DEVONPORT CITY COUNCIL
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27 January 2022

Mr T Smith
7 Glen Court
DEVONPORT TAS 7310

Dear Mr Smith

RESPONSE TO QUESTIONS WITHOUT NOTICE RAISED MONDAY 24 JANUARY 2022

I write in response to your questions without notice, taken on notice at the Council Meeting on Monday, 24 January 2022, as outlined below.

Q1. Mayor, will you please give an update in regards to the motion that was passed at the November 2021 Annual General Meeting, with councillor allocating some, if not all the surplus money received for the 2020/ 2021 financial year. These monies to go to the construction of footpaths where there are none at all in the street and have been waiting between 8 and 46 years. Gaps between footpaths where there is no footpath at all, it is not the best when you're trying to push someone in a wheelchair.

Any indication of the amount to be allocated? Where the footpaths are to be provided and approximate year they will be constructed? With the footpath that had been waiting for over 46 years to be commenced first at Surrey Street Devonport.

Response

Council's Forward Capital Works Program includes 18 new footpath projects worth $1.87m from 2021-22 to 2025-26. It is intended that the program will be extended to a 10-year program from 2022-23 and so additional projects will be included that align with Council's strategic priorities.

In accordance with Section 72B the *Local Government Act* 1993, the successful Notice of Motion from the 2021 AGM was considered by the Council at its meeting on the 22nd November 2021. The Resolution (21/234) as adopted by Council was as follows:

2. Having considered the motion passed at Council's 2021 Annual General Meeting regarding footpath funding:

a) continue to consider future funding and project prioritisation via the established principles contained in the Pedestrian Strategy; and

b) consider any additional footpath funding within established frameworks, as part of annual budget deliberations.



Q2. Out the front of Taxi Combined at 143 Don Road Devonport also in the front of Energy Point at 142 Don Road. You have made a start on including pedestrian safety by upgrading the footpaths on both sides of Don Road. You installed the usual footpath crossover infrastructure as you have done elsewhere in the City, for having a pedestrian safe refuge in the middle of a busy road. Why hasn't the pedestrian island been built like near the bottom of the Gateway Church Don Road?

Response
The proximity of the pedestrian crossing to the Don Road and Matthew Way intersection and the accesses to 121 and 123 Don Road meant a median refuge could not be constructed at this location.

Q3. At the council agenda meeting on the 21/11/2021 I asked a question about the faded zebra line markings as well as the line markings for the car spaces to be done at the Fourways carpark. It is now the 24/1/2022 and they still have not been done. The zebra markings are a safety issue for the rate payers of Devonport, plus should not be an issue at all. Two months to wait is far too long.
Why do I as a rate payer have to keep bringing up the safety issue with the council?

Response

It is anticipated the work will be competed in the next four weeks. This will include re-painting of the pedestrian crossing, and consideration of any parking bays that require re-marking.

Yours sincerely

Matthew Atkins
GENERAL MANAGER

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27 January 2022

Mr D Janney
23 Watkinson Street
DEVONPORT TAS 7310

Dear Mr Janney

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 24 JANUARY 2022

I write in response to your question without notice, taken on notice at the Council Meeting on Monday, 24 January 2022, as outlined below.

Q1. Don Road rework was done on the weekend before the 22/11/21 and this was the date I asked when the depressions would be done. Council's response by M Atkins on the 1st December 2021 stated the work on the two depressions would be done in 'coming weeks'. Two months have gone by since the road resurface, and the job is not completed. This is appalling performance by the Council.
As stated in the preamble to my question on the 22 November the work does not comply with State Growth specification in terms of sequencing.
What is the precise date that this work will start?

Response

Council and the Contractor are current prioritising other work in a very busy time for the civil construction industry. I also note that the Contractor has been impacted by staff shortages due to covid.

The two manhole lids to be raised do not represent a safety hazard or pose risk to further deterioration, however, will be completed in the near future.

Yours sincerely

Matthew Atkins
GENERAL MANAGER



The City with Spirit

QsoN RBV for 28 Feb 2022 legal matters OK send .

FROM- ROBERT B. VELLACOTT – (RATEPAYER)
11 COCKER PLACE
DEVONPORT 7310

TO- THE GENERAL MANAGER
DEVONPORT CITY COUNCIL
PARANAPLE CENTRE
ROOKE ST DEVONPORT 7310

The following questions on notice are submitted for the DCC ordinary meeting scheduled for Monday 28th February 2022.

Question 1 - As of this date 21st February 2022 please provide any basic details that are permitted to be given in regard to all,if any ,court actions that are being taken against or by council.

Q 2. In regard to the Waterfront Park elevated walk way after the construction maintenance period: What is the estimated annual maintenance and service costs, include cleaning, for-

(a) the two lifts? And

(b) the bridge structure?

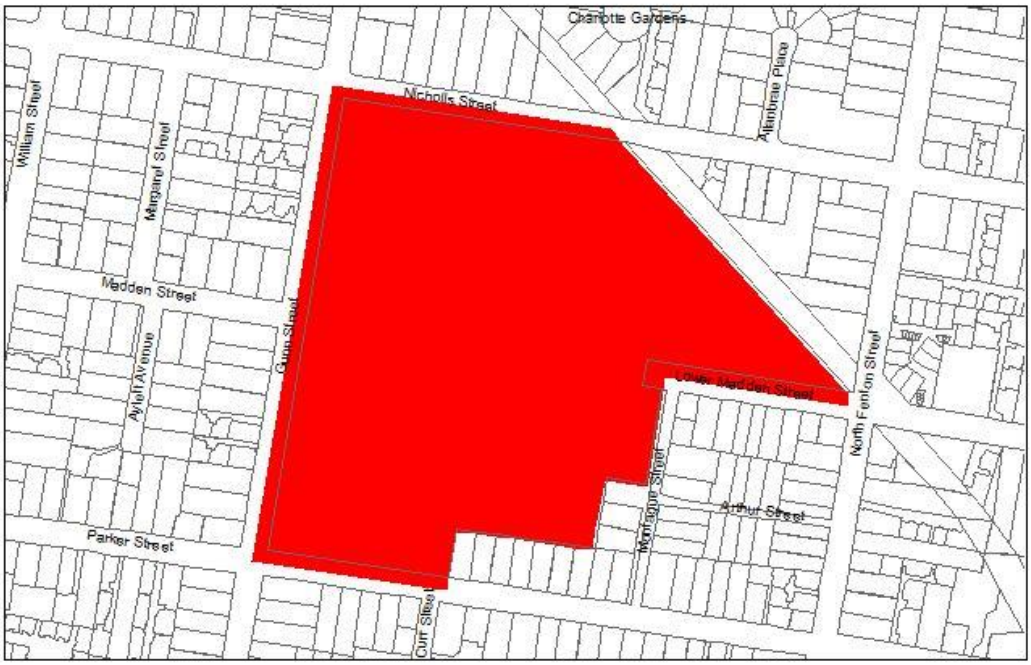
Q 3. Has council made a final decision in regard to the expressions of interest, as was advertised during 2021, for the CBD properties to be dispose of, including the peoples landscaped parkland adjacent the former library?

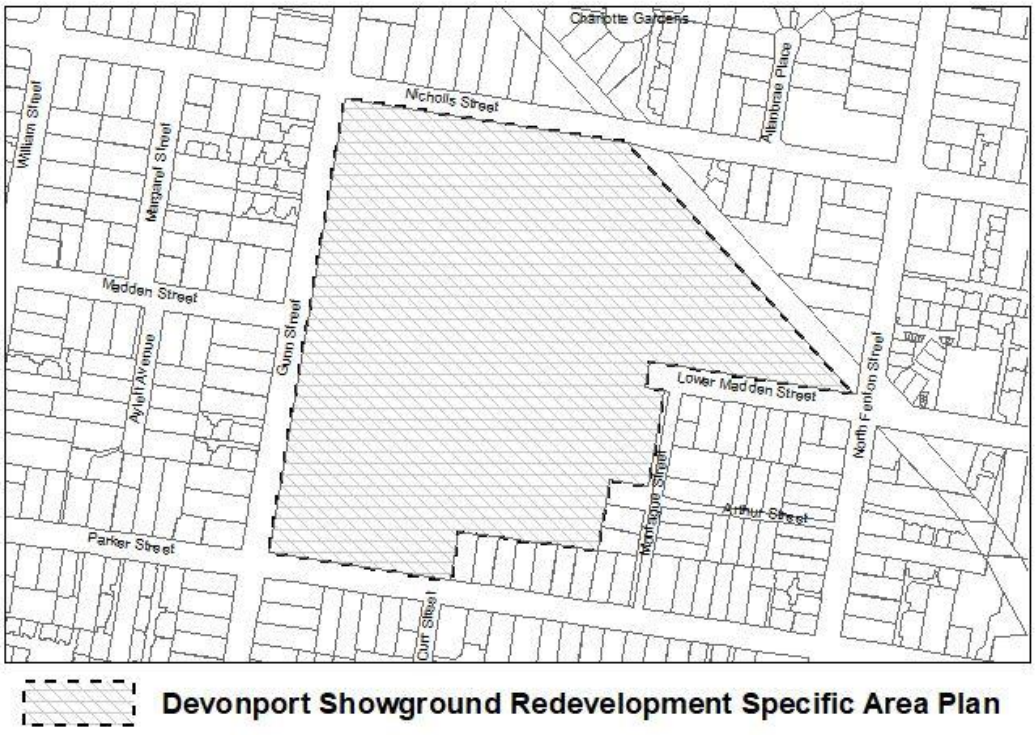
Q4
(a) If yes to question 3 - When will the ratepayers be informed and given details of council's decision/s? And
(b) if No to question 3 - when is it expected a decision will be made?

Please include all of above and answers in the DCC meeting Agenda 28th February 2022

Robert B Vellacott 20/02/ 2022

Draft Amendment – Devonport Showground Redevelopment Specific Area Plan





DEV-S4.0 Devonport Showground Redevelopment Specific Area Plan

DEV-S4.1 Plan Purpose

The purpose of the Devonport Showground Redevelopment Specific Area Plan is:

DEV-S4.1.1 To provide for redevelopment of the Devonport Showground site as an inner-city living precinct, providing a mix of residential uses, dwelling types and densities to support a range of household sizes and demographics.

DEV-S4.1.2 To support high quality residential amenity through the provision of a central open space area with good pedestrian linkages through a new internal road network that delivers interconnectivity through the site and with surrounding areas.

DEV-S4.1.3 To promote a lot layout and dwelling arrangements based on an adaptable lot size strategy.

DEV-S4.1.4 To provide for non-residential opportunities that support residential uses or are appropriate to an inner-city location, including local shops, arts and cultural facilities, without compromising established activity centres.

DEV-S4.1.5 To enable healthy and active lifestyles and reduce dependence on private motor vehicles.

DEV-S4.2 Application of this Plan

DEV-S4.2.1 The specific area plan applies to the area of land designated as the Devonport Showground Redevelopment Specific Area Plan on the overlay maps**.**

DEV-S4.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in substitution for, and are in addition to the provisions of the:

(a) General Residential Zone; and

(b) Parking and Sustainable Transport Code,

as specified in the relevant provision.

DEV-S4.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

DEV-S4.4 Definition of terms

DEV-S4.4.1 In this Specific Area Plan, unless the contrary intention appears:

Terms	**Definition**
Adaptable lot size strategy	Means an adaptable subdivision pattern whereby different building typologies can be achieved through multiplication or division of lots, as shown in Figure DEV-S4.4.
Apartment typology	Means as shown in Figure DEV-S4.6.
Common open space	Means shared outdoor space for the relaxation and recreation of residents
Community and open space area	Means as shown in Figure DEV-S4.1.

Developable land area	Means as shown in Figure DEV-S4.1.
Devonport Showground Redevelopment Master Plan Development Framework	Means the overall use and development framework of the Specific Area Plan, outlining the community and open space area, developable land area, interface overlay area, road reserve area, and shared zone area, as shown in Figure DEV-S4.1.
Interface overlay area	Means as shown in Figure DEV-S4.1.
Local shop	Means the use of land for the sale of grocery or convenience items if the gross floor area is not more than 500m^2.
Road reserve area	Means as shown in Figure DEV-S4.1.
Shared zone area	Means as shown in Figure DEV-S4.1.
Small house typology	Means as shown in Figure DEV-S4.6.
Street hierarchy	Means as shown in Figure DEV-S4.8.
Street typology	Means the design of a street as shown in Figures DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12 and DEV-S4.13.
Terrace typology	Means as shown in Figure DEV-S4.7.

DEV-S4.5 Use table

This clause is in substitution for the General Residential Zone – clause 8.2 Use Table.

Use Class	**Qualification**
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for a single dwelling.
Utilities	If for minor utilities.
Permitted	
Residential	If not listed as No Permit Required.
Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a consulting room, medical centre, veterinary centre, child health clinic, a community based organization, or the provision of residential support services.

Community Meeting and Entertainment	If for a place of worship, art and craft centre, public hall, community centre, or neighbourhood centre.
Educational and Occasional Care	If not for a tertiary institution.
Emergency Services	
Food Services	If not for a take-away food premises with a drive through facility.
General Retail and Hire	If for a local shop, market or commercial art gallery.
Sports and Recreation	If for a fitness centre, gymnasium public swimming pool; or sports ground.
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

DEV-S4.6 Use standards

DEV-S4.6.1 Location of discretionary uses

This clause is in addition to the General Residential Zone – clause 8.3.1 Discretionary uses.

Objective:	That the location of discretionary uses supports: (a) high quality residential amenity; (b) interconnectivity within the Specific Area Plan and to adjacent areas; and (c) the provision of open spaces that contain communal or community uses.

Acceptable Solutions	**Performance Criteria**
A1 Discretionary use in the community and open space area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 is for: (a) Community Meeting and Entertainment; (b) Emergency Services; (c) Sports and Recreation; (d) General Retail and Hire if for a market; or (e) Food Services if located in an existing building or an extension to an existing building.	**P1** Discretionary use in the community and open space area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, other than for a use listed in A1, must not result in an unreasonable loss of open space, pedestrian connectivity or residential amenity having regard to: (a) the scale, intensity and nature of the proposed use; (b) whether the use supports a community based organisation; (c) the proportion of the open space area the use occupies; (d) the ability to achieve passive surveillance; (e) the provision of community and open space in other areas in the Specific Plan Area; and

	(f) the need for the use in that location.
A2 Discretionary use in the road reserve and shared zone areas as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 is for a road associated with the Utilities use class.	**P2** Discretionary use in the road reserve and shared zone areas as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, other than for a use listed in A1, must not unreasonably compromise the delivery of an internal road network that supports connectivity within the site and to adjoining areas having regard to: (a) the scale, intensity and nature of the proposed use; (b) the proportion of the road reserve/shared zone area the use occupies; (c) the extent to which the Specific Area Plan is redeveloped; (d) the ability to achieve road connections in alternative locations; and (e) the need for the use in that location.

DEV-S4.6.2 Hours of operation for vehicles in the shared zone area

This clause is in addition to the General Residential Zone – clause 8.3 Use Standards.

Objective:	That vehicle movement associated with uses in the shared zone area: (a) minimises impacts on residential amenity; and (b) discourages private vehicle travel.
Acceptable Solutions	**Performance Criteria**
A1 Vehicle movements, excluding Emergency Services, in the shared zone area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, must be between the hours 7:00am and 8:00pm.	**P1** The use of the road in the shared zone area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, must prioritise personal transport such as walking and cycling over motorised transport such as cars, having regard to the impact of the use on residential amenity arising from noise and other emissions.

DEV-S4.6.3 Location of Residential use and Visitor Accommodation use

This clause is in addition to the General Residential Zone – clause 8.3 Use Standards.

Objective:	That Residential use and Visitor Accommodation use is: (a) encouraged in the developable land area; and (b) discouraged outside the developable land area unless special circumstances apply.
Acceptable Solutions	**Performance Criteria**

A1 Residential use and Visitor Accommodation use is located within the developable land area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1.	**P1** Residential use and Visitor Accommodation use outside the developable land area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 must not result in an unreasonable loss of open space, pedestrian connectivity or community space, having regard to: (a) the scale and extent of the proposed use; (b) the impact of the proposed use on the use; (c) the operation of existing and likely future non-residential use; (d) the provision of community and open space in other areas in the Specific Plan Area; and (e) the residual development potential of the Specific Area Plan area.

DEV-S4.6.4 Car parking numbers

This clause is in substitution for the Parking and Sustainable Transport Code – clause C2.5.1 Car parking numbers.

Objective:	That an appropriate level of car parking spaces are provided to meet the needs of the use and purpose of the Specific Area Plan.
Acceptable Solutions	**Performance Criteria**
A1 The number of on-site car parking spaces must be no less than the number specified in Table DEV-S4.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table DEV-S4.1 is greater than the number of car parking spaces specified in Table DEV-S4.1 for the proposed use or development, in which case no additional on-site car parking is required; or	**P1.1** The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: (iii) variations in car parking demand over time; or (iv) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;

(ii) the number of on-site car parking spaces for the existing use or development specified in Table DEV-S4.1 is less than the number of car parking spaces specified in Table DEV-S4.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table DEV-S4.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table DEV-S4.1	(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. **P1.2** The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.

DEV-S4.7 Development Standards for Dwellings

DEV-S4.7.1 Total dwelling yield

This clause is in addition to the General Residential Zone – clause 8.4 Development Standards for Dwellings.

Objective:	That the total dwelling yield in the Specific Area Plan supports: (a) medium to high density infill residential development that is compatible with the prevailing density characteristics of Devonport; (b) high quality residential amenity supported by open space and interconnectivity with surrounding areas; and (c) a range of household sizes and demographics with the ability to adapt over time to meet changing needs.

Acceptable Solutions	**Performance Criteria**
A1 The total number of dwellings in the Specific Area Plan must not exceed 290.	**P1** The total number of dwellings in the Specific Area Plan must result in a dwelling density that is compatible with the prevailing density characteristics of the surrounding area, having regard to: (a) the housing needs of the area as defined through a residential supply and demand analysis; and (b) the impact on residential amenity.

DEV-S4.7.2 Residential density for multiple dwellings

This clause is in substitution for the General Residential Zone - clause 8.4.1 Residential density for multiple dwellings.

Objective:	That the density of multiple dwellings: (a) makes efficient use of land for housing; and (b) optimises the use of infrastructure and community services.

Acceptable Solutions	**Performance Criteria**
A1 Multiple dwellings must have a site area per dwelling of: (a) not less than 325m^2 if in the interface overlay area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1; or (b) if located outside the interface overlay area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1: (i) not less than 200m^2; or (ii) not less than 150m^2 if for a terrace typology; or (iii) not less than 50m^2 if for an apartment typology or small house typology.	**P1** Multiple dwellings must only have a site area per dwelling less than required by clause DEV-S4.7.2 A1 if: (a) the development provides for a specific accommodation need with significant social or community benefit; or (b) the development contributes to a range of dwelling types and sizes appropriate to the location having regard to: (i) the housing needs of the community; (ii) compatibility of the proposed building with established built form in the Specific Area Plan or surrounding area; (iii) consistency with the adaptable lot size strategy shown in Figure DEV-S4.4; (iv) consistency with the housing typologies shown in Figures DEV-S4.5, DEV-S4.6 or DEV-S4.7; and (v) consistency with the Devonport Showground Redevelopment Master Plan Development Framework shown in Figure DEV-S4.1.

DEV-S4.7.3 Setbacks and building envelope for all dwellings

This clause is in substitution for the General Residential Zone - clause 8.4.2 Setbacks and building envelope for all dwellings.

Objective:	That the siting and scale of dwellings: (a) provides reasonably consistent separation between dwellings and their frontage within a street; (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; (c) provides reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and (d) provides reasonable access to sunlight for existing solar energy installations

Acceptable Solutions	Performance Criteria
A1 Unless within a building area on a sealed plan, a dwelling, excluding garages carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing building on the site; (b) if the frontage is not a primary frontage, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing building on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.	**P1** A dwelling must have a setback from a frontage that is consistent with: (a) one of the street typologies shown in Figures DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12 and DEV-S4.13; and (b) if located in the interface overlay area, as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, the streetscape.
A2 A garage or carport for a dwelling, must have a setback from a primary frontage of not less than: (a) 4m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.	**P2** A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.
A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:	**P3** The siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;

(a) be contained within a building envelope (refer to Figures DEV-S4.2 and DEV-S4.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and (b) only have a setback within 1.5m of a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of one-third the length of that boundary (whichever is the lesser).	(ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and (v) consistency with the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework shown in Figure DEV-S4.1; (b) provide separation between buildings on adjoining properties that is compatible with that existing on established properties in the area; and (c) be consistent with one of the housing typologies shown in Figures DEV-S4.5, DEV-S4.6, or DEV-S4.7.

DEV-S4.7.4 Site coverage and private open space for all dwellings

This clause is in substitution for the General Residential Zone - clause 8.4.3 Site coverage and private open space for all dwellings.

Objective:	That dwellings are compatible with the amenity and character of the area and provide: (a) for outdoor recreation and the operational needs of residents; (b) opportunities for the planting of gardens and landscaping; (c) private open space that is conveniently located and has access to sunlight; and (d) opportunities for recreation and social interaction through the provision of useable and accessible areas of common open space.

Acceptable Solutions	**Performance Criteria**
A1 Dwellings must have: (a) a site coverage of not more than 65% (excluding eaves up to 0.6m wide); and (b) for multiple dwellings, excluding dwellings for an apartment typology or small house typology, a total area of private open space of not less than 40m^2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely	**P1** Dwellings must have: (a) site coverage compatible with that existing on established properties in the area; (b) private open space or common open space that is of a size and with dimensions appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the

more than 1.8m above the ground level (excluding a garage, carport or entry foyer); or (c) for dwellings in an apartment typology or small house typology, a total area of private open space of not less than 10m^2 associated with each dwelling.	occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (c) reasonable space for the planting of gardens and landscaping.
A2 A dwelling must have private open space that: (a) is in one location and is not less than: (i) 24m^2; or (ii) 10m^2, if for an apartment typology or small house typology; and (b) has a minimum horizontal dimension of: (i) 4m; or (ii) 2m, if for an apartment typology or small house typology; (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.	**P2** A dwelling must: (a) have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation dining, entertaining and children's play and is: (i) conveniently located in relation to a living area of the dwelling; and (ii) orientated to take advantage of sunlight; or (b) for apartment or small house typologies have reasonable access to a useable common open space on the site that provides opportunities for a range of outdoor recreation needs of the occupants including relaxation and entertainment, children's play, and includes common garden areas that enhance residential amenity, having regard to: (i) the proximity and accessibility of the dwelling to the common open space; (ii) the orientation of the common open space to take advantage of sunlight; (iii) the number of dwellings reliant on the common open space (as an alternative to private open space); (iv) the flexibility of the space and opportunities for various forms of recreation; (v) the availability and location of common facilities within the space; (vi) landscaping and the area available for gardens, trees and plantings; and (vii) the level of noise intrusion from external noise sources;

DEV-S4.7.5 Sunlight to private open space of multiple dwellings

This clause is in substitution for the General Residential Zone - clause 8.4.4 Sunlight to private open space of multiple dwellings.

Objective:	That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space and common open space for dwellings on the same site.
Acceptable Solutions	**Performance Criteria**
A1 A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause DEV-S4.7.4, must satisfy (a) or (b), unless excluded by (c): (a) the multiple dwelling is contained within a line projecting (see Figure DEV-S4.14): (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal; (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9:00am and 3:00pm on 21st June; and (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.	**P1** A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the common open space or private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause DEV-S4.7.4 of this planning scheme.

DEV-S4.8 Development Standards for Non-dwellings

DEV-S4.8.1 Non-dwelling development

This clause is in substitution for the General Residential Zone - clause 8.5.1 Non-dwelling development A1, A2, A3 and P1, P2, P3.

Objective:	That all non-dwelling development: (a) is compatible with the character, siting, apparent form, scale, bulk, massing and proportion of residential development; and (b) does not cause an unreasonable loss of amenity on adjoining residential properties.
Acceptable Solutions	**Performance Criteria**
A1	**P1**

A building that is not a dwelling, excluding for General Retail and Hire, Food Services, garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 3m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 2m, or if the setback from the primary frontage is less than 2.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.	A building that is not a dwelling, excluding for General Retail and Hire, or Food Services, must have a setback from a frontage that is compatible with: (a) if located in the interface overlay area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, the streetscape; and (b) one of the street typologies shown in Figures DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12 and DEV-S4.13.
A2 A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures DEV-S4.2 and DEV-S4.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and (b) only have a setback within 1.5m of a side or rear boundary if the building: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or	**P2** The siting and scale of a building that is not a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and (b) provide separation between buildings on adjoining properties that is compatible with that existing on established properties in the area.

(ii) does not exceed a total length of 9m or one-third the length of that boundary (whichever is lesser).	
A3 A building that is not a dwelling, must have: (a) a site coverage of not more than 65% (excluding eaves up to 0.6m); and (b) a site area of which not less than 15% is free from impervious surfaces.	**P3** A building that is not a dwelling must have: (a) site coverage consistent with that on established properties in the area; and (b) reasonable space for the planting of gardens and landscaping.

DEV-S4.9 Development Standards for Buildings and Works

DEV-S4.9.1 Development outside the developable land area

This clause is in addition to the General Residential Zone – clause 8.4 Development Standards for Dwellings, and in addition to the General Residential Zone - clause 8.5 Development Standards for Non-dwellings.

