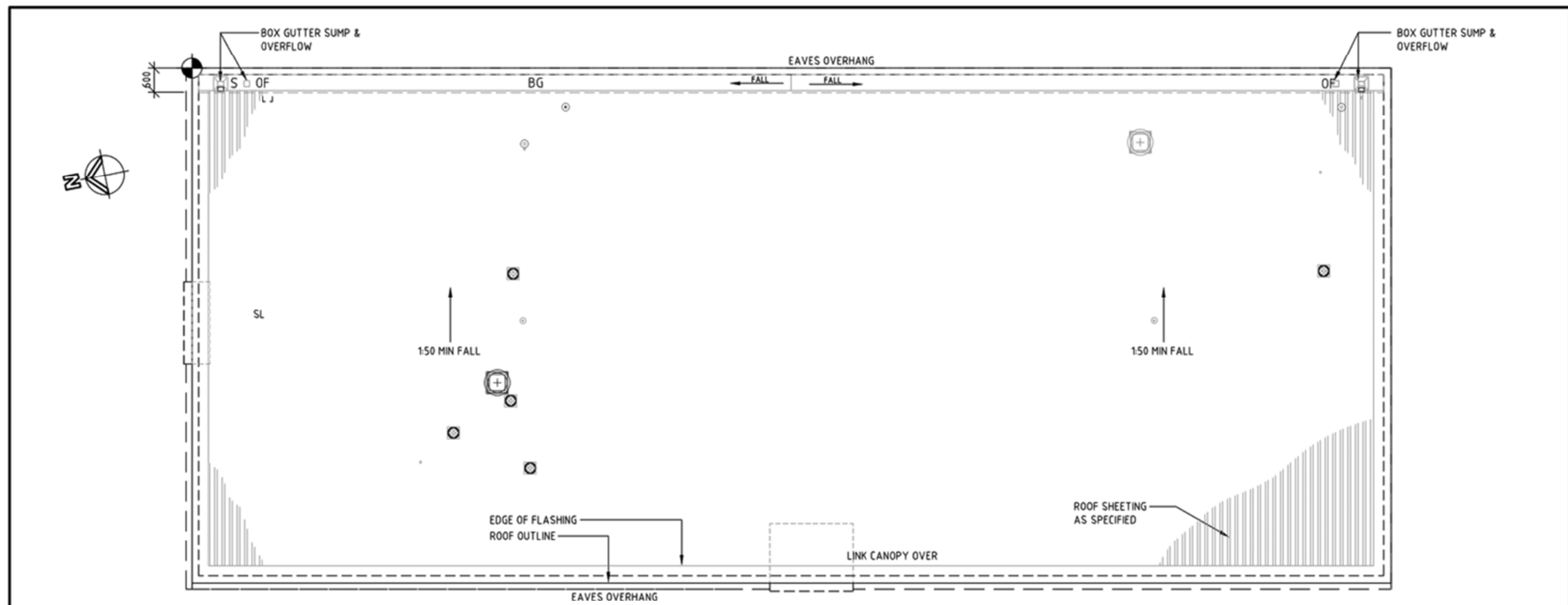
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PROJECT  
**DEVONPORT - TAS**  
114-118 WILLIAM STREET  
CNR STEWART STREET

TITLE  
**FLOOR FINISHES PLAN**

DRAWN	DATE	APPROVED	DATE
JD	02.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A205	B





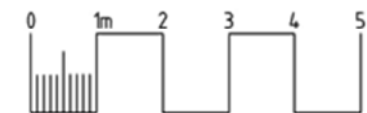
**ROOF PLAN**

**LEGEND:**

- SKYLIGHT. 'SOLATUBE' OR SL SIMILAR APPROVED.
- SUMP TO STD. CALTEX DETAIL
- OVERFLOW TO STD. CALTEX DETAIL OR AS NOTED
- BG BOX GUTTER AS SPECIFIED. TYPICAL FALL TO NEAREST DP 1:100
- FS FALL RESTRAINT ANCHOR POINT.



**NOTE:**  
 1. BUILDER TO PROVIDE FALL RESTRAINT SYSTEM TO ALL ROOF AREAS IN ACCORDANCE WITH WORKCOVER REQUIREMENTS. INSTALLATION IN STRICT ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.  
 2. SETOUTS SHOWN ARE FOR STANDARD 21CC(LARGE) AND MAY REQUIRE ADJUSTMENT TO SUIT SITE SPECIFIC LAYOUT.



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PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
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TITLE  
**ROOF PLAN**

DRAWN	DATE	APPROVED	DATE
DM	10.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A207	B

ITEM 4.1

**EQUIPMENT SCHEDULE**

TAG	ITEM	SUPPLIER
CN1	OPERATOR TOUCH SCREEN CONSOLE	CALTEX
CN3	EFTPOS SCANNER	CALTEX
CN4	RECEIPT PRINTER	CALTEX
CN5	EFTPOS PIN PAD	CALTEX
CN6	DIAL TIME MOBILE PHONE CREDIT CHARGER	CALTEX
CN7	CASH DRAWER	CALTEX
CN8	HOLD UP DISTRESS BUTTON	CALTEX
CN9	NIGHT SAFE DRAWER	CALTEX
CN10	DRIVEWAY MICROPHONE	CALTEX
CN11	COIN CARRIER	CALTEX
CN12	EMERGENCY POWER CUT	CALTEX
CN13	SECURITY DE-ACTIVATOR	CALTEX
PA1	PA AMPLIFIER	CALTEX
MOD	MODEM	CALTEX
CPU	COMPUTER TERMINAL	CALTEX
CCTV1	SECURITY MONITOR	CALTEX
CCTV2	SECURITY MONITOR	CALTEX
CCTV3	SECURITY MONITOR	CALTEX
MW	MICROWAVE OVEN	CALTEX
PH2	OFFICE PHONE	CALTEX
PH3	EMERGENCY PHONE	CALTEX
NB1	NOTICE BOARD	VISION CHART
NB2	20mm NEWS 'FINELINE' CLIP FRAME	DISPLAY & DESIGN
NB3	20mm A3 'FINELINE' CLIP FRAME	DISPLAY & DESIGN
ST5	DATA RACK	CALTEX
SF1	'INTELLIVEND' SAFE	CALTEX
FE	FE CAB. BRACKET & EXTINGUISHER	'CHUBB' FIRE SAFETY

**FITTINGS & FIXTURES SCHEDULE**

LOCATION	ITEM	MANUFACTURER	CAT. NO.	COLOUR	FINISH
FOOD PREP.	HAND BASIN	CLARK	'FLUSHLINE' Y4110	-	STAINLESS STEEL
	TAP	ENWARE	HFS780 (KNEE OPERATED)	-	CHROME PLATED BRASS
	TOWEL DISPENSER	KIMBERLY-CLARKx KIMBERLY-CLARKxx	COMPACT 4980x COMPACT 4970xx	WHITEx -	ABS PLASTICx STAINLESS STEELxx
	SOAP DISPENSER	KIMBERLY-CLARKx RBA Groupxx	6983x B2111xx	WHITEx -	ABS PLASTICx STAINLESS STEELxx
UTILITIES	SINK	CLARK	BENCHMARK 3007.1	-	STAINLESS STEEL
	TAP	ENWARE	SLM307A	-	CHROME PLATED BRASS
	SOAP DISPENSER	KIMBERLY-CLARK	6983	WHITE	ABS PLASTIC
STORE	CLEANER'S SINK	CLARK	YS100, 30L, H.D. BUCKET GRATE	-	STAINLESS STEEL
	TAP	ENWARE	CS315/SP110	-	CHROME PLATED BRASS
ACCESSIBLE TOILET	TOILET PAN	CAROMA CARE	CARE 200	WHITE	VITREOUS CHINA
	TOILET CISTERN	CAROMA CARE	CARE 200	WHITE	ABS PLASTIC
	TOILET SEAT	CAROMA CARE	PEDIGREE II CARE	BLUE	COMPRESSION MOULDED PLASTIC
	BACK REST	RBA Group CAROMA	RBA 4150-200 687400SW	-	STAINLESS STEEL
	HAND BASIN	CAROMA CARE	'INTEGRA 500' WITH SHROUD	WHITE	VITREOUS CHINA
	TAP	CAROMA CARE	'NORDIC CARE' BASIN MIXER	-	CHROME PLATED BRASS
	BABY CHANGE	JD McDONALD	BCH-ECO	WHITE	HD POLYETHYLENE
	TOWEL DISPENSER	RBA Group	B-3803	-	STAINLESS STEEL
	TOILET PAPER DISP.	KIMBERLY-CLARK	4971	WHITE	ABS PLASTIC
	SOAP DISPENSER	KIMBERLY-CLARKx RBA Groupxx	6983x B2111xx	WHITEx -	ABS PLASTICx STAINLESS STEELxx
	SHELF	RBA Group	B-295-16	-	STAINLESS STEEL
	GRAB RAIL	-	COMPLY WITH AS1428.1-2009	-	STAINLESS STEEL
	AIR FRESHENER	K-C MICROMIST	No.9600	WHITE	PLASTIC
	AMBULANT ACCESSIBLE TOILET	TOILET PAN	CAROMA	CARE 200	WHITE
TOILET CISTERN		CAROMA	CARE 200	WHITE	ABS PLASTIC
TOILET SEAT		CAROMA	CARAVELLE CARE 322012W	WHITE	ABS PLASTIC
URINALxxx		CAROMA	'LEDA'	WHITE	VITREOUS CHINA
HAND BASIN		CAROMA	'INTEGRA 500'	WHITE	VITREOUS CHINA
TAP		CAROMA	'NORDIC' BASIN MIXER	-	CHROME PLATED BRASS
TOWEL DISPENSER		RBA Goup	B-3803(RECESSED) B-3803(SURFACE)	-	STAINLESS STEEL
TOILET PAPER DISP.		KIMBERLY-CLARK	4971	WHITE	ABS PLASTIC
SOAP DISPENSER		KIMBERLY-CLARKx RBA Groupxx	6983x B2111xx	WHITEx -	ABS PLASTICx STAINLESS STEELxx
SHELF		RBA Group	B-295-16	-	STAINLESS STEEL
AIR FRESHENER	K-C MICROMIST	No.9600	WHITE	PLASTIC	
GRAB RAIL	-	COMPLY WITH AS1428.1-2009	-	STAINLESS STEEL	

**SHOP BUILDING - EXTERNAL FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
P10	PAINT	DULUX COLOUR	No.84645	DELTA LIGHT GREY	SEMI-GLOSS
P11	PAINT	DULUX COLOUR	No.84599	MID GREY	SEMI-GLOSS
-	PAINT	DULUX COLOUR	No.A1733	TEAL	-
SHOPFRONT	ALUMINIUM	CAPRAL	-	BLACK	ANODISED
DOWNPIPES	PRE-FINISHED	-	-	TO MATCH WALL	SEMI-GLOSS
SERVICE YARD	ALUMINIUM/STEEL	CVS EQUIPMENT OR EQUIVALENT	FREEFLOW LOUVRES SERIES 086	FROST (SURFMIST)	POWDER COAT/COLORBOND
BOLLARDS	PAINT/TAPE	DULUX DULUX 3M	No.84645 (BLD) No.84599 (DADO) 3M OR EQUIVALENT	DELTA LIGHT GREY MEDIUM GREY) WHITE TAPE	POWDER COAT REFLECTIVE
LINE MARKING	PAINT	PERMALUX P/L.	WATER BASED	WHITE/YELLOW	NON-SLIP
TACTILES	PORCELAIN	SETON AUSTRALIA	A25140	LIGHT GREY	NON-SLIP
EAVES	STEEL	BLUESCOPE	-	FROST (SURFMIST)	'COLORBOND' SATIN

**CANOPY - FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
P10	PAINT	DULUX COLOUR	No.84645	DELTA LIGHT GREY	HIGH-GLOSS
P11	PAINT	DULUX COLOUR	No.84599	MID GREY	HIGH-GLOSS
ACM FASCIA	ALUMINIUM COMPOSITE SHEET	-	-	RED	SATIN
100mm FASCIA OVER-CAPPING	STEEL	BLUESCOPE	-	FROST (SURFMIST)	'COLORBOND' SATIN
SANDWICH PANEL	INSULATED ALUMINIUM PANEL	-	-	RED	SATIN
SANDWICH PANEL TOP FLASHING	STEEL	BLUESCOPE	-	RED	'COLORBOND' SATIN
SOFFIT LINING AND TRIM	STEEL	BLUESCOPE	-	WHITE	'COLORBOND' SATIN
BOLLARDS	PAINT/TAPE	DULUX DULUX 3M	No.84645 (BLD) No.84599 (DADO) 3M OR EQUIVALENT	DELTA LIGHT GREY MEDIUM GREY) WHITE TAPE	HIGH GLOSS HIGH GLOSS REFLECTIVE

**THIS DRAWING TO BE READ**

**IN CONJUNCTION WITH:**

INTERNAL FINISHES SCHEDULE:

REFER DWG J400

FOR CLADDING PROFILES REFER TO SPECIFICATION: VOLUME 2/SECTION 8.



x = CALSTORES  
xx = FRANCHISEE OPTIONAL  
xxx = AUTO FLUSH.



**NOTE:**

FOR COMPLETE 'STAR MART' COLOUR PALETTE REFER DRAWING SMS-100

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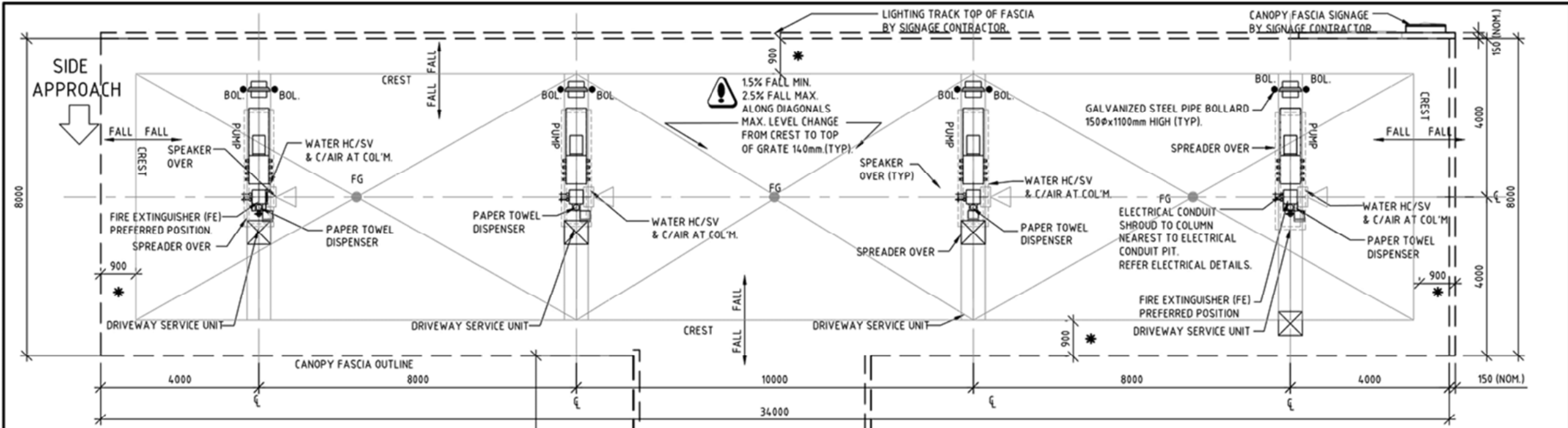
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PROJECT  
**DEVONPORT - TAS**  
114-118 WILLIAM STREET  
CNR STEWART STREET

TITLE  
**FINISHES AND EQUIPMENT  
SCHEDULE BUILDING**

DRAWN	DATE	APPROVED	DATE
DM	03.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A226	B

ITEM 4.1



**FLOOR PLAN**

- NOTES**
1. DIMENSION = 10° OF VERTICAL HEIGHT FROM CONTAINMENT CREST TO DRIP LINE OF ROOF/VERTICAL FASCIA FACE (DO NOT INCLUDE ANGLED FASCIA). OR AS REQUIRED BY LOCAL WATER AUTHORITIES.
  2. 2 FIRE EXTINGUISHERS REQD. - AS PER AS1940 - PLACED ON COLUMNS EACH SIDE OF CANOPY FACING SALESROOM. ADDITIONAL FIRE EXTINGUISHERS MAY BE REQUIRED TO SUIT SITE SPECIFIC CONDITIONS.
  3. PUMP POSITION AND SPREADER CAP SIZE TO BE CONFIRMED ON SITE TO SUIT COLUMN SIZE



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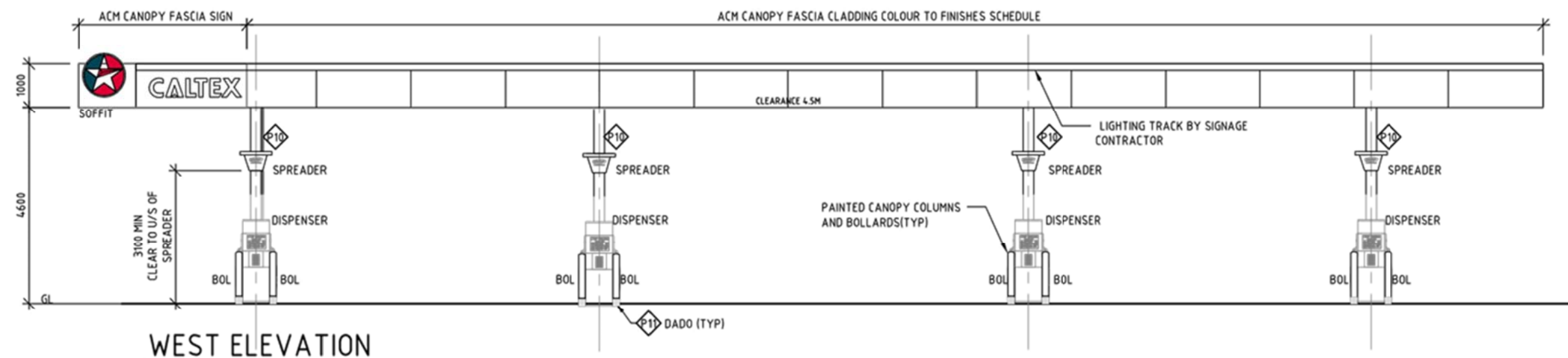
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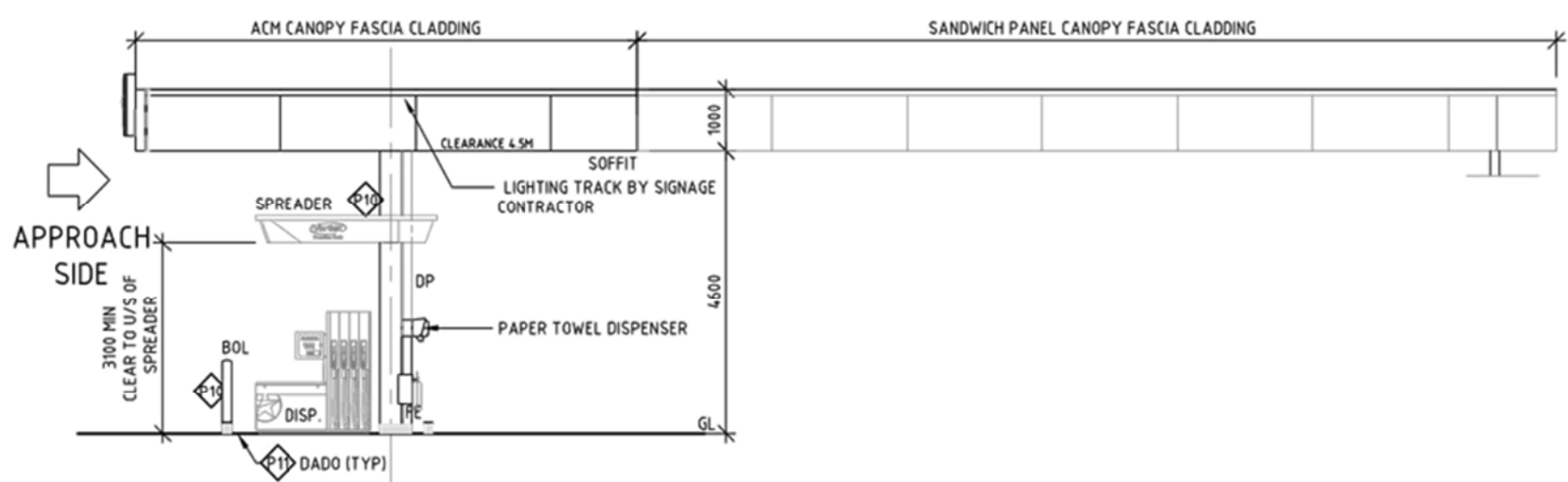
PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**CANOPY FLOOR PLAN**

DRAWN	DATE	APPROVED	DATE
DM	04.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A310	B

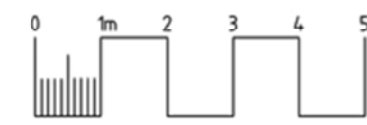


**WEST ELEVATION**



**SOUTH ELEVATION**

**REFERENCE:**  
 FOR FINISHES SCHEDULE  
 REFER DWG A226  
 FOR SIGNAGE DETAILS  
 REFER DWG S111



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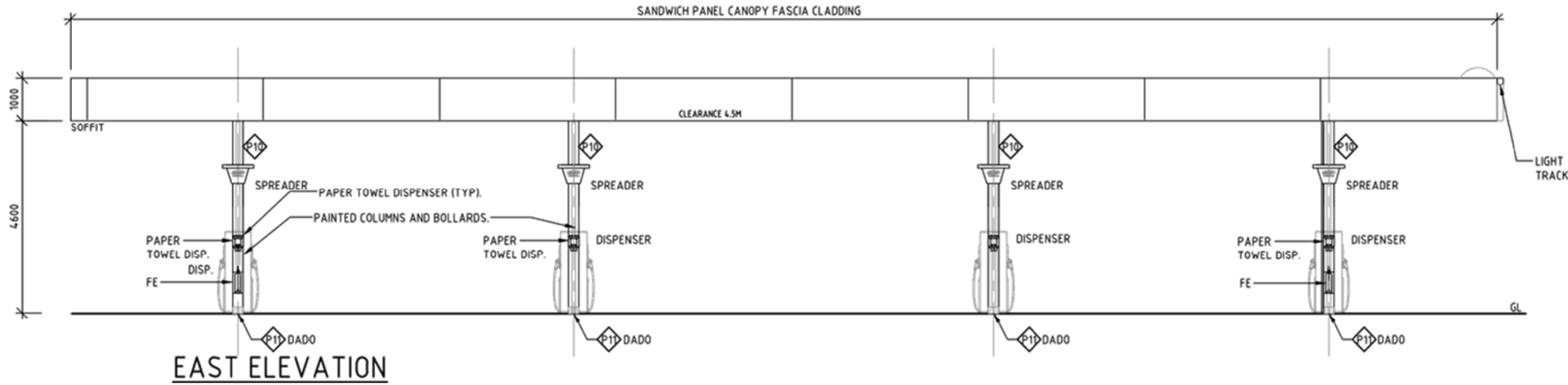
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A	DM	30.11.15	DA ISSUE
B	DM	19.05.16	DA ISSUE
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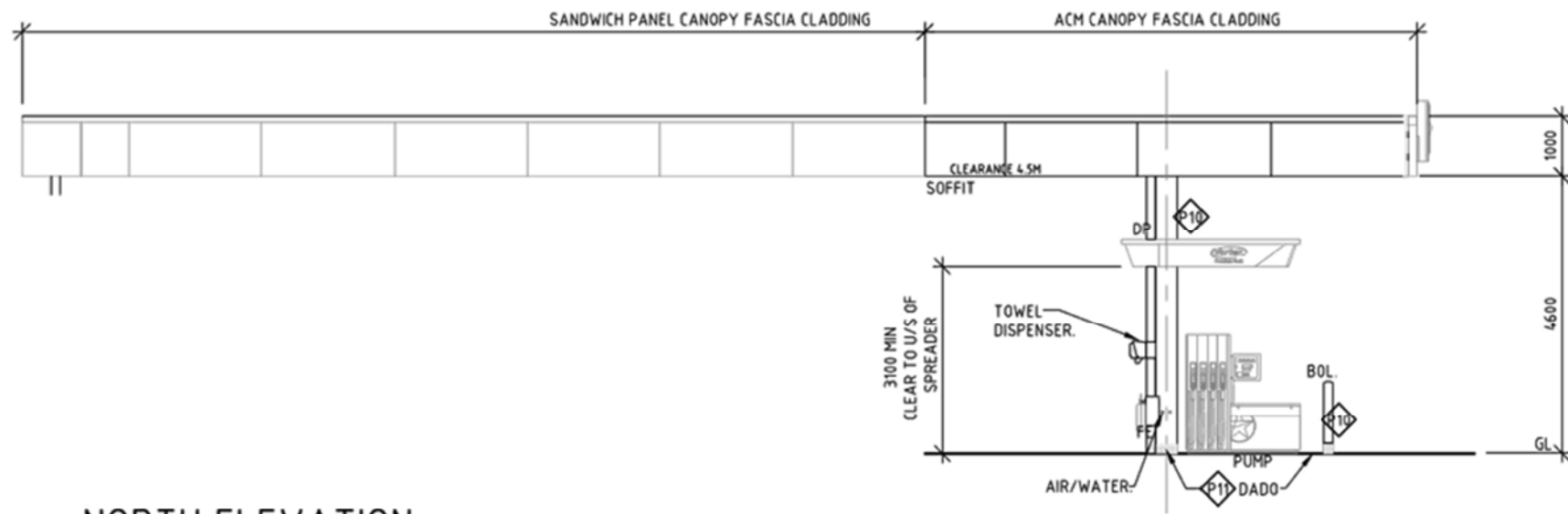
PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**CANOPY ELEVATIONS**  
 SHEET 1 OF 2