Objective:	That the location of development supports: (a) high quality residential amenity and diversity of built form; (b) provision of open spaces that support pedestrian connectivity; and (c) a new internal road network that supports interconnectivity within the site and to adjacent areas.
Acceptable Solutions	**Performance Criteria**
A1 Development in an area, other than the developable land area as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, must be: (a) for the extension or alteration of an existing building; (b) for the purposes of providing a communal driveway for a multiple dwelling development; or (c) associated with the following uses: (i) Community Meeting and Entertainment; (ii) Emergency Services; (iii) Natural and Cultural Values Management; (iv) Passive Recreation; (v) Sports and Recreation; or (vi) Utilities if for minor utilities.	**P1** Development in an area, other than the developable land area as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, and not listed in A1, must: (a) not compromise the delivery of open space or vehicle and pedestrian links that are consistent with Figure DEV-S4.1 and Figure DEV-S4.8; and (b) support high quality residential amenity and diversity of built form having regard to: (i) location and scale of the proposed development; (ii) the location and scale of existing development in the Specific Area Plan; (iii) the residual development potential of the Specific Area Plan; (iv) the quality and amenity characteristics of the proposed building design; and (v) the use of the building.

DEV-S4.9.2 Building design

This clause is in addition to the General Residential Zone – clause 8.4 Development Standards for Dwellings, and in addition to the General Residential Zone - clause 8.5 Developments Standards for Non-dwellings.

Objective:	That buildings are designed to address open space areas.
Acceptable Solutions	**Performance Criteria**
A1 (a) Buildings in the developable land area and within 10m of the community and open space area as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 must, if for residential use, limit any fencing to the open space to less than 1.5m in height; and (b) provide a building design that includes at least one habitable room window per building level that is fully transparent and faces the open space.	**P1** Buildings in the developable land area and within 10mof the community and open space area as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, must be designed to minimise negative impacts on the safety, amenity and use of the open space, having regard to: (a) the quality of the building design; (b) the use of the building; (c) the nature of the nearby open space area; and (d) the ability to maintain or not compromise passive surveillance of the open space.
A2 No Acceptable Solution.	**P2** Buildings in the community and open space area as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 must: (a) be freestanding in appearance and design; and (b) incorporate windows, entries, other forms of glazing and architectural features that provide visual interest and activation on all elevations; and (c) screen infrastructure, service plant and lift structures within the design of the building to minimize their visual impact when viewed from the open space area.

DEV-S4.10 Development Standards for Subdivision

DEV-S4.10.1 Lot design

This clause is in substitution for the General Residential Zone - clause 8.6.1 Lot design.

Objective:	That each lot: (a) has an area and dimensions consistent with the adaptable lot size strategy;

	(b) is provided with appropriate access to a road; and (c) contains areas which are suitable for use and development appropriate to the purpose of the Specific Area Plan.

Acceptable Solutions	**Performance Criteria**
A1 Each lot, or a lot proposed in a plan of subdivision, excluding lots in the interface overlay area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, must: (a) have an area of not less than 200m² and: (i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of: a. all setbacks required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; (ii) existing buildings are consistent with the setback required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2; and (iii) be consistent with the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework shown in Figure DEV-S4.1; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the Specific Area Plan.	**P1** Each lot, or a lot proposed in a plan of subdivision, excluding lots in the interface overlay area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; (f) the pattern of development existing on established properties in the area; (g) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1; and (h) the adaptable lot size strategy and housing typologies shown in Figures DEV-S4.4, DEV-S4.5, DEV-S4.6 and DEV-S4.7.
A2 Each lot, or a lot proposed in a plan of subdivision, in the interface overlay area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 must: (a) have an area of not less than 400m² and: (i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of:	**P2** Each lot, or a lot proposed in a plan of subdivision, in the interface overlay area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots;

a. all setbacks required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2; and (iii) be consistent with the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Framework shown in Figure DEV-S4.1; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the Specific Area Plan.	(c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; (f) the pattern of development existing on established properties in the area; (g) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework shown in Figure DEV-S4.1; and (h) the adaptable lot size strategy and housing typologies shown in Figures DEV-S4.4, DEV-S4.5, DEV-S4.6 and DEV-S4.7.
A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than that specified for the relevant housing typology shown in Figure DEV-S4.4, DEV-S4.5, DEV-S4.6 or DEV-S4.7.	**P3** Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to: (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; (f) the pattern of development existing on established properties in the area; and (g) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework shown in Figure DEV-S4.1.

DEV-S4.10.2 Roads

This clause is in substitution for the General Residential Zone - clause 8.6.2 Roads.

Objective:	That the arrangement and design of new roads within a subdivision provides for:

	(a) safe, convenient and efficient connections to assist accessibility and mobility of the community; (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land; and (d) variable urban design treatments to facilitate a street hierarchy that facilitates healthy living, and integrates with land uses.

Acceptable Solutions	**Performance Criteria**
A1 The layout of new roads must be consistent with: (a) the street hierarchy shown in Figure DEV-S4.8; (b) one of the street typologies shown in Figure DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12, or DEV-S4.13; and (c) the Devonport Showground Redevelopment Master Plan Development Framework shown in Figure DEV-S4.1.	**P1** The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists, having regard to: (a) any relevant road network plan adopted by the Council; (b) the existing road hierarchy surrounding the Specific Area Plan; (c) the need for connecting roads and pedestrian paths to common boundaries with adjoining land, to facilitate future subdivision potential; (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (e) minimising the travel distance between key destinations such as shops and services and public transport routes; (f) access to public transport; (g) the efficient and safe movement of pedestrians, cyclists and public transport; (h) the need to provide for bicycle infrastructure on new arterial and collector roads in accordance with *Guide to Road Design Part 6A: Paths for Walking and Cycling 2016*; (i) the topography of the site; (j) the future subdivision potential of any balance lots on adjoining or adjacent land; (k) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1. (l) compatibility with the street hierarchy shown in Figure DEV-S4.8; and

	(m) compatibility with the street typologies shown in Figure DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12 or DEV-S4.13.

Figure DEV-S4.1 – Devonport Showground Redevelopment Master Plan Development Framework

Table DEV-S4.1 Parking Space Requirements

Use		**Parking Space Requirements**	
		Car	**Bicycle**
Business and Professional Services	Office	1 space per 40m² of floor area	1 space per 500m² of floor area
	Doctors' surgery, clinic, consulting room	4 spaces per practitioner	2 spaces for each 8 practitioners
	Veterinary centre	4 spaces per practitioner	No requirement
	Business and Professional Services, excluding as otherwise specified in this Table	1 space per 30m² of floor area	1 space per 500m² of floor area
Community Meeting and Entertainment	Art and craft centre	1 space per 30m² of floor area	1 space per 50m² floor area or 1 space per 40 seats whichever is greater
	Place of worship or public hall	1 space per 15m² of floor area, or 1 space per 3 seats, whichever is greater	1 space per 50m² floor area or 1 space per 40 seats whichever is greater
	Community Meeting and Entertainment, excluding as otherwise specified in this Table	1 space per 15m² of floor area or 1 space per 4 seats, whichever is greater	1 space per 50m² floor area or 1 space per 40 seats whichever is greater
Educational and Occasional Care		1 space per employee	1 space per 5 employees
Emergency Services	Fire/ambulance	1 space per employee	No requirement
	Emergency Services, excluding as otherwise specified in this Table	No requirement	No requirement
Food Services	Restaurant	1 space per 15m² of floor area (including any outdoor dining areas) unless subject to Clause C2.5.5	1 space per 75m² floor area
	Take away food premises	1 space per 15m² of floor area (including any outdoor dining areas) unless subject to Clause C2.5.5	1 space per 75m² floor area

	Food Services, excluding as otherwise specified in this Table	15 for each 100m² of floor area or 1 space per 3 seats, whichever is greater, unless subject to Clause C2.5.5	1 space per 75m² floor area
General Retail and Hire	General Retail and Hire	1 space per 30m² of floor area, unless subject to Clause C2.5.5	1 space per 100m² of floor area
Natural and Cultural Values Management	No requirement	No requirement	Natural and Cultural Values Management
Passive Recreation	No requirement	No requirement	Passive Recreation
Residential	If a 1-3 bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling	No requirement
	If a 4 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	No requirement
	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 5 dwellings (rounded down to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 4 dwellings (rounded down to the nearest whole number)	No requirement
	Other Residential use in the General Residential Zone	2 spaces per 5 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
Sports and Recreation	Bowling green	6 spaces per bowling rink	No requirement

	Fitness centre	4.5 spaces per 100m² of floor area	No requirement
	Swimming pool (other than in conjunction with a single dwelling)	5 spaces for each 100m² of site area.	1 space per 100m² of site area
	Tennis court or Squash court (other than in conjunction with a single dwelling)	3 spaces for each tennis or squash court + 1 space per 5 spectator places	No requirement
	Sports and Recreation, excluding as otherwise specified in this Table	50 spaces per facility	No requirement
Utilities		No requirement	No requirement
Visitor Accommodation		1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater	No requirement

Notes to Table DEV-S4.1:

(1) The number of parking spaces required is to be calculated based on the proposed use or development.

(2) Parking spaces must be individually accessible, excluding tandem parking spaces which may be used to serve a dwelling.

(3) Excluding visitor parking for multiple dwellings in the General Residential Zone, fractions of a space are to be rounded to the nearest whole number, so that a full number of spaces is provided for any fraction of a quota of floor area or number of employees.

(4) Where a proposal contains multiple Use Classes, the car parking requirements must be calculated as the sum of the requirements for each individual use component.

(5) Reference to an employee is equivalent to 1 full-time employee.

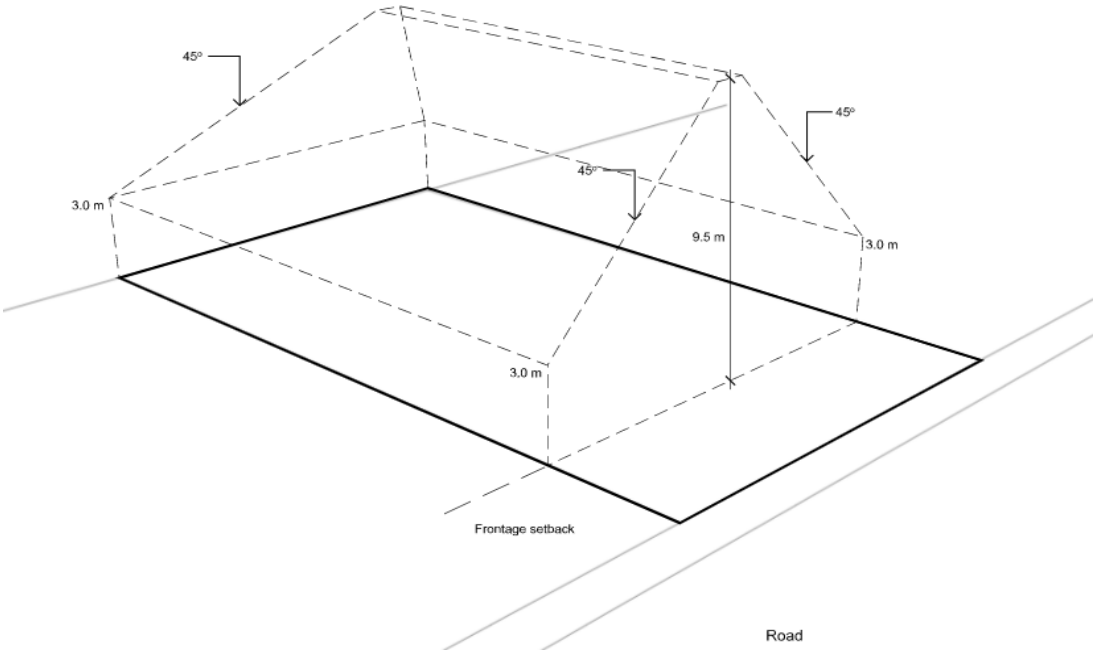


Figure DEV-S4.2 – Building envelope as required by clause DEV-S4.7.3

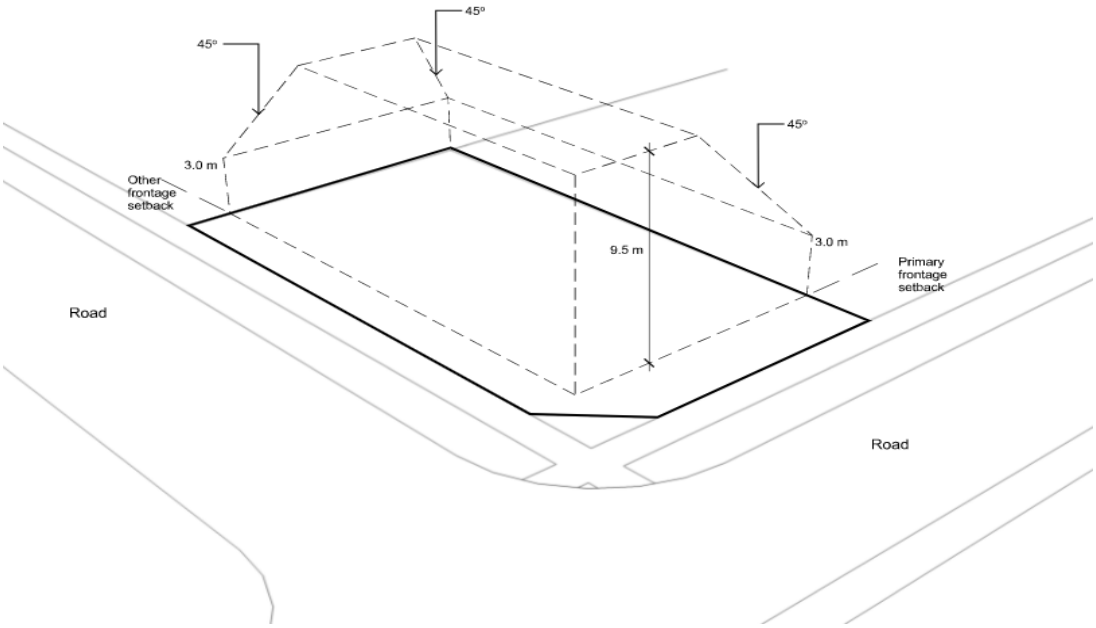


Figure DEV-S4.3 – Building envelope for corner lots as required by clause DEV-S4.7.3

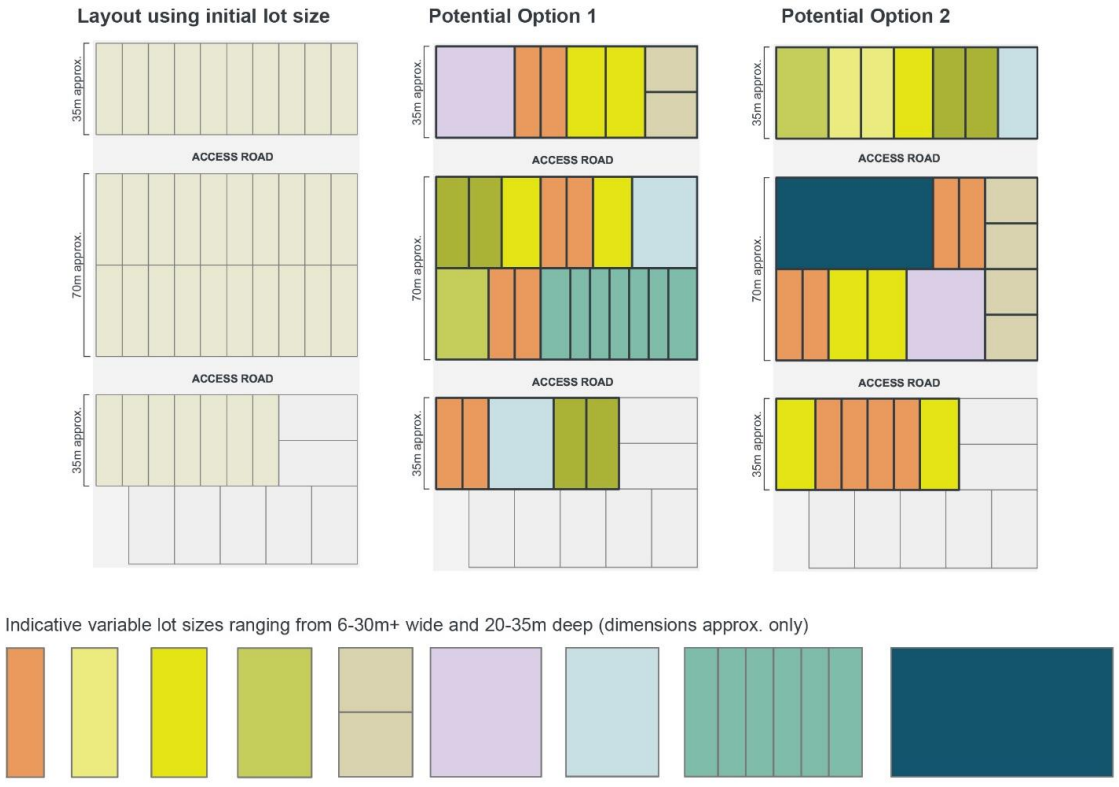
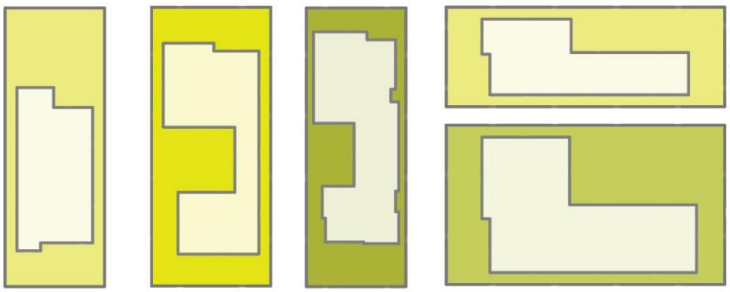


Figure DEV-S4.4 – Adaptable lot size strategy and housing typologies (to be read in conjunction with the housing typologies shown in Figures DEV-S4.5, DEV-S4.6 and DEV-S4.7).

Detatched and Group Homes Examples

Primary frontage ranging from: 10-20m wide
Typical depth: 20m-35m



Semi-detached and Corner Sites Examples

Primary frontage ranging from: 10-20m wide
Typical depth: 20-35m

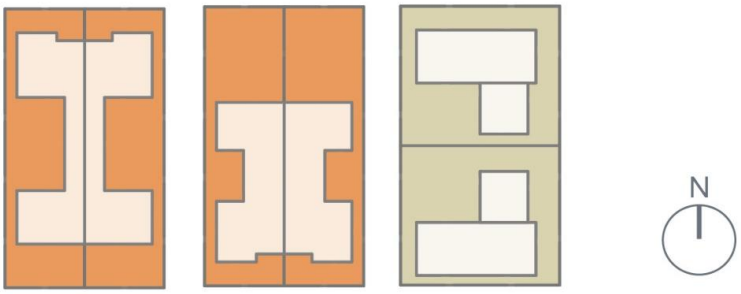
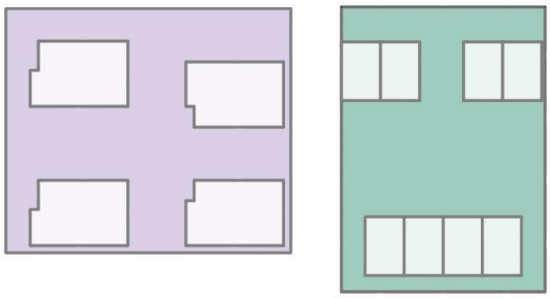


Figure DEV-S4.5 – Detached, semi-detached, group, and corner housing typologies

Villa/ Midblock / Small Housing

Primary frontage ranging from: 25-30m wide
Typical depth: 35m



Apartments Example

Primary frontage ranging from: 20m+ wide
Typical depth: 25m+

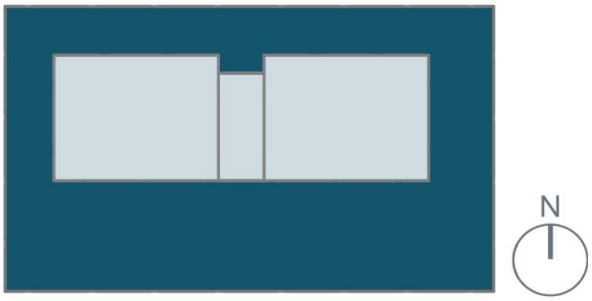


Figure DEV-S4.6 – Small house, villa, and apartment housing typologies

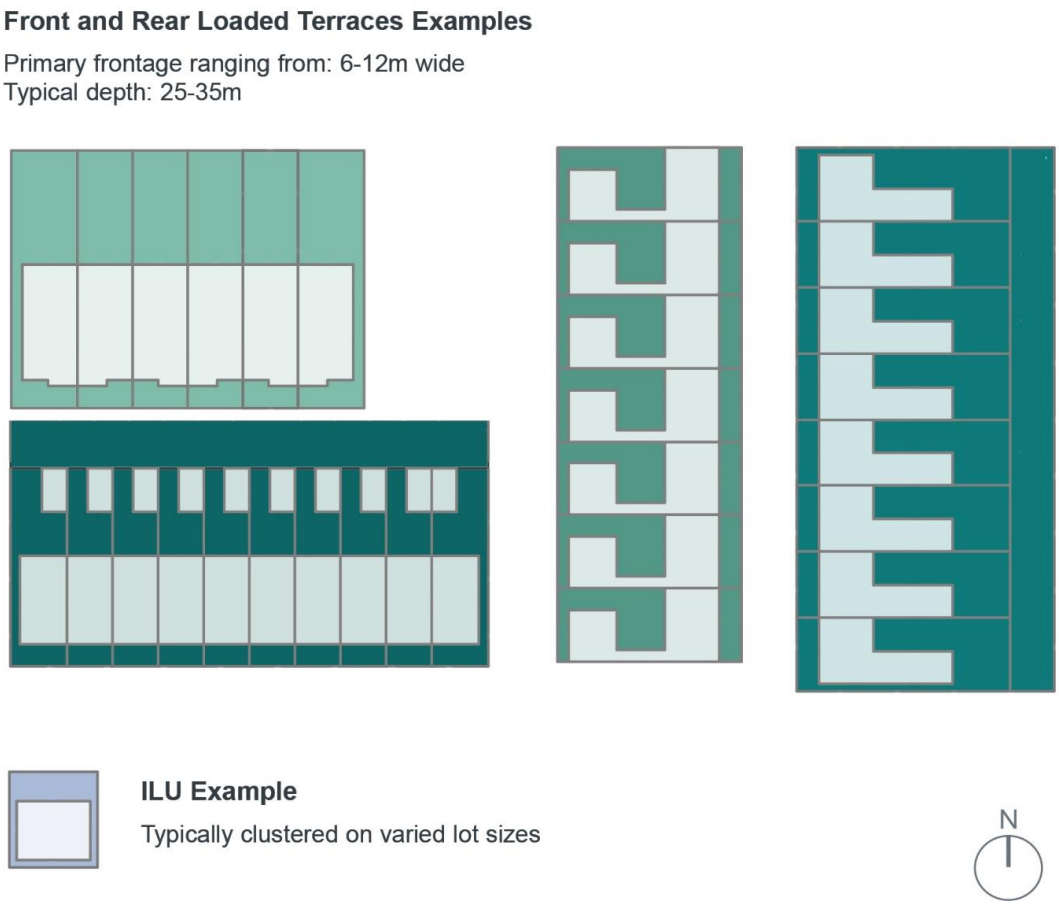


Figure DEV-S4.7 – Terrace and retirement housing typologies

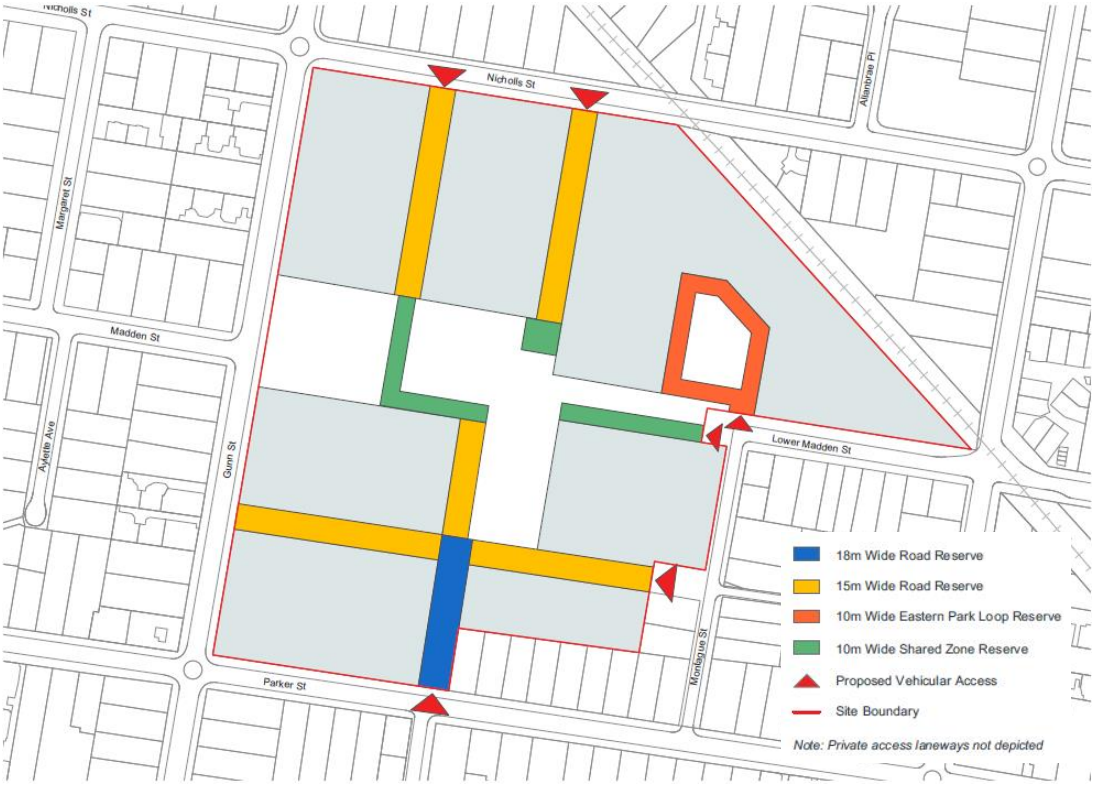


Figure DEV-S4.8 – Street hierarchy

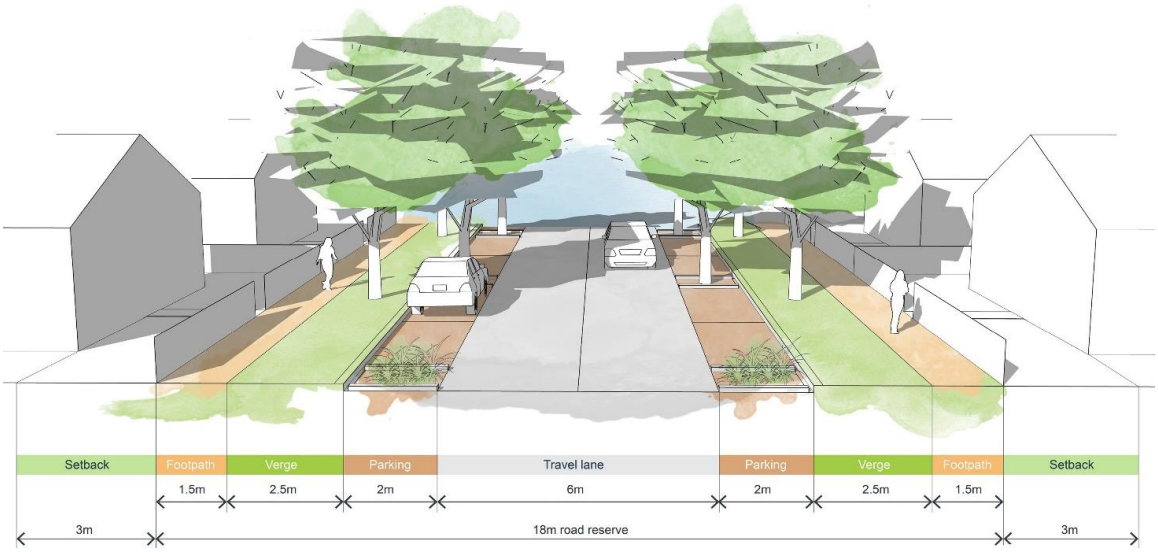


Figure DEV-S4.9 – Street typology for 18m wide reservation

Figure DEV-S4.10 – Street typology for 15m wide reservation

Figure DEV-S4.11 – Street typology for 10m wide eastern park loop reservation

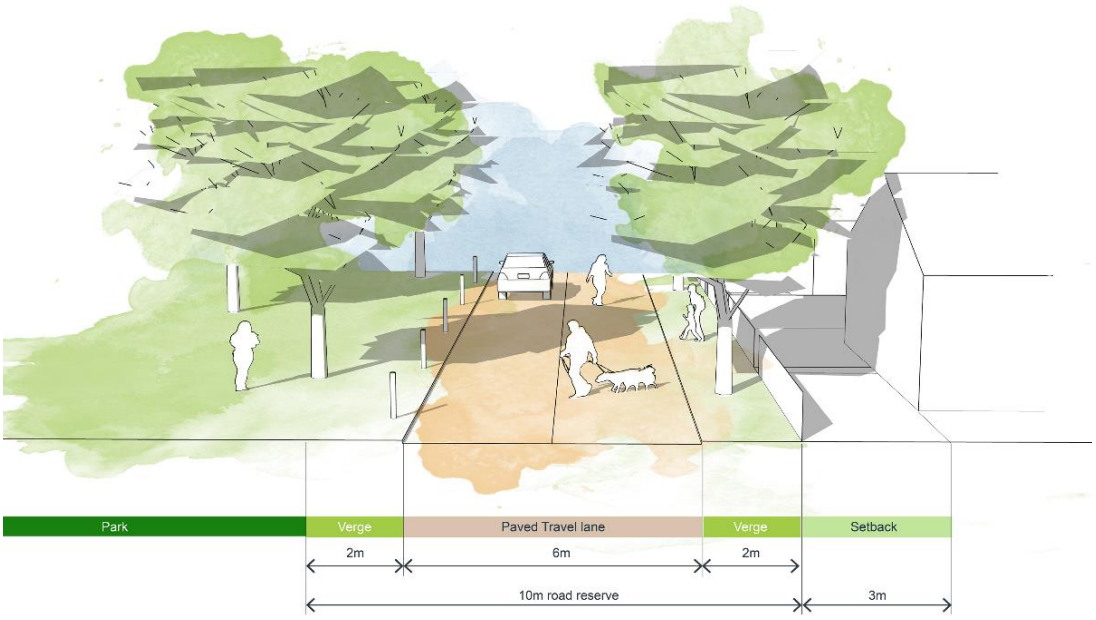


Figure DEV-S4.12 – Street typology for 10m wide shared zone reservation

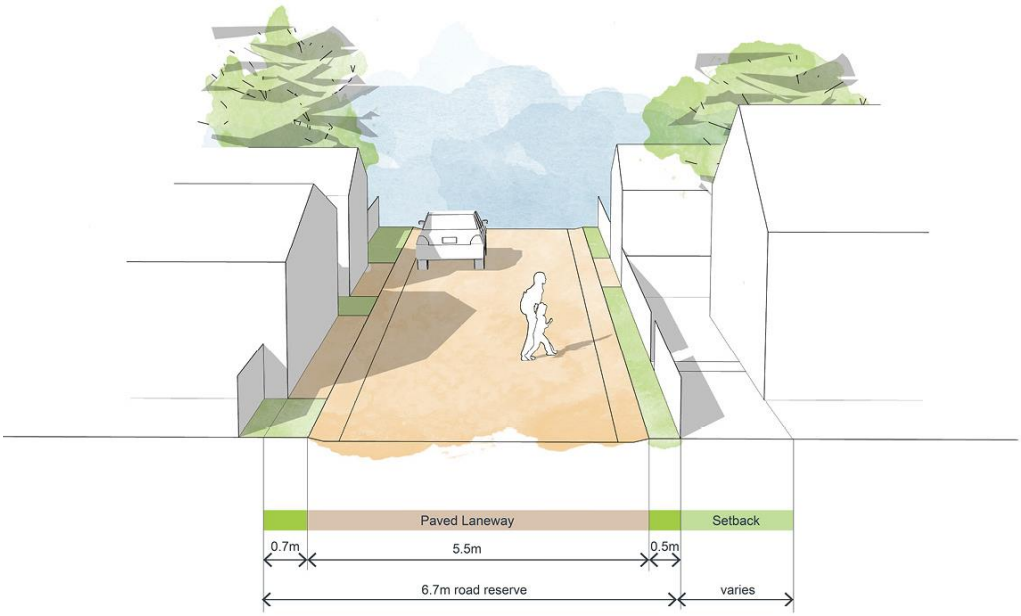


Figure DEV-S4.13 – Street typology for private access laneways

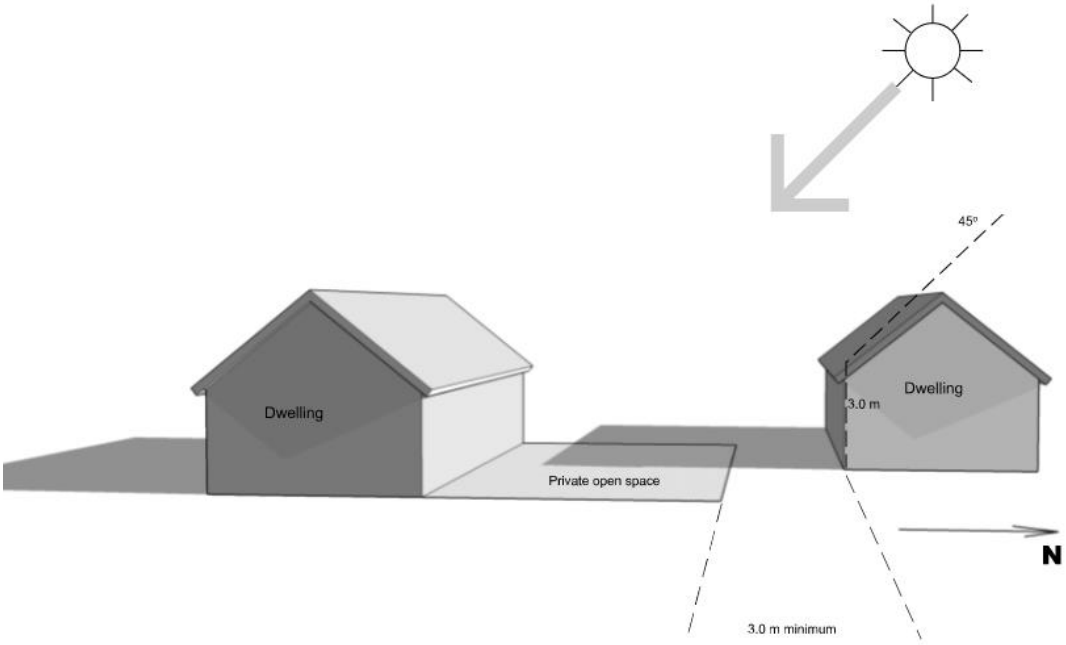


Figure DEV-S4.14 Separation from open space of another dwelling on the same site as required by DEV-S4.7.5 A1

Devonport Showground

Rezoning and Specific Area Plan

Submission in support of Section 37 request to amend the Tasmanian Planning Scheme – Devonport

9 February 2022

ERA Planning Pty Ltd trading as ERA Planning and Environment

ABN 67 141 991 004

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Contents

Executive summary

Background and opportunity

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

Enrich Ventures, the new owner, commissioned Studio GL with support from ERA Planning and Environment (ERA) to develop a master plan for the site informed by community and stakeholder engagement. The master plan is an important document due to the significance of the site's redevelopment in the regional context. At nearly 10ha in area and located in close proximity to the reimagined and invigorated Devonport city centre, the development potential of the site represents one of the largest private development infill opportunities in Tasmania. The redevelopment of the site has an important role in supporting Devonport as one of Tasmania's major settlements and meeting the housing needs of the community into the future.

Vision

The site vision as articulated in the master plan is to deliver a high-quality attainable[1] and adaptable infill housing development set amongst a central and abundant green space and supported by purposeful health and community facilities; a place where everyone is welcome. The vision is built upon a strong desire to not only contribute to the economic vitality of the city but to harmoniously transition the site into a new urban village.

Amendment approach

This report represents the first step in achieving the vision for the site, through a request to amend the planning scheme provisions. The amendment seeks to rezone the site from recreation to general residential in line with the disposure of the site by the Devonport Agricultural and Pastoral Society, and to include a new specific area plan.

Significant thought by the Enrich Ventures, Studio GL and ERA team has gone into the approach to the planning scheme amendment. Given the intended staged development of the site and the detailed site investigations and design work is still progressing, a combined rezoning and planning permit application is not being requested. The scale of the redevelopment along with the intended implementation timeframe is considered incompatible with this approach.

The form of the amendment also seeks to:

- provide easy to implement statutory provisions for Devonport City Council as the Planning Authority for future development applications;
- recognise the significance of the infill opportunity not only for the Devonport community but for the North-west Tasmania region through the application of a specific area plan;
- provide confidence to the community and stakeholders that future development of the site is based on the new vision articulated through the master plan; and
- limit adverse impacts of future use and development on the established character of nearby areas, existing community activity and the broader city environment.

Specific Area Plan

The proposed Specific Area Plan (SAP) will facilitate the future re-development of the Devonport Showground in accordance with the master plan. To achieve this, broadly speaking, the SAP includes provisions that control the type of use, location of use, residential density, built form, access and parking.

The type of use envisaged in the master plan is consistent with that of the general residential zone.

Controls around the location of use seek to deliver homes, community use, open space and movement networks in the locations envisaged in the master plan. Amongst other things, this includes a density transition, which will maintain amenity and compatibility with the surrounding community by bordering the site with lower density development around the permitter. This enables higher density development in the centre near the community and open space.

Residential density provisions in the SAP also limit the overall permitted dwelling yield to 290 homes, which can be delivered across the site in a variety of dwelling typologies including group homes, apartments, townhouses and detached dwellings.

The dwelling typologies and other built form controls in the SAP will allow flexible building design with slightly reduced minimum setbacks and frontage widths. This, amongst other benefits, will allow built form to address the open space areas and enclose street spaces for a more pedestrian scale environment.

The street hierarchy and typology controls provide for a bespoke 'complete street' approach. This facilitates through site active transport linkages and encourage walking and cycling over private vehicle use by providing a more people oriented street design.

Planning assessment

The proposal has been assessed against the relevant requirements of the *Land Use Planning and Approvals Act 1993*. Based on the supporting information and strategic context, it is submitted that there is sufficient justification to support the case for an amendment as proposed.

1 Introduction

1.1 Preamble

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

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

To guide this vision, Enrich Ventures engaged Studio GL to prepare a site master plan with ERA Planning and Environment (ERA) supporting the process by guiding the planning scheme amendment creation. Throughout the process there has been ongoing community and stakeholder engagement.

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

1.2 Purpose of the report

This report presents the formal request for an amendment to the Tasmanian Planning Scheme - Devonport (TPS) pursuant to Section 37 of the *Land Use Planning and Approvals Act 1993* (the Act), following completion of the site master planning process. The proposed amendment relates to land at 86A Gunn Street, Devonport (the Devonport Showground) which is currently zoned Recreation.

This report forms the basis of the application and has been prepared considering the provisions of the TPS, the relevant requirements of the Act and other relevant strategic documents.

Enquiries relating to this request can be directed to:

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1.3 Proposed amendment

The proposed amendment seeks to change the underlying zoning of the site from recreation to general residential and introduce a new Specific Area Plan (SAP) into the TPS. The purpose of the SAP is to facilitate the future development of 86A Gunn Street, Devonport in accordance with the Devonport Showground Master Plan

(the master plan), which details the future vision for the site. The vision is to deliver a high-quality attainable[1] and adaptable infill housing development set amongst a central open space and supported by purposeful health and community facilities; a place where everyone is welcome.

The SAP is contained in ***Appendix A***, with explanatory notes contained in Section 3 of this report. The master plan is contained in ***Appendix B***, with a brief description contained in Section 1.5 below. Addition background to the proposed amendment is provided in section 1.6 below.

1.4 Statutory references

The subject of the proposed amendment is the Tasmanian Planning Scheme – Devonport (hence forth referred to as the planning scheme or TPS). The planning authority is the Devonport City Council.

1.5 Title information

The proposed amendment relates to the land detailed in Table 1 below. The proposed SAP will only apply to land at 86A Gunn Street. The proposed rezoning will apply to all land in the recreation zone shown in Figure 1 below, which includes sections of several untitled road reservations.

Title documents are contained in ***Appendix C***.

Table 1: Title information

Address	Owner	Title reference
86A Gunn Street, Devonport	Devonport Agricultural & Pastoral Society Ltd	CT52055/1
Nicholls Street reservation	Local Government Authority	NA
Gunn Street reservation	Local Government Authority	NA
Parker Street reservation	Local Government Authority	NA
Lower Madden Street reservation	Local Government Authority	NA

[1] The terminology 'attainable' is preferred to affordable as it relates to both financial and non-financial hurdles to home ownership.

Figure 1: Recreation zoned land (shown green) subject to proposed rezoning (source: theLIST)

1.6 Devonport Showground Master Plan

ERA has assisted Enrich Ventures and Studio GL in creating the Devonport Showground Master Plan, which can be found in Appendix B. The master plan seeks to guide future development on the site and deliver the vision for the project. The vision is to deliver a high-quality attainable[1] and adaptable infill housing development set amongst a central and abundant green space and supported by purposeful health and community facilities; a place where everyone is welcome.

There is a clear overarching structure to the master plan, however, in recognition of the long implementation period, an inherent level of flexibility to the exact design outcomes. Approximately 30% of site, equivalent to just under 3 hectares, is to form part of the open space, access roads, community and health facilities. This area will link the core of the development with its neighbours and ensure that much of the site remains accessible to the community.

A substantial amount of energy has been placed into listening and responding to the needs of the community. The master plan is an expression of what the community has shared over the last four years of engagement and consultation, which included two formal community consultation sessions run by Enrich Ventures. As well as community needs, the master plan strategically responds to urgent housing needs for the region.

Devonport is subject to substantial pressures on housing affordability. A large proportion of the existing housing stock is detached single dwellings, which is not well suited to meeting existing and future needs of a diverse and growing community. In response, the master plan offers a high-quality mixture of homes, including apartments, tiny homes, small homes, large homes, adaptable homes, attainable[1] homes, assisted living homes and special needs housing. The variety of housing typologies are described in the master plan and delivered through the SAP.

In addition to housing diversity, the master plan envisages diversity in lot size. A standard lot size strategy is employed through the SAP, which facilitates an adaptable subdivision pattern whereby different housing typologies can be achieved through multiplication or division of standards lots. This also enables a flexible delivery approach that could involve, for example, anything from small lots for tiny homes, medium lots for apartments, and large lots for assisted living complexes. In addition, the standard lot size strategy allows for freehold title, strata title, community title or a combination of these. The end goal is to achieve housing diversity that meets the communities needs by delivering up to 290 dwellings, as regulated through the SAP.

Aligned with the lot size strategy the master plan also envisages a built form outcome for the site that is diverse, refined, and nuanced: balancing compatibility with the established built characteristics of adjoining residential areas with the significant potential arising from its inner-city location and walkability. Densities increase from the external boundaries of the site inwards, so that the higher density outcomes are generally achieved in the centre of the site.

More detail on the master plan can be found at www.devonportshowground.com.au.

1.7 Background to the proposed amendment

The master plan vision clearly represents a significant and positive infill development for Devonport city, which contributes to its role as one of the major settlements in Tasmania.

The outcomes sought through the master plan process do not fit neatly in any of the standard zones available in the TPS. The master plan has not taken a business as usual approach to delivering housing and meeting the needs of the community.

Significant thought has been given by the Enrich Ventures, GL Studio and ERA team as to the planning scheme amendment approach, taking into account:

- the need to provide easy to implement statutory provisions for Devonport City Council as the Planning Authority for future development applications;
- the importance of recognising the significance of the infill opportunity not only for the Devonport community but for the North-west Tasmania region;
- the need to provide confidence to the community and stakeholders that future development of the site is based on the new vision articulated through the master plan; and
- the importance of limiting detrimental impacts of future use and development on the established character of nearby areas, existing community activity and the broader city environment.

Additionally given the intended staged development of the site and that detailed site investigations and design work is still progressing a combined rezoning and planning permit application is not considered appropriate. The scale of the redevelopment along with the intended implementation timeframe over 10 to 15 years is considered incompatible with this approach.

While surrounding residential land is zoned general residential, application of this zone without a SAP has potential to result in an under-development of the site and prevent the attainment of the master plan vision.

On the other hand, the inner residential zone may allow consideration of some of the higher density dwelling typologies, but successful implementation of the master plan would heavily rely on the Planning Authority exercising discretion to approve future development applications.

The inner residential zone would also allow a broader mix and/or intensity of uses than considered necessary and is more likely to result in a homogenous high-density outcome that is less compatible with established built form characteristics and more likely to deliver lower amenity outcomes than envisaged by the master plan. For example, the inner residential zone could, through permitted densities, deliver up to 480 dwellings as shown in Table 2.

Table 2: Density comparison between amendment options (permitted standards)

	General Residential	General Residential with SAP	Inner Residential
Permitted density	22 - 30 dw/ha 450m^2 per single dwelling 325m^2 per multiple dwelling	30 dw/ha 200m^2 per standard home 150m^2 per terrace home 50m^2 per apartment home	50 dw/ha 200m^2 per single dwelling 200m^2 per multiple dwelling
Theoretical Yield (assuming no roads or open space)	213 - 295 dwellings	NA[2]	480 dwellings
Gross density & Yield (assuming 30% of site allocated to roads and open space)	15 - 21 dw/ha 149 -206 dwellings	30 dw/ha up to 290 dwellings	35 dw/ha 336 dwellings

Gross density & Yield (assuming 12% allocated to roads)	19 - 26 dw/ha 187 - 259 dwellings	NA[2]	44 dw/ha 422 dwellings

Application of either of these standard zones (general residential or inner residential) would also not provide confidence to Council and the community that redevelopment of the site would occur in a way consistent with the master plan vision.

The approach adopted for the proposed amendment, therefore, applies the general residential zone and seeks to intensify the allowable use and development through a SAP, where necessary, to achieve the master plan vision. In other words, it takes a 'light-touch' approach. In doing so, it adopts the accepted practice of taking the zone most compatible with the surrounding area and intensifying upwards based on the master plan, in order to achieve the most harmonious outcome.

The key changes required to the existing general residential zone provisions through the SAP are broadly summarised as follows:

- Dwelling yield. Relying entirely on the existing provisions of the general residential zone cannot achieve the vision for the master plan, which would ultimately see around 290 dwellings on the site. For comparison, assuming 30% of the site is required for roads and open space, the 9.6ha site could theoretically yield about 150 dwellings at a subdivision density permitted under the general residential zone, and 336 dwellings at a permitted density under the inner residential zone. In other words, the dwelling yield envisaged under the master plan lies somewhere between the densities permitted in the general residential zone and inner residential zone. However, rezoning to inner residential is not necessary to achieve the master plan and is not considered appropriate given the density allowable under that zone would be inconsistent and incompatible with that prevailing in the surrounding area.
- Housing typology. The master plan seeks to enable a diverse mix of housing types known as typologies. Some of the typologies are less than the minimum lot size, less than the minimum site area per dwelling, and less than the minimum frontage width and setback of the existing provisions in the general residential zone. In addition to providing for diverse housing needs, the typologies enable a larger portion of the site to be provided as outdoor space and community use as the remaining developable area can be delivered at slightly higher density to achieve the desirable yield.
- Street typology. There is some flexibility afforded to road design under the existing subdivision provisions in the general residential zone. However, the street hierarchy and street typologies envisaged in the master plan would not be entirely consistent with the Tasmanian Standard Drawings. A tailored approach has been chosen to deliver streets designed for slow speeds and with pedestrian priority. The master plan includes a potential street network that is highly connected and integrated into the existing street grid of Devonport.
- Car parking requirements. Typical car parking requirements for residential use, whilst relevant as broad standards across Tasmania, are not well suited to the site, nor the vision for the master plan. The accessibility of the site, being in proximity to Devonport central business district, significantly reduces dependence on private motor vehicles. In addition, a number of housing cohorts targeted in the master

[2] The SAP supports the delivery of the community and open space area.

plan (e.g. aged care and assisting living) are less reliant on motor vehicles. The master plan envisages a modern transport system operating across the site, focused on walking and cycling above private car use, and facilitating opportunities for electric vehicles, car sharing, bike sharing, etc.). Given less need for private vehicles to access daily needs, the typical residential parking requirements have been slightly reduced.

- Built form. The setback, building envelope, site coverage and private open space requirements have been derived from the inner residential zone. This approach has been adopted as the inner residential zone acceptable solutions provide greater development outcomes that are slightly more aligned with the denser dwelling typologies provided for under the master plan, but still compatible with the established built characteristics of the area. While this approach has meant that there is a reliance on a discretionary pathway to achieve some of the dwelling typologies, drafting of built form development outcomes aligned with each dwelling typology was not considered achievable. This was because the master plan primarily provides a spatial framework, where detailed design and built form outcomes sought by the proponent have not yet been resolved. Additionally, development standards aligned with each dwelling typology would result in considerable drafting complexity, impacting on their ease of application.

The SAP substitutes 6 standards in the general residential zone while 9 would remain applicable.

The SAP is contained in ***Appendix A***, with explanatory notes contained in Section 3 of this report. The master plan is contained in ***Appendix B***, with a brief description contained in Section 1.5 of this report.

2 Site and surrounds

2.1 Locality

Devonport Showground is in the heart of the City of Devonport's urban population, less than 200m north of the central business district and less than 400m west of the Mersey River. Figure 2 and Figure 3 below broadly show that land inside a 800m walkable catchment of Devonport Showground includes a mixture of uses in a variety of zones, including general residential, inner residential, central business, general business, urban mixed use, open space, recreation, community purpose, utilities, and port and marine. There are few comparable sites in the municipality that offer this level of accessibility.

Figure 2: Locality (source: theLIST)

Figure 3: Zoning (Source: theLIST)

2.2 Housing demographics

2.2.1 Household size

At the time of the 2016 Census, the City of Devonport had a population of approximately 25,000 people in just under 10,000 occupied private dwellings at an average household size of 2.3 people[3]. Household size is forecast to decrease to 2.1 persons per household by 2030[4].

Around 75% of the occupied housing stock in Devonport is 3 or more bedrooms, leaving only 25% with 2 or less bedrooms[3]. This is not well suited to the prevailing household composition, where 32% are lone person

[3] 2011 and 2016 Census QuickStats: Devonport, Australian Bureau of Statistics

[4] Cradle Coast Regional Land Use Strategy 2010-2030, Tasmanian Government

households and 35% are two person households[3]. That is, 67% of households contain 2 or less people and are living in large homes without opportunity to downsize.