DRAWN DM	DATE 04.09.15	APPROVED	DATE
SCALE 1:100	SIZE A3	DRAWING No. 66158-A311	REV. B



**EAST ELEVATION**



**NORTH ELEVATION**

←  
APPROACH  
SIDE

REFERENCE:  
FOR FINISHES SCHEDULE  
REFER DWG. A226  
FOR SIGNAGE DETAILS  
REFER DWG. S111



**DA  
ISSUE**

Job No. 140389  
**Richmond+Ross** PTY LIMITED  
CONSULTING ENGINEERS AND PROJECT LEADERS  
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38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065  
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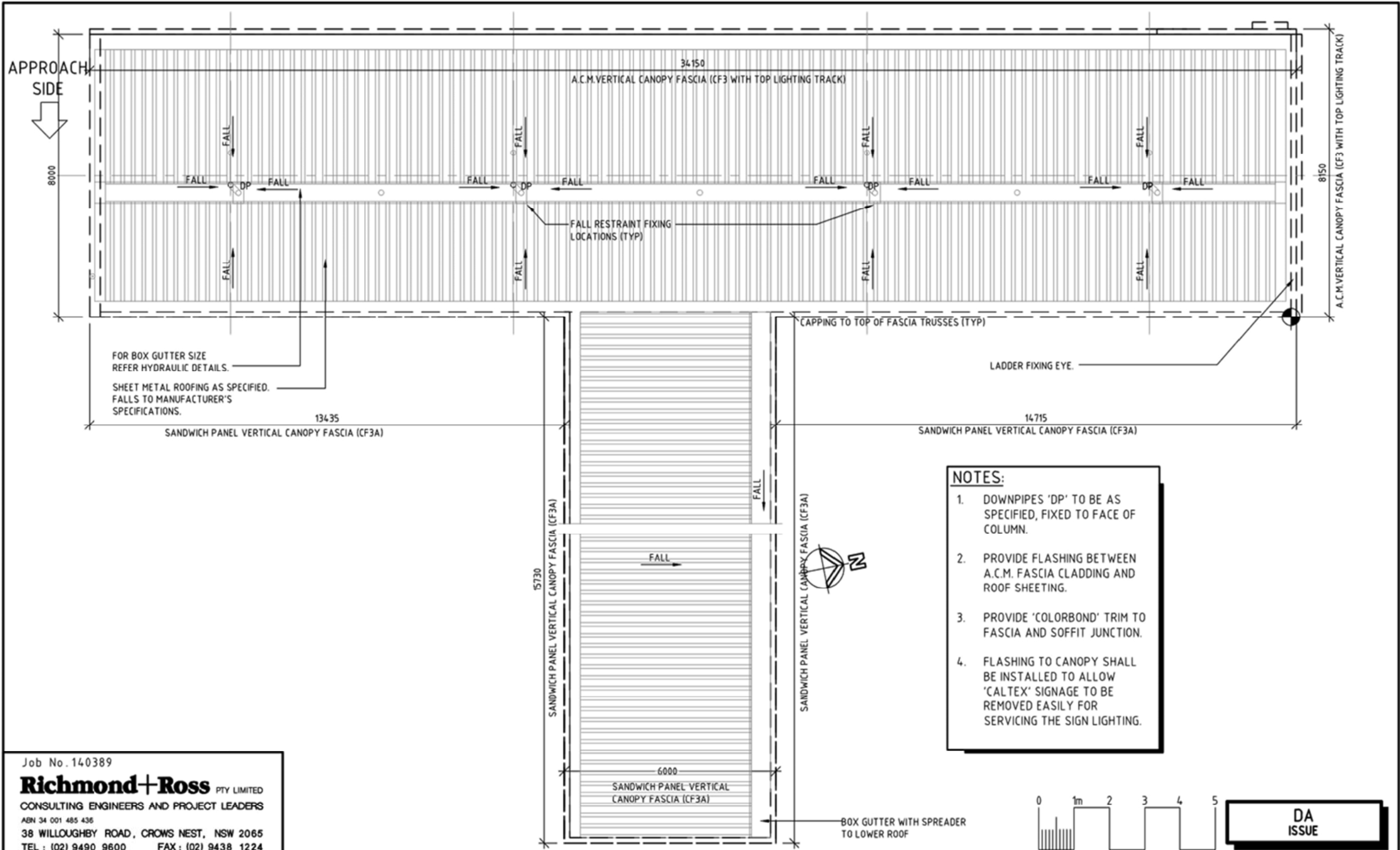
REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	30.11.15	DA ISSUE
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PROJECT  
**DEVONPORT - TAS**  
114-118 WILLIAM STREET  
CNR STEWART STREET

TITLE  
**CANOPY ELEVATIONS**  
SHEET 2 OF 2

DRAWN	DATE	APPROVED	DATE
DM	04.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A312	B

ITEM 4.1



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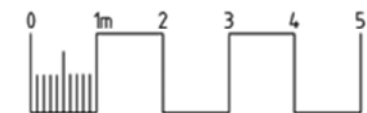
REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	30.11.15	DA ISSUE
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PROJECT  
**DEVONPORT - TAS**  
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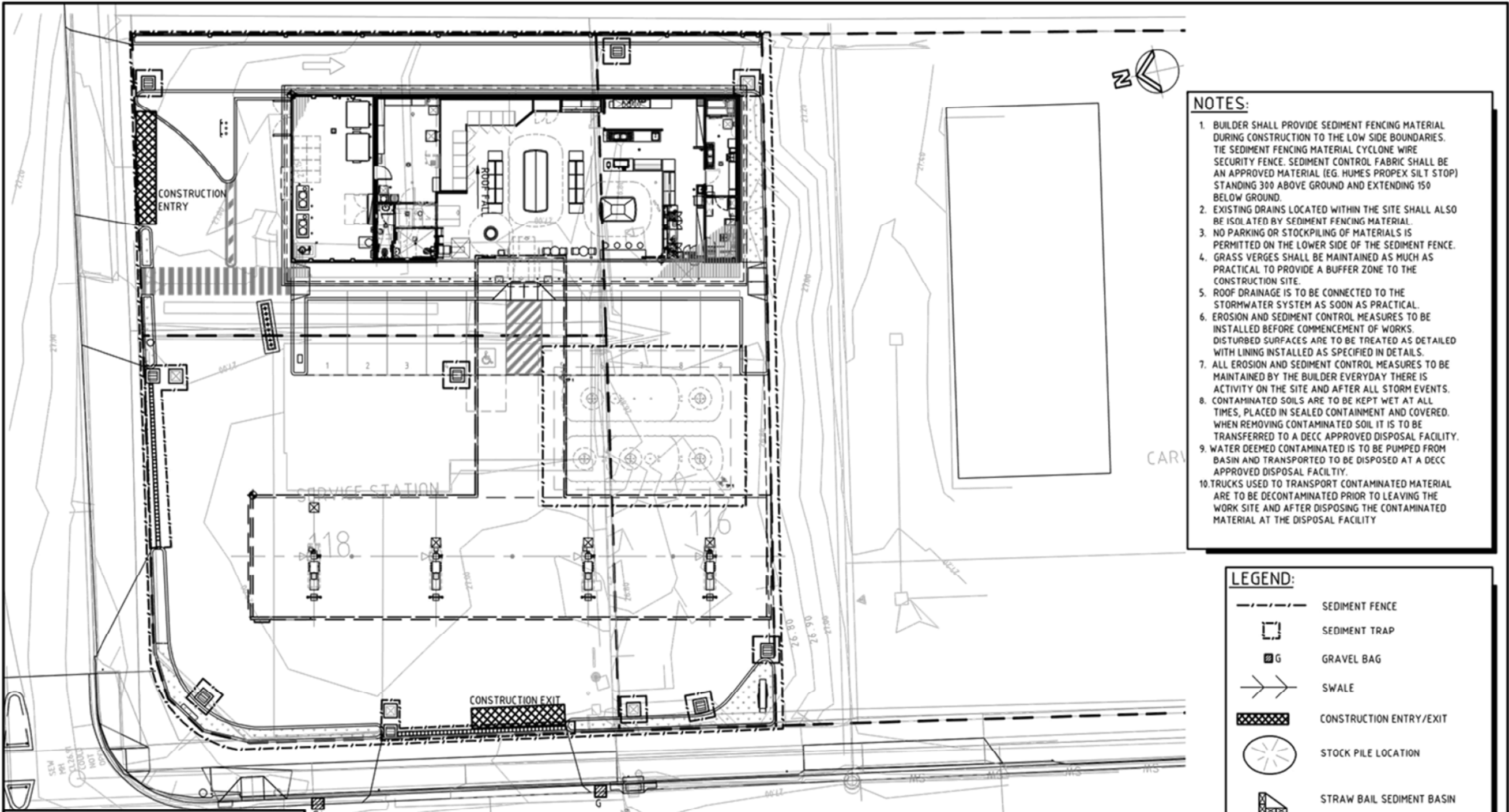
TITLE  
**CANOPY ROOF PLAN**

DRAWN	DATE	APPROVED	DATE
DM	04.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A314	B

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- NOTES:**
1. BUILDER SHALL PROVIDE SEDIMENT FENCING MATERIAL DURING CONSTRUCTION TO THE LOW SIDE BOUNDARIES. TIE SEDIMENT FENCING MATERIAL CYCLONE WIRE SECURITY FENCE. SEDIMENT CONTROL FABRIC SHALL BE AN APPROVED MATERIAL (EG. HUMES PROPEX SILT STOP) STANDING 300 ABOVE GROUND AND EXTENDING 150 BELOW GROUND.
  2. EXISTING DRAINS LOCATED WITHIN THE SITE SHALL ALSO BE ISOLATED BY SEDIMENT FENCING MATERIAL.
  3. NO PARKING OR STOCKPILING OF MATERIALS IS PERMITTED ON THE LOWER SIDE OF THE SEDIMENT FENCE.
  4. GRASS VERGES SHALL BE MAINTAINED AS MUCH AS PRACTICAL TO PROVIDE A BUFFER ZONE TO THE CONSTRUCTION SITE.
  5. ROOF DRAINAGE IS TO BE CONNECTED TO THE STORMWATER SYSTEM AS SOON AS PRACTICAL.
  6. EROSION AND SEDIMENT CONTROL MEASURES TO BE INSTALLED BEFORE COMMENCEMENT OF WORKS. DISTURBED SURFACES ARE TO BE TREATED AS DETAILED WITH LINING INSTALLED AS SPECIFIED IN DETAILS.
  7. ALL EROSION AND SEDIMENT CONTROL MEASURES TO BE MAINTAINED BY THE BUILDER EVERYDAY THERE IS ACTIVITY ON THE SITE AND AFTER ALL STORM EVENTS.
  8. CONTAMINATED SOILS ARE TO BE KEPT WET AT ALL TIMES, PLACED IN SEALED CONTAINMENT AND COVERED. WHEN REMOVING CONTAMINATED SOIL IT IS TO BE TRANSFERRED TO A DECC APPROVED DISPOSAL FACILITY.
  9. WATER DEEMED CONTAMINATED IS TO BE PUMPED FROM BASIN AND TRANSPORTED TO BE DISPOSED AT A DECC APPROVED DISPOSAL FACILITY.
  10. TRUCKS USED TO TRANSPORT CONTAMINATED MATERIAL ARE TO BE DECONTAMINATED PRIOR TO LEAVING THE WORK SITE AND AFTER DISPOSING THE CONTAMINATED MATERIAL AT THE DISPOSAL FACILITY

- LEGEND:**
- SEDIMENT FENCE
  - SEDIMENT TRAP
  - GRAVEL BAG
  - SWALE
  - CONSTRUCTION ENTRY/EXIT
  - STOCK PILE LOCATION
  - STRAW BAIL SEDIMENT BASIN

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REV.	BY	DATE	DESCRIPTION OF CHANGE
B	JD	27.04.16	DRAINAGE LAYOUT REVISED
C	DM	19.05.16	DA ISSUE
D	DM	19.05.16	DA ISSUE - REVISED TANK FARM

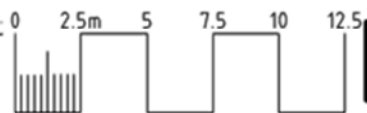
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PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

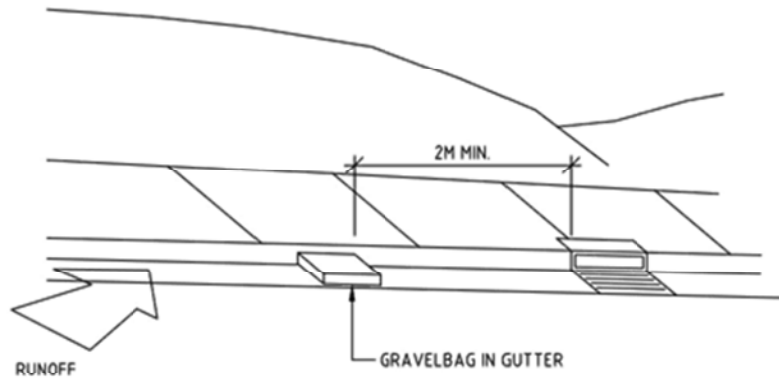
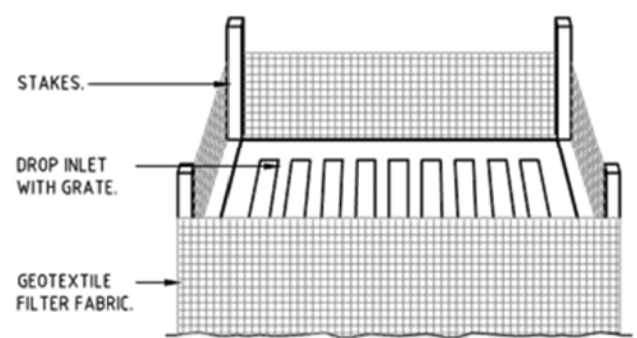
TITLE  
**EROSION AND CONTAMINATION  
 CONCEPT PLAN**

DRAWN	DATE	APPROVED	DATE
RB	14.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:250	A3	66158-B106	D

**DA  
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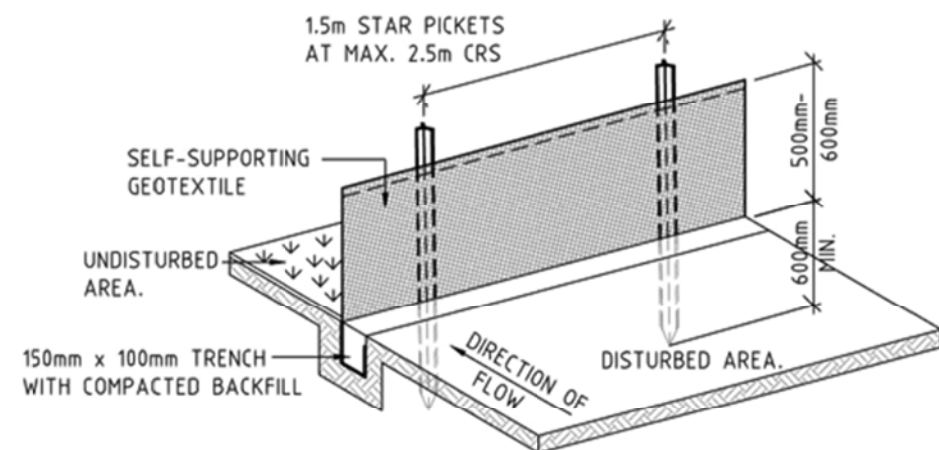


ITEM 4.1

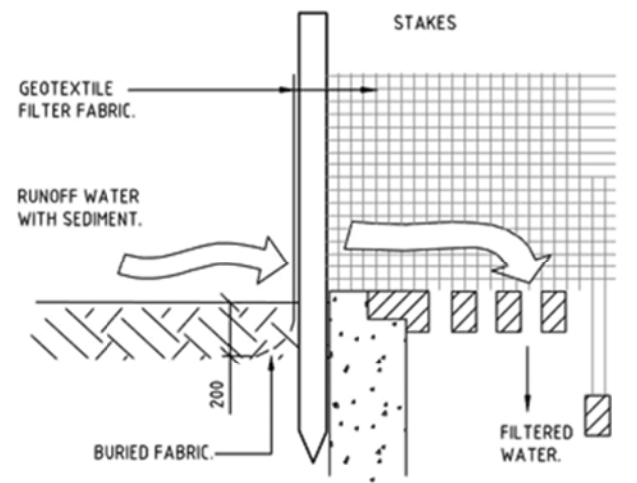


**GRAVELBAG KERB SEDIMENT TRAP**

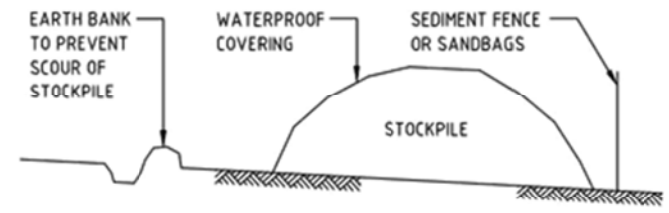
CONSTRUCTION SITE.



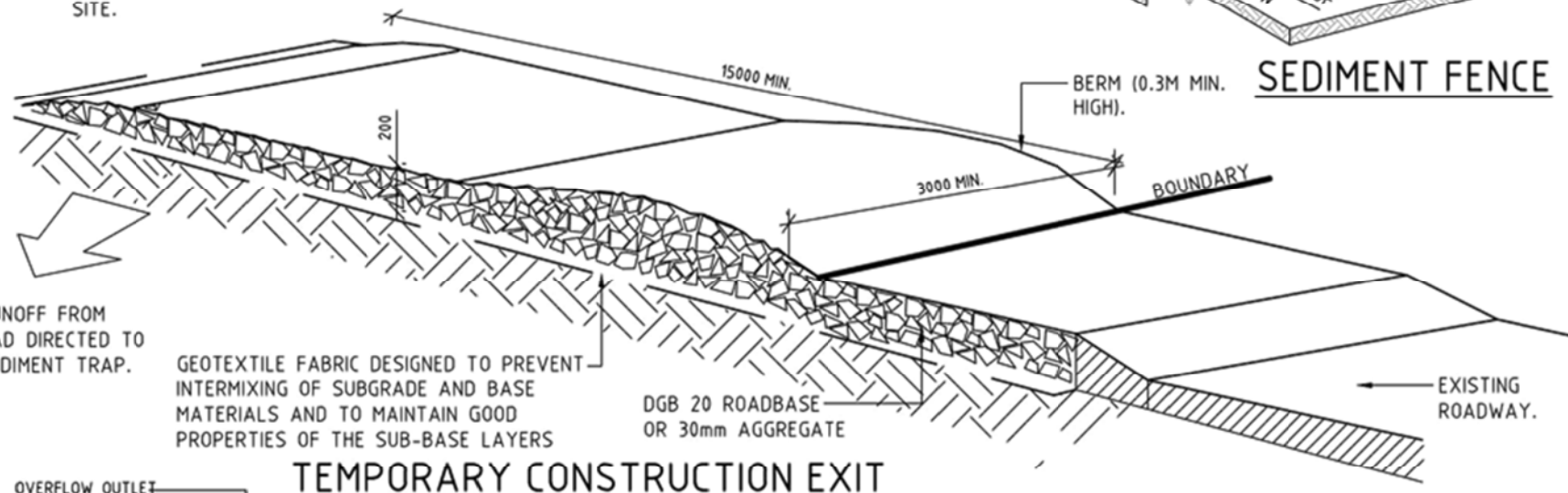
**SEDIMENT FENCE**



**SEDIMENT TRAP TO STORMWATER SUMP**



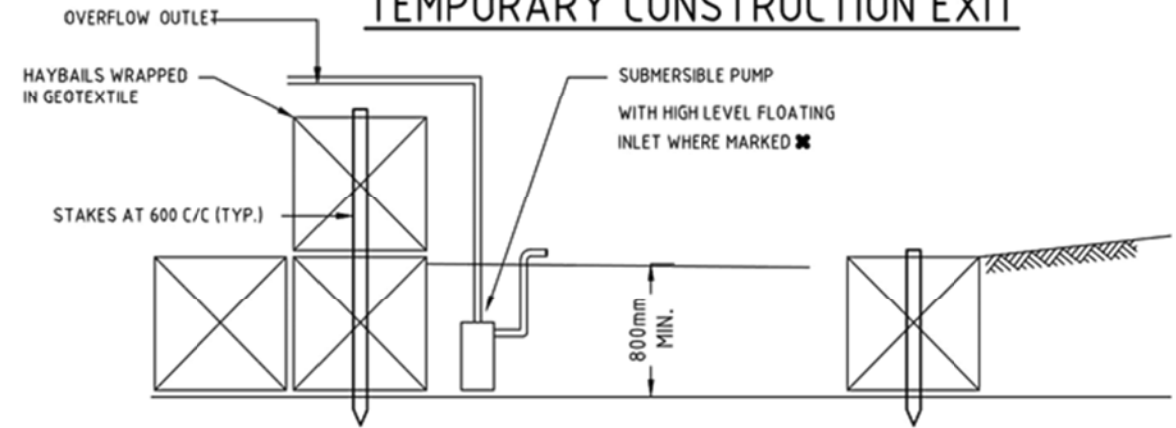
**BUILDING MATERIAL STOCKPILES**



**TEMPORARY CONSTRUCTION EXIT**

RUNOFF FROM PAD DIRECTED TO SEDIMENT TRAP.

GEOTEXTILE FABRIC DESIGNED TO PREVENT INTERMIXING OF SUBGRADE AND BASE MATERIALS AND TO MAINTAIN GOOD PROPERTIES OF THE SUB-BASE LAYERS



**HAYBAIL SILT RETENTION DAM DETAIL**

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B	DM	19.05.16	DA ISSUE
REVISION			

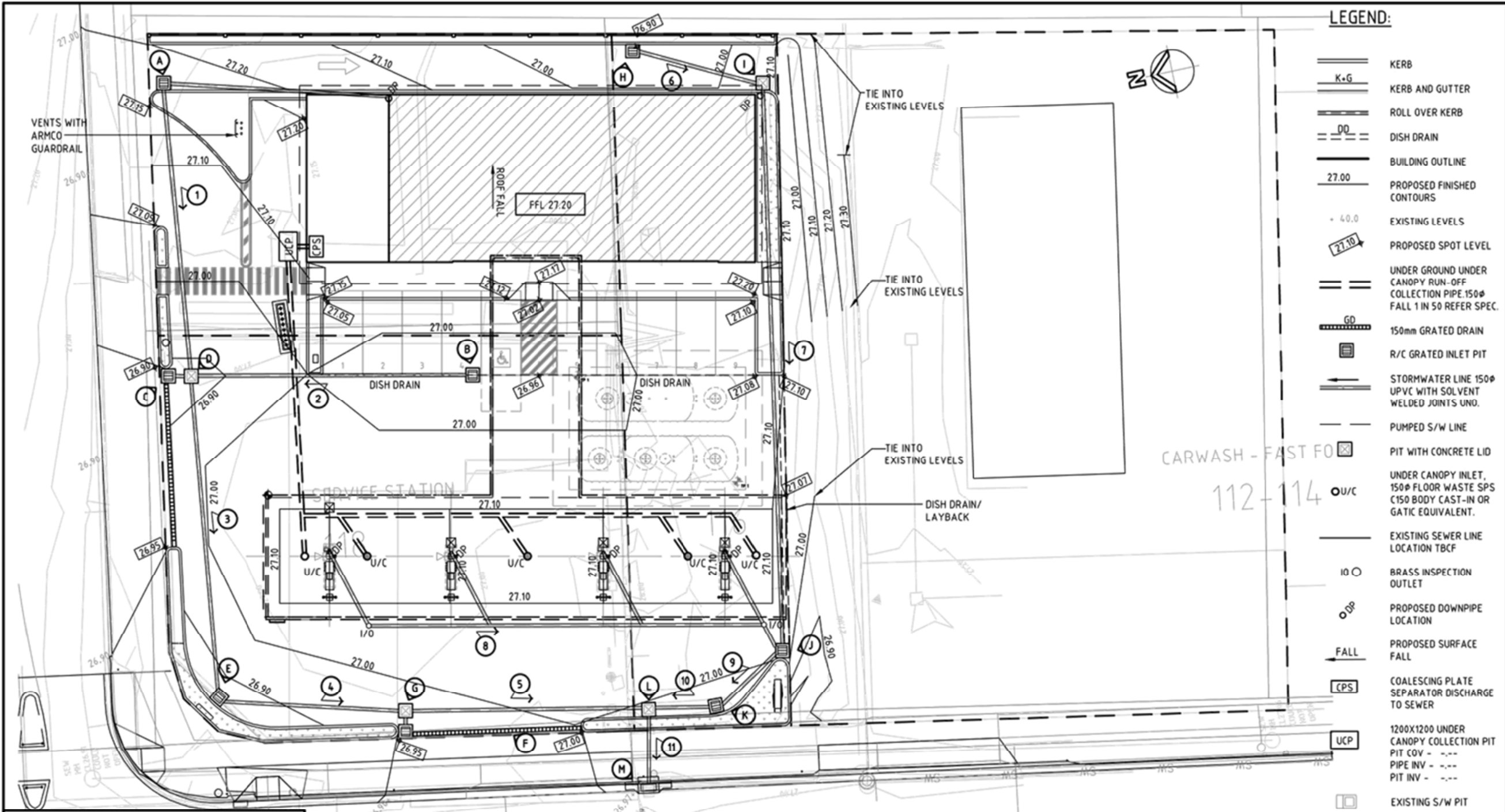
PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**EROSION AND SEDIMENTATION DETAILS**

DRAWN	DATE	APPROVED	DATE
RB	14.09.15		
SCALE	SIZE	DRAWING No.	REV.
NTS	A3	66158-B107	B



ITEM 4.1



- LEGEND:**
- KERB
  - KERB AND GUTTER
  - ROLL OVER KERB
  - DISH DRAIN
  - BUILDING OUTLINE
  - 27.00 PROPOSED FINISHED CONTOURS
  - + 40.0 EXISTING LEVELS
  - 27.10 PROPOSED SPOT LEVEL
  - UNDER GROUND UNDER CANOPY RUN-OFF COLLECTION PIPE 150Ø FALL 1 IN 50 REFER SPEC.
  - 150mm GRATED DRAIN
  - R/C GRATED INLET PIT
  - STORMWATER LINE 150Ø UPVC WITH SOLVENT WELDED JOINTS UNO.
  - PUMPED S/W LINE
  - PIT WITH CONCRETE LID
  - UNDER CANOPY INLET, 150Ø FLOOR WASTE SPS C150 BODY CAST-IN OR GATIC EQUIVALENT.
  - EXISTING SEWER LINE LOCATION TBCF
  - 100 BRASS INSPECTION OUTLET
  - Ø DP PROPOSED DOWNPIPE LOCATION
  - FALL PROPOSED SURFACE FALL
  - CPS COALESCING PLATE SEPARATOR DISCHARGE TO SEWER
  - UCP 1200X1200 UNDER CANOPY COLLECTION PIT PIT COV - --- PIPE INV - --- PIT INV - ---
  - EXISTING S/W PIT
  - ALLOWANCE FOR OVERLAND FLOW PATH

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REV.	BY	DATE	DESCRIPTION OF CHANGE
D	DM	05.05.16	REVISED CIRCULATION ISSUE
E	DM	19.05.16	DA ISSUE
F	DM	19.05.16	DA ISSUE - REVISED TANK FARM

REVISION

PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**STORMWATER DRAINAGE**  
 CONCEPT PLAN

DRAWN	DATE	APPROVED	DATE
RB	14.09.15		
SCALE	SIZE	DRAWING No.	REV.
1:250	A3	66158-B108	F

**DA ISSUE**



### STORMWATER DISPOSAL PHILOSOPHY

1. COLLECT ALL SITE RUNOFF FROM SURFACE GRADES, SUMPS AND UNDERGROUND DRAINS PRIOR TO DISCHARGE TO EXISTING OUTFALL.
2. ROOF RUNOFF TO BE DIRECTED INTO SITE STORMWATER SYSTEM.
3. UNDERCANOPY RUNOFF TO BE COLLECTED SEPARATELY FROM STORMWATER SYSTEM AND DIRECTED TO CPS UNIT PRIOR TO DISCHARGE TO EXISTING SEWER.
4. ON-SITE UNDERGROUND DRAINAGE HAS BEEN DESIGNED FOR 1 IN 100 YEAR FLOWS, TO CONNECT INTO COUNCIL SYSTEM VIA EXISTING OUTFALL.