The number of people living alone has continued to increase over time in Devonport, from 29% in 2011 to 32% in 2016. However, the number of smaller dwellings (2 or less bedroom) has not kept pace with this change, which has remained at 25% of occupied dwellings over the same period[3].

The above statistics point to a scenario where increasing demands for smaller and/or more adaptable homes are not being met by the current housing supply. One obvious example of this relates to the aging of the population, where many aging residents are not provided with opportunities to downsize independently. Given the opportunity, downsizers could relocate from their larger family homes into smaller dwellings, which would then free up the larger homes as new supply for growing families.

2.2.2 Household type

There are financial and social challenges to home ownership that can be exacerbated by inadequate supply of appropriate housing stock. Therefore, the type of housing to be provided should be informed by the demographics of those likely to occupy that housing.

Devonport is made up of 13% single parent households, with 26% of people older than 60 and 8% of the population reporting they need help in their day to day lives due to disability. While the national rate of disability fell between 2015-2018, the rate in Tasmania increased by 1%. At 26.8% of the population, Tasmania continues to have the highest rate of disability across the nation[5]. The current housing stock, dominated by large homes and gardens with few people in them, is not well suited to the needs of these segments of the population and is likely to be less attainable to them.

In Devonport, like Australia in general, home ownership is preferred. 63% of people in Devonport live in homes they own or have a mortgage on, compared to 33% who are renting. 9% of the rental housing stock is social housing[6]. Over time, increasing opportunities for more segments of the population to own their home is desirable.

2.2.3 Supply and demand

Residential supply and demand analysis undertaken as part of the Cradle Coast Regional Land Use Strategy (RLUS) is based on a medium growth scenario that forecasts a population increase in Devonport of up to 2000 people between 2008-2032. Given these figures, and the availability of appropriately zoned residential land, the RLUS calculates that the extent of residential land in Devonport is equivalent to around 5 years of supply (as of 2007)[4].

In addition, between 2006-2016, Devonport's population grew by 2381 people[3] at an average of 1% per annum. This rate is trending significantly higher than the forecasted growth rate of 0.3% per annum in the RLUS. This greater than expected population growth, coupled with a decreasing household size and stagnant supply of appropriately sized dwellings, presents even greater residential supply challenges. That is, the available residential supply in Devonport is being taken up significantly faster than estimated under the RLUS.

[5] 2018 Survey of Disability, Ageing and Carers, Australian Bureau of Statistics

[6] 2016 Census Community Profile: Devonport, Australian Bureau of Statistics

The RLUS forecasts demand for 25 dwellings per year in Devonport. However, historic trends between 2011-2016 indicate that demand has averaged 99 dwellings per year[3].

2.3 Site

The site, known as Devonport Showground and shown in Figure 4, is located at 86A Gunn Street and is approximately 9.6ha in area. Existing development on the site includes a racing track, central oval, and numerous buildings associated with the properties former use by the Devonport Agricultural and Pastoral Society.

Figure 4: Aerial image of site (source: theLIST)

2.3.1 Use

The Devonport Showground site is currently owned by the Devonport Agricultural and Pastoral Society, and has previously been used for community farmers markets, agricultural shows, and events. However, due to difficulties in maintaining operations, the property has been sold for redevelopment.

Today, there are 22 community and art groups and enterprises who still use the site. The proposed amendment would see as many of these uses maintained as practicable. Enrich Ventures has approached all tenants in this regard.

2.3.2 Access

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

A high level Traffic Impact Assessment (TIA) has been undertaken to understand the existing and future traffic operations in the area and explore opportunities for public site access. Subject to detailed design of site access points, the TIA concludes that the existing street network has sufficient capacity to accommodate the extent of development envisaged in the master plan. The TIA also recognises and encourages the bespoke approach to street design being sought and the master plan street network has been developed in context of the Devonport City Council's Pedestrian Strategy 2016-2021, Bike Riding Strategy 2015-2020 and Road Network Strategy 2016.

Additional detail is provided in the TIA at *Appendix D*.

A comprehensive Traffic Impact Assessment(s) will be undertaken at development stage and it is considered that the provisions of the Parking and Sustainable Transport Code and Road and Railway Assets Code provide adequate safeguards to ensure a proper consideration.

2.3.3 Walkability

Walkability is a fundamental element of best-practice planning and design of buildings, streets and towns. Living in proximity (400-800m) to a mix of uses is associated with higher levels of active transport (walking and cycling) across all age groups, which leads to improved health and environmental outcomes.

The primary site entry off Parker Street receives a walkability score of 85 out of 100[7]. This score indicates that most household needs and errands can be accomplished on foot, rather than by car or bus. For example, Figure 5 shows that future residents will be able to access groceries, restaurants, shopping, entertainment, health care, services, and recreation opportunities less than 400m from the site. The walkability of the site presents a great opportunity for residential use and development with less dependence on private vehicles.

[7] Score measured from property at 52 Parker Street, accessed via www.walkscore.com.

Figure 5: Walkable 400m catchment of site (source: theLIST)

2.3.4 Servicing

The site is serviced by reticulated stormwater, water and sewerage infrastructure. An Engineering Serviceability Report has been undertaken and demonstrates that the development envisaged in the master plan is capable of being serviced by existing infrastructure.

With respect to water and sewer infrastructure, TasWater has confirmed via the early engagement process that sufficient capacity exists to accommodate the proposed development and further analysis will be undertaken at detailed design stage to confirm this advice remains accurate.

With respect to stormwater, the existing underground pit and pipe network is sufficient to cater for the 5% Annual Exceedance Probability (AEP) storm event and the proposed street and open space network is capable of conveying the 1% AEP event via pipe and overland flow. Further stormwater and flood modelling investigations will occur at subsequent subdivision and development stages to inform detailed design.

Additional detail is provided in the Engineering Serviceability Report at *Appendix E*.

2.3.5 Railway noise

A railway corridor operated by TasRail and known as the 'western line' borders the northeastern corner of the site. The western line is infrequently used, with onsite measurements over three days recording an average of around 2.5 trains per day. There are many existing residences in the area that are abutting the western line without any noise barriers being present.

A Noise Assessment has been undertaken to gauge whether future development on the site can meet the requirements of the Road and Railway Assets Code. The assessment concludes that most of the site meets the relevant acceptable solution requirements. Any sensitive use in proximity to the railway meets the corresponding performance criterion subject to recommended noise mitigation measures being applied at development stage.

Additional detail is provided in the Noise Assessment at *Appendix F*.

2.3.6 Aboriginal heritage

The site does not contain any known Aboriginal relics or apparent risk of impacting Aboriginal relics. A record of the Aboriginal Heritage Tasmania search results is provided at *Appendix G*.

2.3.7 European heritage

The site and buildings are not listed on any local, state or national European heritage registers. The site does, however, have an important history that contributes to the sense of place. This history was an important element of consideration in preparing the master plan. Therefore, a core component of the master plan relates to the land being seen as a community asset with entrenched stories and memories. The master plan acknowledges this by ensuring that large areas of the site are to remain accessible to the community, such as the open space and community, enterprise and creative facilities, or are to address specific community needs, such as the health and well-being facilities.

2.3.8 Images of site

Image 1: View of site looking north from Parker Street site entry

Image 2: View of site looking west from Lower Madden Street

Image 3: View of site looking northeast from Gunn Street footpath near Madden Street

Image 4: View of railway line looking south from Nicholls Street crossing (site on right hand side of image)

3 Explanatory notes

The notes in Table 3 below provide an explanation of the intent of the provisions under the proposed Devonport Showground Redevelopment Specific Area Plan.

Table 3: Explanatory notes to SAP

Clause number	Provision	Commentary
DEV-S4.1 Plan Purpose		
DEV-S4.1.1	To provide for redevelopment of the Devonport Showground site as an inner-city living precinct, providing a mix of residential uses, dwelling types and densities to support a range of household sizes and demographics	Derived from clause 8.1.1 of the general residential zone, with a more concerted focus on providing for housing diversity.
DEV-S4.1.2	To support high quality residential amenity through the provision of a central open space area with good pedestrian linkages through a new internal road network that delivers interconnectivity through the site and with surrounding areas.	Derived from clause 8.1.2 of the general residential zone and tailored to deliver the overarching design intent of the master plan for a central open space, permeability, and accessibility.
DEV-S4.1.3	To promote a lot layout and dwelling arrangements based on an adaptable lot size strategy.	Derived from clause 8.1.1 of the general residential zone to deliver an adaptable lot size strategy for design flexibility based on a variety of housing typologies.
DEV-S4.1.4	To provide for non-residential opportunities that support residential uses or are appropriate to an inner-city location, including local shops, arts and cultural facilities, without compromising established activity centres.	Derived from clause 8.1.3 of the general residential zone and tailored to limit the scale of use.
DEV-S4.1.5	To enable healthy and active lifestyles and reduce	New purpose statement to guide design intent of street and open space network.

	dependence on private motor vehicles.	
DEV-S4.2 Application of this Plan		
DEV-S4.2.1	The Specific Area Plan applies to the area of land designated as the Devonport Showground Redevelopment Specific Area Plan on the Planning Scheme maps.	The SAP overlay area will cover the entirety of CT52055/1, known as 86A Gunn Street, Devonport.
DEV-S4.2.2	In the area of land this plan applies to, the provisions of the specific area plan are in substitution for or are in addition to the provisions of the General Residential Zone, and Parking and Sustainable Transport Code, as specified in the relevant provision.	The provisions of the general residential zone that will remain unchanged are as follows: - 8.3.1 (discretionary use) - 8.3.2 (visitor accommodation) - 8.4.5 (garages) - 8.4.6 (privacy) - 8.4.7 (fences) - 8.4.8 (waste) - 8.5.1 A4/P4, A5/P5, A6/P6 (non-dwelling development) - 8.5.2 (non-residential garages) - 8.6.3 (services)
DEV-S4.4 Definition of terms		
DEV-S4.4.1	In this Specific Area Plan, the following terms are defined: Adaptable lot size strategy Apartment typology Community and open space area Developable land area Devonport Showground Redevelopment Master Plan Development Framework Interface overlay Local shop Road reserve area Shared zone area Small house typology Street hierarchy	Additional definitions are required in the SAP to articulate the terminology that is not typical of the planning scheme. In particular, the concepts of an adaptable lot size strategy and housing typologies. In addition, the areas of community and open space, roads, shared zone, interface overlay, and developable land area are defined to give clarity to the SAP provisions that follow. The inherent flexibility being sought regarding future subdivision, dwelling design, and dwelling density warrant the introduction of a bespoke planning approach that requires definition. Where possible definitions have relied on figures only, to avoid future complexity regarding interpretation.

	Street typology Terrace typology	
DEV-S4.5 Use table		
No permit required	Natural and cultural values management	Per existing use status of the general residential zone.
	Passive recreation	Per existing use status of the general residential zone.
	Residential if for a single dwelling	Per existing use status of the general residential zone.
	Utilities if for minor utilities	Per existing use status of the general residential zone.
Permitted	Residential if not listed as no permit required	Per existing use status of the general residential zone.
	Visitor accommodation	Per existing use status of the general residential zone.
Discretionary	Business and professional services if for a consulting room, medical centre, veterinary centre, child health clinic, a community based organisation, or for the provision of residential support services	Per existing use status of the general residential zone. However, a community based organisation has been included in the use qualification to support the intent of the master plan to enable existing and future community use. This is consistent with the use qualifications for business and professional use in the community purpose zone.
	Community meeting and entertainment if for a place of worship, art and craft centre, public hall, community centre or neighbourhood centre	Per existing use status of the general residential zone.
	Educational and occasional care if not for a tertiary institution	Per existing use status of the general residential zone.
	Emergency services	Per existing use status of the general residential zone.
	Food services if not for a take-away food premises with a drive through facility	Per existing use status of the general residential zone.
	General retail and hire if for a local shop, market, or commercial art gallery	This use is derived from the general residential zone but includes an expanded qualification.

		Currently, a market or commercial art gallery is prohibited in the general residential zone. There are 22 community and art groups and enterprises who currently use the showground premises. The master plan envisages a community hub that would enable this use to continue and could include a gallery for sales and markets operating from time to time in the central open space.
	Sport and recreation if for an existing use or for a fitness centre, gymnasium, public swimming pool or sports ground	There are 22 community and art grounds and enterprises who currently use the showground premises. This use is derived from the general residential zone but includes an expanded qualification to ensure that any existing uses can relocate on the site.
	Utilities if not listed as no permit required	Per existing use status of the general residential zone.
DEV-S4.6 Use standards		
DEV-S4.6.1	A1/P1 & A2/P2 – Location of discretionary use	The new standard at A1/P1 has been introduced to limit and control the scale and type of use in the central open space area that is not associated with open space or community use in order to facilitate the underlying master plan intent. This is particularly important as the master plan has the potential to be delivered as a large, strata titled development without the need for subdivision. The new standard at A2/P2 has been introduced to limit and control the scale and type of use in the road reserve shared zone area that is not associated with the provision of the road, street space or services in order the facilitate the underlying master plan intent. This is particularly important as the master plan has the potential to be delivered as a large, strata titled development without the need for subdivision.
DEV-S4.6.2	A1/P1 – Hours of operation for vehicles in the shared zone area	This new standard at A1/P1 seeks to control vehicle use in shared zones to prevent all vehicles from travelling through the site after hours, unless for emergencies. Although the objective is similar to the existing clause 8.3.1 A3, it does not override it as it serves a different purpose.

DEV-S4.6.3	A1/P1 – Location of residential and visitor accommodation use	This new standard has been introduced to encourage permitted development in developable land area, and discourage it anywhere else. It has not been prohibited elsewhere as there may be minor or special circumstances where it is appropriate to locate it elsewhere (e.g detailed design warrants a slight shift in road alignment or boundary adjustment to the final shape of the community and open space area.
DEV-S4.6.4	A1/P1 – Car parking	This clause is almost entirely replicated from clause C2.5.1 of the Parking and Sustainable Transport Code. The only change being a reduction in the parking requirements for residential development. As discussed in section 2.3 above, the site is afforded great walkability as it close nearby services. Most daily needs can be met in walking distance (400-800m) of the site. The master plan has been created to leverage off this opportunity, by providing a permeable access network and street hierarchy that promotes active transport modes. Given this focus, there is less dependence on private vehicles to serve the needs of residents. Under the acceptable solution at A1, at least 1 on-site car space is required per dwelling (2 spaces for dwellings with 4 or more bedrooms). This is more consistent with the parking needs of inner urban residences.
DEV-S4.7 Development standards for dwellings		
DEV-S4.7.1	A1/P1 – Total dwelling yield	The overall density number at A1 is based on yield calculations undertaken as part of the master planning process, with the overall yield (290 dwellings) being somewhere between that which is achievable under the permitted standards of the general residential zone (150 dwellings) and inner residential zone (336 dwellings). More discussion on this is provided in section 1.6 above. This standard, in combination with clause DEV-S4.7.2, enables higher densities in parts of the site whilst still balancing the overall site density. The performance criterion P1 provides an approval pathway for potentially more intense development over the very long term if needed due to changes in residential supply and demand.

DEV-S4.7.2	A1/P1 - Residential density for multiple dwellings	The standard at A1/P1 is derived from clause 9.4.1 of the inner residential zone. Broadly speaking, this standard delivers the density vision for the site, which seeks lower densities on the perimeter wrapped around higher densities in the centre. This enables a compatible transition of densities from the existing surrounding area to the centre of the site. The density transition is achieved through introduction of the interface overlay, which manages dwelling density at the interface of the SAP and the surrounding area. The intent of the interface overlay is about density control and not design control. The acceptable solution A1 has been tailored to enable the full range of housing typologies envisaged in the master plan. The reference to lots containing certain typologies is necessary so that any lot with multiple typologies are still afforded a permitted pathway at the higher density. The performance criterion P1 has been tailored to enable variations to the typologies having regard to the master plan.
DEV-S4.7.3	A1/P1, A2/P2, and A3/P3 - Setbacks and building envelope for all dwellings	These standards are derived from clause 9.4.2 of the inner residential zone. In general, the setbacks and building envelopes are the same as those in clause 9.4.2. However, the performance criterion at P1 has been tailored to achieve setbacks that are compatible with the surrounding area and with the street typologies envisaged in the master plan (depending on where development is sited). A subclause at P3(c) has also been included to enable delivery of the housing typologies in the master plan that do not include any separation between dwellings. In general, the housing typologies and densities envisaged in the master plan are akin to dwellings in both the inner residential zone and general residential zone. The clause objectives are derived from those in the general residential zone. However, as the housing typologies in the master plan include those which do not require separation between dwellings, such as the terrace typology, reference to dwelling separations has been removed.

DEV-S4.7.4	A1/P1 and A2/P2 – Site coverage and private open space for all dwellings	This clause is derived from clause 8.4.3 of the general residential zone. The standards have been tailored to enable site coverage and private open space consistent with the housing typologies and adaptable lot size strategy of the master plan. That is, it can be expected that housing typologies based on higher densities will generally require less private open space than the typical densities permitted under the general residential zone. This will be compensated in the master plan by the provision of greater amounts of open space that can be shared by the community.
DEV-S4.7.5	A1/P1 – sunlight to private open space of multiple dwellings.	This clause is derived from clause 8.4.4 of the general residential zone. The change is required to update reference from clause 8.4.3 of the general residential zone (which has been overridden) to clause DEV-S4.7.4 of the SAP (which is the new clause). That is, the changes can be considered an administrative correction.
DEV-S4.8 Development standards for non-dwellings		
DEV-S4.8.1	A1/P1, A2/P2, and A3/P3 – Non-dwelling development	These standards are derived from clause 9.5.1 of the inner residential zone. In particular, the setback, building envelope and site coverage standards are the same as those for dwellings and provide the same level of consistency with the master plan as that enabled by DEV-S4.7.3 and DEV-S4.7.4.
DEV-S4.9 Development standards for building and works		
DEV-S4.9.1	A1/P1 – Development outside the developable land area	The master plan has the potential to be delivered as a large, strata titled development without the need for subdivision. Therefore, to ensure that the basic development framework is delivered, where not relying on the subdivision standards, this new clause limits and controls the type of development outside of the developable land area. The standard is complementary to the use standards at the new clause DEV S4.6.1.
DEV-S4.9.2	A1/P1 & A2/P2 – Building design	A core element of the master plan is the delivery of a central, high quality open space area for use by residents

		and the public. To ensure safety and amenity of the open space is maximised and high quality design is delivered, this new clause has been introduced to maximise the potential for passive surveillance of the open space area.
DEV-S4.10 Development standards for subdivision		
DEV-S4.10.1	A1/P1, A2/P2, and A3/P3 – Lot design	These standards are derived from clause 9.6.1 of the inner residential zone. The permitted standard for minimum lot sizes in the general residential zone is 450m^2. This is not entirely consistent with the adaptable lot size strategy envisaged in the master plan, which could see minimum lots below 450m^2. It is also inconsistent with the lot sizes surrounding the site today. The acceptable solutions at A1 and A2 have been tailored to reflect the minimum lot sizes envisaged in the master plan and the changes to setbacks under DEV-S4.7.3 and DEV-S4.8.1. This includes a requirement for larger lots on the permitter of the site (in the interface overlay area) to enable a density transition that is compatible with the surrounding residential area. The density transition being sought is broadly as follows: Lots in the surrounding area are around 500m^2+; lots on the permitter of the site are to be around 400m^2; and lots in the centre of the site are to be around 200m^2. The acceptable solution A3 has been tailored to reflect the minimum frontage widths envisaged by the housing typologies.
DEV-S4.10.2	A1/P1 - Roads	These standards are derived from clause 8.6.2 of the general residential zone. It creates a permitted pathway for roads in a subdivision, where the State Planning Provisions provides only a discretionary pathway for new roads in a subdivision. This is not considered a departure from a purposeful policy position as the State Planning Provisions were drafted as generic provisions to apply across a wide range of circumstances and drafting an acceptable solution in those circumstances would have been challenging. The acceptable solution provides a permitted pathway for new roads that are consistent with the street hierarchy and street typologies in the master plan.

		The performance criterion has been amended to have regard to the street hierarchy and street typologies. An important element of the master plan is the delivery of a street network that prioritises active transport modes and provides a slow speed pedestrian friendly environment.

4 Assessment of proposed amendment

4.1 Description of proposed amendment

The proposed amendment seeks to change the underlying zoning of the site from recreation to general residential and introduce a new SAP into the TPS. The purpose of the SAP is to facilitate the future development of 86A Gunn Street, Devonport in accordance with the master plan, which details the future vision for the site. The vision is to deliver a high-quality attainable[1] and adaptable infill housing development set amongst a central open space and supported by purposeful health and community facilities; a place where everyone is welcome.

The SAP is largely based on the existing local provisions, with changes limited to those necessary to implement the master plan vision. The key changes required to the existing local provisions under the general residential zone are broadly summarised as dwelling yield, housing typology, and street typology. An additional description is provided in section 1.6 above.

4.2 Requirements of the Act

This planning scheme amendment application is made under Section 37 of the Land Use Planning and Approvals Act 1993 (the Act). It requires:

1) *A person may request a planning authority to amend an LPS that applies to the municipal area of the planning authority.*

2) *A request under subsection (1) is to be in a form approved by the planning authority or, if a form has been approved by the Commission, is to be in that form.*

3) *A request under subsection (1) by a person to a planning authority to amend the zoning or use or development of one or more parcels of land specified in an LPS must, if the person is not the owner, or the sole owner, of the land –*

   (a) be signed by each owner of the land; or

   (b) be accompanied by the written permission of each owner of the land to the making of the request.

Consent of the landowners has been provided in accordance with the requirements of the Act and is available at *Appendix H*.

Section 34(2) of the Act is relevant for a planning scheme amendment as it stipulates the assessment criteria to be met. The criteria are that the proposal:

(a) contains all the provisions that the SPPs specify must be contained in an LPS; and

(b) is in accordance with section 32; and

(c) furthers the objectives set out in Schedule 1; and

(d) is consistent with each State policy; and

(da) satisfies the relevant criteria in relation to the TPPs; and

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and

(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates; and

(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and

(h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.

The following sections address the matters that are covered by the above-mentioned legislative requirements.

4.3 Assessment against Section 34(2)(a)

Section 34(2)(a) requires that the amendment result in a planning scheme instrument which contains all the provisions that the SPPs specify must be contained in an LPS. The proposal will introduce a SAP into the LPS and where not overriding existing provisions will rely on the underlying zone and code provisions. This criterion is met.

4.4 Assessment against Section 34(2)(b)

Section 34(2)(b) requires that the amendment is in accordance with Section 32. Of specific relevance to the proposal is Section 32(4), which requires that a Specific Area Plan only be applied where:

(a) a use or development to which the provision relates is of significant social, economic or environmental benefit of the State, a region or a municipal area; or

(b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.

The SAP will provide significant social and economic benefit to the municipality. Socially, it provides for housing needs close to the Devonport central business area, whilst returning many of the historic community uses on the site that have diminished in recent years. Economically, the site presents a rare opportunity to provide a development of scale that is, during design and construction particularly, a considerable economic contributor to the municipality and region. In addition, the site is of a location and scale that equates to spatial qualities which provide a unique opportunity. That is, to provide a considered infill development in accordance with an overarching master plan, which cannot be achieved through the existing scheme provisions.

Further justification for the SAP is presented in Section 1.6 above.

4.5 Assessment against Section 34(2)(c)

Section 34(2)(c) requires that the amendment furthers the objectives of the resource management and planning system set out in Schedule 1 of the Act. As assessment of the proposal against these objectives is set in Table 4 below.

Table 4: Assessment against objectives

Part 1 Objective	Response
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	The site has no identified natural values. It is in an established settlement boundary and its conversion from recreation to general residential is not inconsistent with the definition of sustainable development. The proposal would see a more efficient use of the land that provides for the social, economic and cultural well-being of the community in a manner that avoids or mitigates adverse effects on the environment. The focus on walkability and active transport modes also promotes sustainability outcomes.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water	Rezoning of land to general residential responds to an urgent housing need, is consistent with the surrounding land use, has been the subject of ongoing community consultation, and has no impact on natural values. Therefore, the proposal presents a fair, orderly, and sustainable use of air, land and water.
(c) to encourage public involvement in resource management and planning	The site was identified for its intended purpose through a community engagement process. Public involvement will be further achieved through the public exhibition process for the draft amendment and subsequently at subdivision and development approval stages.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)	The proposed amendment will facilitate the design and construction of a new residential community over many years. Economic outcomes will be achieved throughout this process. In addition, the development would see improved social, health and well-being outcomes through the health and community facilities envisaged for the land. Furthermore, new residential use will contribute positively to economic development of the municipality.
(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	The proposed amendment represents a process of shared responsibility between State government, local government, the land development industry and the community. All relevant bodies will be consulted as part of the planning approval process.