### GENERAL NOTES

1. FIT STEP IRONS TO PITS DEEPER THAN 1000 EXCLUDING CPS PIT.
2. UNDER CANOPY COLLECTION DRAINS AS PER VOL 2
3. ALL GRATES TO BE WELDED CONSTRUCTION SUPPLIED COMPLETE WITH H.D. BOLTS AND FRAMES. PROVIDE FLATTENED EXPANDED METAL TO ALL GRATES.
4. ALL PIT COVERS & GRATES TO BE SECURELY BOLTED DOWN.
5. ALL UPVC PIPES TO HAVE SOLVENT WELDED JOINTS.

### PIT SCHEDULE

TAG	TYPE	SIZE	RL TOP	INVERT	COVER
A	GRATED INLET	450x450	27.15	26.55	CLASS D GRATE
B	GRATED INLET	600x600	26.90	26.28	CLASS D GRATE
C	GRATED TRENCH	SK2-010*	26.90	26.64	CLASS D GRATE
D	JUNCTION PIT	600x600	26.92	26.19	CLASS D SEALED
E	GRATED INLET	600x600	26.80	26.08	CLASS D GRATE
F	GRATED TRENCH	SK2-010*	26.95	26.69	CLASS D GRATE
G	JUNCTION PIT	600x900	26.95	26.02	CLASS D SEALED
H	GRATED INLET	600x600	26.90	26.23	CLASS D GRATE
I	JUNCTION PIT	600x900	27.10	26.19	CLASS D SEALED
J	GRATED INLET	600x900	26.95	26.00	CLASS D GRATE
K	GRATED INLET	600x900	26.90	25.97	CLASS D GRATE
L	JUNCTION PIT	600x900	27.00	25.94	CLASS D SEALED
M	EX. KERB INLET	EXISTING	26.90	25.90	ROAD/KERB INLET

\*ACO POWER DRAIN OR SIMILAR APPROVED

### STORMWATER NOTES

1. THIS IS A STORMWATER DRAINAGE PLAN ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR ALL SETOUT INFORMATION.
2. ALL DRAINAGE LAYOUTS, LEVELS & DETAILS ARE DIAGRAMMATIC AND INDICATIVE ONLY.
3. DRAINAGE LAYOUTS SHOWN ARE DIAGRAMMATIC ONLY. NOTE ONLY MAJOR LINES ARE SHOWN.
4. ALL PITS AND COVERS TO PROPRIETARY PRECAST ITEMS, COVER LEVELS TO MATCH SURFACE. ALL PITS IN ROADWAYS TO BE TO CURRENT RTA REQUIREMENTS.
5. ALL GRATED DRAINS TO HAVE BASE GRADED 1.0% MIN WITH HEEL GUARD TYPE GRATES.
6. IT IS THE BUILDERS RESPONSIBILITY TO LAY ALL PIPES IN ACCORDANCE WITH ALL RELEVANT AUTHORITY REQUIREMENTS (EG. COUNCIL, EPA, SHAOHAVEN WATER).
7. FIT STEP IRONS TO PITS DEEPER THAN 1000 EXCLUDING CPS PITS

### LINE SCHEDULE

TAG	UPSTREAM	SIZE	MATERIAL	LENGTH (m)	GRADE (ACTUAL)	DOWNSTREAM INVERT
1	26.55	150	UPVC	19.5	1%	26.19
2	26.28	225	UPVC	18.5	0.5%	26.19
3	26.19	300	UPVC	21.0	0.5%	26.08
4	26.08	300	UPVC	12.5	0.5%	26.02
5	26.02	300	UPVC	16.0	0.5%	25.94
6	26.23	225	UPVC	8.5	0.5%	26.19
7	26.19	225	UPVC	37.5	0.5%	26.00
8	26.50	150	UPVC	34.0	1.47%	26.00
9	26.00	225	UPVC	5.0	0.5%	25.97
10	25.97	225	UPVC	5.0	0.625%	25.94
11	25.94	300	UPVC	5.0	0.71%	25.90

### STORMWATER RUNOFF CALCULATIONS

USING FORMULA  $Q = 0.00028 CAI$   
 WHERE  $Q$  = DISCHARGE IN LITRES PER SECOND  
 $C$  = A RUNOFF COEFFICIENT (SEE TABLE)  
 $A$  = CATCHMENT AREA IN SQ.M.  
 $I$  = RAINFALL INTENSITY IN MILLIMETRES PER HOUR  
 $100 I_5$  = 188 MM/HR FOR 100 YEAR RETURN PERIOD 5 MINUTE DURATION STORM

LINE	CATCHMENT AREA (SQM) (OVERLAND FLOWS)			FLOW INTO LINE FROM CATCHMENT (L/S)			LINE FLOW (L/S)	MINIMUM PIPE REQUIREMENT		
	ROOF	PAVE'T	L'SCAPE	ROOF C=1.0	PAVE'T C=1.0	L'SCAPE C=0.65		SIZE (MM)	GRADE (MIN)	CAPACITY (L/S)
1	132	9.00	-	6.90	0.47	-	7.37	150	1.0%	17.73
2	-	431.5	-	-	22.55	-	22.55	225	0.5%	36.55
3	-	244	-	-	12.75	-	12.75	225	1.0%	51.92
4	-	152	18	-	7.94	0.61	51.22	225	1.0%	51.92
5	-	80	-	-	4.18	-	55.40	300	0.4%	69.85
6	132	114	-	6.90	5.96	-	12.86	150	1.0%	17.73
7	-	-	-	-	-	-	12.86	150	1.0%	17.73
8	368	-	-	19.23	-	-	19.23	225	0.5%	36.55
9	-	16	-	-	0.83	-	32.92	225	0.5%	36.55
10	-	88	14.5	-	4.60	0.49	93.41	300	0.71%	93.72
11	-	-	-	-	-	-	93.41	300	0.71%	93.72

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REV.	BY	DATE	DESCRIPTION OF CHANGE	PROJECT	TITLE	DRAWN	DATE	APPROVED	DATE
A	JD	30.11.15	DA ISSUE	DEVONPORT - TAS 114-118 WILLIAM STREET CNR STEWART STREET	STORMWATER DRAINAGE TABLES AND NOTES	RB	15.09.15		
B	JD	27.04.16	SCHEDULES REVISED			SCALE	SIZE	DRAWING No.	REV.
C	DM	19.05.16	DA ISSUE			NTS	A3	66158-B109	C
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**SHOP BUILDING - INTERNAL FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
A1	ACRYLIC		15mm THICK	OPAQUE WHITE	
A2	ACRYLIC		6mm THICK	CLEAR	
V1	VINYL	CALGRAPHICS		SILVER	OPAQUE
V3	VINYL	CALGRAPHICS		WOODGRAIN	OPAQUE
T1	TILES	'URBANA GRIGIO'	RT35444	LIGHT GREY	NON SLIP
T2	TILES	'GRESFOR SALEMA'	GG22	BLACK VITRIFIED	NON SLIP
T3	TILES	ROYAL TILES	RT2550	WHITE (600x300)	GLOSS
T4	TILES	ROYAL TILES	AT-C2	GREEN MOSAIC	
T5	TILES	ROYAL TILES	RT5540	JASMIN	
R1	RECONSTITUED STONE	STARON OR HI-MACS	FH114 OR T011	HORIZON OR VENUS	GLOSS
R2	RECONSTITUED STONE	STARON OR HI-MACS	FC158 OR VN24	COFFEE BEAN OR KOHALA	GLOSS
G1	GLASS	STARFIRE	12mm THICK	CLEAR	LAMINATED

**SHOP BUILDING - SHELVING FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
PC1	POWDER COAT	DULUX	ANOTEC XT 51014	MID BRONZE	MATT
PC2	POWDER COAT	DULUX	DEEP OCEAN 83249	DARK BLUE	SATIN
PC3	POWDER COAT	DULUX	PEARL EFFECT 84684	METROPOLIS STORM	SATIN
PC4	POWDER COAT	DULUX	32312	WHITE	SATIN
PC5	POWDER COAT	DULUX	PEARL EFFECT 57225	PRECIOUS SILVER	SATIN
PC6	POWDER COAT	DULUX	88479	JASPER	SATIN

**SHOP BUILDING - INTERNAL FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
P1	PAINT	DULUX COLOUR	PG2C9	MALI	SATIN
P2	PAINT	DULUX COLOUR	P35A7	PACIFIC SPIRIT	SATIN
P4	PAINT	DULUX COLOUR	84642	CHALK USA	SATIN
P6	PAINT	DULUX COLOUR	63001	VIVID WHITE	MATT CEILING GLOSS DOORS
P7	PAINT	DULUX COLOUR	607-06957	BLACK	MATT
P8	PAINT	DULUX COLOUR	84640	SURREAL BLUE (CALTEX SILVER)	SATIN
L1	LAMINATE	WILSONART		MORRO ZEPHYR	
L2	LAMINATE	LAMINEX	LAMINEX 668	SHEER MESH	NATURAL
L3	LAMINATE	LAMINEX	465	DEEP SEA	FLINT
L4	LAMINATE	'FUNDERMAX'		RANGOON TEAK 0064	
			OR (ALTERNATE)		
	LAMINATE	MOMA LAMITECH		'TEAK' L8188MT	
L5	LAMINATE	LAMINEX	262	ELECTRO GRAPHITE	
L6	LAMINATE	LAMINEX	202	PARCHMENT	
	LAMINATE	PARBURY	WILCOBRAL	BRUSHED ALUMINIUM	
L7			OR (ALTERNATE)		
	LAMINATE	MOMA	LM503HWR	BRUSHED ALUMINIUM	
L8	LAMINATE	ABET LAMINATION	LM503HWR	BRA ITALIA 1014	
L9	LAMINATE	LAMINEX	558	MILANO WALNUT	NATURAL
L10	LAMINATE	LAMINEX		WHITE 200	FLINT



- NOTES:**
- CUPBOARD AND DRAWER INTERNAL LINING = WHITE MELAMINE.
  - FOOD PREPARATION AREA FLOOR TILES, TILE GROUT, COVED SKIRTING, FLUSH CEILING FINISH AND WALL TILES TO COMPLY WITH 'AS 4674'.
  - WOOD GRAIN LAMINATE TO RUN HORIZONTAL OR U.N.O.
  - ALIGN WOOD GRAIN PATTERN AT LAMINATE JOINTS.

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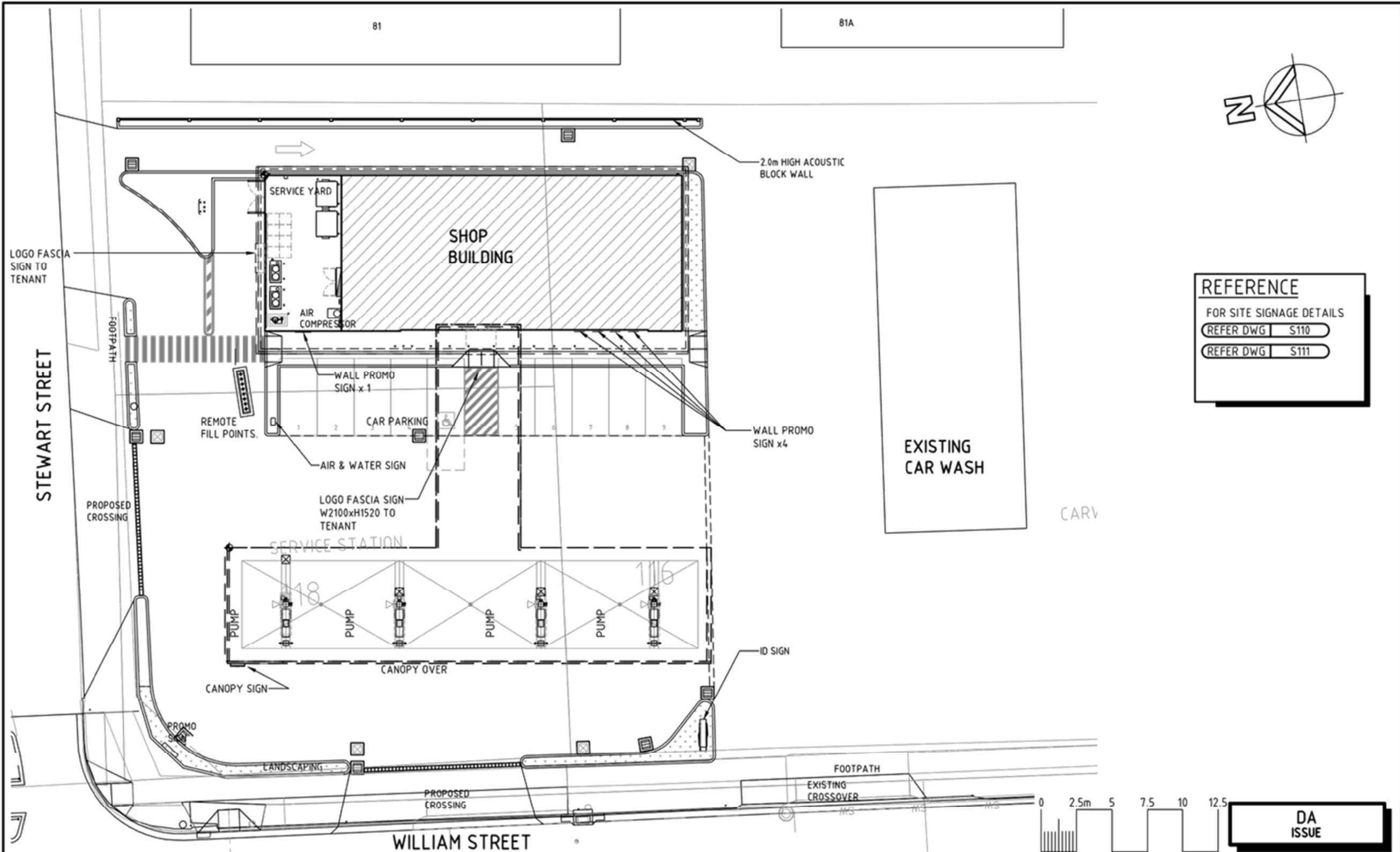
PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**INTERNAL FINISHES SCHEDULE**  
 SHOP BUILDING

DRAWN	DATE	APPROVED	DATE
JD	01.09.15		
SCALE	SIZE	DRAWING No.	REV.
NTS	A3	66158-J400	B



**REFERENCE**  
 FOR SITE SIGNAGE DETAILS  
 REFER DWG S110  
 REFER DWG S111



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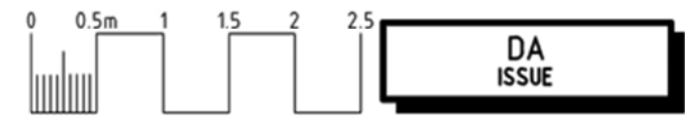
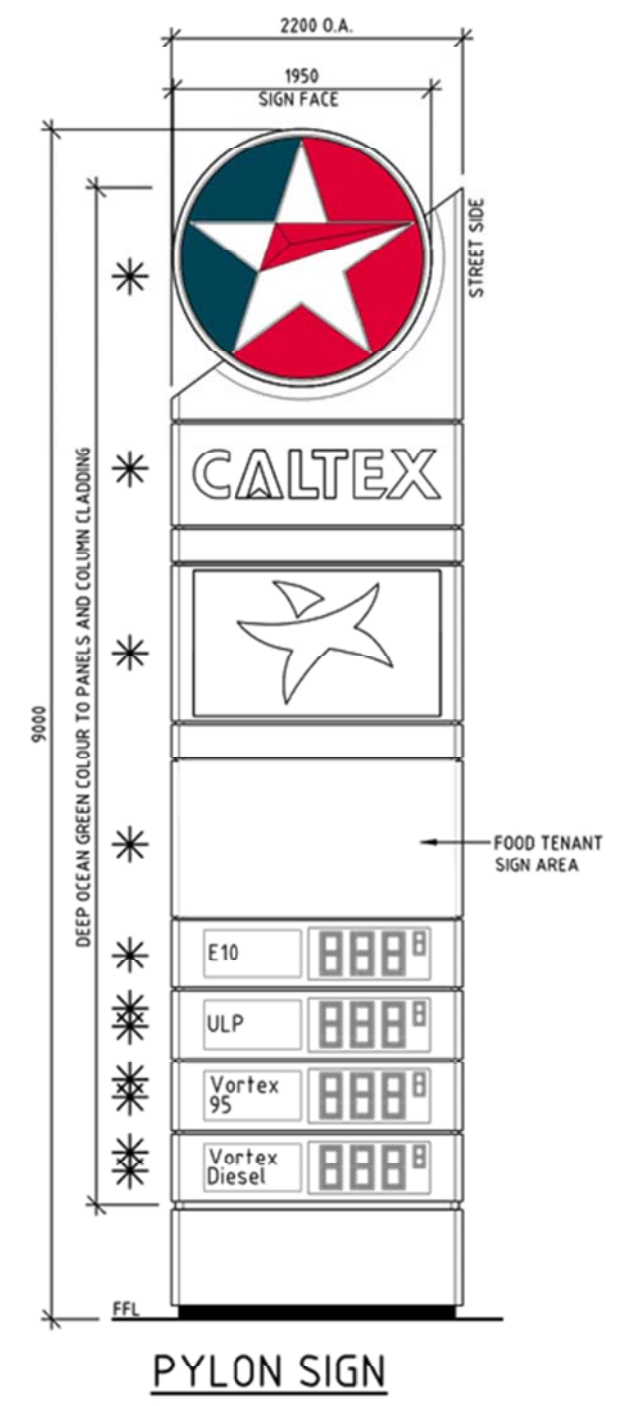
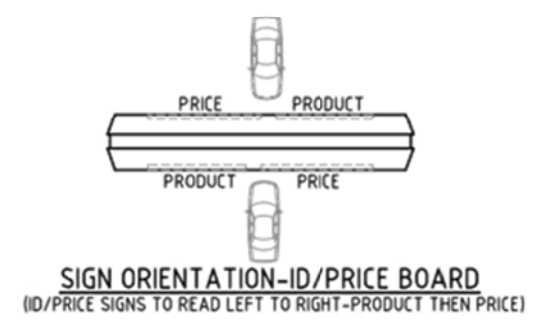
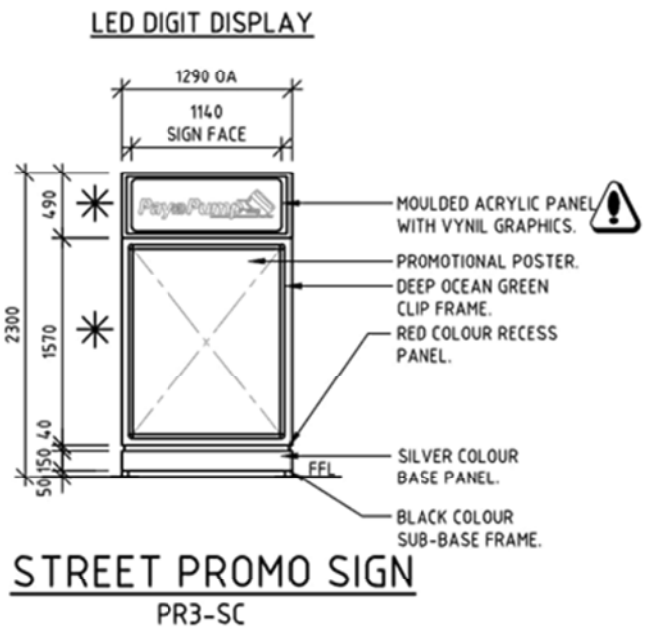
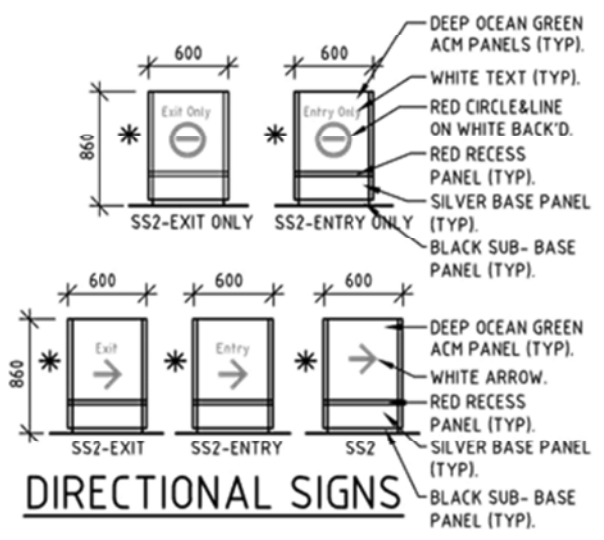
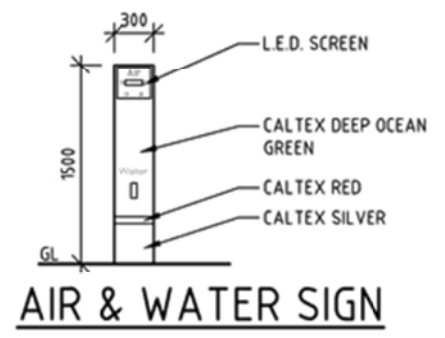
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B	DM	19.05.16	DA ISSUE
REVISION			

PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**SITE SIGNAGE PLAN**

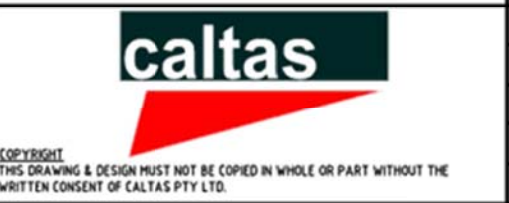
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ITEM 4.1



ITEM 4.1

Job No. 140389  
**Richmond+Ross** PTY LIMITED  
 CONSULTING ENGINEERS AND PROJECT LEADERS  
 ABN 34 001 485 436  
 38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065  
 TEL : (02) 9490 9600 FAX : (02) 9438 1224



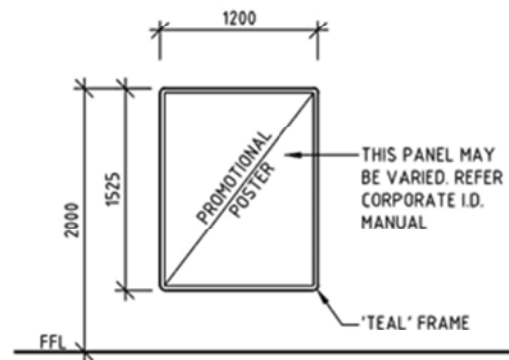
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PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

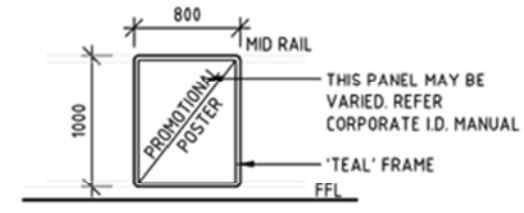
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**SITE SIGNAGE DETAILS**  
 SHEET 1 OF 2

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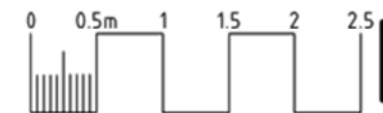


**WALL PROMO SIGN**  
PR25/hw



**WALL PROMO SIGN**  
PR26/hw

Job No. 140389  
**Richmond+Ross** PTY LIMITED  
 CONSULTING ENGINEERS AND PROJECT LEADERS  
 ABN 34 001 485 436  
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**DA ISSUE**

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B	DM	30.11.15	DA ISSUE - REVISED SPARKY SIGN
C	DM	19.05.16	DA ISSUE
REVISION			

PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE  
**SITE SIGNAGE DETAILS**  
 SHEET 2 OF 2

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## Submission to Planning Authority Notice

Council Planning Permit No.	PA2016.0009	Council notice date	8/02/2016
<b>TasWater details</b>			
TasWater Reference No.	TWDA 2016/00150-DCC	Date of response	10/02/2016
TasWater Contact	Amanda Craig	Phone No.	03) 6345 6318
<b>Response issued to</b>			
Council name	DEVONPORT COUNCIL		
Contact details	council@devonport.tas.gov.au		
<b>Development details</b>			
Address	114-116 WILLIAM ST, DEVONPORT	Property ID (PID)	2744863
Description of development	Vehicle fuel sales and service & rezoning		
<b>Schedule of drawings/documents</b>			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
GHD	IASM Investments Pty Ltd Report		Dec 2015
<b>Conditions</b>			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56S(2) TasWater makes the following submission(s):			
<ol style="list-style-type: none"> <li>TasWater does not object to the minor amendment to planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings.</li> </ol>			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
<b>CONNECTIONS, METERING &amp; BACKFLOW</b>			
<ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Prior to commencing construction / use of the development, a boundary backflow prevention device and water meter must be installed to the satisfaction of TasWater.</li> </ol>			
<b>TRADE WASTE</b>			
<ol style="list-style-type: none"> <li>Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.</li> <li>The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.</li> <li>The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.</li> </ol>			



#### DEVELOPMENT ASSESSMENT FEES

7. The applicant or landowner as the case may be, must pay a development assessment fee to TasWater for this proposal of \$327.00 for development assessment as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator from the date of the Submission to Planning Authority Notice for the development assessment fee, until the date they are paid to TasWater. Payment is required within 30 days from the date of the invoice.