Part 2 Objective	Response
(a) to require sound strategic planning and co-ordinated action by State and local government	The proposed amendment is consistent with the regional land use strategy and the Devonport municipal strategy, strongly aligning with the land use policies for active communities, housing land, integrated land use and infrastructure planning, and managing growth and development. As such, it represents sound strategic planning. The planning scheme amendment process allows for the coordinated action by State and local government.
(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	The site will be rezoned to general residential and some of the underlying zone provisions will be overridden through the introduction of a SAP. There will be minimal change to the prevailing code provisions applicable to the site (reduction in residential parking requirements only). This system of planning instruments is enabled by the Act and will allow for future development of the site to be considered against the provisions of the planning scheme.
(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	The site contains no identified natural values, and the amendment will not directly impact on the environment. Future development will be assessed against all relevant planning scheme requirements to ensure rigorous decision-making.
(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	The proposed amendment does not affect the attainment of this objective.
(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	The proposed amendment does not affect the attainment of this objective.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation	The master plan for the site envisages a vibrant residential community with access to nearby support services that seek to improve health and wellbeing outcomes for all in need. In addition, a core component of the master plan is the retention and attraction of old and new community uses that

	currently or previously occupied the site. Furthermore, a concerted focus of the master plan is walkability. As discussed in section 2.3, the inherent walkability of the area has been recognised, with the amendment seeking to leverage this opportunity to, amongst other things, provide improved health outcomes for the community.
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value	Although the property has not been identified as having any registers sites, buildings, or relics of Aboriginal or European heritage, it is acknowledged that there is a rich history, nonetheless. The master plan concept would see the retention of community facilities on the site and the possible relocation of the old school building. Further detail is provided in section 2.3.7 above.
(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.	The master plan envisages a substantial portion of the site as a publicly accessible community asset that will contribute to greater social and physical health and well-being. In addition, future development in accordance with master plan would provide for integrated land use and infrastructure that improves the efficiency of existing networks without exceeding capacity.
(i) to provide a planning framework which fully considers land capability.	The proposed amendment does not affect the attainment of this objective.

4.6 Assessment against Section 34(2)(d)

Section 34(2)(d) requires that the amendment be consistent with each State policy. There are currently three state policies operational in Tasmania that articulate the government's strategic policy direction. These relevance of these policies to the proposed scheme amendment are addressed below.

4.6.1 State Policy on the Protection of Agricultural Land 2009

This policy is not relevant to the proposed amendment.

4.6.2 State Policy on Water Quality Management 1997

The site has access to full reticulated services, including stormwater. However, the master plan envisages a central open space area that is accessible to the public and may contain surface waters for at least some parts of the year (storm events and/or aesthetic value). An Engineering Serviceability Report has been prepared in support of the proposal to provide a general understanding of how the master plan can be delivered whilst also achieving water quality and quantity targets outlined in the State Stormwater Strategy 2010. The report, available at **Appendix E**, provides an initial conceptual stormwater management design that includes a combination of swales and bioretention. Results indicate that it is feasible to achieve targets based on the

concept design. Furthermore, Devonport City Council will ensure that the requirements of the *Urban Drainage Act 2013* and the *Building Act 2016* are applied during detailed design, construction, and operation.

In summary, the amendment is broadly consistent with purpose and objectives of the *State Policy on Water Quality Management 1997* and there are measures in place to ensure consistency is achieved as development progresses on the site.

4.6.3 State Coastal Policy 1996

The site is less than one kilometer from the coast and the amendment requires assessment against the *State Coastal Policy 1996*. The policy is guided by three main principles. Firstly, the natural and cultural values of the coast will not be affected by the proposal. Secondly, the rezoning will facilitate development in a sustainable manner which allows for more efficient use of resources without impacting on natural values. Thirdly, the amendment process requires approval at both State and local government level, ensuring that protection of the coastal zone remains a shared responsibility.

4.6.4 National Environmental Protection Measures

National Environmental Protection Measures (NEPMs) are developed under the National Environment Protection Council (Tasmania) Act 1995 and outline objectives and protections for aspects of the environment. Section 12A of the State Policies and Projects Act 1993 provides NEPMs with the status of a State Policy.

Seven NEPMs have been made to date that deal with:

- Ambient air quality;
- Air Toxins;
- Assessment of Site Contamination;
- Diesel Vehicle Emissions;
- Movement of Controlled Waste Between States and Territories;
- National Pollutant Inventory; and
- Used Packaging Materials.

None of these NEPMs are considered relevant to the proposed amendment.

4.7 Assessment against Section 34(2)(da)

Section 34(2)(da) requires the amendment to satisfy the relevant criteria of a Tasmanian Planning Policy (TPP). There are no TPPs currently in effect.

4.8 Assessment against Section 34(2)(e)

Section 34(2)(e) requires the amendment, as far as practicable, to be consistent with the regional land use strategy known as the Cradle Coast Regional Land Use Strategy 2010-2030 (herein referred to as RLUS). The RLUS guides land use, development, and infrastructure decisions. It set out the strategy and policy basis to facilitate and manage change, growth, and development.

The RLUS includes a suite of land use planning policies that are intended to guide decision making by State and local government including through the planning scheme amendment process. They outline how the strategic outcomes will be achieved.

An assessment of the proposed amendment against the relevant sections of the RLUS is provided below:

4.8.1 Land use policies

Through the application of land use policies, the Cradle Coast Regional Land Use Strategy seeks to achieve strategic outcomes related to natural systems, economic activity, liveable and sustainable communities and infrastructure provision. The following policies in Table 4 below are particularly relevant to the proposal.

Table 5 Assessment against land use policies

Policy	Response
Land use policies for a changing climate	
Land use planning processes for mitigation and adaptation - b. Promote compact and contained settlement centres which allow reduced dependency on private vehicle use and the length of daily journeys by providing communities with ready local access to daily needs for employment, education, health care, retail and personal services and social and recreation facilities, including: i. a greater mix and less dispersal or segregation in the nature and distribution of land use ii. provision of local activity centres where there is a concentrated mix of activity for shopping, working, studying, recreation and socialising clustered at readily accessible locations iii. improvement in the level of internal connectedness and convenience for pedestrian, cycle and public transport options iv. increase in urban densities for residential and commercial use v. location of employment opportunities within a greater number of centres and at a rate commensurate with local need vi. minimise expansion at the urban fringe and creation of rural residential clusters in remote or poorly connected locations	The amendment enables a more compact and contained settlement pattern as it will facilitate infill residential development in the centre of Devonport and reduce pressure for urban sprawl. The locality is afforded excellent accessibility and development of the site will have a significantly reduced dependence on private vehicle use than typical suburban development. Furthermore, development of the site in accordance with the master plan will improve permeability in the broader street network and provide improved mobility as the community will be able to walk or cycle through the site rather than around the site as is currently the case.

Land use policies for water management	
Land use planning processes – b. Identify the surface water and ground water features, hydrological function, and natural features and areas necessary for the ecological and hydrological integrity of catchments	The master plan vision would see a central open space area with the potential for a small waterway. This waterway could provide an important flood management function for the site and broader catchment, by reducing the quantity, quality and speed of stormwater flows.
Land use policies for economic activity and jobs	
Land use planning processes for economic activity – e. Protect designated economic activity and employment lands against intrusion by alternate forms of use or development	The SAP and general residential zone will not undermine the Devonport central business area as limited non-residential uses are permissible on the site. The proposal will protect and support economic activity of existing employment lands as new residential use will contribute to and be reliant on these lands.
Land use policies for managing growth and development	
Land use planning processes for urban settlement areas – a. Assume a low growth scenario under which demand is driven by internal population change and low rates of inward migration b. Promote established settlement areas as the focus for growth and development c. Promote optimum use of land capability and the capacity of available and planned infrastructure service d. Match land supply to need and provide sufficient land within the designated urban settlement boundaries of each centre to meet forecast need for a time horizon of not less than 10 years but not exceeding 20 years.	The underlying demand for the proposal is largely based on internal population dynamics where an aging population and decreasing household size is not well matched with existing housing stock. In general, demand for residential land is significantly outstripping supply in Devonport. At the time of writing the RLUS there was 5 years of residential land supply in Devonport. The site is in an ideal location for infill housing development as it is in an established settlement area with excellent accessibility and service capacity that will allow for more efficient use of existing infrastructure. The proposal will introduce up to 290 new dwellings, which is equivalent to 2.8 years of residential land supply in Devonport. The proposal contributes to the supply and demand needs of Devonport without exceeding the 20 year rolling supply time horizon. Further detail is provided in section 2.2 of this report.
Land use policies for housing land	

Land use planning processes – a. Identify at all times the ability to accommodate forecast housing demand for a minimum future period of 10 years: i. through infill, redevelopment or increased densities within each settlement area ii. on land designated for settlement growth and immediately available for residential development under the planning scheme b. Facilitate choice and diversity in location, form and type of housing to meet the economic social, health and well-being requirements and preferences of all people c. Direct development for new housing into locations where appropriate levels of employment, business, infrastructure and community service facilities are available or planned d. Promote higher dwelling density to optimise use of land and infrastructure and community service facilities	The existing net density bordering the site is 15 dwellings per hectare. The proposal could result in a net density of 41 dwellings per hectare for the site under the permitted pathway. When combining the site and bordering land, the net density for the area following development would be 30 dwellings per hectare. This is compatible with the RLUS, which recognises that net densities of 30 dwellings per hectare in all centres across the region would be appropriate for enabling housing diversity. The introduction of the SAP will enable a diverse range of housing typologies suitable to a broad spectrum of household types. Specifically, the SAP will allow for more housing diversity than typically possible through the underlying zone provisions. Primarily, this is achieved through relaxation of minimum site area per dwelling standards, and an introduction of housing typology standards. It is also important to note that, whist there is a current need for more medium and high-density dwellings in Devonport, this could change over time. The SAP provides suitable flexibility for this to occur. For additional information, see above response to land use policies for managing growth and development.
Land use policies for active communities	
Land use planning processes – b. Recognise recreation, leisure and well being opportunities are integrated with settlement activity and do not always require a discrete land allocation, such as urban trails and walkways as detailed in the North West Coastal Pathway project c. Facilitate equitably distribution of accessible built and natural settings in a variety of locations for formal and informal recreation, including for unstructured and structured physical and contemplative activity, sport, personal enjoyment, positive social interaction, spiritual well-being and the achievement of human potential	The intent of the proposal is to integrate leisure and wellbeing opportunities seamlessly into the existing urban fabric. The proposal includes a central open space area that is publicly accessible and connected to the broader street network via a permeable network of new streets. The design of the new street network and open space area will encourage an active lifestyle, by discouraging private vehicle travel through the site and providing excellent accessibility to essential services in the nearby town centre. The proposal also provides opportunities for limited non-residential use that furthers the intent to provide for the leisure, health and wellbeing needs of the community. For example, the master plan envisages the repurposing of the existing grandstand

	and old school building on the site into community use facilities.
Land use policies for integrated land use infrastructure planning	
Land use planning processes – c. Promote compact contained settlement areas to: i. Assist climate change adaptation and mitigation measures ii. Optimise investment in infrastructure provision d. Direct new and intensified use or development to locations where there is available or planned infrastructure capacity and function appropriate to the need of communities and economic activity	The amendment enables a more compact and contained settlement pattern as it will facilitate infill residential development in the centre of Devonport and reduce pressure for urban sprawl. The site is in an ideal location for infill housing development as it is in an established settlement area with excellent accessibility and service capacity that will allow for more efficient use of existing infrastructure.
Land use policies for community services	
Land use processes – b. Facilitate community service activity and facilities in locations for housing and business	The amendment facilitates community use on the site. The master plan envisages the repurposing of the existing grandstand and old school building into purpose built community facilities. The provisions for the open space area in the SAP also facilitate community use of the site.

4.9 Assessment against Section 34(2)(f)

Section 34(2)(f) requires the amendment to have regard to the Devonport strategic plan. The Devonport City Council Strategic Plan 2009-2030 sets out five overarching goals with numerous supporting strategies and objectives to achieve them. The five goals are listed below, along with commentary on their relevance to the proposed amendment:

4.9.1 Goal 1: Living lightly on our environment

The proposal is cognisant of delivering a triple bottom line approach by balancing social, economic and environmental interests.

The amendment enables more efficient use of existing infrastructure, seeks to deliver residential development in proximity to existing services, is to be designed to promote healthy and active lifestyles by reducing reliance on private motor vehicles, and is to leverage exiting site features to deliver a central open space with potential to act as water resource to retain and reuse water.

4.9.2 Goal 2: Building a unique city

The amendment will allow for appropriate use and development for the area, will build on what makes Devonport a unique city, and will provide a place where everyone is welcome and equal. The amendment will

support an all-ages community, providing for housing needs whilst seeking to maintaining existing community uses for which the site is known.

4.9.3 Goal 3: Growing a vibrant economy

The proposed amendment would see limited non-residential uses on the site. Nevertheless, it is important to note that future residents, being in proximity to the central business district, will improve viability of economic activity in the area. In addition, the master plan will improve accessibility to the central business district as development will include public access through the site for active travel modes.

4.9.4 Goal 4: Building quality of life

A core element of this proposal is about creating a liveable community with improved quality of life. The master plan vision is to deliver a high-quality attainable[1] and adaptable infill housing development set amongst a central open space and supported by purposeful health and community facilities; a place where everyone is welcome.

The amendment will build upon the quality of life of existing residents, new residents, and visitors to Devonport by enabling diverse residential development in a location that is connected to existing services, by maintaining community use on the site, and by enhancing social and recreation opportunities in proximity to the central business area.

4.9.5 Goal 5: Practicing excellence in governance

The proposal does not affect the attainment of this goal.

4.10 Assessment against Section 34(2)(g)

Section 34(2)(g) requires the amendment, as far as practicable, be consistent with any Local Provisions Schedule (LPS) that apply to adjacent municipal areas to which the amendment relates. There are no LPSs of relevance for consideration.

4.11 Assessment against Section 34(2)(h)

Section 34(2)(h) requires the amendment to have regard to the safety requirements set out in the standards prescribed under the *Gas Safety Act 2019*. The proposed amendment does not affect the attainment of these requirements and the site is not in proximity to a gas pipeline as defined in the *Gas Pipelines Act 2000*.

5 Conclusion

The proposed amendment seeks to change the underlying zoning of the site from recreation to general residential and introduce a new Specific Area Plan into the Tasmanian Planning Scheme - Devonport. The purpose of the Specific Area Plan is to facilitate the future development of 86A Gunn Street, Devonport in accordance with the Devonport Showground Master Plan.

The Devonport Showground Master Plan seeks to deliver a high-quality attainable and adaptable infill housing development set amongst a central open space and supported by purposeful health and community facilities; a place where everyone is welcome. There is a clear overarching structure to the master plan, yet an inherent level of flexibility to the exact design outcomes achievable through the Specific Area Plan. Ultimately, up to 290 residential dwellings could be built on the site through a mix of housing typologies.

The proposal has been assessed against the relevant requirements of the *Land Use Planning and Approvals Act 1993*. Based on the supporting information provided in this report, it is submitted that there is sufficient justification to support the case for an amendment as proposed.

Appendix A Devonport Showground Redevelopment SAP

Devonport Showground
Rezoning and Specific Area Plan

DRAFT INSTRUMENT OF AMENDMENT

The Tasmanian Planning Scheme – Devonport (TPS) is amended as follows:

- to change the underlying zoning of land affected by this amendment from the Recreation Zone to the General Residential Zone, as depicted in Figure 1 and Table 1;
- to apply the Devonport Showground Redevelopment Specific Area Plan to 86A Gunn Street, as depicted in Figure 2; and
- to insert clause DEV-S4.0 Devonport Showground Redevelopment Specific Area Plan into the TPS as show in Annexure 1.

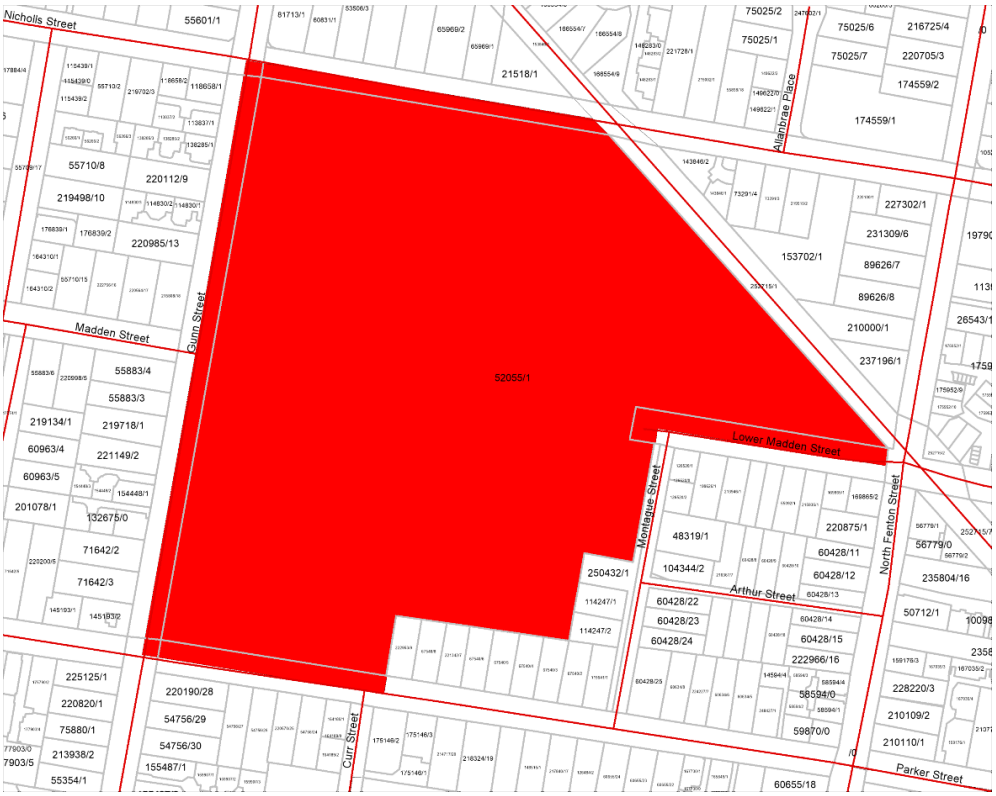


Figure 1: Area to be rezoned General Residential

Table 1: Land affected by this amendment

Address	Reference	Description
86A Gunn Street	CT52055/1; PID6292737	Entire lot subject to rezoning
Lower Madden Street	Road (unknown)	Part of road subject to rezoning
Parker Street	Road (unknown)	Part of road subject to rezoning
Gunn Street	Road (unknown)	Part of road subject to rezoning
Nicholls Street	Road (unknown)	Part of road subject to rezoning

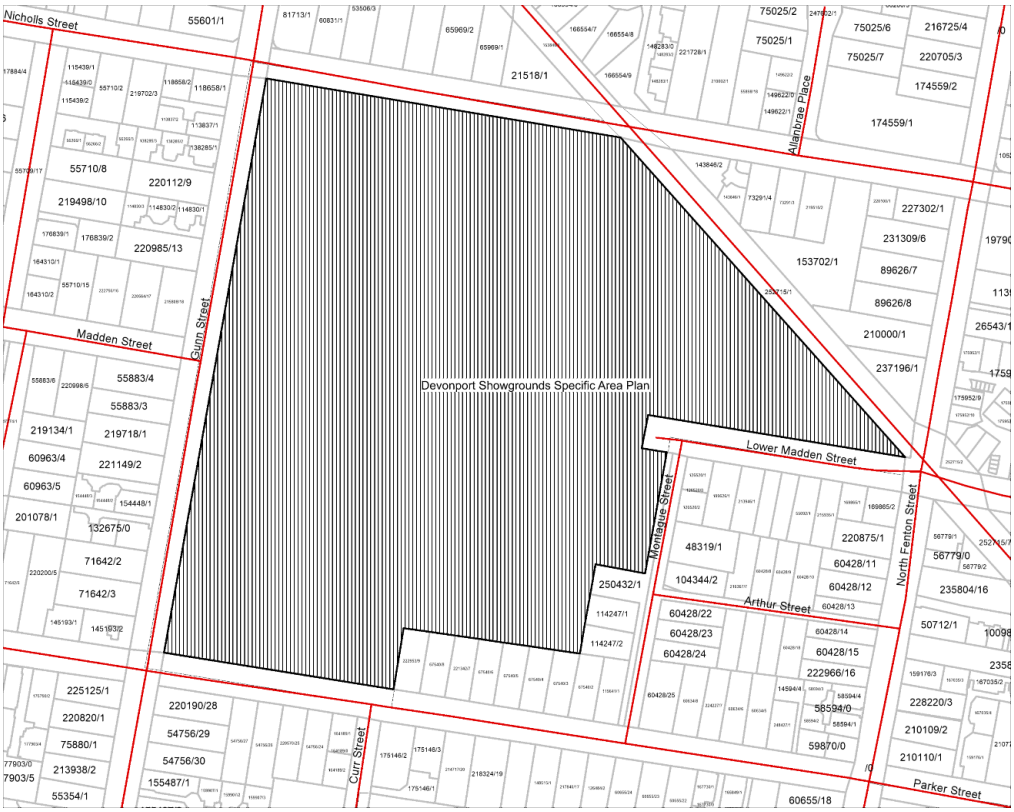


Figure 2: Area subject to the Devonport Showground Redevelopment Specific Area Plan

Annexure 1

DEV-S4.0 Devonport Showground Redevelopment Specific Area Plan

DEV-S4.1 Plan Purpose

The purpose of the Devonport Showground Redevelopment Specific Area Plan is:

DEV-S4.1.1 To provide for redevelopment of the Devonport Showground site as an inner-city living precinct, providing a mix of residential uses, dwelling types and densities to support a range of household sizes and demographics.

DEV-S4.1.2 To support high quality residential amenity through the provision of a central open space area with good pedestrian linkages through a new internal road network that delivers interconnectivity through the site and with surrounding areas.

DEV-S4.1.3 To promote a lot layout and dwelling arrangements based on an adaptable lot size strategy.

DEV-S4.1.4 To provide for non-residential opportunities that support residential uses or are appropriate to an inner-city location, including local shops, arts and cultural facilities, without compromising established activity centres.

DEV-S4.1.5 To enable healthy and active lifestyles and reduce dependence on private motor vehicles.

DEV-S4.2 Application of this Plan

DEV-S4.2.1 The specific area plan applies to the area of land designated as the Devonport Showground Redevelopment Specific Area Plan on the overlay maps.

DEV-S4.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in substitution for or are in addition to the provisions of the:

a) General Residential Zone; and

b) Parking and Sustainable Transport Code, as specified in the relevant provision.

DEV-S4.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

DEV-S4.4 Definition of terms

DEV-S4.4.1 In this Specific Area Plan, unless the contrary intention appears:

Terms	Definition
Adaptable lot size strategy	Means an adaptable subdivision pattern whereby different building typologies can be achieved through multiplication or division of lots, as shown in Figure DEV-S4.4.
Apartment typology	Means as shown in Figure DEV-S4.6.

Community and open space area	Means as shown in Figure DEV-S4.1.
Developable land area	Means as shown in Figure DEV-S4.1.
Devonport Showground Redevelopment Master Plan Development Framework	Means the overall use and development framework of the SAP, outlining the community and open space area, developable land area, interface overlay, road reserve area, and shared zone area, as shown in Figure DEV-S4.1.
Interface overlay	Means as shown in Figure DEV-S4.1.
Local shop	Means the use of land for the sale of grocery or convenience items if the gross floor area is not more than 500m^2.
Road reserve area	Means as shown in Figure DEV-S4.1.
Shared zone area	Means as shown in Figure DEV-S4.1.
Small house typology	Means as shown in Figure DEV-S4.6.
Street hierarchy	Means as show in Figure DEV-S4.8.
Street typology	Means the design of a street as shown in Figures DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12 and DEV-S4.13.
Terrace typology	Means as shown in Figure DEV-S4.7.

DEV-S4.5 Use table

This clause is in substitution for the General Residential Zone – clause 8.2 Use Table.

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for a single dwelling
Utilities	If for minor utilities.
Permitted	
Residential	If not listed as No Permit Required.
Visitor Accommodation	
Discretionary	
Business and Professional Services	If for:

	(a) a consulting room; (b) medical centre; (c) veterinary centre; (d) child health clinic; (e) a community based organisation; or (f) the provision of residential support services.
Community Meeting and Entertainment	If for: (a) a place of worship; (b) art and craft centre; (c) public hall; (d) community centre; or (e) neighbourhood centre.
Educational and Occasional Care	If not for a tertiary institution.
Emergency Services	
Food Services	If not for a take-away food premises with a drive through facility.
General Retail and Hire	If for a local shop, market or commercial art gallery.
Sport and Recreation	If: (a) an existing use; or (b) for a fitness centre, gymnasium, public swimming pool or sports ground.
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

DEV-S4.6 Use standards

DEV-S4.6.1 Location of discretionary use

This clause is in addition to the General Residential Zone – clause 8.3.1 Discretionary uses.

Objective: The location of discretionary uses supports:

(a) high quality residential amenity; (b) interconnectivity within the Specific Area Plan and to adjacent areas; and (c) the provision of open spaces that contain communal or community uses; and	
Acceptable Solutions	Performance Criteria
A1 Discretionary use in the community and open space area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 is for: (a) community meeting and entertainment; (b) emergency services; (c) sport and recreation; (d) general retail and hire if for a market; or (e) food services if located in an existing building or an extension to an existing building.	P1 Discretionary use in the community and open space area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, other than for a use listed in A1, must not result in an unreasonable loss of open space, pedestrian connectivity or residential amenity having regard to: (a) the scale, intensity and nature of the proposed use; (b) Whether the use supports a community based organisation; (c) the proportion of the open space area the use occupies; (d) the ability to achieve passive surveillance; (e) the provision of community and open space in other areas in the Specific Plan Area; and (f) the need for the use in that location.
A2 Discretionary use in the road reserve and shared zone areas as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 is for a road under the Utilities use class.	P2 Discretionary use in the road reserve and shared zone areas as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, other than for a use listed in A1, must not unreasonably compromise the delivery of an internal road network that support connectivity within the site and to adjoining areas having regard to: (a) the scale, intensity and nature of the proposed use; (b) the proportion of the road reserve/shared zone area the use occupies; (c) the extent to which the Specific Area Plan is redeveloped;

	(d) the ability to achieve road connections in alternative locations; and (e) the need for the use in that location.

DEV-S4.6.2 Hours of operation for vehicles in the shared zone area

This clause is in addition the General Residential Zone – clause 8.3 Use standards.

Objective: That vehicle movements associated with uses in the shared zone: (a) minimises impacts on residential amenity; and (b) discourages private vehicle travel.	
Acceptable Solutions	Performance Criteria
A1 Vehicle movements, excluding emergency services, in the shared zone area shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, must be between the hours 7am and 8pm.	P1 The use of the road in the shared zone in Figure DEV-S4.1 must prioritise personal transport such as walking and cycling over motorised transport such as cars, having regard to the impact of the use on residential amenity arising from noise and other emissions.

DEV-S4.6.3 Location of residential and visitor accommodation use

This clause is in addition to the General Residential Zone – clause 8.3 Use standards.

Objective: That residential and visitor accommodation use is: (a) encouraged in the developable land are; and (b) discouraged outside the developable land area unless special circumstances apply.	
Acceptable Solutions	Performance Criteria
A1 Residential use and visitor accommodation is located within the developable land area in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1.	P1 Residential and visitor accommodation use outside the developable land area in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 must not result in an unreasonable loss of open space, pedestrian connectivity or community space, having regard to: (a) the scale and extent of the proposed use;

	(b) the impact of the proposed use on the use; (c) operation of existing and likely future non-residential use; and (d) the provision of community and open space in other areas in the Specific Plan Area; and (e) the residual development potential of the Specific Area Plan area.

DEV-S4.6.4 Car parking numbers

This clause is a substitution for Parking and Sustainable Transport Code – clause C2.5.1 Car parking numbers.

Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use and purpose of the Specific Area Plan.	
Acceptable Solutions	Performance Criteria
A1 The number of on-site car parking spaces must be no less than the number specified in Table DEV-S4.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table DEV-S4.15 is greater than the number of car parking spaces specified in Table DEV-S4.15 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table DEV-S4.15 is less than the number of car parking spaces specified in Table DEV-	P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: (iii) variations in car parking demand over time; or (iv) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;

S4.15 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table DEV-S4.15 C= Number of on-site car parking spaces required for the proposed use or development specified in Table DEV-S4.15	(g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.

DEV-S4.7 Development standards for dwellings

DEV-S4.7.1 Total dwelling yield

This clause is in addition to the General Residential Zone – clause 8.4 Development standards for dwellings.

Objective: Total dwelling yield in the Specific Area Plan supports: (a) medium to high density infill residential development that is compatible with the prevailing density characteristics of Devonport; (b) high quality residential amenity supported by open space and interconnectivity with surrounding areas; and (c) a range of household sizes and demographics with the ability to adapt over time to meet changing needs.	
Acceptable Solutions	Performance Criteria
A1 The total number of dwellings in the Specific Area Plan must not exceed 290.	P1 To total number of dwellings in the Specific Area Plan must result in a dwelling density that is compatible with the prevailing density characteristics of the surrounding area, having regard to:

	(a) the housing needs of the area as defined through a residential supply and demand analysis; and (b) the impact on residential amenity.

DEV-S4.7.2 Residential density for multiple dwellings

This clause is a substitution for the General Residential Zone - clause 8.4.1 Residential density for multiple dwellings.

Objective:	
That the density of multiple dwellings: (a) makes efficient use of land for housing; and (b) optimizes the use of infrastructure and community services.	
Acceptable Solutions	Performance Criteria
A1 Multiple dwellings must have a site area per dwelling of: (a) not less than 325m^2 if in the interface overlay shown in Figure DEV-S4.1; or (b) if located outside the interface overlay shown in Figure DEV-S4.1: (i) not less than 200m^2; or (ii) not less than 150m^2 if for a terrace typology; or (iii) not less than 50m^2 if for an apartment typology or small house typology.	P1 Multiple dwellings must only have a site area per dwelling less than required by clause DEV-S4.7.1 A1 if: (a) the development provides for a specific accommodation need with significant social or community benefit; or (b) the development contributes to a range of dwelling types and sizes appropriate to the location having regard to: (iv) the housing needs of the community; (v) compatibility of the proposed building with established built form in the Specific Area Plan or surrounding area; (vi) compatibility with the adaptable lot size strategy in Figure DEV-S4.4; (vii) compatibility with the housing typologies in Figures DEV-S4.5, DEV-S4.6 or DEV-S4.7; and (viii) compatibility with the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1.

DEV-S4.7.3 Setbacks and building envelope for all dwellings

This clause is in substitution for the General Residential Zone - clause 8.4.2 Setbacks and building envelope for all dwellings.

<table>
<tr><td colspan="2">Objective:

The siting and scale of dwellings:

(a) provides reasonably consistent separation between dwellings and their frontage within a street;

(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; and

(c) provides reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.

(d) provides reasonable access to sunlight for existing solar energy installations.</td></tr>
<tr><td>Acceptable Solutions</td><td>Performance Criteria</td></tr>
<tr><td>A1

Unless within a building area on a sealed plan, a dwelling, excluding garages carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:

(a) if the frontage is a primary frontage, not less than 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing building on the site;

(b) if the frontage is not a primary frontage, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing building on the site;

(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or

(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</td><td>P1

A dwelling must have a setback from a frontage that is compatible with:

(a) one of the street typologies in Figure DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12 and DEV-S4.13; and

(b) if located in the interface overlay in Figure DEV-S4.1, the streetscape.</td></tr>
<tr><td>A2

A garage or carport for a dwelling, must have a setback from a primary frontage of not less than:</td><td>P2

A garage or carport for a dwelling must have a setback from a primary frontage that is compatible</td></tr>
</table>

(a) 4m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.	with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.
A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures DEV-S4.2 and DEV-S4.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and (b) only have a setback within 1.5m of a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of one-third the length of that boundary (whichever is the lesser).	P3 The siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; (v) compatibility with the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1; and (b) provide separation between buildings on adjoining properties that is compatible with that existing on established properties in the area; or (c) be compatible with one of the housing typologies in Figures DEV-S4.5, DEV-S4.6, or DEV-S4.7.

DEV-S4.7.4 Site coverage and private open space for all dwellings

This clause is in substitution for the General Residential Zone - clause 8.4.3 Site coverage and private open space for all dwellings.

Objective: That dwellings are compatible with the amenity and character of the area and provide: (a) for outdoor recreation and the operational needs of residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.	
Acceptable Solutions	Performance Criteria
A1 Dwellings must have: (a) a site coverage of not more than 65% (excluding eaves up to 0.6m wide); and (b) for multiple dwellings, excluding dwellings for an apartment typology and small house typology, a total area of private open space of not less than $40m^2$ associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the ground level (excluding a garage, carport or entry foyer); or (c) for dwellings in an apartment typology and small house typology, a total area of private open space of not less than $10m^2$ associated with each dwelling.	P1 Dwellings must have: (a) site coverage compatible with that existing on established properties in the area; and (b) private open space or common open space that is of a size and with dimensions appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (c) reasonable space for the planting of gardens and landscaping.
A2 A dwelling must have private open space that: (a) is in one location and is not less than: (i) $24m^2$; or (ii) $10m^2$, if for an apartment typology and small house typology; and (b) has a minimum horizontal dimension of: (i) 4m; or (ii) 2m, if for an apartment typology and small house typology; (c) is located between the dwelling and the frontage only if the frontage is orientated	P2 A dwelling must have private open space or common open space that includes an area capable of providing for outdoor relaxation, dining, entertaining and children's play and is: (a) conveniently located in relation to a dwelling; and (b) orientated to take advantage of sunlight.

between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.	

DEV-S4.7.5 Sunlight to private open space of multiple dwellings

This clause is in substitution for the General Residential Zone - clause 8.4.4 Sunlight to private open space of multiple dwellings.

Objective: That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space and common open space for dwellings on the same site.	
Acceptable Solutions	Performance Criteria
A1 A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause DEV-S4.7.4, must satisfy (a) or (b), unless excluded by (c): (a) the multiple dwelling is contained within a line projecting (see Figure DEV-S4.14): (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal; (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.	P1 A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause DEV-S4.7.4 of this planning scheme.

DEV-S4.8 Development standards for non-dwellings

DEV-S4.8.1 Non-dwelling development

This clause is in substitution for the General Residential Zone - clause 8.5.1 Non-dwelling development A1, A2, A3 and P1, P2, P3.

<table>
<tr><td colspan="2">Objective:

That all non-dwelling development:

(a) is compatible with the character, siting, apparent form, scale, bulk, massing and proportion of residential development; and

(b) does not cause an unreasonable loss of amenity on adjoining residential properties.</td></tr>
<tr><td>Acceptable Solutions</td><td>Performance Criteria</td></tr>
<tr><td>A1

A building that is not a dwelling, excluding for General Retail and Hire, Food Services, garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:

(a) if the frontage is a primary frontage, not less than 3m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site;

(b) if the frontage is not a primary frontage, not less than 2m, or if the setback from the primary frontage is less than 2.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or

(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.</td><td>P1

A building that is not a dwelling, excluding for General Retail and Hire, or Food Services, must have a setback from a frontage that is compatible with:

(a) if located in the interface overlay in Figure DEV-S4.1, the streetscape; and

(b) one of the street typologies in Figure DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12 and DEV-S4.13.</td></tr>
<tr><td>A2

A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</td><td>P2

The siting and scale of a building that is not a dwelling must:

(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</td></tr>
</table>

(a) be contained within a building envelope (refer to Figures DEV-S4.2 and DEV-S4.3) determined by: (iii) a distance equal to the frontage setback or, for an internal lot, a distance of 4m from the rear boundary of a property with an adjoining frontage; and (iv) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and (b) only have a setback within 1.5m of a side or rear boundary if the building: (iii) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (iv) does not exceed a total length of 9m or one-third the length of that boundary (whichever is lesser).	(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and (b) provide separation between buildings on adjoining properties that is compatible with that existing on established properties in the area.
A3 A building that is not a dwelling, must have: (a) a site coverage of not more than 65% (excluding eaves up to 0.6m); and (b) a site area of which not less than 15% is free from impervious surfaces.	P3 A building that is not a dwelling must have: (a) site coverage consistent with that on established properties in the area; and (b) reasonable space for the planting of gardens and landscaping.

DEV-S4.9 Development standards for buildings and works

DEV-S4.9.1 Development outside the developable land area

This clause is in addition to the General Residential Zone – clause 8.4 Development standards for dwellings, and clause 8.5 Development standards for non-dwellings.

Objective: The location of development supports: (a) high quality residential amenity and diversity of built form; (b) provision of open spaces that support pedestrian connectivity; and (c) a new internal road network that supports interconnectivity within the site and to adjacent areas.	
Acceptable Solutions	Performance Criteria

A1 Development in an area, other than the developable land area as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 must be: (a) for the extension or alteration of an existing building; (b) for the purposes of providing a communal driveway for a multiple dwelling development; or (c) associated with the following uses (i) community meeting and entertainment; (ii) emergency services; (iii) natural and cultural values management; (iv) passive recreation; (v) sport and recreation; or (vi) minor utilities.	P1 Development in an area, other than the developable land area, as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1, and not listed in A1, must: (a) not compromise the delivery of open space or vehicle and pedestrian links that are compatible with Figure DEV-S4.1 and DEV-S4.8; and (b) support high quality residential amenity and diversity of built form having regard to: (i) location and scale of the proposed development; (ii) the location and scale of existing development in the Specific Area Plan; (iii) the residual development potential of the Specific Area Plan; (iv) the quality and amenity characteristics of the proposed building design; and (v) the use of the building.

DEV-S4.9.2 Building design

This clause is in addition to the General Residential Zone – clause 8.4 Development standards for dwellings, and clause 8.5 Developments standards for non-dwellings.

Objective: Buildings are designed to address open space areas.	
Acceptable Solutions	Performance Criteria
A1 (a) Buildings in the developable land area and within 10 metres of the community and open space area as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 must, if for residential use, limit any fencing to the open space to less than 1.5m in height; and (b) provide a building design that includes at least one habitable room window per building level	P1 Buildings in the developable land area and within 10 metres of the community and open space area as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1 be designed to minimise negative impacts on the safety, amenity and use of the open space, having regard to: (a) the quality of the building design; (b) the use of the building;

that is fully transparent and faces the open space.	(c) the nature of the nearby open space area; and (d) the ability to maintain or not compromise passive surveillance of the open space.
A2 No acceptable solution	P2 Buildings in the community and open space area as shown in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4 must: (a) be freestanding in appearance and design; and (b) Incorporate windows, entries, other forms of glazing and architectural features that provide visual interest and activation on all elevations; and (c) Screens infrastructure, service plants and lift structure within the design of the building to minimize their visual impact when viewed from the open space area.

DEV-S4.10 Development Standards for Subdivision

DEV-S4.10.1 Lot design

This clause is a substitution for the General Residential Zone - clause 8.6.1 Lot design.

Objective:	That each lot: (a) has an area and dimensions consistent with the adaptable lot size strategy; (b) is provided with appropriate access to a road; and (c) contains areas which are suitable for use and development appropriate to the purpose of the specific area plan.
A1 Each lot, or a lot proposed in a plan of subdivision, excluding lots in the interface overlay in Figure DEV-S4.1, must: (a) have an area of not less than 200m² and: (i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of:	P1 Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site;

a. all setbacks required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2; (iii) be consistent with the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework shown in Figure DEV-S4.1. (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the Specific Area Plan.	(d) the presence of any natural hazards; (e) adequate provision of private open space; (f) the pattern of development existing on established properties in the area; (g) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1; and (h) the adaptable lot size strategy and housing typologies in Figures DEV-S4.4, DEV-S4.5, DEV-S4.6 and DEV-S4.7.
A2 Each lot, or a lot proposed in a plan of subdivision, in the interface overlay in Figure DEV-S4.1, must: (a) have an area of not less than 400m² and: (i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of: c. all setbacks required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.8.1 A1 and A2; and d. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause DEV-S4.7.3 A1, A2 and A3, and DEV-S4.7.2 A1 and A2; and (iii) be consistent with the pattern of development envisaged in the Devonport	P2 Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; (f) the pattern of development existing on established properties in the area; (g) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1; and

Showground Redevelopment Master Plan Framework shown in Figure DEV-S4.1. (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the specific area plan.	(h) the adaptable lot size strategy and housing typologies in Figures DEV-S4.4, DEV-S4.5, DEV-S4.6 and DEV-S4.7.
A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than that specified for the relevant housing typology in Figure DEV-S4.4, DEV-S4.5, DEV-S4.6 or DEV-S4.7.	P3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to: (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; (f) the pattern of development existing on established properties in the area; and (g) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1.

DEV-S4.10.2 Roads

This clause is in substitution for the General Residential Zone - clause 8.6.2 Roads.

Objective:	The arrangement and design of new roads within a subdivision provides for: (a) safe, convenient and efficient connections to assist accessibility and mobility of the community; (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic;

	(c) the efficient ultimate subdivision of the entirety of the land and of surrounding land; and (d) variable urban design treatments to facilitate a street hierarchy that facilitates healthy living, and integrates with land uses.	
A1 The layout of new roads must be consistent with: (a) the street hierarchy shown in Figure DEV-S4.8;: (b) one of the street typologies shown in Figure DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12, or DEV-S4.13; and (c) the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1.		**P1** The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists, having regard to: (a) any relevant road network plan adopted by the Council; (b) the existing road hierarchy surrounding the Specific Area Plan; (c) the need for connecting roads and pedestrian paths to common boundaries with adjoining land, to facilitate future subdivision potential; (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (e) minimising the travel distance between key destinations such as shops and services and public transport routes; (f) access to public transport; (g) the efficient and safe movement of pedestrians, cyclists and public transport; (h) the need to provide for bicycle infrastructure on new arterial and collector roads in accordance with *Guide to Road Design Part 6A: Paths for Walking and Cycling 2016*; (i) the topography of the site; and (j) the future subdivision potential of any balance lots on adjoining or adjacent land; and (k) the pattern of development envisaged in the Devonport Showground Redevelopment Master Plan Development Framework in Figure DEV-S4.1.

	(l) compatibility with the street hierarchy in DEV-S4.8. (m) compatibility with the street typologies in Figure DEV-S4.9, DEV-S4.10, DEV-S4.11, DEV-S4.12 or DEV-S4.13.

Figure DEV-S4.1 – Devonport Showground Redevelopment Master Plan Development Framework

Table DEV-S4.1 Parking Space Requirements

Use		Parking Space Requirements	
		Car	Bicycle
Business and Professional Services	Bank, real estate agency, travel agent	1 space per 50m² of floor area	1 space per 500m² of floor area
	Office	1 space per 40m² of floor area	1 space per 500m² of floor area
	Doctors' surgery, clinic, consulting room	4 spaces per practitioner	2 spaces for each 8 practitioners
	Veterinary centre	4 spaces per practitioner	No requirement
	Funeral parlour	1 space per employee + 1 visitor space + 1 space per 4 chapel seats	1 space per 50 chapel seats
	Business and Professional Services, excluding as otherwise specified in this Table	1 space per 30m² of floor area	1 space per 500m² of floor area
Community Meeting and Entertainment	Art and craft centre	1 space per 30m² of floor area	1 space per 50m² floor area or 1 space per 40 seats whichever is greater
	Exhibition centre, library, museum or public art gallery	1 space per 20m² of floor area	4 spaces plus 2 spaces for each 1500m² of floor area
	Cinema, place of worship, civic centre, function centre, public hall, theatre	1 space per 15m² of floor area, or 1 space per 3 seats, whichever is greater	1 space per 50m² floor area or 1 space per 40 seats whichever is greater
	Community Meeting and Entertainment, excluding as otherwise specified in this Table	1 space per 15m² of floor area or 1 space per 4 seats, whichever is greater	1 space per 50m² floor area or 1 space per 40 seats whichever is greater
Educational and Occasional Care	1 space per employee + 1 space per 6 tertiary education students	1 space per 5 employees and tertiary education students	Educational and Occasional Care
Emergency Services	Fire/ambulance	1 space per employee	No requirement

	Emergency Services, excluding as otherwise specified in this Table	No requirement	No requirement
Food Services	Restaurant	1 space per 15m² of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m² floor area
	Take away food premises	1 space per 15m² of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m² floor area
	Food Services, excluding as otherwise specified in this Table	15 for each 100m² of floor area or 1 space per 3 seats, whichever is greater, unless subject to Clause C2.5.5	1 space per 75m² floor area
General Retail and Hire	Drive-in bottle shop, if associated with a Hotel Industry	6 spaces	No requirement
	General Retail and Hire, excluding as otherwise specified in this table	1 space per 30m² of floor area, unless subject to Clause C2.5.5	1 space per 100m² of floor area
Natural and Cultural Values Management	No requirement	No requirement	Natural and Cultural Values Management
Passive Recreation	No requirement	No requirement	Passive Recreation
Residential	If a 3 bedroom or less dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling	No requirement
	If a 4 or more bedroom dwelling in the General	2 spaces per dwelling	No requirement

	Residential Zone (including all rooms capable of being used as a bedroom)		
	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 5 dwellings (rounded down to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 4 dwellings (rounded down to the nearest whole number)	No requirement
	Other Residential use in the General Residential Zone	2 spaces per 5 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
Sports and Recreation	Bowling green	6 spaces per bowling rink	No requirement
	Fitness centre	4.5 spaces per 100m² of floor area	No requirement
	Golf course	4 spaces per golf hole	No requirement
	Swimming pool (other than in conjunction with a single dwelling)	5 spaces for each 100m² of site area.	1 space per 100m² of site area
	Tennis court or Squash court (other than in conjunction with a single dwelling)	3 spaces for each tennis or squash court + 1 space per 5 spectator places	No requirement
	Major Sporting Facility	1 space per 5 seats	No requirement
	Sports and Recreation, excluding as otherwise specified in this Table	50 spaces per facility	No requirement
Utilities		No requirement	No requirement

Visitor Accommodation	1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater	No requirement

Notes to Table DEV-S4.15:

(1) The number of parking spaces required is to be calculated based on the proposed use or development.

(2) Parking spaces must be individually accessible, excluding tandem parking spaces which may be used to serve a dwelling.

(3) Excluding visitor parking for multiple dwellings in the General Residential Zone, fractions of a space are to be rounded to the nearest whole number, so that a full number of spaces is provided for any fraction of a quota of floor area or number of employees.

(4) Where a proposal contains multiple Use Classes, the car parking requirements must be calculated as the sum of the requirements for each individual use component.

(5) Reference to an employee is equivalent to 1 full-time employee.

Figure DEV-S4.2 – Building envelope as required by clause DEV-S4.7.3

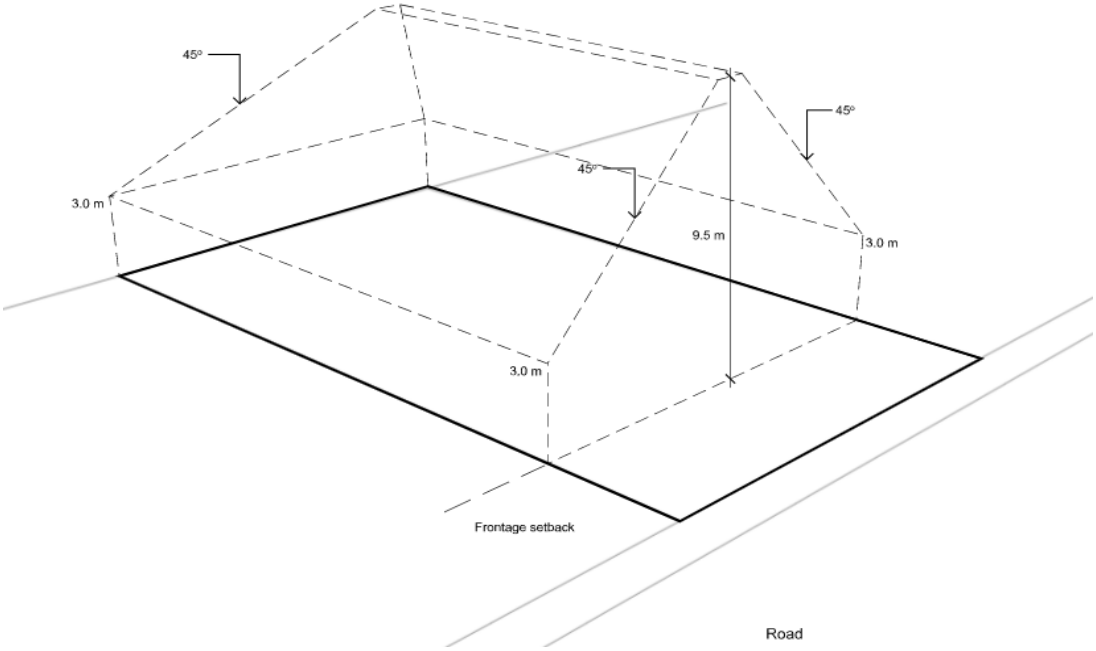


Figure DEV-S4.3 – Building envelope for corner lots as required by clause DEV-S4.7.3

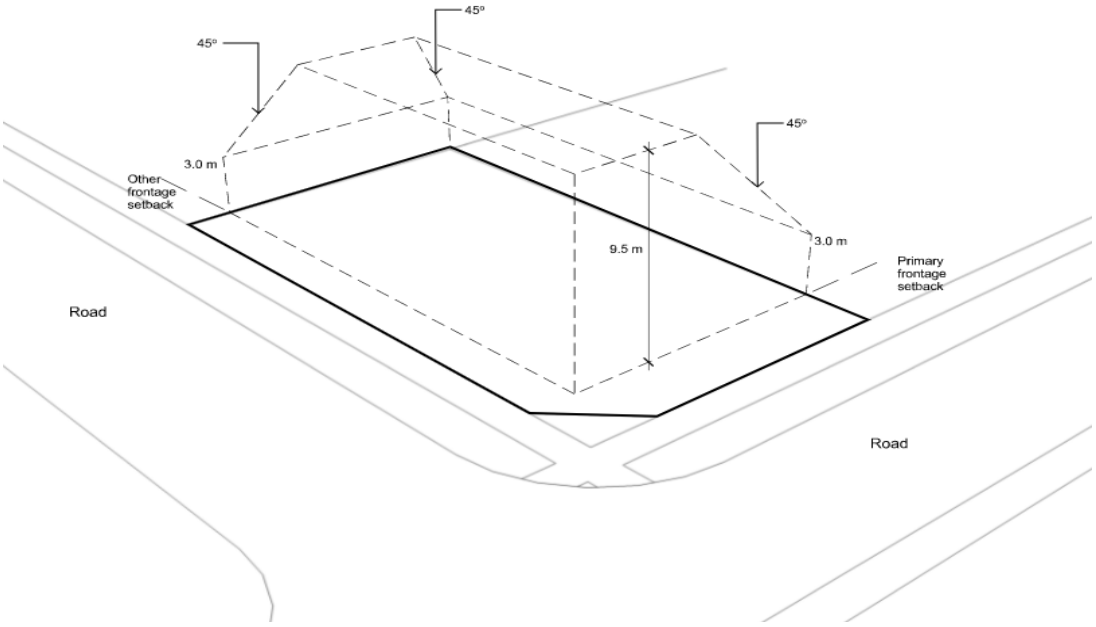


Figure DEV-S4.4 – Adaptable lot size strategy and housing typologies. To be read in conjunction with housing typology figures in DEV-S4.5, DEV-S4.6 and DEV-S4.7.