#### Advice

For information on TasWater development standards, please visit <http://www.taswater.com.au/Development/Development-Standards>

For information regarding assessment fees and other miscellaneous fees, please visit <http://www.taswater.com.au/Development/Fees---Charges>

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

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure.

#### TRADE WASTE

- A. Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate of Certifiable Work (Building and/or Plumbing). The Certificate of 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.
- B. At the time of submitting the Certificate of Certifiable Work (Building and/or Plumbing) a Trade Waste Application together with the Motor Trades Supplement form is also required.
- C. 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>.

Further information regarding Trade Waste can be found at [www.taswater.com.au](http://www.taswater.com.au)

#### 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 "Jason 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

## **5.0 REPORTS**

### **5.1 TENDER - LIVING CITY - WATERFRONT PRECINCT MASTERPLAN**

**File: 32575 D419491**

#### **RELEVANCE TO COUNCIL'S PLANS & POLICIES**

Council's Strategic Plan 2009-2030:

- Strategy 2.4.1 Develop and implement a CBD Master Plan aligned to the key LIVING CITY principles based on community engagement outcomes

#### **SUMMARY**

To recommend that Council award the tender for the development of a Masterplan and concept design for the LIVING CITY Waterfront Precinct to Lyons Architects. At this stage it is recommended that Council only proceed with phase 1 to a value of \$210,500 and then consider securing a hotel developer to partner with Council to continue the necessary design work.

#### **BACKGROUND**

LIVING CITY is an urban renewal project that will transform Devonport and revitalise Tasmania's North West Region. Council adopted the LIVING CITY Master Plan in September 2014.

LIVING CITY will occur in three stages. Stage 1 has commenced construction and includes the creation of a new multi-purpose civic building, a multi-storey car park, food pavilion and market square.

Stage 2 incorporates a retail precinct featuring new major retailers including a proposed discount department store and supporting speciality stores.

Stage 3 will deliver a Waterfront Precinct featuring a hotel, high end residential and attractive public open space.

It has long been recognised that Devonport fails to capitalise on the untapped potential of linking the Mersey River to the CBD and in many ways the Stage 3 precinct is regarded as the jewel in the crown of the LIVING CITY Master Plan. Council first commenced consolidating sites for the development of this area in 2002 with the purchase of the former Coles Supermarket and with further purchases in recent years, is now able to progress the development of this iconic site.

With informal interest from hotel developers, it is considered opportune to progress this process as soon as possible, including the selection of a preferred developer to work with Council in the planning and design phases. To ensure the best possible outcome from this process it is recommended that Council complete initial master planning and concept designs which can be packaged with the recent Horwath hotel demand report to form the basis of an expression of interest proposal for developers. This ensures clarity regarding the identification of the most suitable placement of the various elements (ie residential, open space, hotel) which make up the waterfront precinct and also provides attractive documentation to entice as much interest as possible in the site. It also ensures Council retain control over the high level design principles ensuring strategic oversight of how this valuable community asset is developed.

Projects and Infrastructure Pty Ltd (P+i) have been engaged by Council as Development Manager's and have overseen the consultant selection process. The request for tender

process was based on engaging a design team through until DA stage, however in this report it is recommended that Council initially only complete phase 1 involving concept and master planning and then consider if this is sufficient to proceed with expressions of interest for hotel developers.

### **STATUTORY REQUIREMENTS**

Council is required to comply with the *Local Government Act 1993* and its adopted Code for Tenders and Contracts.

### **DISCUSSION**

The tender for master planning and concept design for the LIVING CITY Waterfront Precinct has been carried out as a two stage process in accordance with Council's Code of Tenders and Contracts. Expressions of interest were publically advertised with a closing date of 18 March 2016. Interested parties were requested to submit their business profile and relevant credentials by the closing date.

Fourteen submissions were received as part of this first stage, following which, on the basis of their credentials, a shortlist of five organisations were invited to prepare detailed proposals.

The five short listed parties were:

1. Hames Sharley
2. Cumulus Studios
3. Francis Jones Morehen Thorp
4. Architectus
5. Lyons

Four of the five shortlisted firms were either Tasmanian or involved partnerships with Tasmania firms. Francis Jones Morehen Thorp was the exception with their submission not containing any local involvement.

P+i have completed an assessment of the second round of submissions and their report is provided as a confidential attachment.

The assessment has identified the Lyons submission offers the best proposal for Council. In making the submission, Lyons propose to partner with three other architectural firms these being:

Birrelli – Launceston based firm who have also worked closely with Lyons on LIVING CITY Stage 1

Fender Katsalidis Architects – an established firm with expertise in large scale precinct developments with specialist expertise in hotel design. Previous work includes involvement in iconic projects such as Melbourne's Eureka Tower and Hobart's Mona Museum.

Aspects Studios – landscape architects, who have also been working with Lyons on landscaping aspects of LIVING CITY Stage 1.

The Lyons submission demonstrated the best understanding of the site and the opportunities and limitations that are inherent to any future development.

Whilst the Lyons submission ranked the best on merit, Council has the added benefits of Lyons also being the lead architect on Stage 1. This ensures they come equipped with a sound understanding of Council's overall objectives for LIVING CITY and can ensure continuity and alignment with the Stage 1 work. Given they continue to have a role during the construction phase of Stage 1, savings in travel and other expenses will also occur.

**Report to Council meeting on 25 July 2016**

Council have developed a good working relationship with Lyons on Stage 1 and have been impressed with their performance in delivering quality work within tight timeframes.

**COMMUNITY ENGAGEMENT**

Public consultation has been a significant and important part of LIVING CITY since its inception and it is intended that the development of any proposals for the waterfront precinct would involve opportunities for further public input at the appropriate milestones.

**FINANCIAL IMPLICATIONS**

The proposal from Lyons is based on project fees of \$438,000 (ex GST) plus out of pocket expenses to undertake the scope of work outlined in the request for tender document (provided as a confidential attachment).

It is recommended that Lyons initially only be engaged to undertake master planning and concept design for a fixed fee of \$210,500 (ex GST). At the completion of this work Council can then determine if it is appropriate to seek expressions of interest from developers or to extend Lyons' brief if further design work is considered beneficial.

An allocation of \$350,000 is included for consultants within the 2016/17 operational budget to progress design on LIVING CITY Stages 2 and 3.

**RISK IMPLICATIONS**

- Financial  
The financial risks with LIVING CITY are significant and a robust financial model has been developed to inform decisions for the best long term financial outcomes.
- Communication/Reputation  
The waterfront which makes up stage 3 of LIVING CITY is a valued community asset. Council must ensure any development of this space will attract close scrutiny and Council risk significant reputational damage if it is not undertaken well.

**CONCLUSION**

A tender for Master Planning/Concept Design for the LIVING CITY Waterfront Precinct has been carried out in accordance with Council's Code of Tenders and Contracts. The process is now complete and it is recommended that a team led by Lyons Architects be engaged to undertake a reduced scope of works to provide the initial concept design.

**ATTACHMENTS**

- |    |  |              |
|----|--|--------------|
| 1. | Stage 2 RFP Architect Evaluation                           | Confidential |
| 2. | Living City - Waterfront Precinct Stage 2 Tender Documents | Confidential |

**RECOMMENDATION**

That Council receive and note the report regarding the master planning and concept design for the LIVING CITY Waterfront Precinct and engage Lyons Architects to undertake phase 1 design works for a contract sum of \$210,500 (ex GST) plus out of pocket expenses.

Author:	Rebecca McKenna		Endorsed By:	Matthew Atkins
Position:	Project Officer	Economic	Position:	Deputy General Manager
	Development			

## 5.2 LIVING CITY STAGE 1 CONSTRUCTION CONTRACT AND FINANCIAL CLOSE

File: 32161 D419638

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.4.1 Develop and implement a CBD Master Plan aligned to the key LIVING CITY principles based on community engagement outcomes

### SUMMARY

This report outlines the value management process undertaken as part of LIVING CITY Stage 1 and presents a final negotiated construction contract along with updated design documentation for Council's consideration. Updates are included on Council's bank funding and the State Government's Development Agreement. Execution of each of these documents effectively signals, financial close on LIVING CITY Stage 1.

### BACKGROUND

Stage 1 is the catalyst of the LIVING CITY Master Plan and represents the transformation of the LIVING CITY vision into reality.

After five years of planning the commencement of construction could be regarded as not only a significant project milestone but also a turning point for the future prosperity and growth of Devonport as a City.

Stage 1 of LIVING CITY consists of:

- Four level multi-purpose civic building including a new LINC, Service Tasmania, Council offices and a multi-use conference facility;
- Food Pavilion specialising in local products;
- Multi-level Carpark; and
- Market Square and landscaping.

The selection of a Preferred Contractor for Stage 1 has been undertaken and Council at its meeting on 15 March 2016 determined (Min. 39/16 refers):

*"That Council receive the report regarding LIVING CITY Stage 1 construction tender and:*

- 1. note the advice provided by Council's probity advisors, Page Seager Lawyers;*
- 2. appoint Fairbrother Pty Ltd as its Preferred Contractor;*
- 3. authorise negotiations to be entered into with Fairbrother as part of a value management process to establish a suitable construction contract which aligns with Council's adopted funding model, adopted Stage 1 design and approved statutory approvals;*
- 4. note that a further report will be provided prior to the execution of a construction contract;*
- 5. authorise the General Manager to negotiate an early works package to allow on site construction to commence prior to full contract execution; and*
- 6. note the relocation of the Council offices to 17 Fenton Way is to now commence."*

**Report to Council meeting on 25 July 2016**

---

Since the selection of Fairbrother as the Preferred Contractor, significant work has been undertaken by the project team towards finalising a construction contract. An early works package has been awarded allowing demolition to commence on site.

Negotiations with the State Government regarding their contribution to Stage 1 are well advanced with agreement on general principles and current discussions with Crown Law now focused on document drafting.

In accordance with Council's determination at its June meeting, loan documentation is being finalised with the ANZ Bank in preparation for execution.

This report provides an update on the value management process, revised design documentation, the State Government agreement and outlines details on the proposed construction contract. These tasks remain as the only outstanding items requiring completion to achieve financial close on LIVING CITY Stage 1.

**STATUTORY REQUIREMENTS**

Council is required to comply with Section 333 of the *Local Government Act 1993* and its adopted Code for Tenders and Contracts when tendering for goods or services.

A probity advisor was engaged by Council to oversee the tender process and ensure compliance with statutory requirements. The current value management and contract finalisation discussions are being undertaken in accordance with the process outlined as part of the tender documentation.

**DISCUSSION**

Council has engaged Projects and Infrastructure Holdings P/L (P+i) to act as development consultants on LIVING CITY and a confidential report from P+i is provided later in this agenda regarding Stage 1 financial close.

An overview of key aspects is outlined below.

**Early Works Package**

In accordance with Council's March 2016 resolution an early works package was agreed during the contract negotiation period, which has allowed site establishment and onsite demolition to commence.

This is a common approach with GMP contracts and is one of the benefits of this style of procurement. It allows the project to progress, minimising the overall construction period whilst still providing the necessary time to resolve outstanding contractual matters.

The early works package has a value of \$383,335 (ex GST) with work beginning onsite on 13 June 2016 and anticipated to take approximately ten weeks to complete.

The early works package consists of:

- Site establishment, mobilization and fencing;
- Preparation and implementation of traffic management plan;
- Completion of dilapidation survey and report;
- Demolition of Council Chambers, former Repco building and old house; and
- Termination of existing electrical and hydraulic services.

The value of this work is included within the final contract sum and subject to execution of the contract documentation in a timely manner will be carried over and claimed as part of the first progress claim.

### **Value Management**

Since the selection of Fairbrother as Preferred Contractor, they have joined with the project team and assisted in working through a Value Management Process. This has involved extensive review of the documented design and proposed construction cost estimate to determine an acceptable Guaranteed Maximum Price (GMP) that aligns with Council's funding model.

The team have been working through the design, identifying construction options, cost efficiencies, product alternatives and general design improvements. This has been an extensive process and has involved ongoing dialogue particularly between Fairbrother's estimating staff and the project designers.

A GMP of \$59,440,000 (ex GST) has been reached. This represents a saving of over \$10M from the original tendered sum as a result of the Value Management Process and is within the parameters of Council's funding model.

The GMP is divided into trade packages, with each trade to be packaged up and tendered to relevant sub-trades. The construction contract makes provision for any savings within the sub-trade packages to be shared equally between the Contractor and Council.

### **Design Update**

As a result of the Value Management Process the detailed design for each of the Stage 1 buildings has been refined. This has involved the inclusion of practical cost saving measures from the Preferred Contractor which has resulted in the removal of unnecessary design elements whilst maintaining functionality and aesthetics of the proposed design. The structural engineering has undergone a major review with significant savings achieved through the redesign of the foundations and elements of the structural steel framing.

The Food Pavilion has seen the greatest refinement with simplification of the roof structure, removal of unnecessary building angles and the substitution of some external and internal finishes. The floor area and overall building size remains unchanged.

The carpark has also been modified, with the proposed tenancy on the north east corner removed and the staircases redesigned as external structures, eliminating the previous stairwells. The split level floor structure has been removed and the edge barrier simplified to reduce cost. The number of parking spaces has remained the same at nominally 530.

Changes to the multi-purpose building have been minimal and generally limited to finishes and materials rather than design changes. The parent room has been increased significantly in size as a result of feedback from Council's Building Families Committee.

As a result of modifications to the Food Pavilion and carpark it has been necessary to apply for a minor amendment to the Development Application for these structures.

Current design drawings are included as an attachment to this report.

The construction contract is based on a design and construct delivery method and once executed the design consultants will be novated to the Contractor to complete the necessary design detail and prepare the trade packages.

### **Construction Contract**

Law firm Colin Biggers & Paisley (CBP) have been engaged to act on Council's behalf to finalise an amended AS4300 construction contract. The contract has been reviewed and amended to comply with requirements of both the respective funding agreements of the State and Federal Governments along with the terms and conditions of Council's financier the ANZ Bank. CBP are confident the construction contract is a workable document,

which addresses the needs of all parties whilst still adequately protecting Council's interests.

### **Works Program**

The proposed works program which forms part of the contract is based on completion of the Food Pavilion and carpark by December 2017 and the multi-purpose building by March 2018. An attachment is provided which indicates the draft program for key milestones on each of the main project elements.

### **State Government**

The State Government contribution to LIVING CITY Stage 1 has been agreed along with the key principles that will make up the necessary legal documents. Final drafting of this documentation for execution is currently underway with Council's solicitor, CBP working closely with Crown Law to finalise as soon as possible.

### **Funding Model**

As each of the remaining steps towards financial close are completed it is evident that the final outcome will result in a more positive financial position than anticipated in the adopted funding model. This includes a reduction in overall project costs from \$70.5M to \$68.3M, a better than predicted cost of finance, a reduction in the overall loan term by 10 years and a reduction in borrowings of approximately \$3M.

Council at its meeting on 27 June 2016 determined to accept an offer from ANZ Bank to finance the debt portion of LIVING CITY Stage 1 and the relevant documentation is currently being reviewed by Council's legal advisors in preparation for execution.

### **COMMUNITY ENGAGEMENT**

An advertisement seeking expressions of interest for construction contractors was placed in the Advocate on 5 September 2015 and also online with Tenderlink.

### **FINANCIAL IMPLICATIONS**

The execution of a construction contract will involve a significant financial commitment by Council.

The construction contract is based on a GMP contract sum of \$59,440,000 (ex gst). Under a GMP, each of the trade packages will be let with the Contractor and Principal (Council) sharing in any savings which could potentially reduce the contract sum further. Regardless of the final sub-trade pricing the contract fixes the contract sum at no more than the GMP amount, ensuring this is the maximum Council will pay.

A contingency allocation of 5% is included within the GMP sum.

Council have allocated \$31,000,000 within its 2016/17 capital expenditure budget for year one of LIVING CITY Stage 1 construction, with the balance to be allocated in the 2017/18 financial year.

### **RISK IMPLICATIONS**

Law firm Page Seager were engaged as probity advisors to oversee the tender process and minimise process risk.

Legal advice has been obtained to ensure Council's interests are protected in finalising the terms and conditions of the construction contract.

Council has engaged the services of P+i to ensure the involvement and advice of personnel with experience in major infrastructure procurement.



**CONCLUSION**

Over the last 18 months Council has been focused on implementing Stage 1 of its LIVING CITY Master Plan. This report outlines the current status and recommends Council entering into a construction contract which effectively signals financial close for the project.

The contract is with Tasmanian firm Fairbrother Pty Ltd who have participated in an extensive Value Management Process resulting in a GMP contract sum of up to \$59,440,000 (ex GST) based on revised design documentation.

Once the outstanding Stage 1 documentation is executed, it is anticipated that the final financial outcomes will be improved on those forecast within Council's adopted funding model.

**ATTACHMENTS**

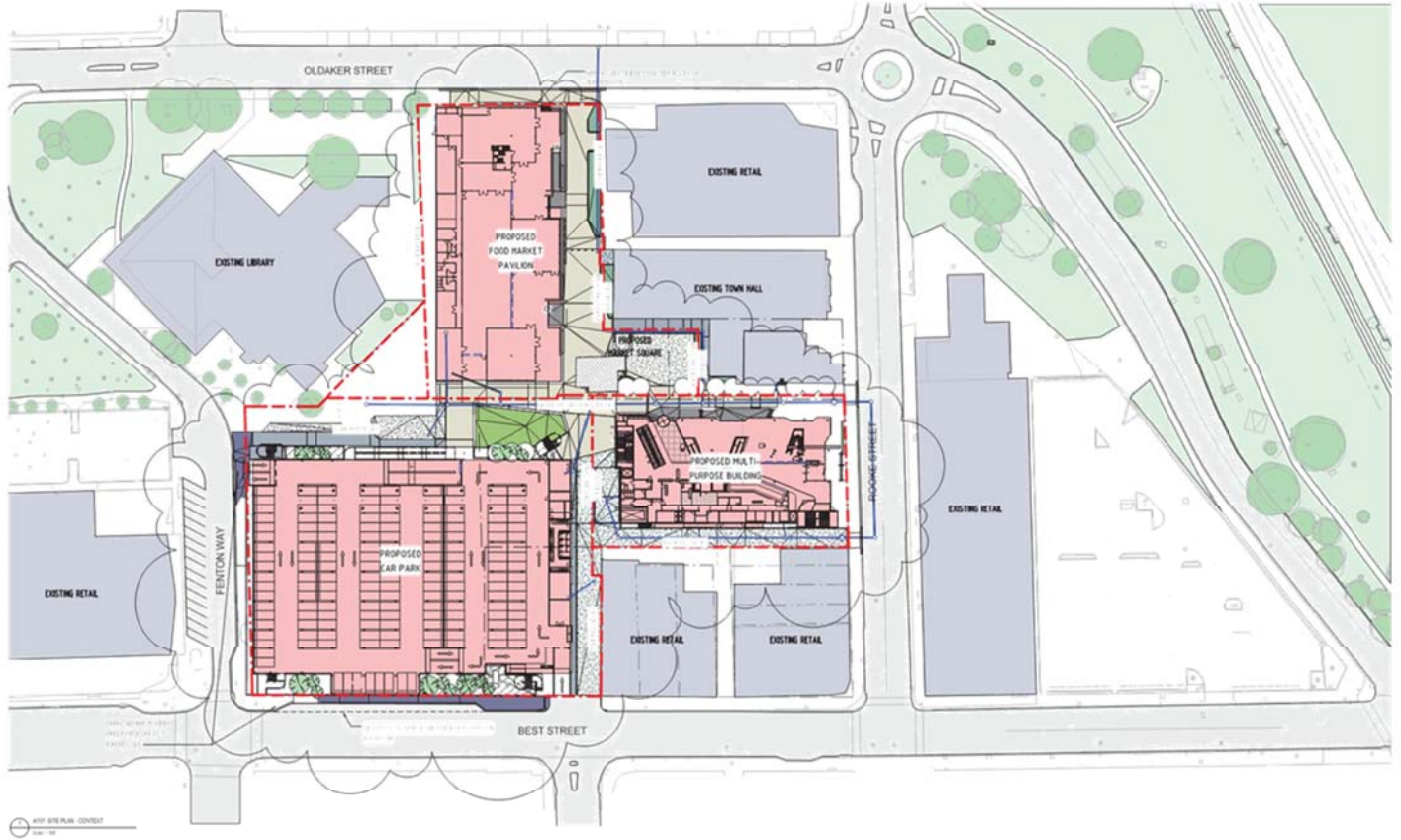
1. LIVING CITY - Design Drawings
2. LIVING CITY Key Milestones

**RECOMMENDATION**

That Council receive the report regarding financial close on LIVING CITY Stage 1 and:

1. authorise the General Manager to execute a modified AS4300 design and construct contract document with Fairbrother Pty Ltd based on a guaranteed maximum price contract sum of no more than \$59,440,000 (ex GST);
2. adopt the Value Management design revisions as per the attached design drawings;
3. note the current status of the State Government funding agreement; and
4. note that final executed documents are anticipated to result in an improved financial outcome from that predicted in Council's adopted Stage 1 funding model, with details to be released publically once confirmed.

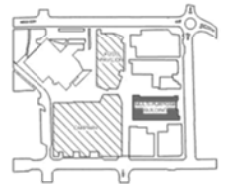
Author: Matthew Atkins Position: Deputy General Manager	Endorsed By: Paul West Position: General Manager
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REF: SITE PLAN - CONTEXT  
Scale: 1:500

<b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Wellington Street Brisbane, QLD 4000 Australia	<b>SERVICES</b> AECOM 80 Collins Street Melbourne, VIC 3000 Australia	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 1400 Collins Street Melbourne, VIC 3000 Australia
ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE. DIMENSIONS SHOWN IN RED ARE TO BE VERIFIED BY THE CONTRACTOR. DIMENSIONS SHOWN IN BLUE ARE TO BE VERIFIED BY THE CONTRACTOR. DIMENSIONS SHOWN IN GREEN ARE TO BE VERIFIED BY THE CONTRACTOR. DIMENSIONS SHOWN IN YELLOW ARE TO BE VERIFIED BY THE CONTRACTOR.	<b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 1, 300 Fenton Street Brisbane, QLD 4000 Australia	<b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> PITT & SHERRY 100 Collins Street Melbourne, VIC 3000 Australia

REV: DETAILS	DATE
1	20/05/16



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 www.lyonsmcc.com.au

PROJECT  
 DEVONPORT LIVING CITY - STAGE 1

DRAWING TITLE  
 SITE PLAN - CONTEXT

DESIGN DEVELOPMENT	NORTH
FOR TENDER	
SCALE	1 : 500
DATE	20/05/16
JOB No.	DD-A101
DRAWN	VM1
CHECKED	
DATE	



FOR ALL TENANCIES ALLOW FOR ROUGH IN OF CONNECTION POINTS FOR SANITARY / KITCHEN SERVICES AS PER PREVIOUS SCHEME

BASED PLANTER BED WITH TRELLIS FOR VERTICAL PLANTS REFER TO LANDSCAPE ENGINEERS DRAWING LK-01 FOR TYPICAL DETAIL

BASED PLANTER BED WITH TRELLIS FOR VERTICAL PLANTS REFER TO LANDSCAPE ENGINEERS DRAWING LK-01 FOR TYPICAL DETAIL

REFER LANDSCAPE AND CIVIL DEDS FOR EXTERNAL WORKS

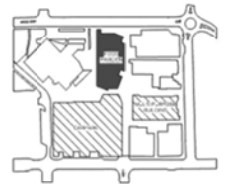
BASED PLANTER BED WITH TRELLIS FOR VERTICAL PLANTS REFER TO LANDSCAPE ENGINEERS DRAWING LK-01 FOR TYPICAL DETAIL