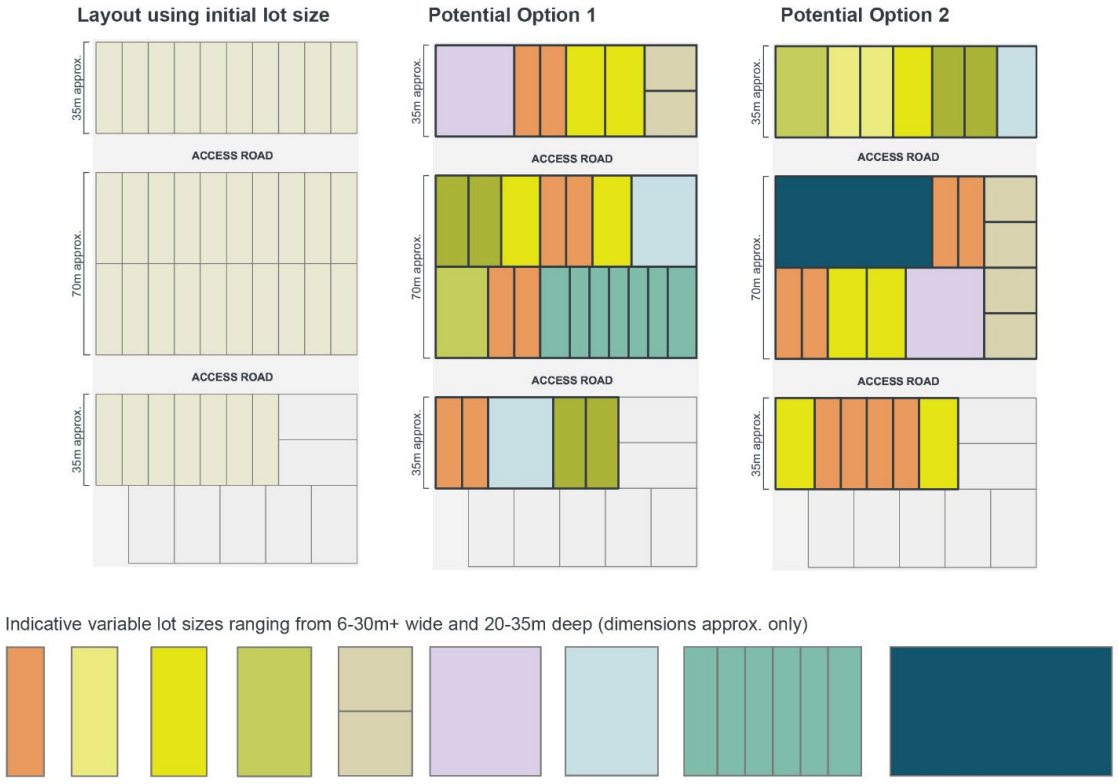


Figure DEV-S4.5 – Detached, semi-detached, group, and corner housing typologies

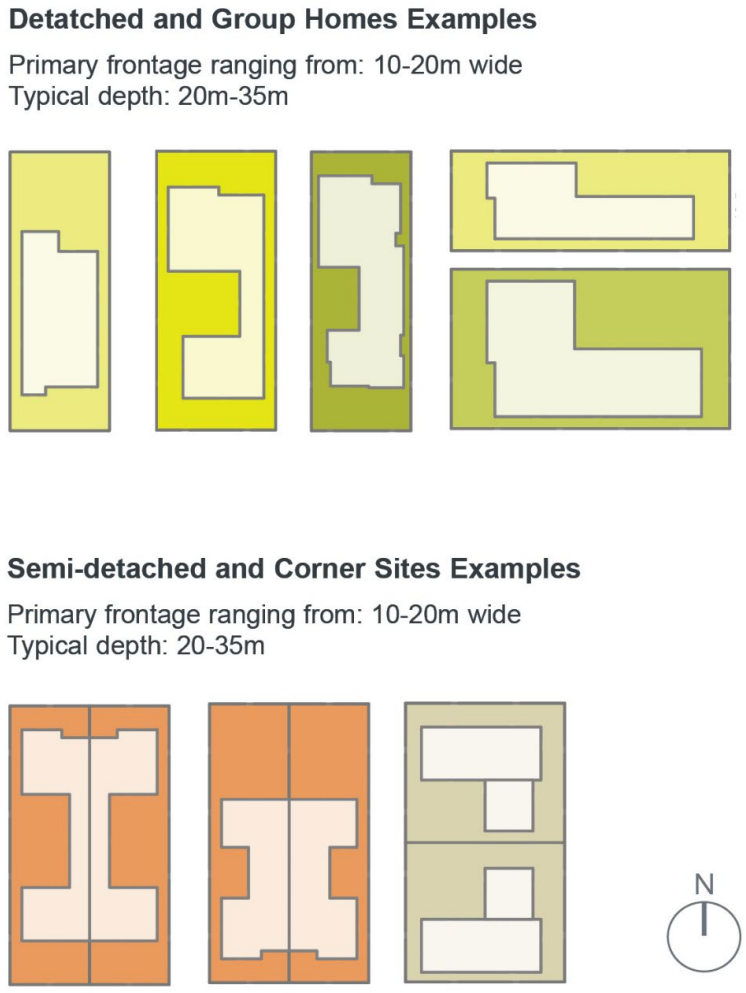
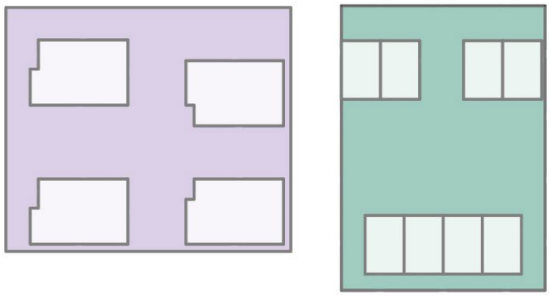


Figure DEV-S4.6 – Small house, villa, and apartment housing typologies

Villa/ Midblock / Small Housing

Primary frontage ranging from: 25-30m wide
Typical depth: 35m



Apartments Example

Primary frontage ranging from: 20m+ wide
Typical depth: 25m+

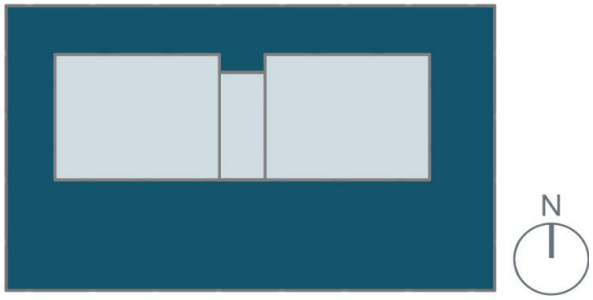


Figure DEV-S4.7 – Terrace and retirement housing typologies

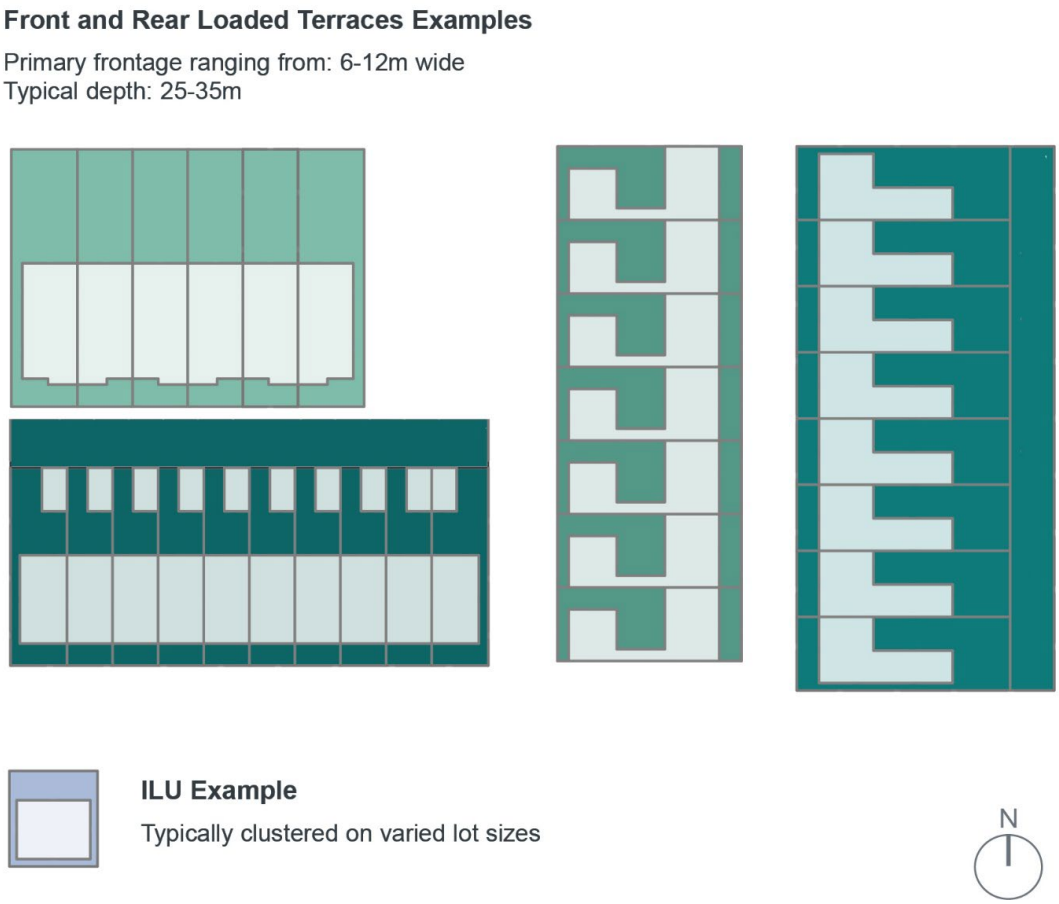


Figure DEV-S4.8 – Street hierarchy

Figure DEV-S4.9 – Street typology for 18m wide reservation

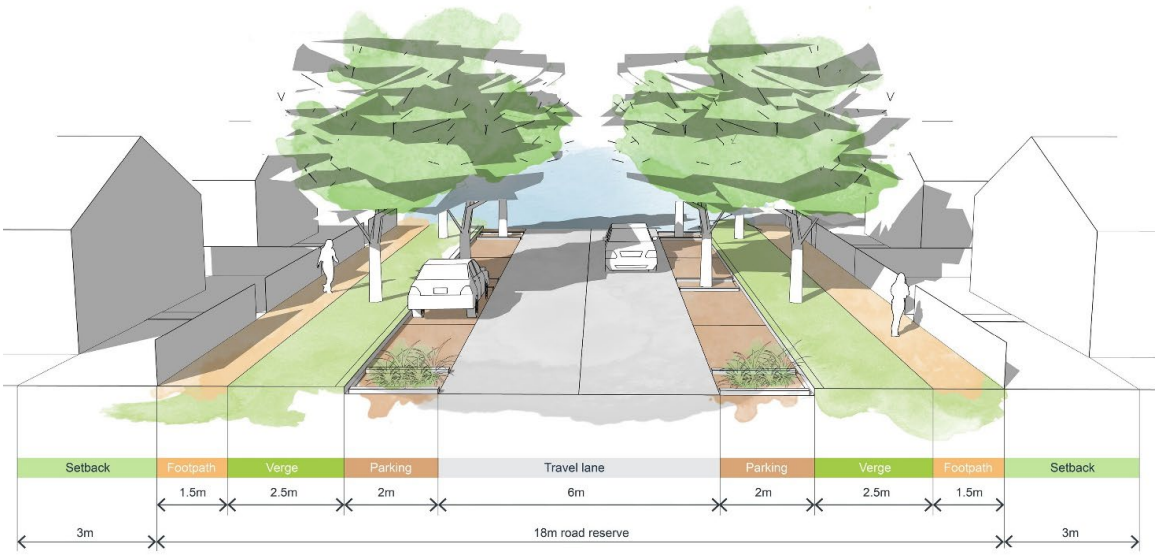


Figure DEV-S4.10 – Street typology for 15m wide reservation

Figure DEV-S4.11 – Street typology for 10m wide eastern park loop reservation

Figure DEV-S4.12 – Street typology for 10m wide shared zone reservation

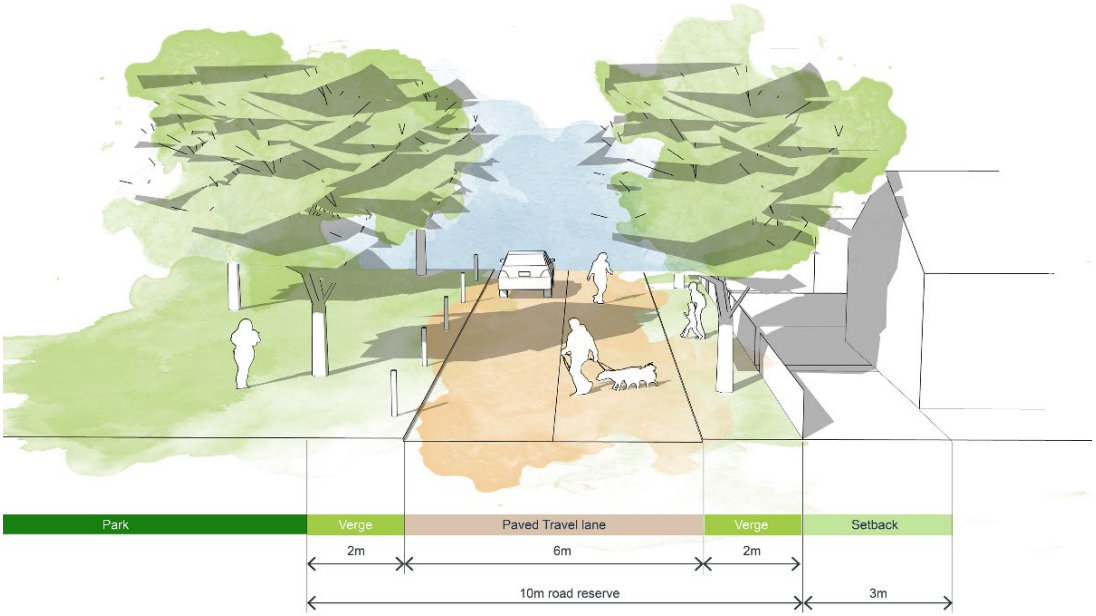


Figure DEV-S4.13 – Street typology for private access laneways

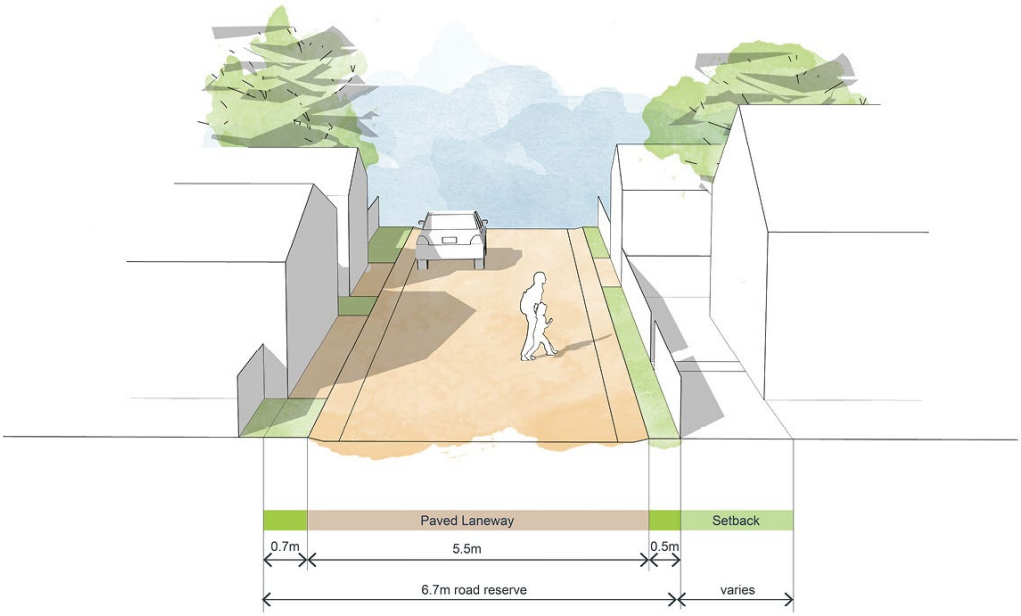
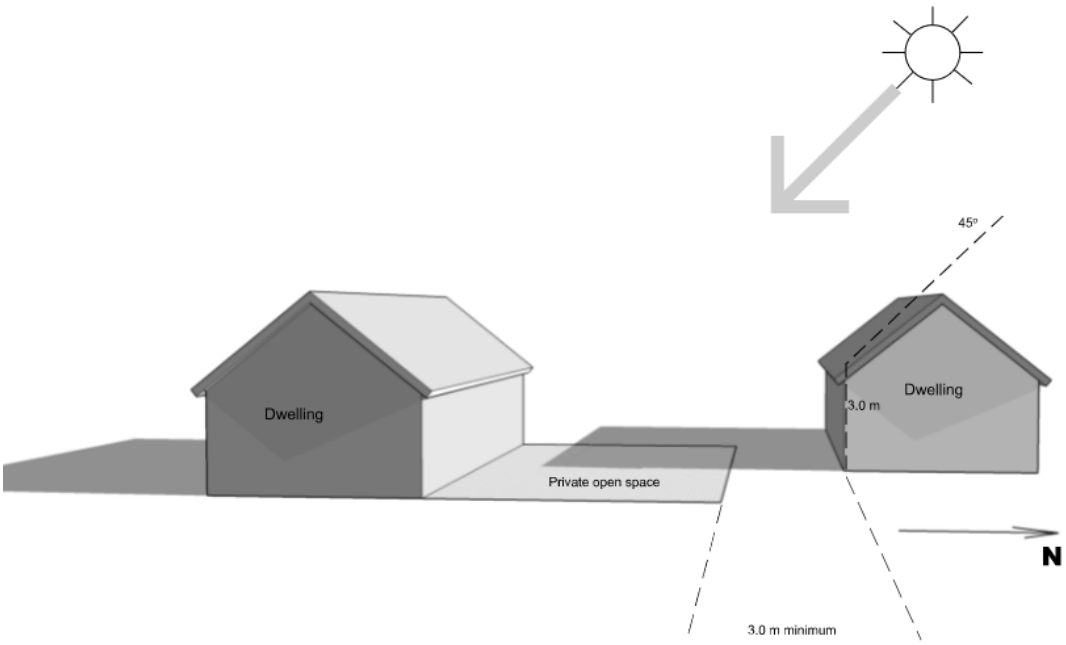


Figure DEV-S4.14 Separation from open space of another dwelling on the same site as required by DEV-S4.7.5 A1



Appendix B Devonport Showground Master Plan

Devonport Showground
Rezoning and Specific Area Plan

DEVONPORT SHOWGROUND
MASTER PLAN

Prepared by Studio GL for Enrich Ventures

October 2021

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

Revision	Date	Prepared by	Approved by
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Chapter 1

Introduction

1-1 Overview

The Master plan for the Devonport Showgrounds has been designed to facilitate socially-inclusive, community-centred living. It supports the project vision of a place that will be a great place to live, offering sustainable, attainable living options for people of varied ages and demographics.

The centrally located site presents an opportunity to create a new place within walking distance of the Devonport central business district, the coastal walk and local shops, that celebrates the history and heritage and is effectively integrated into the surrounding area. The project envisions a broad range of dwelling sizes and dwelling types that will provide housing options for the entire community.

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

At the centre, or heart of the precinct, are large areas of community open space and facilities that will give new life to existing buildings on the site. The open space and community facilities will benefit not only the residents of the new development but also the surrounding neighbourhood.

1-2 The Vision

A place for all, which adapts to different needs and stages of life and promotes a sustainable community centred way of life.

01 INTRODUCTION

1-2 The Vision

Connected and Healthy

Connected communities, places where people know and interact with their neighbours, are desirable and healthy places to live. The vision is to foster connections within the site and into the wider community. It is designed to encourage spontaneous interactions.

The site is broken into micro-communities making it easier for people to get to know their neighbours and develop interconnected and intergenerational relationships. The design of streets and open spaces encourages an active lifestyle for all.

Welcoming and Inclusive

Developments often fail to consider the needs of the wider community, the needs of all ages, social groups and household sizes.

The vision is to create a socially inclusive, attainable, accessible place with flexible housing choices that caters to a variety of residents and can adapt to changing needs. Community facilities and common spaces are located so they are easily shared by all to maximise their use and wider benefits.

Resilient, Adaptable and Sustainable

There is a need for all places to be inclusive, safe, resilient and sustainable. The integrated design for the place and the housing supports economic, social and environmental resilience.

The design of buildings is to be effective, energy efficient and high performing to mitigate adverse environmental conditions. Resource efficient initiatives like passive solar design & orientation, solar panels and rainwater harvesting will be integrated into every household. Opportunities for community management of energy, water and waste will be explored.

A Lasting Legacy

Successful places build upon the character, history and heritage of the place and the local area. Elements and ‘traces’ provided by buildings, events or public art will celebrate the legacy of the site.

New development and the adaptive re-use of buildings will enhance the connections to the past and the mix of housing, central open space and community buildings will provide a strong foundation for the future.

Chapter 2

The Design Process

2-1 Project Background

Figure 1 Devonport Showgrounds aerial (source: nearmaps 2019)

The Devonport Showground site has been owned and operated by the Devonport Agricultural & Pastoral Society (DAPS). The local and regional community identify with the historic use of the site and the various high profile events that have taken place on the showgrounds.

The irregularly-shaped site has street frontage on three sides with Nicholls Street to the north, the Don River railway line to the north east, Montague Street to the east, Lower Madden Street and Parker Street to the south and Gunn Street to the west. The majority of the site has direct access, with the exception of the south east corner where the rail corridor acts as a barrier.

A change in community needs; evolving focus of DAPS and challenging commercial arrangements, prompted the sale of the site. Studio GL have been working with developer Enrich Ventures and the project team (who have undertaken extensive community consultation) to create the Master plan for the site.

02 THE DESIGN PROCESS

2-2 The Local Context

Key buildings and open spaces in Devonport

Devonport Showground is located in Devonport, located in the north coast of Tasmania, where the Mersey River meets Bass Strait. The 9.7 ha site is located on the west side of Mersey River, with a short walk away from Devonport Foreshore, while Byard Park, Devonport Oval, Meercroft Park and Mersey Bluff Beach are to the north of the site.

Devonport Central Business District (CBD) is a short walk from the site and includes a pedestrian mall, cinema, specialty stores, chain stores, hotels, local restaurants, and cafes. It also houses a number of community and civic facilities, including Devonport Regional Gallery, Devonport Library, Devonport Magistrates Court, Devonport Eye Hospital and Devonport High School.

The area surrounding the site is predominantly single storey detached residential development in a street grid of approx 200m x 150m.

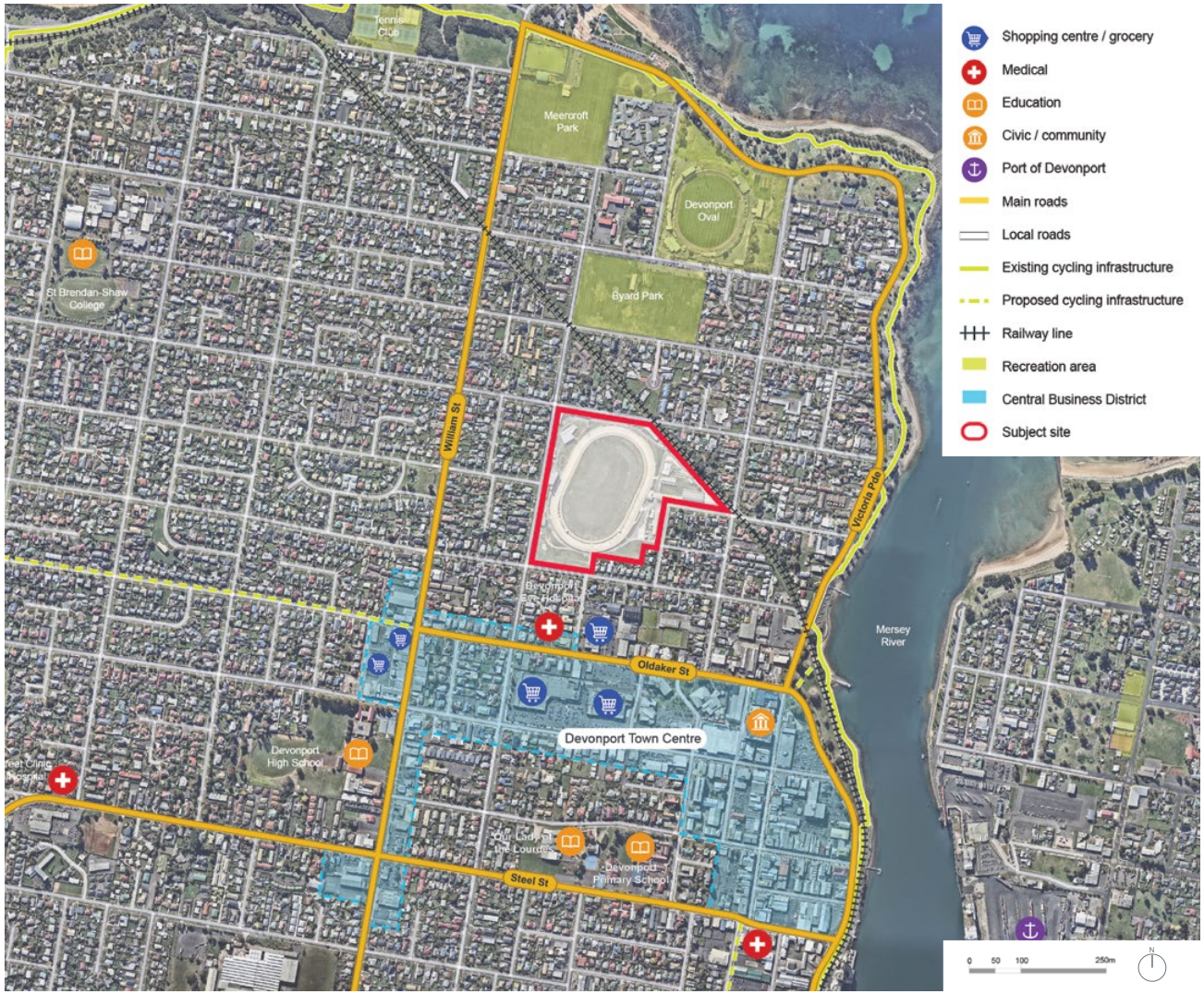


Figure 2 Location map for Devonport Showground

2-3 The Surrounding Landform

Showground site with local high point in distance

The Devonport Showground site is located to the west of the Mersey River's mouth. A series of green recreation spaces are located to the north of the site including Meercroft Park, Byard Park and Devonport Oval.