BASED PLANTER BED WITH TRELLIS FOR VERTICAL PLANTS REFER TO LANDSCAPE ENGINEERS DRAWING LK-01 FOR TYPICAL DETAIL

REFER LANDSCAPE AND CIVIL DEDS FOR EXTERNAL WORKS

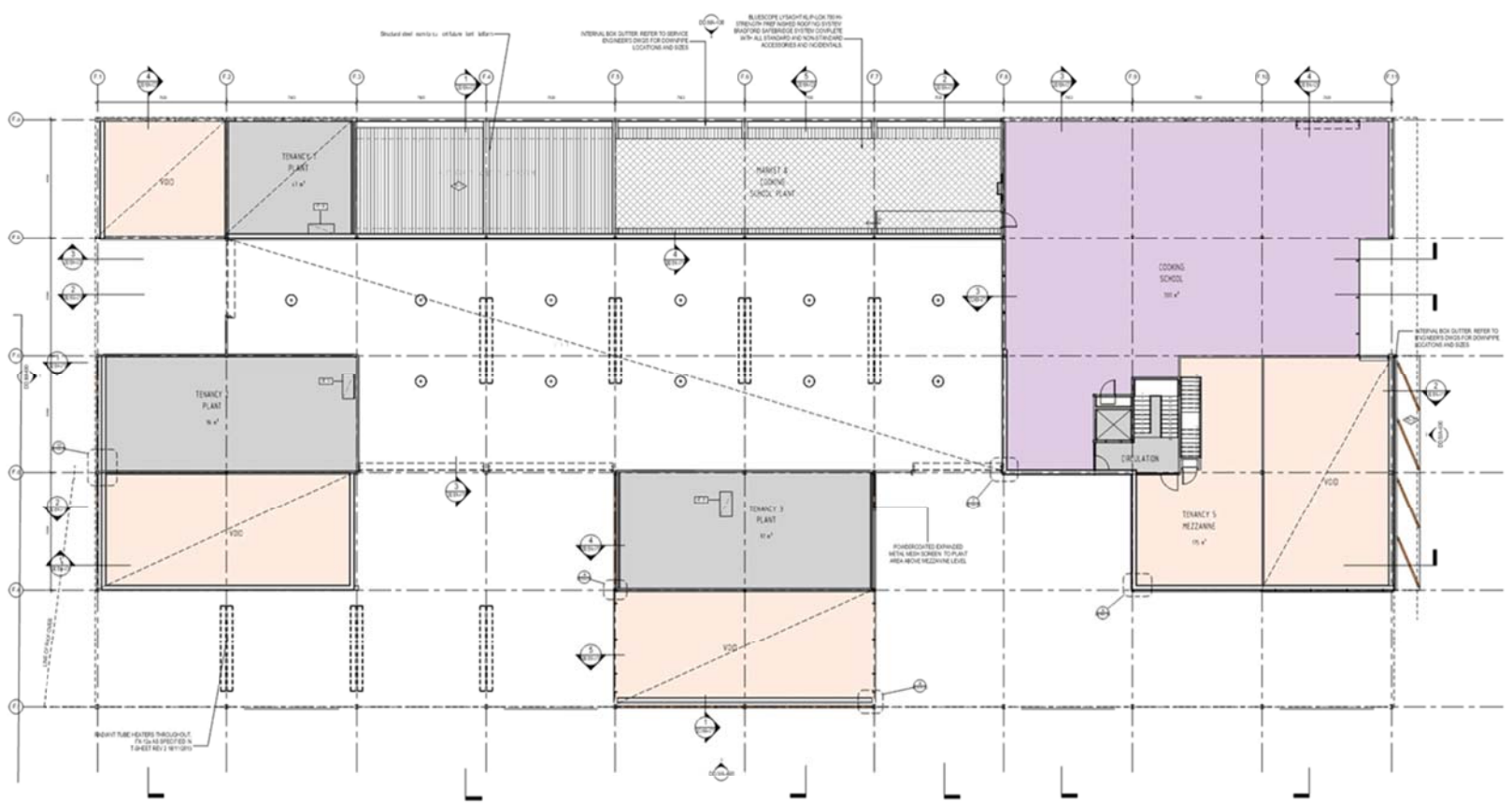
<b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Macquarie Street Sydney NSW 2000 02 9250 9000	<b>SERVICES</b> AECOM 80 Collins Street Sydney NSW 2000 02 9250 9000	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 4000 Collins Street Melbourne VIC 3006 03 9593 9000
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED DIMENSIONS TO FACE UNLESS OTHERWISE STATED DIMENSIONS TO CENTER UNLESS OTHERWISE STATED DIMENSIONS TO SURFACE UNLESS OTHERWISE STATED DIMENSIONS TO CENTER UNLESS OTHERWISE STATED DIMENSIONS TO SURFACE UNLESS OTHERWISE STATED	<b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 1, 360 Pitt Street Sydney NSW 2000 02 9250 9000	<b>CIVIL ENGINEERING, TRAFFIC &amp; BUILDING SURVEYOR</b> PITT & SHERRY 150 Collins Street Melbourne VIC 3000 03 9593 9000

REV.	DETAILS	DATE
1		2024



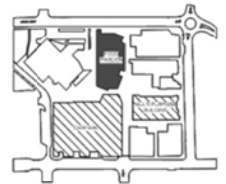
**PROJECT**  
 DEVONPORT LIVING CITY - STAGE 1  
**WORKING TITLE**  
 FOOD PAVILION - GROUND FLOOR PLAN

<b>PRELIMINARY</b> NORTH SCALE 1 : 100 @ 1	JOB NO. 20150008 DRAWN JN CHECKED KM DATE 25.05.16 DRAWING NO. DD.MA-300 REVISION VM1
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ITEM 5.2

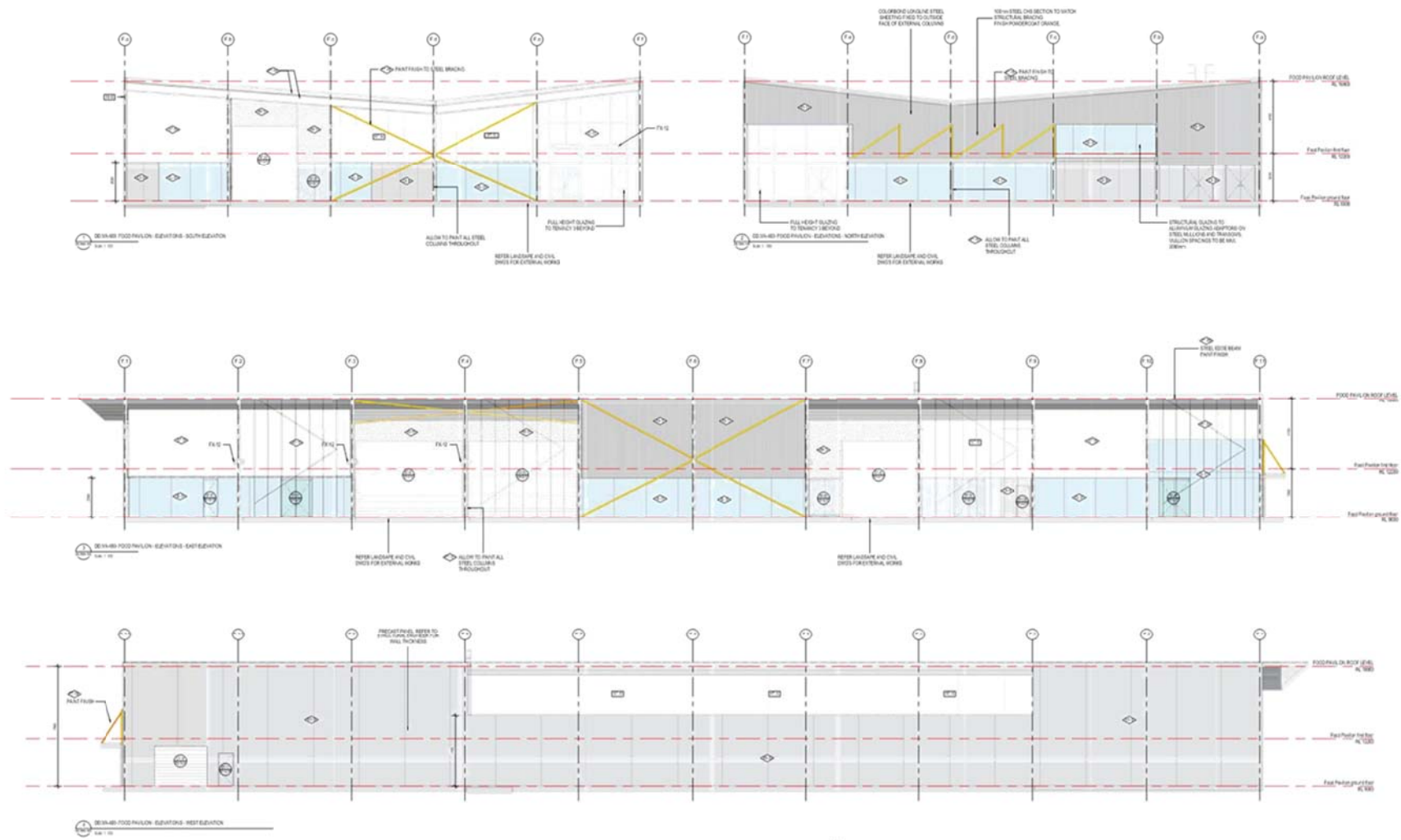
<b>CLIENT</b> PROJECTS + INFRASTRUCTURE <small>100 Devonport Blvd                  Devonport, TAS 7310</small>	<b>SERVICES</b> AECOM <small>40 Collins Street                  Melbourne, VIC 3000                  03 9592 9000</small>	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON <small>400 Collins Street                  Melbourne, VIC 3000                  03 9592 9000</small>
<small>ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.                  DIMENSIONS SHOWN IN THIS DRAWING ARE TO FACE UNLESS OTHERWISE STATED.                  DIMENSIONS TO FACE UNLESS OTHERWISE STATED.</small>	<b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS <small>Level 1, 36-42 King Street                  Melbourne, VIC 3000                  03 9592 9000</small>	<b>CIVIL ENGINEERING, TRAFFIC &amp; BUILDING SURVEYOR</b> PITT & SHERRY <small>130 Collins Street                  Melbourne, VIC 3000                  03 9592 9000</small>



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 Melbourne, VIC 3000  
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 info@lyonsmaddison.com.au  
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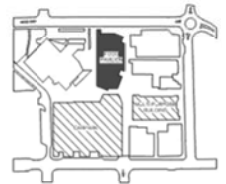
**PROJECT**  
 DEVONPORT LIVING CITY - STAGE 1  
 20150008  
**DRAWING TITLE**  
 FOOD PAVILION - MEZZANINE FLOOR PLAN

<b>PRELIMINARY</b> NORTH 	<b>SCALE</b> 1 : 100 (EUB 1)
<b>JOB NO.</b> 20150008 <b>DRAWN</b> JN <b>CHECKED</b> KM <b>DATE</b> 25.05.16	<b>REVISION</b> DD.MA-301 VM1

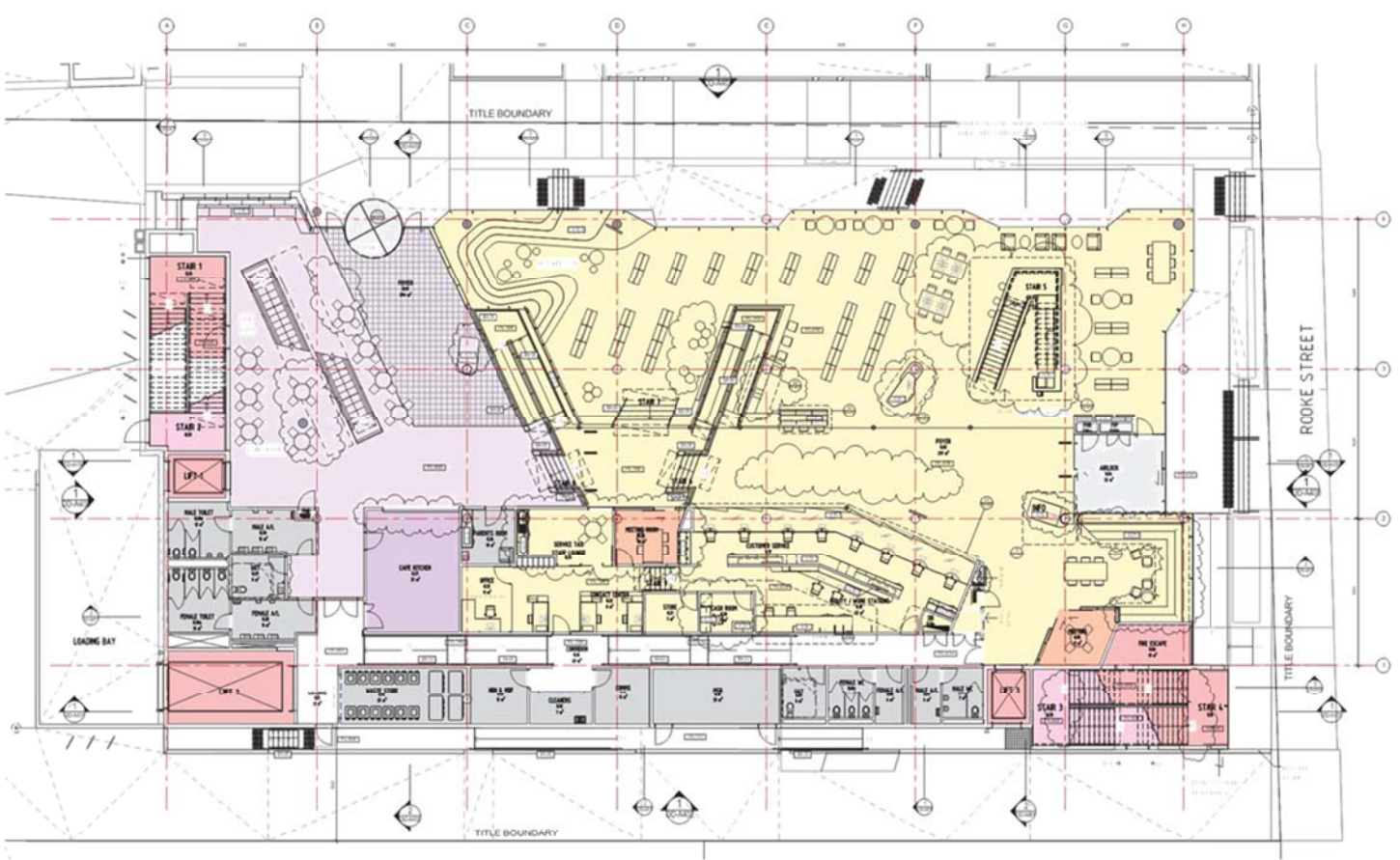


<b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Margaret Street Port Melbourne, VIC 3207 03 9594 1000	<b>SERVICES</b> AECOM 80 Collins Street Melbourne, VIC 3000 03 9594 1000 LANDSCAPE ARCHITECT ASPECT STUDIOS Level 1, 80 Pitt Street Melbourne, VIC 3000 03 9220 8888	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 400 Collins Street Melbourne, VIC 3000 03 9220 8888 CIVIL ENGINEERING, TRAFFIC & BUILDING SURVEYOR PITT & SHERRY 130 Collins Street Melbourne, VIC 3000 03 9220 8888
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REV	DATE
1	2016



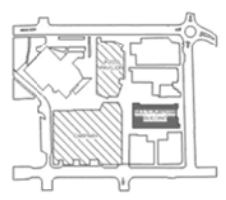
Level 3, 240 Balaclava Street Melbourne VIC 3000 Telephone +61 3 9594 1000 Fax +61 3 9594 2818 Email info@lyonsmaddison.com.au www.lyonsmaddison.com.au	<b>PROJECT</b> DEVONPORT LIVING CITY - STAGE 1	NORTH
JOB No. 20150008 DRAWN JN CHECKED KM DATE 25.05.16	<b>SECOND TITLE</b> FOOD PAVILION - ELEVATIONS	SCALE 1 : 100 @ D1
DRAWING No. DD.MA-400	REVISION VM1	



PLEASE NOTE:  
REFER FEA SCHEDULE FOR LOOSE FURNITURE TYPES AND QUANTITIES  
J-\*\*\* REFER JOINERY CODE IN T-SHEET

<b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Wellington Street Brisbane, QLD 4000 Brisbane, QLD	<b>SERVICES</b> AECOM 40 Collins Street Melbourne, VIC 3000 Melbourne, VIC	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 400 Collins Street Melbourne, VIC 3000 Melbourne, VIC
ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE DIMENSIONS SHOWN ONLY APPLICABLE TO SCALE OF DRAWING DIMENSIONS ARE TO CENTER UNLESS OTHERWISE STATED DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED	<b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 1, 30-40 Farnham Street Brisbane, QLD 4000 Brisbane, QLD	<b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> PITT & SHERRY 150 Collins Street Melbourne, VIC 3000 Melbourne, VIC

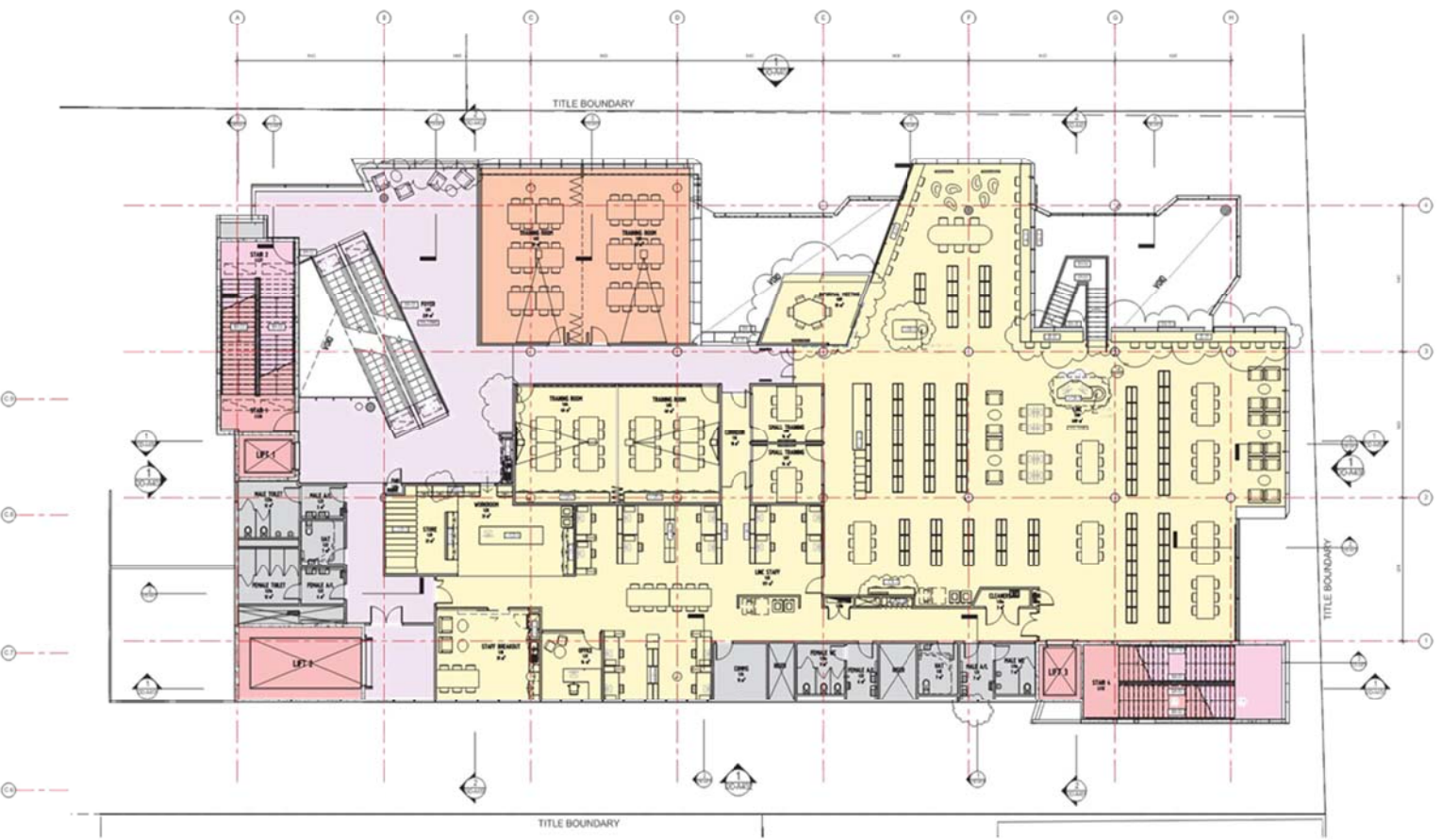
REV. DETAILS DATE  
1 20/05/16 20/16



PROJECT  
DEVONPORT LIVING CITY - STAGE 1

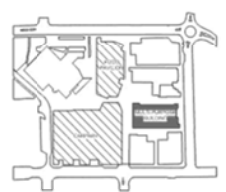
DRAWING TITLE  
MULTI-PURPOSE BUILDING - GROUND LEVEL FLOOR PLAN

DESIGN DEVELOPMENT	NORTH
FOR TENDER	
SCALE 1 : 100 @ 0.1	
JOB No. DRAWN CHECKED DATE	
DL02 CH NB 20/05/16	
DRAWING No. REVISION	
DD-A300 VM1	



PLEASE NOTE:  
 REFER FEA SCHEDULE FOR LOOSE FURNITURE TYPES AND QUANTITIES  
 J... REFER JOINERY CODE IN T-SHEET

<b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Macquarie Street Sydney, NSW 2000 Australia	<b>SERVICES</b> AECOM 60 Collins Street Melbourne, VIC 3000 Australia	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 1400 Collins Street Melbourne, VIC 3000 Australia
<b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 1, 30-40 Fanny Street Melbourne, VIC 3000 Australia	<b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> PITT & SHERRY 110 Collins Street Melbourne, VIC 3000 Australia	<b>MEP DETAILS</b> DATE: 20/05/16 NO: 10/20/2016



PROJECT  
 DEVONPORT LIVING CITY - STAGE 1

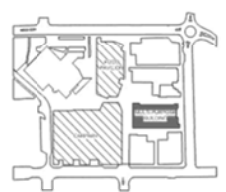
DRAWING TITLE  
 MULTI-PURPOSE BUILDING - LEVEL 01 FLOOR PLAN

DESIGN DEVELOPMENT	NORTH
FOR TENDER	
SCALE 1 : 100 @ A1	
JOB No. DRAWN CHECKED DATE	REVISION
DLO2 CH NB 20/05/16	
DRAWING No. DD-A301	VM1



PLEASE NOTE:  
REFER FEA SCHEDULE FOR LOOSE FURNITURE TYPES AND QUANTITIES  
J... REFER JOINERY CODE IN T-SHEET

<b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Wellington Street Sydney, NSW 2000 Australia	<b>SERVICES</b> AECOM 60 Collins Street Melbourne, VIC 3000 Australia	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 1400 Collins Street Melbourne, VIC 3000 Australia
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED. DIMENSIONS ONLY SHOWN IN RED IN THIS DRAWING. DIMENSIONS ARE TO CENTER UNLESS OTHERWISE SPECIFIED.	<b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 4, 100 King Street Melbourne, VIC 3000 Australia	<b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> PITT & SHERRY 150 Collins Street Melbourne, VIC 3000 Australia



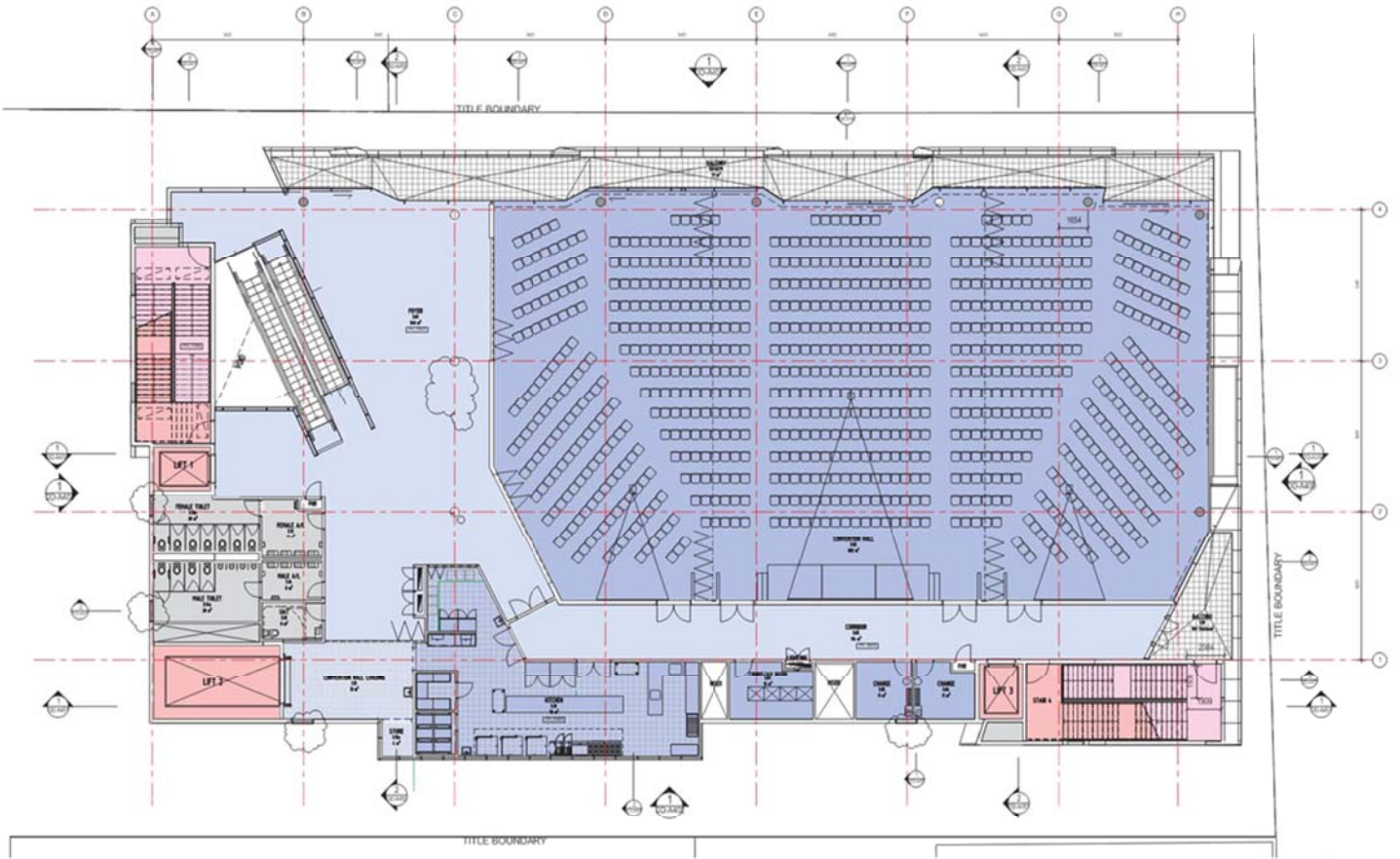
Level 1, 100 Bourke Street  
 Melbourne 3000  
 Australia  
 T +61 3 9600 2818  
 F +61 3 9600 2819  
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**PROJECT**  
 DEVONPORT LIVING CITY - STAGE 1

**DRAWING TITLE**  
 MULTI-PURPOSE BUILDING - LEVEL 02 FLOOR PLAN

<b>DESIGN DEVELOPMENT</b>		NORTH  SCALE 1 : 100 @ 0.1
FOR TENDER		
JOB No.	DRAWN	CHECKED
DL02	SG	NB
DRAWING No.	DATE	
DD-A302	20/05/16	
REVISION	DATE	
VM1		

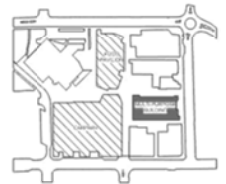




PLEASE NOTE:  
REFER FEEL SCHEDULE FOR LOOSE FURNITURE TYPES AND QUANTITIES  
J... REFER JOINERY CODE IN T-SHEET

<p>CLIENT <b>PROJECTS + INFRASTRUCTURE</b> 100 Wellington Street Melbourne, VIC 3000 03 9594 1000</p>	<p>SERVICES <b>AECOM</b> 60 Collins Street Melbourne, VIC 3000 03 9594 1000</p> <p>LANDSCAPE ARCHITECT <b>ASPECT STUDIOS</b> Level 1, 80-82 Spring Street Melbourne, VIC 3000 03 9594 1000</p>	<p>STRUCTURAL, ESD &amp; FACADE <b>AURECON</b> 400 Collins Street Melbourne, VIC 3000 03 9594 1000</p> <p>CIVIL, ENGINEERING, TRAFFIC &amp; BUILDING SURVEYOR <b>PITT &amp; SHERRY</b> 100 Collins Street Melbourne, VIC 3000 03 9594 1000</p>
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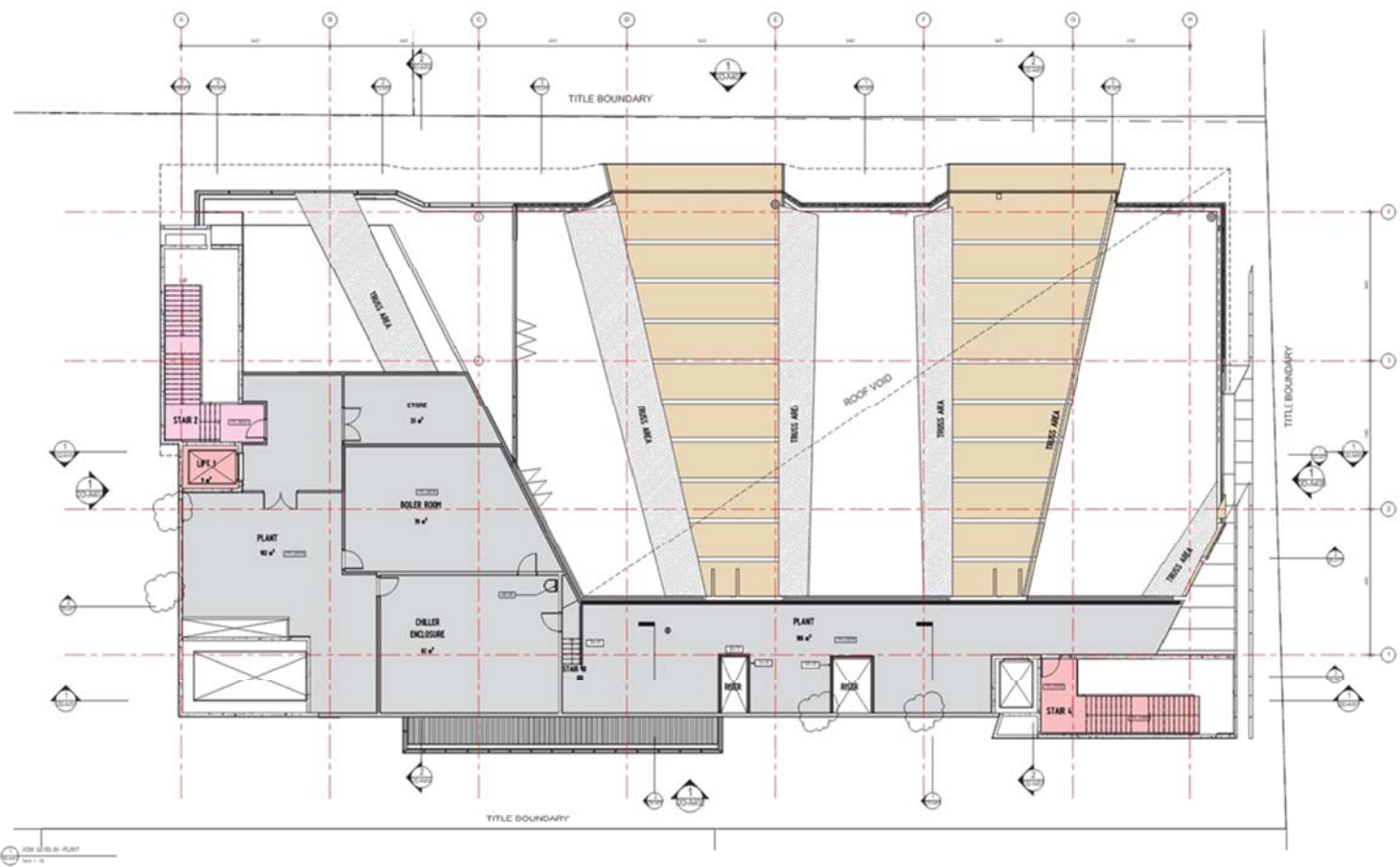
REV	DETAILS	DATE
1	01/04/2016	2016



PROJECT  
**DEVONPORT LIVING CITY - STAGE 1**

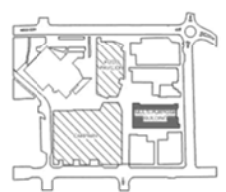
DRAWING TITLE  
**MULTI-PURPOSE BUILDING - LEVEL 03 FLOOR PLAN**

DESIGN DEVELOPMENT	NORTH
FOR TENDER	SCALE 1 : 100 @ 0.1
JOB No. DRAWN CHECKED	DATE
DL02 CH NB	20/05/16
DRAWING No. REVISION	
DD-A303	VM1



<b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Wellington Street Sydney, NSW, 2000 Australia	<b>SERVICES</b> AECOM 60 Collins Street Melbourne, VIC, 3000 Australia	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 400 Collins Street Melbourne, VIC, 3000 Australia
ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. DIMENSIONS SHOWN ONLY IN RED ARE TO BE CHECKED BY CONTRACTOR. DIMENSIONS SHOWN ONLY IN GREEN ARE TO BE CHECKED BY CONTRACTOR. DIMENSIONS SHOWN ONLY IN BLUE ARE TO BE CHECKED BY CONTRACTOR.	<b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 1, 90 Pitt Street Sydney, NSW, 2000 Australia	<b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> PITT & SHERRY 100 Collins Street Melbourne, VIC, 3000 Australia

REV	DETAILS	DATE
1	AS SHOWN	20/05/16

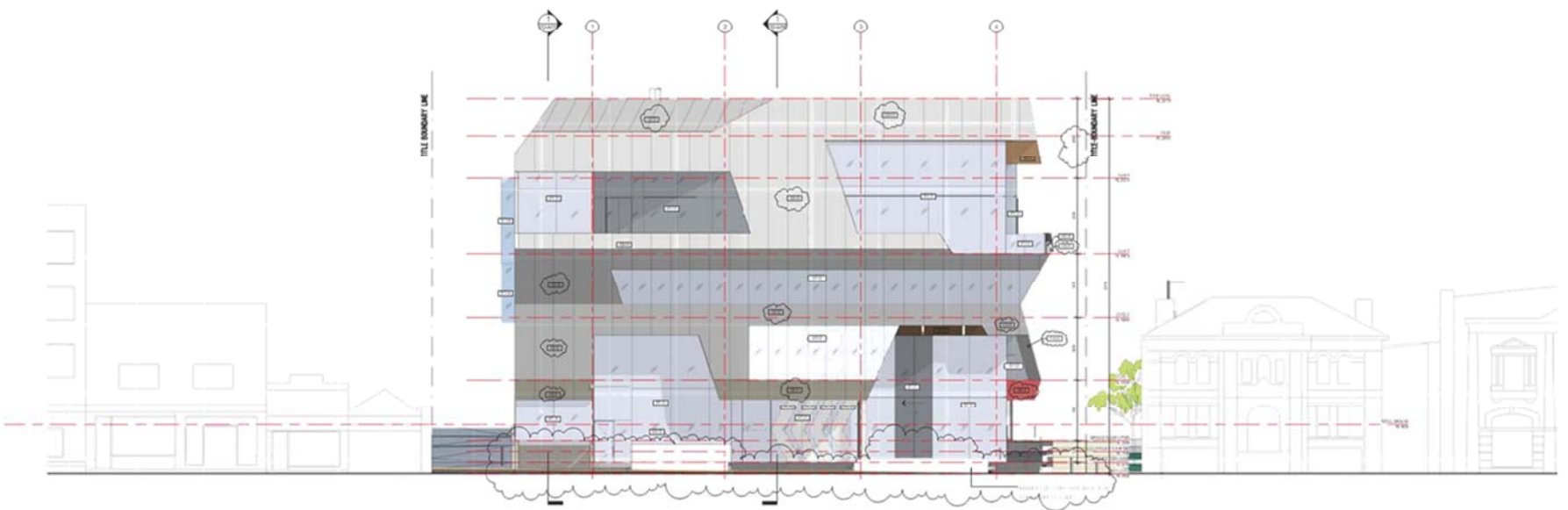


Level 1, 240 Bourke Street  
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**PROJECT**  
 DEVONPORT LIVING CITY - STAGE 1

**DRAWING TITLE**  
 MULTI-PURPOSE BUILDING - LEVEL 04 - PLANT FLOOR PLAN

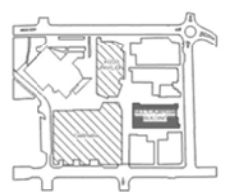
<b>DESIGN DEVELOPMENT</b>		<b>NORTH</b>	
<b>FOR TENDER</b>			
<b>SCALE</b>	<b>DATE</b>	<b>SCALE</b>	<b>DATE</b>
1 : 100 @ B1	20/05/16	1 : 100 @ B1	20/05/16
<b>JOB No.</b>	<b>DRAWN</b>	<b>CHECKED</b>	<b>REVISION</b>
DD-A304	CH	NB	VM1



AMB ELEVATION  
S24 T 10

<b>CLIENT</b> <b>PROJECTS + INFRASTRUCTURE</b> 100 Macquarie Street Sydney, NSW 2000 (02) 9230 3000	<b>SERVICES</b> <b>AECOM</b> 80 Collins Street Melbourne, VIC 3000 (03) 9592 3000  <b>LANDSCAPE ARCHITECT</b> <b>ASPECT STUDIOS</b> Level 1, 80 Pitt Street Melbourne, VIC 3000 (03) 9230 7000	<b>STRUCTURAL, ESD &amp; FACADE</b> <b>AURECON</b> 400 Collins Street Melbourne, VIC 3000 (03) 9592 3000  <b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> <b>PITT &amp; SHERRY</b> 150 Collins Street Melbourne, VIC 3000 (03) 9592 3000
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REV	DETAILS	DATE
1	AS SHOWN	20/05/16

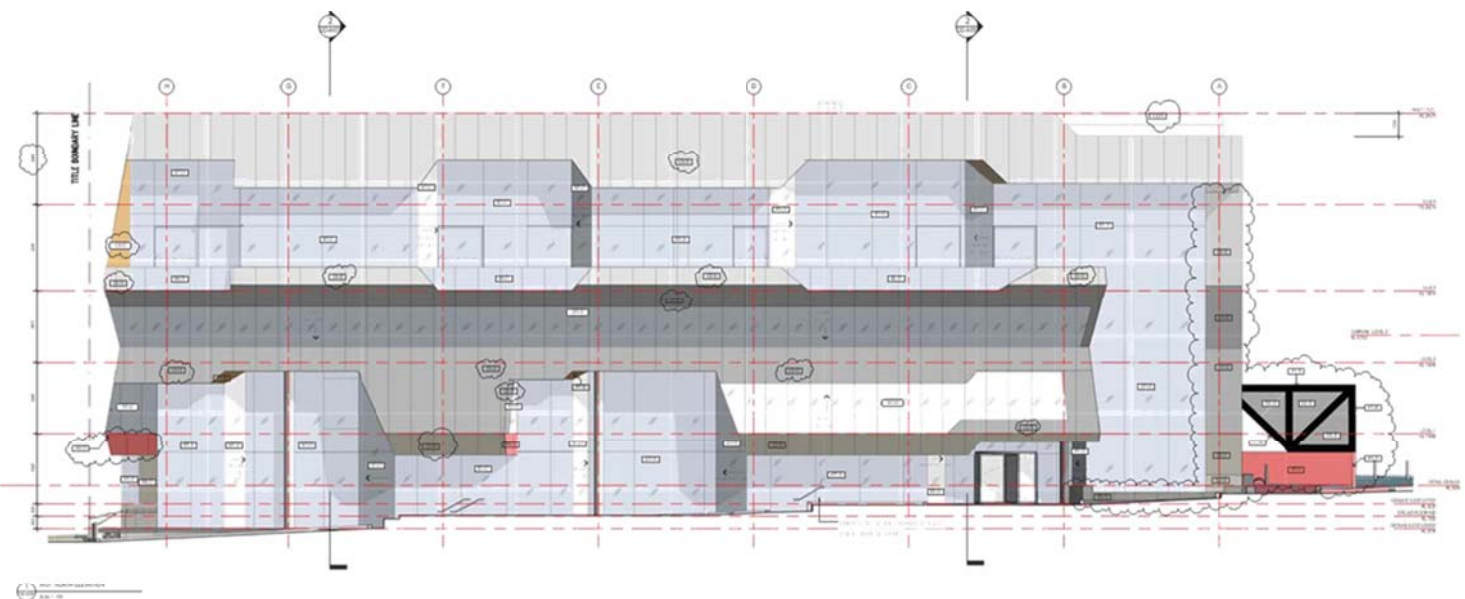


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**PROJECT**  
 DEVONPORT LIVING CITY -  
 STAGE 1

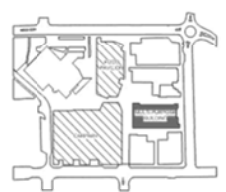
**DRAWING TITLE**  
 MULTI-PURPOSE BUILDING -  
 EAST ELEVATION

<b>DESIGN DEVELOPMENT</b>		<b>NORTH</b>	
<b>FOR TENDER</b>			
SCALE		1 : 100 @B1	
<b>JOB No.</b>	<b>DRAWN</b>	<b>CHECKED</b>	<b>DATE</b>
DL02	CH	NB	20/05/16
<b>DRAWING No.</b>	<b>REVISION</b>		
DD-A400	VM1		



<b>CLIENT</b> <b>PROJECTS + INFRASTRUCTURE</b> 100 Wellington Street Perth, WA 6000 Australia	<b>SERVICES</b> <b>AECOM</b> 80 Collins Street Melbourne, VIC 3000 Australia	<b>STRUCTURAL, ESD &amp; FACADE</b> <b>AURECON</b> 4000 Collins Street Melbourne, VIC 3000 Australia
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SPECIFICALLY INDICATED OTHERWISE. DIMENSIONS SHOWN ONLY APPLY TO THE SCALE OF THE DRAWING. DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.	<b>LANDSCAPE ARCHITECT</b> <b>ASPECT STUDIOS</b> Level 1, 30-40 Fanning Street Perth, WA 6000 Australia	<b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> <b>PITT &amp; SHERRY</b> 100 Stirling Street Perth, WA 6000 Australia

REV	DETAILS	DATE
1	AS SHOWN	20/05/16

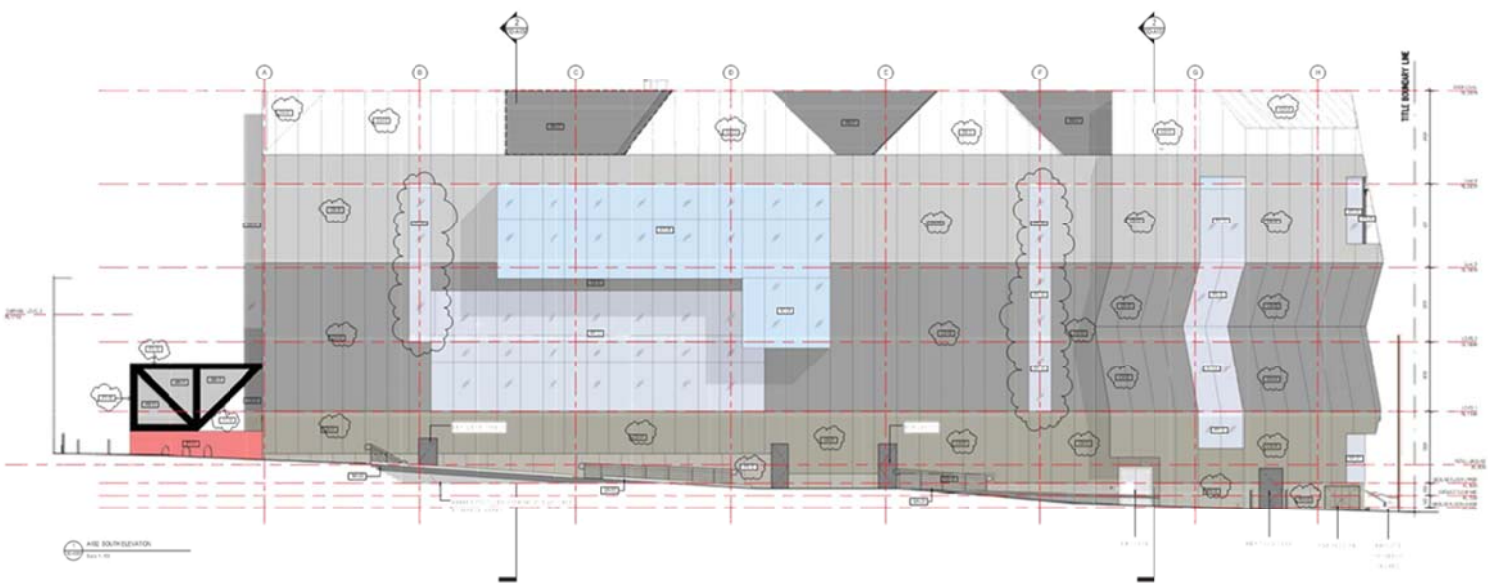


Level 1, 240 Roach Street  
 Melbourne 3000  
 Australia  
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 F +61 3 9600 2818  
 www.lyonsmaddison.com.au

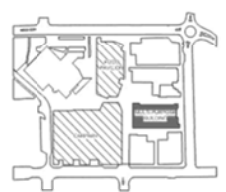
**PROJECT**  
 DEVONPORT LIVING CITY -  
 STAGE 1

**DRAWING TITLE**  
 MULTI-PURPOSE BUILDING -  
 NORTH ELEVATION

<b>DESIGN DEVELOPMENT</b> <b>FOR TENDER</b>	<b>SCALE</b> 1 : 100 @B1
<b>JOB No.</b> DD-A401 <b>DATE</b> 20/05/16 <b>REVISION</b> VM1	<b>SCALE</b> 1 : 100 @B1

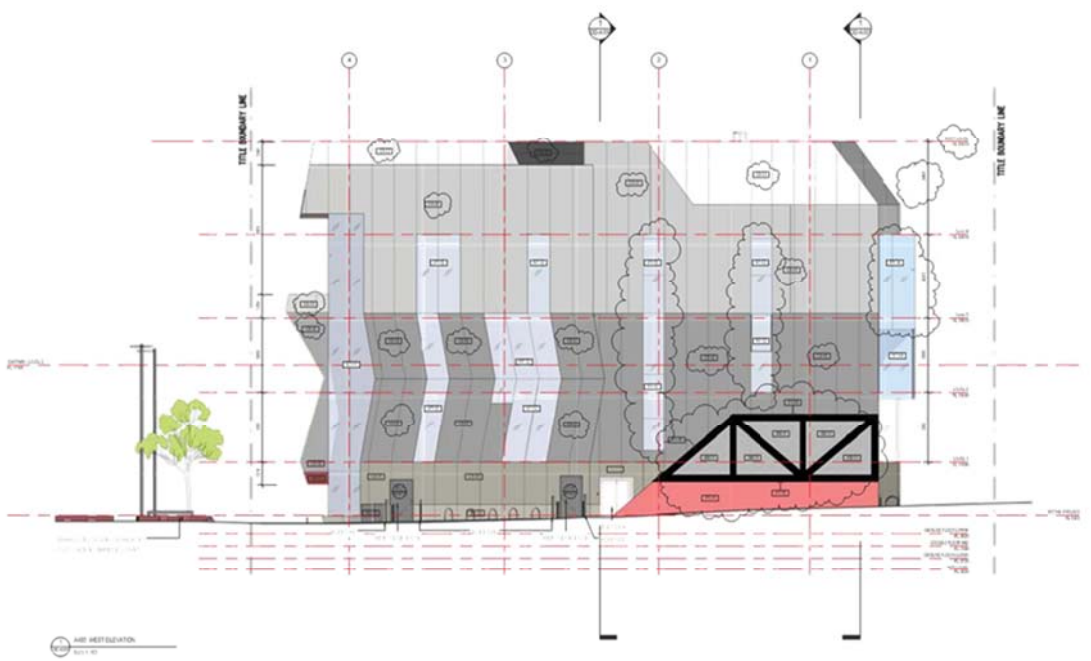


<b>CLIENT</b> <b>PROJECTS + INFRASTRUCTURE</b> 100 Wellington Street Sydney, NSW 2000 Australia	<b>SERVICES</b> <b>AECOM</b> 60 Collins Street Melbourne, VIC 3000 Australia	<b>STRUCTURAL, ESD &amp; FACADE</b> <b>AURECON</b> 400 Collins Street Melbourne, VIC 3000 Australia
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SPECIFICALLY INDICATED OTHERWISE. DIMENSIONS SHOWN ONLY APPLY TO THE SCALE OF THE DRAWING. DIMENSIONS SHOWN ONLY APPLY TO THE PORTION OF THE DRAWING. DIMENSIONS SHOWN ONLY APPLY TO THE PORTION OF THE DRAWING.	<b>LANDSCAPE ARCHITECT</b> <b>ASPECT STUDIOS</b> Level 1, 80-82 Fanny Street Melbourne, VIC 3000 Australia	<b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> <b>PITT &amp; SHERRY</b> 150 Collins Street Melbourne, VIC 3000 Australia



**PROJECT**  
 DEVONPORT LIVING CITY - STAGE 1  
**DRAWING TITLE**  
 MULTI-PURPOSE BUILDING - SOUTH ELEVATION

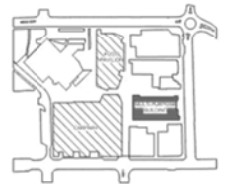
<b>DESIGN DEVELOPMENT</b> FOR TENDER SCALE 1 : 100 @B1	<b>DATE</b> 20/05/16 <b>REVISION</b> VM1
<b>JOB No.</b> DD-A402	<b>DATE</b> 20/05/16



400 WEST ELEVATION  
20/05/16

<b>CLIENT</b> <b>PROJECTS + INFRASTRUCTURE</b> 100 Macquarie Street Sydney, NSW, 2000 Australia	<b>SERVICES</b> <b>AECOM</b> 60 Collins Street Melbourne, VIC, 3000 Australia	<b>STRUCTURAL, ESD &amp; FACADE</b> <b>AURECON</b> 400 Collins Street Melbourne, VIC, 3000 Australia
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SPECIFICALLY INDICATED OTHERWISE. DIMENSIONS SHOWN ONLY APPLY TO THE SCALE OF THE DRAWING. DIMENSIONS SHOWN ONLY APPLY TO THE PORTION OF THE DRAWING TO WHICH THEY RELATE. DIMENSIONS SHOWN ONLY APPLY TO THE PORTION OF THE DRAWING TO WHICH THEY RELATE.	<b>LANDSCAPE ARCHITECT</b> <b>ASPECT STUDIOS</b> Level 4, 80 Pitt Street Sydney, NSW, 2000 Australia	<b>CIVIL ENGINEERING, TRAFFIC &amp; BUILDING SURVEYOR</b> <b>PITT &amp; SHERRY</b> 150 Pitt Street Sydney, NSW, 2000 Australia

REV	DETAILS	GATE
1	20/05/2016	20/05/16

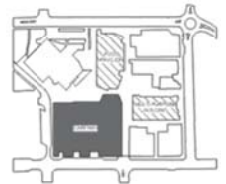
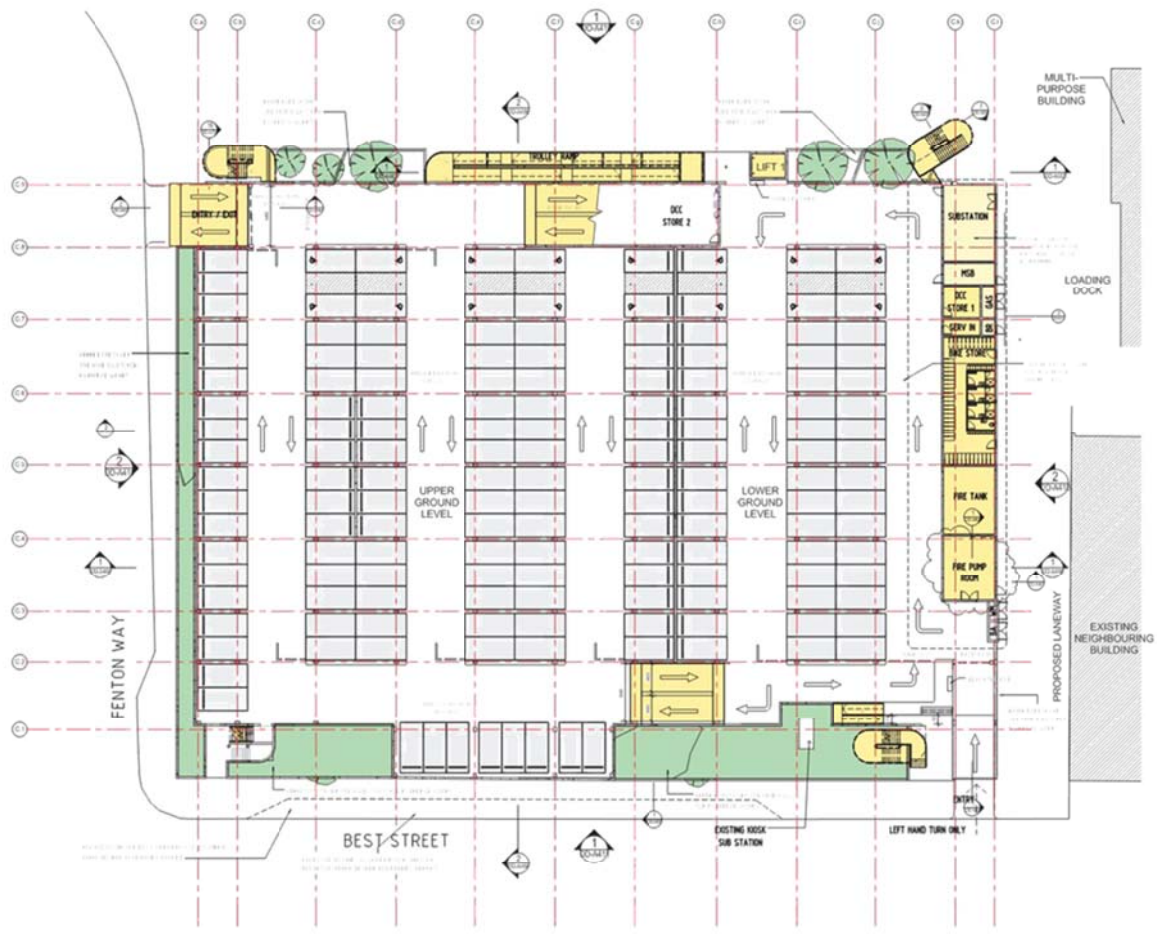
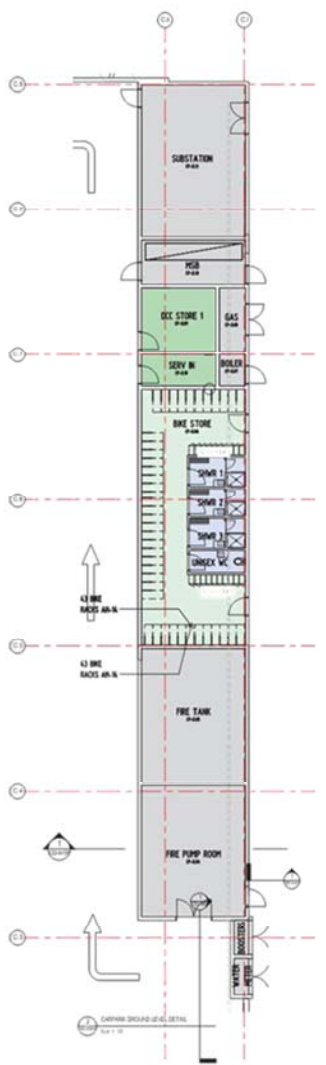


Level 1, 100 Macquarie Street  
 Macquarie Tower  
 Sydney, NSW, 2000  
 Australia  
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**PROJECT**  
 DEVONPORT LIVING CITY - STAGE 1

**DRAWING TITLE**  
 MULTI-PURPOSE BUILDING - WEST ELEVATION

<b>DESIGN DEVELOPMENT</b>		<b>FOR TENDER</b>	
SCALE	1 : 100 @B1	DATE	20/05/16
JOB No.	DL02	DRAWN	CH
CHECKED	NB	REVISION	VM1
DD-A403			



<b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Wellington Street Fremantle, WA 6157 (08) 9437 3333	<b>SERVICES</b> AECOM 80 Collins Street Melbourne, VIC 3000 (03) 9592 9200 <b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 4, 300 Pitt Street Sydney, NSW 2000 (02) 9237 0700	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 400 Collins Street Melbourne, VIC 3000 (03) 9592 9200 <b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> PITT & SHERRY 410 Collins Street Melbourne, VIC 3000 (03) 9592 9200
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REV	DETAILS	DATE
1	REVISIONS	20/05/16
2	REVISIONS	20/05/16

Level 1, 240 Bourke Street  
 Melbourne 3000  
 T +61 3 9592 9200  
 F +61 3 9592 9200  
 E info@lyonsmaddison.com.au  
 www.lyonsmaddison.com.au

PROJECT  
 DEVONPORT LIVING CITY - STAGE 1

DRAWING TITLE  
 CARPARK - GROUND FLOOR PLAN

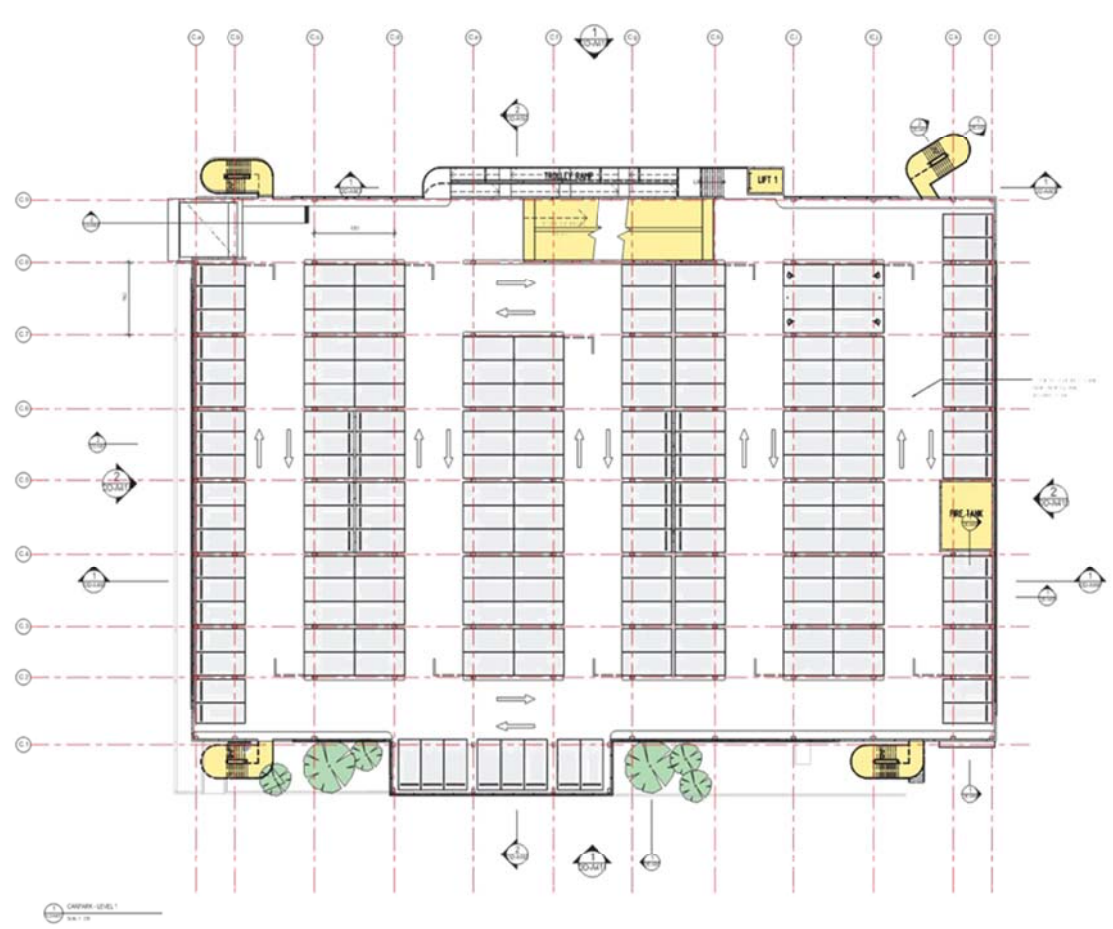
DESIGN DEVELOPMENT  
 FOR TENDER

DATE  
 As Indicated @ 01

DATE  
 20/05/16

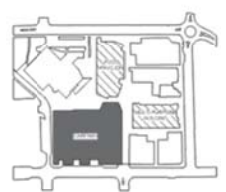
JOB NO. DRAWN CHECKED  
 DL02 CH NB

DRAWING NO.  
 DD-A306



<b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Wellington Street Brisbane, QLD 4000 Australia	<b>SERVICES</b> AECOM 60 Collins Street Melbourne, VIC 3000 Australia	<b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 1400 Collins Street Melbourne, VIC 3000 Australia
ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE. DIMENSIONS ONLY SHOWN IN RED SHALL BE PRECEDENT. DIMENSIONS ONLY SHOWN IN BLUE SHALL BE PRECEDENT. DIMENSIONS ONLY SHOWN IN GREEN SHALL BE PRECEDENT. DIMENSIONS ONLY SHOWN IN YELLOW SHALL BE PRECEDENT.	<b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 1, 300 Spring Street Melbourne, VIC 3000 Australia	<b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> PITT & SHERRY 150 Collins Street Melbourne, VIC 3000 Australia

REV	DETAILS	DATE
1	REVISION	2016



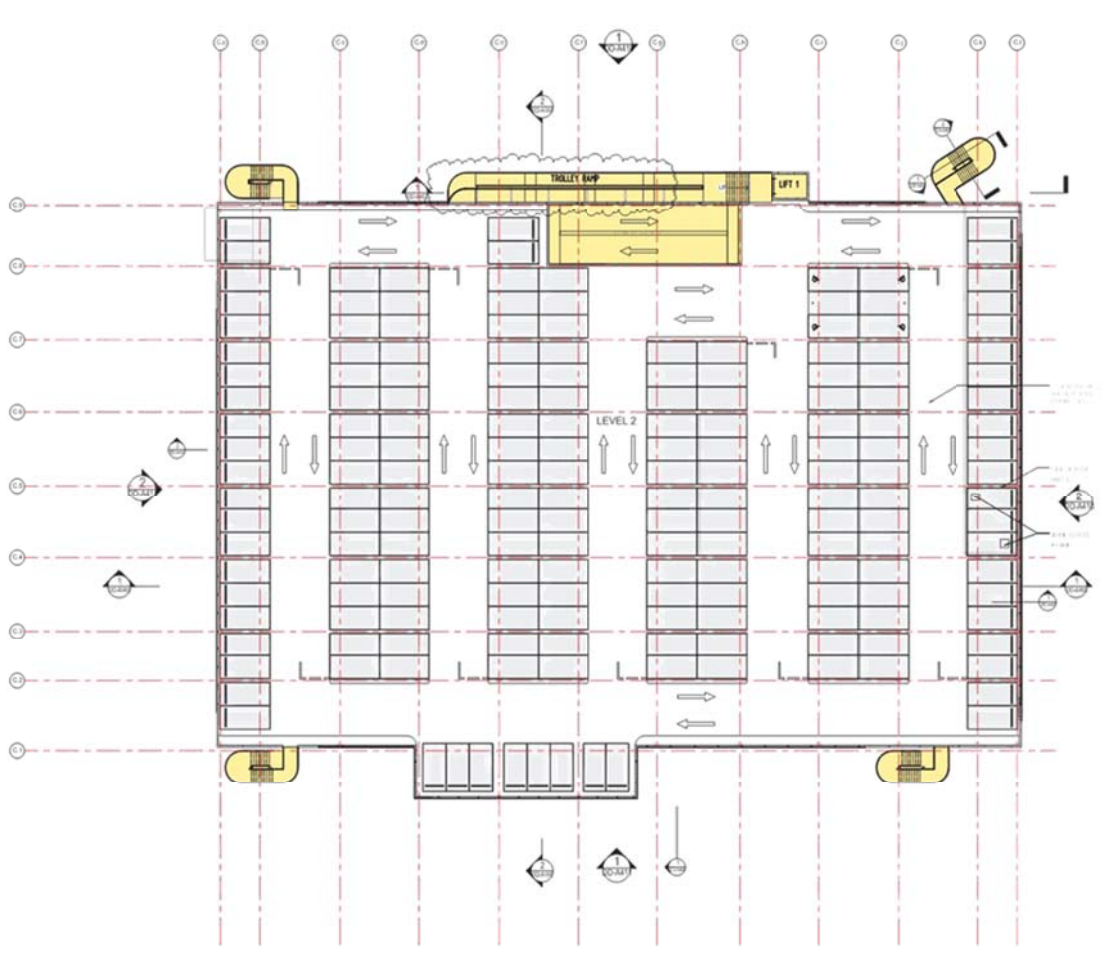
Level 1, 300 Spring Street  
 Melbourne 3000  
 Australia  
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 F +61 3 9600 2819  
 E info@lyonsmaddison.com.au  
 www.lyonsmaddison.com.au

PROJECT  
 DEVONPORT LIVING CITY - STAGE 1

DRAWING TITLE  
 CARPARK - LEVEL 1 PLAN

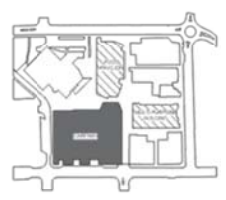
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JOB NO. DL02	DRAWN CH	CHECKED NB	DATE 20/05/16
DRAWING NO. DD-A307			





<b>CLIENT</b> <b>PROJECTS + INFRASTRUCTURE</b> 100 Macquarie Street Sydney, NSW, 2000 Australia	<b>SERVICES</b> <b>AECOM</b> 60 Collins Street Melbourne, VIC, 3000 Australia	<b>STRUCTURAL, ESD &amp; FACADE</b> <b>AURECON</b> 4000 Collins Street Melbourne, VIC, 3000 Australia
ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. DIMENSIONS SHOWN ONLY FORMED IN ACCORD WITH THE PROJECT'S REQUIREMENTS AND ALL DIMENSIONS TO BE VERIFIED BY THE CLIENT. DIMENSIONS TO BE VERIFIED BY THE CLIENT.	<b>LANDSCAPE ARCHITECT</b> <b>ASPECT STUDIOS</b> Level 1, 300 Farningham Street Melbourne, VIC, 3000 Australia	<b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> <b>PITT &amp; SHERRY</b> 110 Collins Street Melbourne, VIC, 3000 Australia

REV	DETAILS	DATE
1	AS SHOWN	20/05/16

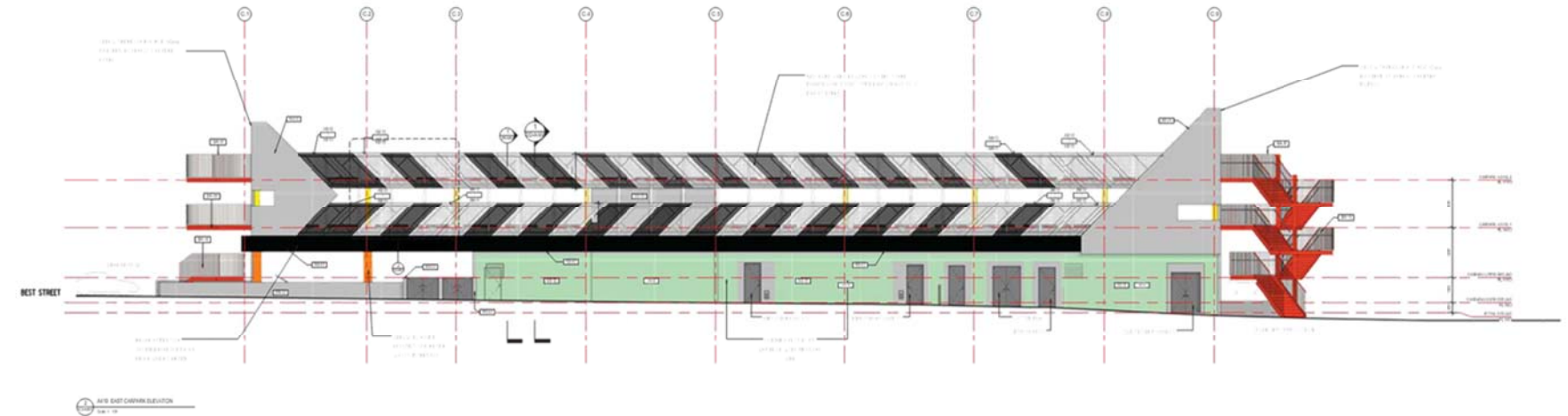
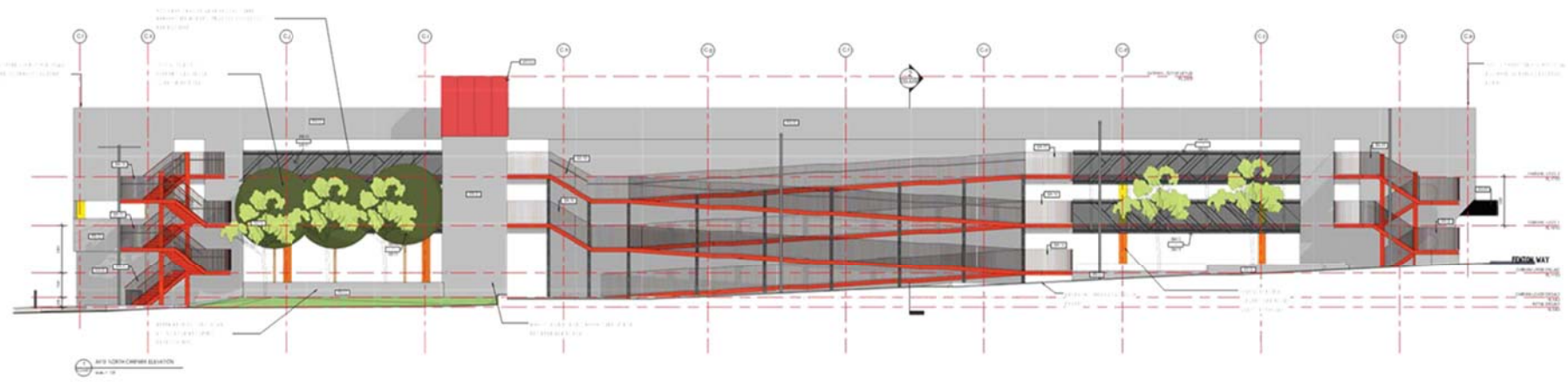


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**PROJECT**  
 DEVONPORT LIVING CITY -  
 STAGE 1

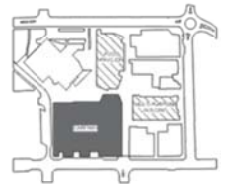
**DRAWING TITLE**  
 CARPARK - LEVEL 2 PLAN

<b>DESIGN DEVELOPMENT</b>		<b>NO. OF SHEETS</b>
<b>FOR TENDER</b>		<b>TOTAL</b>
1 : 200		8/1
<b>JOB NO.</b>	<b>DRAWN</b>	<b>CHECKED</b>
DLO2	CH	NB
<b>DRAWING NO.</b>	<b>DATE</b>	<b>REV.</b>
DD-A308	20/05/16	1



<p><b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Macquarie Street Sydney NSW 2000 Australia</p>	<p><b>SERVICES</b> AECOM 40 Collins Street Melbourne VIC 3000 Australia</p> <p><b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 4, 300 Pitt Street Sydney NSW 2000 Australia</p>	<p><b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 400 Collins Street Melbourne VIC 3000 Australia</p> <p><b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> PITT &amp; SHERRY 100 Collins Street Melbourne VIC 3000 Australia</p>
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REV	DETAILS	DATE
1	REVISIONS	2018

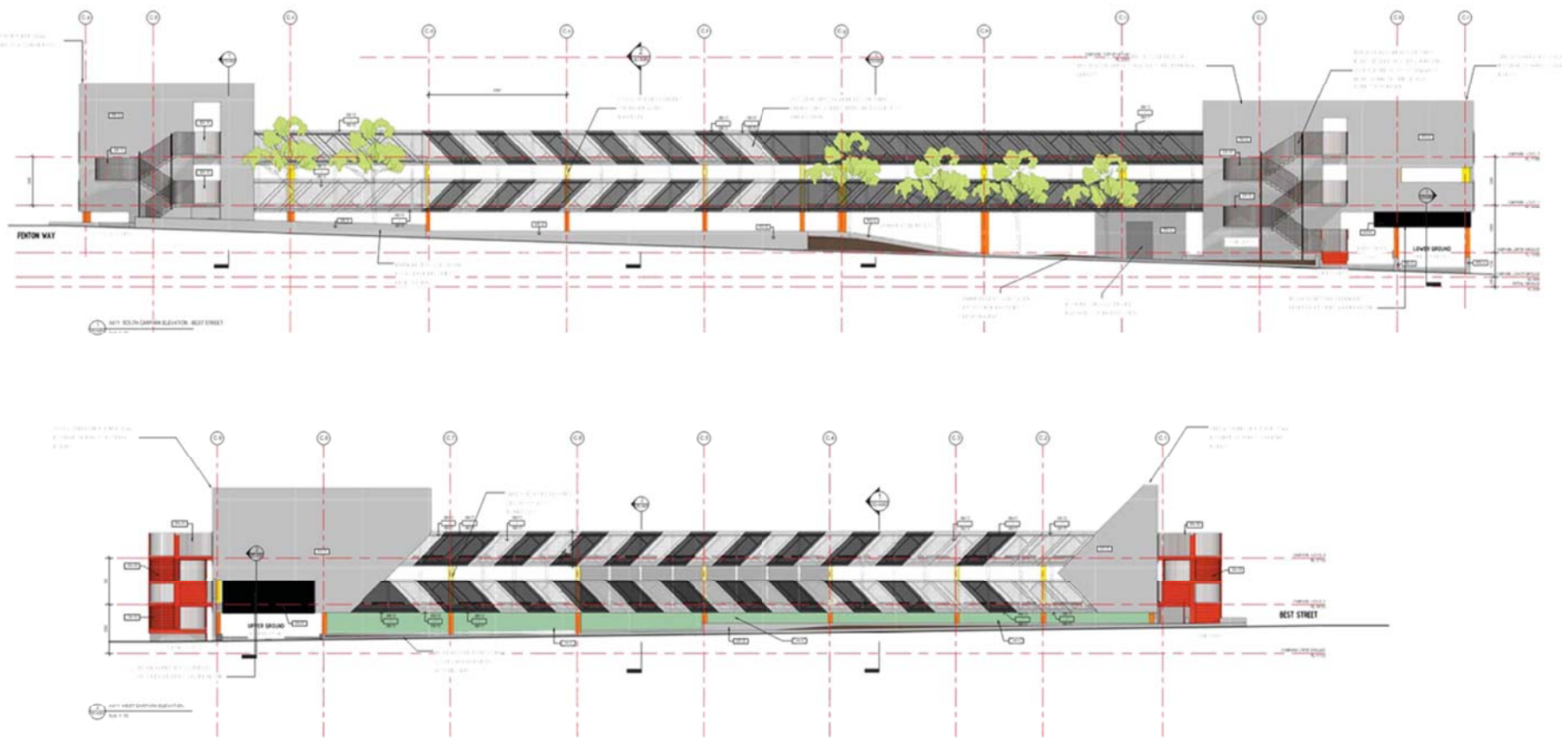


PROJECT  
DEVONPORT LIVING CITY - STAGE 1

DRAWING TITLE  
NORTH AND EAST CARPARK ELEVATIONS

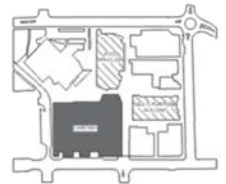
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FOR TENDER	
SCALE	1 : 100 @ D1
JOB No.	DL02 GT NB
DRAWN	GT
CHECKED	NB
DATE	20/05/18
DRAWING No.	DD-A410





<p><b>CLIENT</b> PROJECTS + INFRASTRUCTURE 100 Wellington Street Sydney, NSW, 2000 Australia</p>	<p><b>SERVICES</b> AECOM 80 Collins Street Melbourne, VIC, 3000 Australia</p> <p><b>LANDSCAPE ARCHITECT</b> ASPECT STUDIOS Level 4, 300 Collins Street Melbourne, VIC, 3000 Australia</p>	<p><b>STRUCTURAL, ESD &amp; FACADE</b> AURECON 1400 Collins Street Melbourne, VIC, 3000 Australia</p> <p><b>CIVIL ENGINEERING, TRAFFIC &amp; SIGNALS SURVEYOR</b> PITT &amp; SHERRY 100 Collins Street Melbourne, VIC, 3000 Australia</p>
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REV	DETAILS	GATE
1	AS SHOWN	2016



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**PROJECT**  
DEVONPORT LIVING CITY - STAGE 1

**DRAWING TITLE**  
SOUTH AND WEST CARPARK ELEVATION

<b>DESIGN DEVELOPMENT</b>		<b>FOR TENDER</b>	
SCALE	1:100 @ D1	DATE	20/05/16
JOB No	DRAWN	CHECKED	REC'D
DLO2	GT	NB	REC'D
DRAWING No: DD-A411			



## 6.0 INFORMATION

### 6.1 WORKSHOPS AND BRIEFING SESSIONS HELD SINCE THE LAST COUNCIL MEETING

Council is required by Regulation 8(2)(c) of the *Local Government (Meeting Procedures) Regulations 2015* to include in the Agenda the date and purpose of any Council Workshop held since the last meeting.

Date	Description	Purpose
04/07/2016	Devonport Chamber of Commerce & Industry (DCCI)	Stacey Sheehan (President DCCI) regarding a proposal by the DCCI for a marketing and promotions program for Devonport businesses.
	Affordable Accommodation Presentation	The CEO of the affordable housing provider Possability discussed with Aldermen opportunities for affordable housing development in Devonport.
	Devonport Tennis Club	The Devonport Tennis Club had raised issues with Council's storm water drain to the west of their courts.
	Cradle Coast Authority Membership	Discussion surrounding the Council's notice to withdraw from the Cradle Coast Authority effective 30 June 2017.
	Upcoming Workshop - 18 July 2016	Discussed the proposed Workshop to be held on Monday 18 July.
18/07/2016	Update on LIVING CITY	Final briefing prior to Council's formal consideration.
	LIVING CITY Food Pavilion	Presentation on potential operating models - Stage 1 Food Pavilion.

## RECOMMENDATION

That the report advising of Workshop/Briefing Sessions held since the last Council meeting be received and the information noted.

Author: Position:	Robyn Woolsey Administration Officer	Endorsed By: Position:	Paul West General Manager
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## 6.2 ACTING MAYOR'S MONTHLY REPORT

File: 22947 D428486

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

### SUMMARY

This report details meetings and functions attended by the Acting Mayor, Ald Annette Rockliff during Mayor Martin's leave of absence.

### BACKGROUND

This report is provided by the Acting Mayor to provide a list of meetings and functions attended by her for the month of June 2016.

### STATUTORY REQUIREMENTS

There are no statutory requirements which relate to this report.

### DISCUSSION

In her capacity as Acting Mayor, Alderman Annette Rockliff attended the following meetings and functions during the month of June 2016 whilst Ald Martin was on leave of absence:

- Planning Authority Committee
- Infrastructure, Works & Development Committee
- Tasmanian Women's Council meeting - Hobart
- Tasmanian Suicide Prevention Committee meeting - Hobart
- Public Art Assessment Committee
- Meetings with Ald Tammy Milne
- DCCI Lunch
- Budget Community Drop In
- ALGWA Conference Committee meeting - Hobart
- Medal presentations at State Futsal Competition
- Medal presentations at State Junior Soccer Tournament
- Attended several funding announcements by various election candidates
- Coastal Pathways Coalition Public Forum - Ulverstone
- Mayors meeting hosted by Cradle Coast Authority re Flood Taskforce
- Media engagements:
  - ABC Radio
  - Martin Agytn (2)
  - Darren Kerwin (2)
  - Libby Bingham
- PitStop - Men's Health Week event at ED Football Club
- 'Recognise' event at DSLC
- Presented Mayor's Cup at Devonport/East Devonport football match
- Grade 5/6 at Miandetta Primary re Local Government
- Arboretum Committee Meeting
- Devonport Community House - opening of extension
- Senior Citizens AGM
- Maidstone Park Authority AGM

Report to Council meeting on 25 July 2016

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- Karingal - meet with staff and individual residents re rating decision
- Grade 6 from Our Lady of Lourdes re Local Government
- Drop in for Business sector re Living City
- Devonport Gallery - Exhibition launch
- Gran's Van 10<sup>th</sup> Birthday celebrations
- Lions Club of Devonport Changeover Dinner
- Mem Fox
- Dulverton Representatives Meeting - Sheffield
- Crescendo performance at Government House
- Citizenship Ceremony

**ATTACHMENTS**

Nil

**RECOMMENDATION**

That the Acting Mayor's monthly report be received and noted.

## 6.3 GENERAL MANAGER'S REPORT - JULY 2016

File: 29092 D408094

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 5.8.2 Ensure access to Council information that meets user demands, is easy to understand, whilst complying with legislative requirements

### SUMMARY

This report provides a summary of the activities undertaken by the General Manager, 23 June to 20 July 2016. It also provides information on matters that may be of interest to Aldermen and the community.

### BACKGROUND

The report is provided on a regular monthly basis and addresses a number of management and strategic issues currently being undertaken by Council. The report also provides regular updates in relation to National, Regional and State based local government matters as well as State and Federal Government programs.

### STATUTORY REQUIREMENTS

Council is required to comply with the provisions of the *Local Government Act 1993* and other legislation. The General Manager is appointed by the Council in accordance with the provisions of the Act.

### DISCUSSION

#### 1. COUNCIL MANAGEMENT

- 1.1. Attended and participated in a number of internal staff and management meetings.
- 1.2. Attended Workshops, Section 23 Committee and Council Meetings as required.
- 1.3. As a Council appointed representative attended along with the Deputy Mayor, Ald Rockliff a meeting of the Dulverton Waste Management Joint Authority. The minutes of this meeting have been provided to Council in Closed Session in accordance with the Rules of the Joint Authority.
- 1.4. Provided budget information sessions to interested staff at both the office and works depot.

#### 2. LIVING CITY

- 2.1. Participated in regular meetings with parties associated with LIVING CITY including Council's appointed Development Manager's P+i Group.
- 2.2. A drop-in session was conducted by Council together with P+i and Fairbrother for interested parties from the retail and business sector. Approximately 25 people attended the session held at the Centenary Court Room.
- 2.3. A presentation was provided to Aldermen at a Workshop Session by P+i Group on the finalisation of the GMP Contract with builders Fairbrother Pty Ltd. At this meeting Council's legal representatives also provided advice to Council on the construction contract and the ANZ loan documentations.



Report to Council meeting on 25 July 2016

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- 2.4. Discussion and negotiations continued with representatives of the State Government during the month relating to the new LINC and Service Tasmania operational requirements.

3. COMMUNITY ENGAGEMENT (RESIDENTS & COMMUNITY GROUPS)

- 3.1. Visited a property at East Devonport in relation to a building order that had been issued to the owner. The purpose of the visit was to explain the process and what was expected.
- 3.2. Met with the operator of Drift Café to discuss maintenance issues. In the current year's budget there is provision for the replacement of the kitchen floor however timing of the works will be coordinated with the business operator to ensure the least amount of impact is created.
- 3.3. Met with a local resident of East Devonport to discuss concerns around the lack of footpaths in some streets. An issue with a driveway crossover was also discussed.
- 3.4. With the Mayor, met with representatives of Six Rivers Aboriginal Corporation to discuss matters relating to the lease and building transfer agreements for Tiagarra. Minor amendments to provide clarity in the agreements were agreed.
- 3.5. With the Mayor attended a meeting of residents of Karingal Independent Living Units to outline the rationale behind the removal of the exemption of general rate, phased in at 20% per annum over the next five years.

4. NATIONAL, REGIONAL AND STATE BASED LOCAL GOVERNMENT

- 4.1. Attended a meeting of the Cradle Coast Authority to discuss the process for the governance review of the Authority.
- 4.2. As a member of the Shared Services Steering Committee attended a meeting to review the tenders received for the Shared Services study in the Cradle Coast region. The study is a joint project of all nine Cradle Coast Councils and is to be funded 50:50 between local and state government. In total 11 submissions were received. A shortlist of four consultants has been identified and presentations will be provided to the Steering Committee in early August.
- 4.3. The Local Government Association of Tasmania held its Annual General Meeting, General Meeting and Annual Conference in Hobart from 20 – 22 July 2016. The agenda for the AGM and General Meeting were provided to the Governance & Finance Committee Meeting on 18 July.

5. OTHER

- 5.1. As it is the start of a new financial year a review of Council's insurance arrangements were undertaken.

Council receives insurance brokerage services from Jardine Lloyd Thompson (JLT). Since JLT became Council's broker two-years ago there has been an overall reduction in its premiums. Reductions have been achieved by competitive negotiations in the insurance market, a declining or soft pricing market and internal reviews of Council's insurance portfolio.

Council has ten classes of insurance in its portfolio. This year sees the addition of Cyber Liability Insurance. It was highly recommended that all councils purchase this policy to ensure cover is available for this rapidly evolving risk.

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**Report to Council meeting on 25 July 2016**


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The insurance coverage for the Julie Burgess was reviewed and a new insurer, FP Marine Risks has been appointed as the provider for the next year. By changing insurers Council has received a more comprehensive policy and extended coverage for the vessel. There was also a substantial reduction in the premium with a saving of over \$10,000 on last year's premium.

Council was able to maintain last year's rate for its Workers Compensation insurance.

Prior to insurance renewals an internal audit/review was undertaken of Council's Insurance Asset Schedule. This review resulted in a reduced premium by \$5,019. The review of the Asset Insurance Schedule will be an ongoing annual review.

For the insurance period 2016-2017, Council has been able to reduce the overall premium by \$13,425 even after taking out the new Cyber Liability cover.

A summary of the insurances is as follows:

<b>Class</b>	<b>Premium 2016/17</b>	<b>Premium 2015/16</b>	<b>Difference</b>
Public Products Liability	3,285.98	6,168.57	(2,882.59)
Councillors & Officers Liability	8,561.00	9,005.00	(444.00)
Motor Vehicles	31,560.20	32,359.40	(799.20)
Marine Hull	23,563.50	33,981.90	(10,418.40)
Personal Accident	1,706.78	1,790.00	(83.25)
Workers Compensation	234,889.34	235,444.32	(554.98)
JLT Discretionary Trust (General Insurance)	61,085.84	66,104.55	(5,018.71)
Public Liability	132,360.00	130,533.00	1827.00
Cyber Liability	6,393.75		6,393.75
Broker Fee	8,000.00	8,000.00	0.00
Surplus Rebate			(1,445.35)
<b>Total</b>	<b>\$511,406.36</b>	<b>\$523,386.74</b>	<b>(\$13,425.73)</b>

### **COMMUNITY ENGAGEMENT**

The information included above details any issues relating to community engagement.

### **FINANCIAL IMPLICATIONS**

Any financial or budgetary implications related to matters discussed in this report will be separately reported to Council.

There is not expected to be any impact on the Councils' operating budget as a result of this recommendation.

### **RISK IMPLICATIONS**

Any specific risk implications will be outlined in the commentary above. Any specific issue that may result is any form of risk to Council is likely to be subject of a separate report to Council.

**CONCLUSION**

This report is provided for information purposes only and to allow Council to be updated on matters of interest.

**ATTACHMENTS**

1. Action Report on Council Resolutions - July 2016
2. CONFIDENTIAL - Action Report on Council Resolutions - July 2016                      Confidential

**RECOMMENDATION**

That the report of the General Manager be received and noted.

Author:	Paul West
Position:	General Manager

**DEVONPORT CITY COUNCIL**  
**ACTION REPORT ON COUNCIL RESOLUTIONS - JULY 2016**

OPEN SESSION						
MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
27 June 2016	107/16	Questions on Notice from the Public	Responses to correspondence from Mr Ray Chaplin (Brand Focus) and Mr Bob Vellacott be authorised to be released.	Completed	Letters emailed 28 June 2016	GM
	109/16	Rates and Charges Policy	Adopted Rates and Charges Policy with immediate effect.	Completed	On Council's website	GM
	110/16	Annual Plan and Budget Estimates - 2016/17	Adopted Annual Plan for the 2016/2017 financial year.	Completed	Rates resolution advertised 29 June 2016. Annual Plan provided to Director of Local Government and Director of Public Health	GM
	111/16	LIVING CITY Finance Approval	Received and noted report and authorised the General Manager to take required action.	In progress	Loan documentation being finalised.	DGM
	115/16	Appointment to Committees	Appointments to replace former Alderman Key were made.	Completed		GM
	116/16	Meeting Arrangements	Authorised change in time for Ordinary Council meeting and all Section 23 Committees apart from the Planning Authority Committee to 5:30pm as well as in consultation with Mayor to alter any meeting night/time or convene Special meetings as required.	Completed	Change advertised.	GM
	117/16	Cradle Coast Authority - Future Governance	Report relating to Review of Governance of Cradle Coast Authority be received and noted and Council endorse the proposed changes.	Completed	Letters sent to CCA 28 June 2016.	GM
	121/16	Infrastructure Works and Development Committee Meeting - 14 June 2016	<b>Subdivision Maintenance Bond Policy</b> Policy be adopted with immediate effect. <b>Subdivision Outstanding Works Bond Policy</b> Policy be adopted with immediate effect.	Completed Completed	Policies have been added to website.	DGM

MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
27 June 2016	121/16 (cont.)		<p><b>Large Vehicle Parking - Devonport CBD and East Devonport</b> Noted report regarding parking in Devonport CBD and East Devonport Shopping Precinct.</p> <p><b>Cradle Coast Waste Management - Annual Plan</b> Received and endorsed Annual Plan and Budget for 2016/17.</p>	In progress  Completed	Letter sent to Yaxley Holdings regarding RV parking in supermarket precinct.	DGM
	123/16	Community Services Committee Meeting - 20 June 2016	<p><b>Minutes of the Arts Culture and Tourism Strategic Special Committee Meeting - 26 March 2016</b> Support Devonport Maritime and Heritage Special Interest Group submitting an Expression of Interest in being host location for Australia Maritime Museums Council bi-annual conference, either pre or post Australian Wooden Boat Festival 2019.</p> <p><b>Community Financial Assistance 2016/2017</b> Endorse proposed grant structure.</p> <p><b>Financial Assistance Request - Devonport High School Centenary Celebrations</b> \$2,500 to be paid within the 2015/16 financial year to support Devonport High School Centenary Celebrations.</p> <p><b>Splash Aquatic Centre - Fees and Charges</b> Agree to proposed increase in membership and admission charges at Splash Aquatic Centre providing they are implemented from September 2016.</p> <p><b>CCTV Strategy</b> CCTV Strategy be adopted.</p> <p><b>Partnership Agreements</b> Finalise agreements with</p> <ul style="list-style-type: none"> <li>• Devonport Community House</li> <li>• City of Devonport Brass Band</li> <li>• Carols by Candlelight</li> <li>• Tasmanian Arboretum</li> </ul>	In progress  Completed  In progress  Completed  Completed  In progress	Agenda item Devonport Maritime & Heritage Special Interest Group.  Grants advertised.  Information sent to Devonport High School. Yet to receive reply as Principal is on leave until 18 July.  Email sent to Belgravia.  Agreements forwarded to partners for consideration.	EM(CC&B)

MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
27 June 2016	123/16 (cont.)		<p><b>Devonport Food and Wine Festival 2016 Review</b> Endorse suggested changes to operational delivery model of Festival, including an October timeframe.</p> <p><b>Devonport Food Connection Project Status</b> Recommend revised Devonport Food Security Network be established to address food security challenges.</p>	<p>Completed</p> <p>In progress</p>	<p>Released change publicly.</p> <p>First network meeting yet to be organised.</p>	EM(CC&B)

Previous Council Resolutions - still being actioned						
MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
23 May 2016	88/16	Land - 260 Steele Street - Application from Devonport Choral Society	Offer subjectively Devonport Choral Society Inc and Devonport Repertory Society joint occupancy of storage space located on 260 Steele Street.	In progress	Awaiting approval from Crown Lands Services regarding the sub-lease.	DGM
	98/16	Governance & Finance Committee - 16 May 2016	GFC 13/16 Parking along Victoria Parade Implement two hour metered parking in Victoria Parade as outlined in the report	In progress	Organising Equipment	EM(C&B)
April 2016	78/16	Community Services Committee Meeting - 18 April 2016	Reallocation of Capital Expenditure - Sister Cities 20 Year Anniversary Commemorative Seat CP0120 be modified to allow purchase and planting of 20 high (mature) cherry blossoms along Formby Road, commemorating 20 years of friendship between Minamata and Devonport.	Completed	Trees purchased - will be planted when weather improves.	EM (CC&B)
March 2016	47/16	Tiagarra - Lease to Six Rivers Aboriginal Corporation	Authorised to finalise a 20 year lease (incl sub-lease) to SRAC. Authorised General Manager to finalise the transfer of built assets to SRAC once lease agreement is finalised.	In progress	Met SRAC in early July to discuss terms of agreement, will now finalise lease.	GM
	54/16	Governance and Finance Committee Meeting - 15 March 2016	Public Wi-Fi Expansion Agreed to proceed with provision of free Wi-Fi services to include the Fourways, East Devonport Shopping Precinct, expanded CBD area and Mersey Bluff within existing budget allocation.	In progress	Equipment on order. Contractor to be scheduled.	EM(CC&B)
December 2015	255/15	State Government Contribution LIVING CITY Stage 1	Authorise General Manager to finalise negotiations with the State Government generally in accordance with its offer received on 7 December 2015 and sign the grant deed and lease agreement once negotiations are complete.	In progress	Discussions continuing.	DGM
November 2015	233/15	Harbourmaster's Cafe	Authorise a twelve month licence agreement for the extended operation of the Harbourmaster's Café in the area directly north of the Café.	Deferred	12 month licence to use land with appropriate conditions prepared and provided to applicant to consider. Waiting on advice from applicant.	DGM

## 7.0 SECTION 23 COMMITTEES

### 7.1 PLANNING AUTHORITY COMMITTEE MEETING - 18 JULY 2016

File: 29133 D429157

#### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

#### SUMMARY

The purpose of this report is to receive the minutes and endorse the recommendations provided to Council by the Planning Authority Committee meeting held on Monday, 18 July 2016.

#### ATTACHMENTS

1. Minutes - Planning Authority Committee - 18 July 2016

#### RECOMMENDATION

That the minutes of the Planning Authority Committee meeting held on Monday, 18 July 2016 be received and the recommendations contained therein be noted.

PAC 07/16 Planning Applications approved under Delegated Authority 1 June 2016 - 30 June 2016

PAC 08/16 PA2016.0081 Residential (single dwelling and outbuilding) - assessment against performance criteria under Clause 13.4.1, 13.4.2 and 13.4.3 - 4 Mangana Drive Tugrah **(approved under delegated authority)**

Author:	Robyn Woolsey	Endorsed By:	Paul West
Position:	Administration Officer	Position:	General Manager



**MINUTES OF A PLANNING AUTHORITY COMMITTEE MEETING OF THE DEVONPORT CITY COUNCIL HELD IN THE COUNCIL CHAMBERS, 17 FENTON WAY, DEVONPORT ON MONDAY, 18 JULY 2016 COMMENCING AT 11:00AM**

**PRESENT:** Ald S L Martin (Mayor) in the Chair  
 Ald G F Goodwin  
 Ald L M Perry

**Council Officers:**

Deputy General Manager, M Atkins  
 Manager Development and Health Services, B May  
 Planning and Environmental Health Coordinator, S Warren  
 Cadet Planner, A Mountney  
 Planning Administration Officer, J Broomhall

**Audio Recording:**

All persons in attendance were 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**

The following apology was received for the meeting.

Ald Matthews	Leave of Absence
Ald Emmerton	Apology

**2.0 DECLARATIONS OF INTEREST**

There were no Declarations of Interest.

**3.0 DELEGATED APPROVALS**

**3.1 PLANNING APPLICATIONS APPROVED UNDER DELEGATED AUTHORITY 1 JUNE 2016 - 30 JUNE 2016 (D426900)**

**PAC 07/16 RESOLUTION**

MOVED: Ald Perry  
 SECONDED: Ald Goodwin

That the list of delegated approvals be received.

	<b>For</b>	<b>Against</b>		<b>For</b>	<b>Against</b>
Ald Martin	✓		Ald Perry	✓	
Ald Goodwin	✓				

CARRIED UNANIMOUSLY

<b>4.0 DEVELOPMENT REPORTS</b>
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**4.1 PA2016.0081 RESIDENTIAL (SINGLE DWELLING AND OUTBUILDING) - ASSESSMENT AGAINST PERFORMANCE CRITERIA UNDER CLAUSE 13.4.1, 13.4.2 AND 13.4.3 - 4 MANGANA DRIVE TUGRAH (D426871)**

**PAC 08/16 RESOLUTION**

MOVED: Ald Perry

SECONDED: Ald Goodwin

That Council, 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 PA2016.0081 and grant a Permit to use and develop land identified as 4 Mangana Drive, Tugrah for the following purposes:

- Residential (single dwelling and outbuilding) - assessment against performance criteria under clause 13.4.1, 13.4.2 and 13.4.3

Subject to the following conditions:

- The use and development is to proceed generally in accordance with the submitted plans referenced as Proposed Timber Clad Residence, Drawing No 216051 dated March 2016 by Yaxley Design and Drafting copies of which are attached and endorsed as documents forming part of this Planning Permit.
- The developer is to take all reasonable steps during construction to prevent environmental effects occurring that might result in a nuisance. This includes the pollutant effects of noise and water as well as air pollution from the result of any burning of waste.
- The developer is to submit the design report (including the site and soil evaluation in accordance with AS/NZS1547:2012) as well as the Special Plumbing Application for the onsite waste water system. This can be submitted with the Building and Plumbing Permit Application.

Note: The following is provided for information purposes.

**THIS IS NOT A BUILDING or PLUMBING PERMIT.**

You need to provide a copy of this planning permit to a registered Tasmanian Building Surveyor. **WORK CANNOT COMMENCE UNTIL THESE BUILDING AND PLUMBING PERMITS ARE ISSUED.**

	For	Against		For	Against
Ald Martin	✓		Ald Perry	✓	
Ald Goodwin	✓				

CARRIED UNANIMOUSLY

<b>5.0 CLOSURE</b>
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**With no further business on the agenda the Chairman declared the meeting closed at 11:01am.**

## 7.2 GOVERNANCE AND FINANCE COMMITTEE MEETING - 18 JULY 2016

File: 29468 D429443

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

### SUMMARY

The purpose of this report is to receive the minutes and endorse the recommendations provided to Council by the Governance and Finance Committee meeting held on Monday, 18 July 2016.

### ATTACHMENTS

1. Minutes - Governance and Finance Committee - 18 July 2016

### RECOMMENDATION

That the minutes of the Governance and Finance Committee meeting held on Monday, 18 July 2016 be received and the recommendations contained therein be adopted.

GFC 21/16 Annual Plan Progress Report - March-June 2016

GFC 22/16 Local Government Association of Tasmania - Annual General Meeting and General Meeting - 20 July 2016

GFC 23/16 Elected Members' Expenditure Report - May/June 2016

GFC 24/16 Governance & Finance Report

Author: Position:	Robyn Woolsey Administration Officer	Endorsed By: Position:	Paul West General Manager
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**MINUTES OF A GOVERNANCE AND FINANCE COMMITTEE MEETING OF THE DEVONPORT  
CITY COUNCIL HELD IN THE COUNCIL CHAMBERS, 17 FENTON WAY  
ON MONDAY, 18 JULY 2016 COMMENCING AT 5:30PM**

**PRESENT:** Ald G F Goodwin (Chairman)  
Ald S L Martin  
Ald T M Milne  
Ald L M Perry  
Ald A L Rockliff

**Aldermen in Attendance:**  
Ald A J Jarman  
Ald L M Laycock

**Council Officers:**  
General Manager, P West  
Executive Manager Corporate, Community & Business, S Crawford  
Executive Manager Organisational Performance, K Peebles  
Governance Coordinator, K Hampton

**Audio Recording:**  
All persons in attendance were 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.

<b>1.0 APOLOGIES</b>
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The following apology was received for the meeting.

Ald Emmerton	Apology
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<b>2.0 DECLARATIONS OF INTEREST</b>
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There were no Declarations of Interest.

<b>3.0 PROCEDURAL</b>
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**3.1 PUBLIC QUESTION TIME**

**3.1.1 QUESTIONS ON NOTICE FROM THE PUBLIC**

Nil

**3.1.2 QUESTION WITHOUT NOTICE FROM THE PUBLIC**

**DOUGLAS JANNEY - 23 WATKINSON STREET, DEVONPORT**

**Agenda Item 4.1 - Annual Plan Progress Page 7**

**Q1** What has the Council put in place for 2016/2017 year to improve the performance of Goals 1, 3 and 4 to achieve an "off track" percent of 20% or less?

**Response**

The General Manager advised that certainly Council's aim is always to ensure that the "off track" percentage is as low as possible. As part of Council's

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Annual Report this year there will be commentary in relation to those items that have not been achieved and those that are "off track". Certainly the Annual Plan for 2016/2017 has identified those projects that Council will continue to pursue to improve those figures. There is a number of explanations as to why some strategies weren't achieved, but as indicated this will be outlined in the Annual Report.

**Agenda Item 4.4 - Clause 2.1 Page 43**

**Q2** Is the closed matter from the previous year the same as the outstanding matter from previous years?

**Response**

The Executive Manager Organisational Performance advised that the closed matter relates to general journals that the finance team process. It was agreed with the Audit Office to continue with the processes and the matter has been closed.

**Q3** Why has the recommendation taken so long to implement?

**Response**

The Executive Manager Organisational Performance advised that Council had complied with all of the recommendations in prior years in relation to that matter. When the Audit Office came and did their interim audit in May they made another recommendation which was a new recommendation on an old matter and Council has agreed to implement that recommendation as soon as possible.

**3.2 QUESTIONS FROM ALDERMEN**

Nil

**3.3 NOTICES OF MOTION**

Nil

**4.0 GOVERNANCE AND FINANCE REPORTS****4.1 ANNUAL PLAN PROGRESS REPORT - MARCH-JUNE 2016 (D419698)****GFC 21/16 RESOLUTION**

MOVED: Ald Rockliff

SECONDED: Ald Martin

That it be recommended to Council that the 2015/16 Annual Plan Progress Report for the period 1 March to 30 June 2016 be received and noted.

	For	Against		For	Against
Ald Goodwin	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	
Ald Milne	✓				

CARRIED UNANIMOUSLY

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**4.2 LOCAL GOVERNMENT ASSOCIATION OF TASMANIA - ANNUAL GENERAL MEETING AND GENERAL MEETING - 20 JULY 2016 (D424834)****GFC 22/16 RESOLUTION**

MOVED: Ald Milne

SECONDED: Ald Perry

That it be recommended to Council that the agendas for the Local Government Association of Tasmania Annual General Meeting and General Meeting to be held on 20 July 2016 be received and noted.

	For	Against		For	Against
Ald Goodwin	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	
Ald Milne	✓				

CARRIED UNANIMOUSLY

**4.3 ELECTED MEMBERS' EXPENDITURE REPORT - MAY/JUNE 2016 (D426640)****GFC 23/16 RESOLUTION**

MOVED: Ald Rockliff

SECONDED: Ald Perry

That it be recommended to Council that the report advising of Aldermen expenses be received and noted.

	For	Against		For	Against
Ald Goodwin	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	
Ald Milne	✓				

CARRIED UNANIMOUSLY

**4.4 GOVERNANCE & FINANCE REPORT (D424646)****GFC 24/16 RESOLUTION**

MOVED: Ald Martin

SECONDED: Ald Rockliff

That it be recommended to Council that the Governance and Finance report be received and noted.

	For	Against		For	Against
Ald Goodwin	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	
Ald Milne	✓				

CARRIED UNANIMOUSLY

## 5.0 CLOSED SESSION

**GFC 25/16 RESOLUTION**

MOVED: Ald Martin

SECONDED: Ald Perry

That in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015* the following items be dealt with in Closed Session:

Item No	Matter	Local Government (Meeting Procedures) Regulations 2015 Reference
5.1	Outstanding Rates Debtors - Three Years and Over	15(2)(j)
5.2	Outstanding Debtors - 90 Days and Over Report	15(2)(j)

	For	Against		For	Against
Ald Goodwin	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	
Ald Milne	✓				

CARRIED UNANIMOUSLY

The Chairman adjourned the meeting at 5:48pm to reconvene in Closed Session at 5:50pm.

The Committee moved out of Closed Session at 6:00pm.

There being no further business on the open agenda the Chairman declared the meeting closed at 6:00pm.

## 8.0 CLOSED SESSION

### RECOMMENDATION

That in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*, the following be dealt with in Closed Session.

<b>Item No</b>	<b>Matter</b>	<b>Local Government (Meeting Procedures) Regulations 2015 Reference</b>
8.1	Application for Leave of Absence	15(2)(h)
8.2	Unconfirmed Minutes - Joint Authorities	15(2)(g)
8.3	LIVING CITY Food Pavilion Operations	15(2)(b)
8.4	Possability - Intentional Community Proposal	15(2)(f)
8.5	Closed Session - Governance and Finance Committee Meeting - 18 July 2016	15(2)(f)
8.6	LIVING CITY Stage 1 Financial Close	15(2)(g)

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## OUT OF CLOSED SESSION

### RECOMMENDATION

That Council:

- (a) having met and dealt with its business formally move out of Closed Session; and
- (b) resolves to report that it has determined the following:

Item No	Matter	Outcome
8.1	Application for Leave of Absence	
8.2	Unconfirmed Minutes - Joint Authorities	
8.3	LIVING CITY Food Pavilion Operations	
8.4	Possability - Intentional Community Proposal	
8.5	Closed Session - Governance and Finance Committee Meeting - 18 July 2016	
8.6	LIVING CITY Stage 1 Financial Close	

## 9.0 CLOSURE

There being no further business the Mayor declared the meeting closed at <insert time> pm.

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