The showground site is located on a predominantly flat piece of land. The highest point of the site is located in its north west corner and provides distant views to a local high point in Devonport's south.

The Devonport CBD is predominantly situated in low lying land around the base of the local high point. The topography suggests future growth to the CBD would be towards the north where it is less constrained by the natural landform.

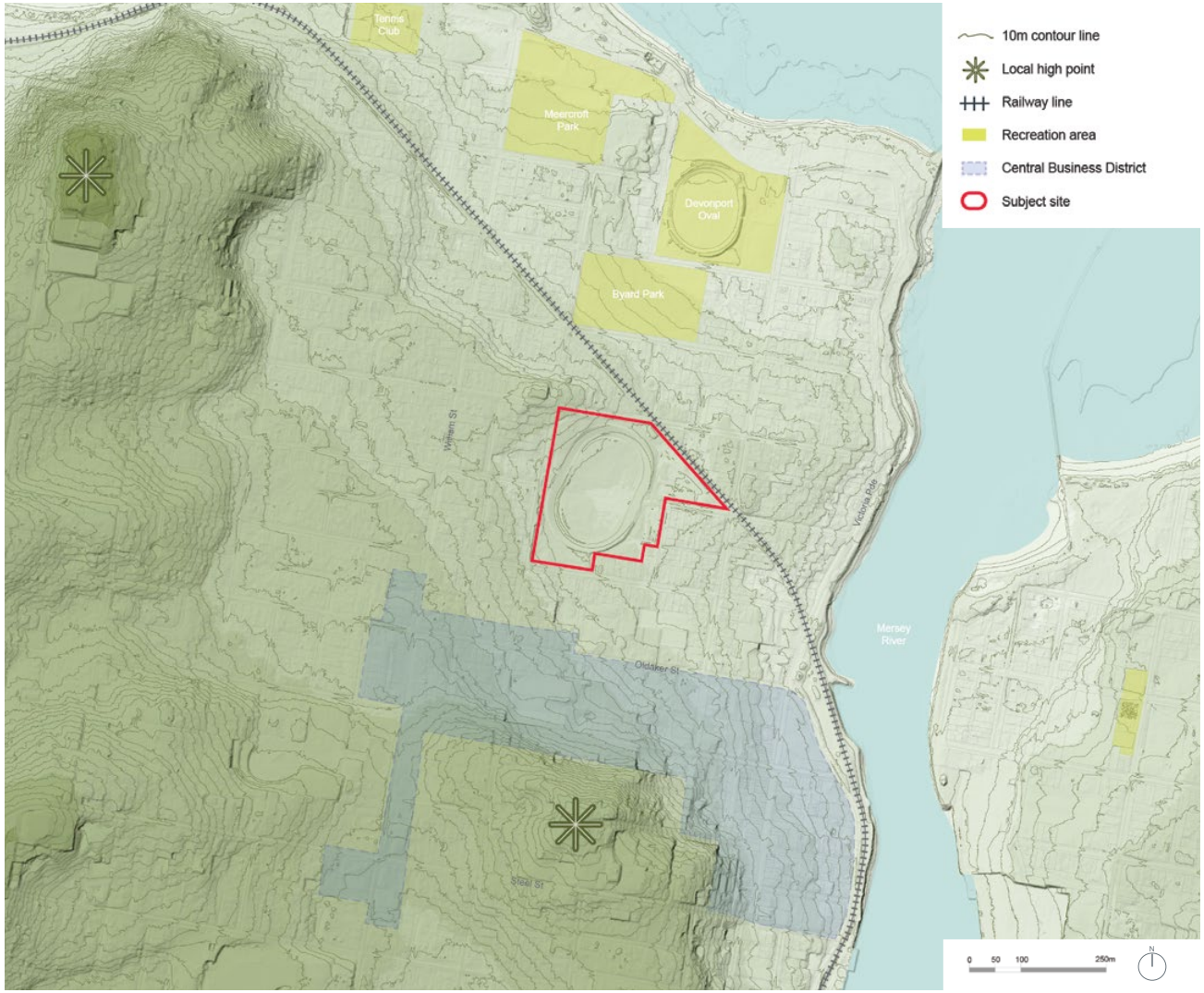


Figure 3 Topography context map for Devonport Showground (contour data source: Geoscience Australia).

2-4 The Site

Historic photos of the showgrounds.
Source: Tasmanian Archives & Heritage Office

The site was originally tea trees on the edge of the river and ocean inlet. It neighbours the “Bluff” which has been recognised as a significant site for the first Australians and is now home to TIARGARRA. While little is known about the indigenous history of the broader area and the Showgrounds site, Enrich Ventures are working with the local community to acknowledge the Traditional Custodians of the land upon which the project will stand and to pay respect to their Elders, past and present.

The Devonport Showground site has been used for community farmers markets, agricultural shows and community events. Given the nature of a showground, the existing built-form faces inward and has a lack of street presence and a poor interface with surrounding buildings. Key buildings, like the Grandstand, an old school building and the Band Room are located along Gunn Street. A large shed currently housing art workshops, is located on Lower Madden Street. Other built structures include sheds of varying sizes scattered across the site.

Figure 4 Devonport Showground Site Map

2-5 Photographic Snapshot

The old school building along Gunn St is currently vacant, but if the building condition permits, adaptive reuse with active street frontage could work well.

The existing Grandstand building is located off Gunn St with tiered seating facing the track, and is a local landmark.

The area surrounding the showground predominantly consists of single storey detached and semi-detached residential dwellings.

Some of the showground's buildings and sheds are currently used by local creatives for woodwork, metalwork and art workshops.

The existing showground buildings lack street presence along most streets and share an undesirable interface with surrounding buildings.

2-5 Photographic Snapshot

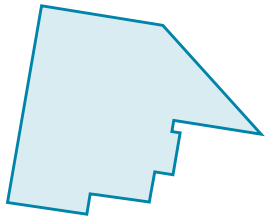
Given the nature of activities at the showground, the built-form and the layout are inward looking with a fence all around the premises.

The showground racecourse covers most of the site, and plays a prominent role in the current identity of the showground.

The brick building at the corner of Gunn St and Nicholls St is the Band Room and currently houses community groups meetings and activities.

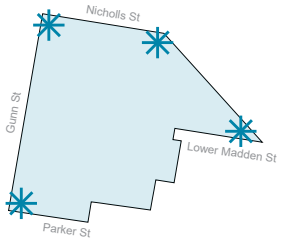
The site is adjacent to the Don River Railway line, which intersects it at a narrow angle, forming a barrier. And while the train line is not a particularly busy one, it plays an important role in locating uses within the Master plan.

2-6 Key Characteristics



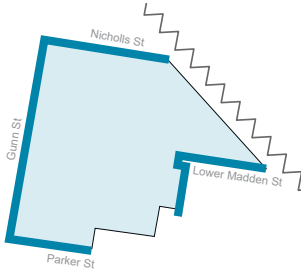
Site shape

The site is irregularly shaped because of adjacency to the rail corridor, which cuts the site at an angle. It is the largest single site within walking distance of the CBD and located within a street grid of approx 200m x 150m.



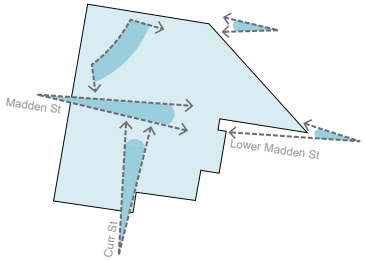
Prominent corners

Two prominent corners for the site are located along Gunn St at the intersection of Parker St to the south and Nicholls St to the north. Additional prominent corners are located along the rail line boundary.



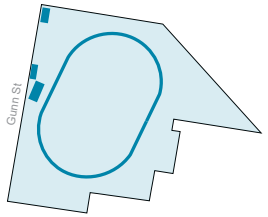
Street interface / frontage

The site has a desirable triple aspect frontage along Gunn St, Nicholls St and Parker St, with rail corridor on the north east side of the site. The interface on all sides is predominantly single-storey detached residential.



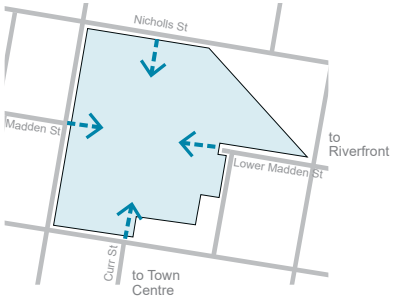
Views

Terminating vistas for the site are along Curr St looking north (from the CBD), Madden St looking East and Lower Madden St looking west. The site area is also relatively flat and the north west section is higher than the rest offering views of the CBD.



Existing buildings

Existing buildings onsite (like the Grandstand, old school building and cattle sheds) will be considered for adaptive reuse if feasible.



Access and orientation

Access to the site is currently limited with only a few points of entry. There is an opportunity to physically connect Madden St and Lower Madden St and provide an additional north-south link to the Town Centre.

2-7 Analysis Diagram

- Existing pedestrian desire line
- Existing access to site
- Potential connection to existing bike network
- Key view
- Key terminating/ corner view
- Prominent corner
- Sensitive interface with residential
- Site street frontage
- Barrier - rail line
- 5m setback from rail line
- Existing right of carriageway
- Existing stormwater line
- Existing sewage infrastructure
- Electrical substation
- Opportunity for building fabric to be re-used
- Highest part of site
- Site boundary

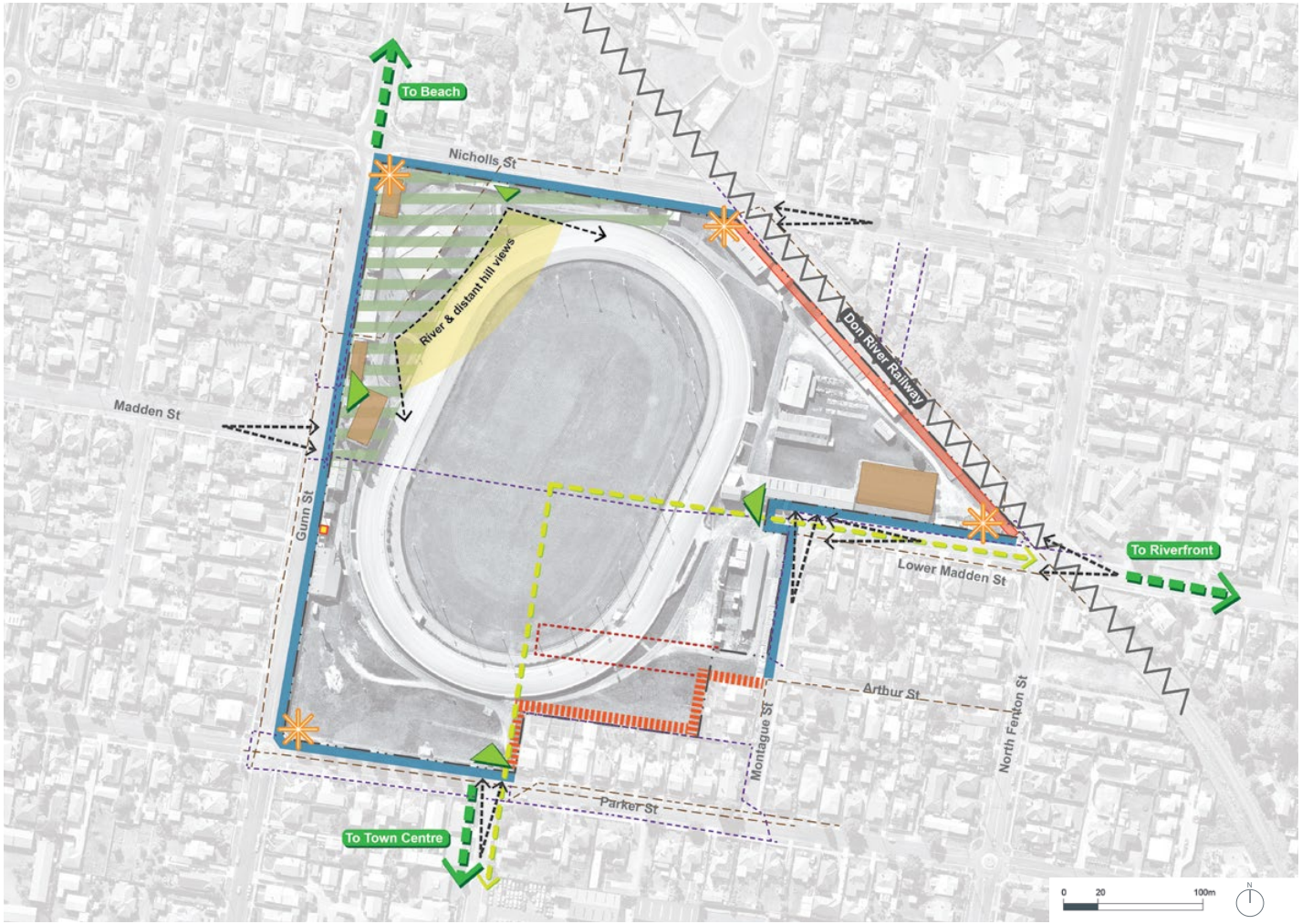
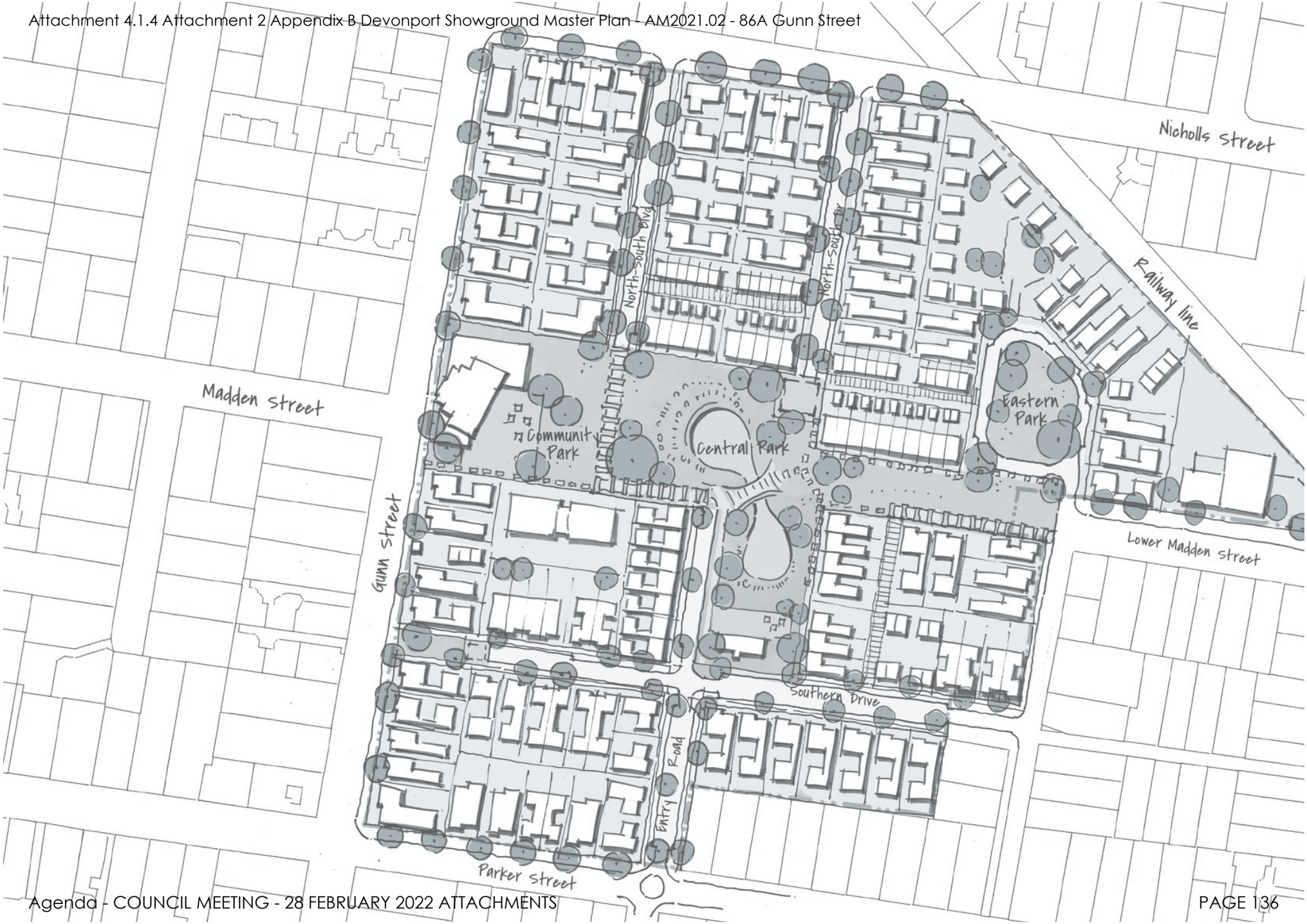


Figure 5 Analysis Diagram


Nicholls Street
Railway line
North-South Blvd
North-South Blvd
Madden Street
Community Park
Central Park
Eastern Park
Gunn Street
Lower Madden Street
Southern Drive
Entry Road
Parker Street

Chapter 3

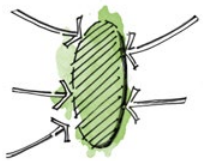
The Master Plan

3-1 Design Principles

Design principles have been established for the Master plan with a particular focus on how the urban structure and built form will integrate with surrounding development and the Devonport CBD.

The design principles cover various aspects of best practice in urban design and placemaking, to deliver a liveable and unique vision for the site, the community and for Devonport.

Accessible & connected layout



Green & liveable spaces

Diverse & inclusive housing

Link to site history

Well-integrated design

Resource efficient development

03 THE MASTER PLAN

3-1 Design Principles

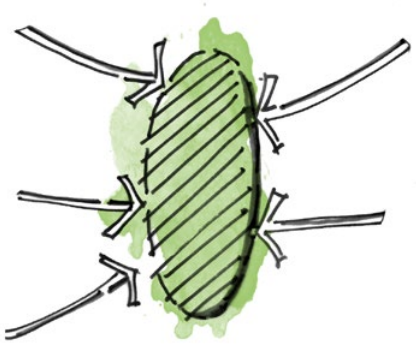
Accessible & connected layout

Create a walkable community where the streets prioritise pedestrian movement and key uses are located to encourage pedestrian activity.

Provide integrated active transport links (pedestrian and cycle) through the site connecting it into the existing active local network.

Provide visual and pedestrian links to surrounding key destinations like Devonport CBD, coastal walks, local shops, etc.

Maximise passive surveillance of the public realm, open spaces and communal areas to promote safety.



Green & liveable spaces

Create an attractive and connected development, with a Central Parkland at its 'heart' supported by community facilities and incidental open spaces that activate the precinct and contribute to the life of the community, providing internal amenity and outlook.

Ensure that the Central Parklands can accommodate a range of uses along with passive green space and on-site water management.

Provide small and diverse open spaces and corridors scattered throughout the site centred within the housing clusters to provide a range of active and passive outdoor facilities, that connect to the Central Parklands.

Diverse & inclusive housing

Provide a wide diversity of housing to respond to needs of all generations and demographics. Include innovative smaller scale housing models along with medium density housing that is adaptable and flexible for a range of households.

Support the proposed densities with improved infrastructure, public transport, access to jobs, services, community facilities and the environment.

Encourage site design that promotes usability, privacy and opportunities for social interaction, equitable access and respect, allowing micro-communities comprising smaller housing clusters, improving cameraderie among residents.

3-1 Design Principles

Link to site history

Acknowledge the history and the intrinsic qualities of the site by maintaining a link to its story and past events through elements in the public realm.

Consider adaptive reuse of some of the existing buildings, where feasible, into new uses appropriate for the community.

Explore options to repurpose timber from the existing buildings for use throughout the site internally and externally in order to reduce waste and to reinforce links to the history of the site.

Consider reuse of significant elements and components into open spaces and outdoor furniture to allow the community to reminiscence and interact with the legacy of the past.

Well-integrated design

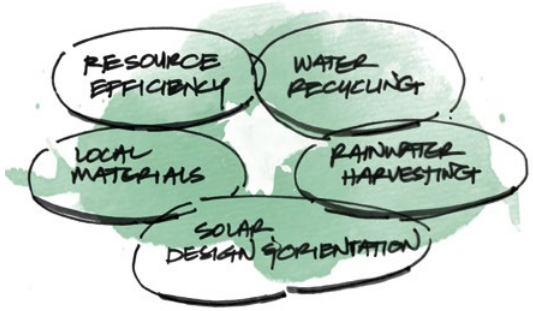
Respond to the surrounding context with interfaces along site boundaries that reflect surrounding residential character and by integrating streets and open space into the existing street grid.

Encourage design that achieves a scale, bulk and height appropriate to the existing and desired future character of Devonport, contributing positively to the character of the streetscape.

Promote the use of local materials where feasible to respond to the architectural character of the region.

Consider vistas and view corridors for the site layout and capitalise on vantage points and connections to the river, the beach and the CBD.

Encourage development and uses that supplement and complement the Devonport CBD future vision.



Resource efficient development

Incorporate a site-wide sustainability and resource efficiency strategy at community level that connects the Community and Creative Uses; Allied Health and Primary Care Uses, private residences and common areas across water, energy, waste.

Water - Capturing water, stormwater and wastewater for reuse and infiltration into the groundwater system within the landscape design.

Energy - Encourage resource efficient initiatives like passive solar design & orientation, supported by lot-scale and precinct-scale energy generation with, for example, solar generation and storage to be integrated into every household.

Waste - Best practice waste management on site to maximise the amount of waste that is reused on site for productive purposes

3-2 Options Considered

A Conventional Approach

In the development of the Master plan a wide variety of options were investigated. One of the options considered was how the site might be developed if a conventional approach was applied (See Figure 6).

In this design the road structure has been standardised with all roads connecting into the existing road network and measuring 20m wide. 20m road reserves are similar to the size of existing roads in the surrounding area.

While this creates a legible and connected grid network the absence of a road hierarchy increases the likelihood that vehicle movement will dominate and makes it challenging to prioritise pedestrian and cyclist activity. The road structure also prioritises movement through the site, with no streets terminating in a 'place' within the site.

The structure of lots in this plan are also more typical, with large regular shaped lots containing predominantly detached dwellings and limited housing diversity. Another possible impact of the large lot size is that the desire for smaller houses could generate battleaxe villa housing, as this is already occurring in areas around the site. Irregular shaped lots have been made larger and provide opportunity for villa housing and/ or community housing.

This conventional Master plan option only provides the minimum amount of required open space for active and passive use, located in the Eastern Park. This option does not retain existing buildings such as the Grandstand or the school building.

This approach may be appropriate in many circumstances, but given the nature, location, history and size of this site, a more innovative option is desirable in order to provide greater amenity and optimise all that the site has to offer.

Other Options Considered

During the development of the Master plan many options and variations were explored. These included maximising integration of the site with the surrounding street structure, concentrating and dispersing areas of open space, creating smaller 'micro communities' within the overall structure, the impact of fewer and smaller streets, retaining key buildings and/or sections of the Showground ring road and prioritising pedestrian and cycle access into and across the site.

Findings

The exploration of various options identified the following findings which have helped to shape the proposed Master plan:

Retention of a few buildings, ie the Grandstand and old Schoolhouse, helps to contribute to the character of the place.

Concentrating open space in the centre of the site creates a green 'heart' for the community.

Terminating views along key access roads into open spaces increases the amenity of these streets.

Prioritising pedestrian and cycle access across the site and discouraging the vehicular access through the site increases safety and liveability.

A mix of street types and street designs improves efficiencies and helps to establish smaller micro-communities within the larger site.

03 THE MASTER PLAN

Figure 6 A more conventional Master plan design option

3-3 The Master Plan

The Master plan provides a framework for a new residential community focused around a collection of centrally located communal open spaces. The open spaces allow for active and passive uses, including walking tracks, community gardens, dog park, playgrounds and a waterway that allows for the capture and reuse of water on site.

The plan shows how some existing showground buildings can be retained and re-purposed, where feasible.

The potential road network is highly connected and integrated into the existing street grid of Devonport. View corridors along Madden St and Lower Madden St are retained and enhanced providing easy pedestrian and cycle access to the River. The design also accommodates existing servicing infrastructure and the existing road reserve off Montague St (as shown on the survey).

The plan outlines how a wide variety of housing typologies can be accommodated within the site, while still allowing flexibility to adjust the mix and location of dwellings depending on future needs and local demand. The mix of 1, 2 and 3 storey development helps to define and activate the public domain and contributes to the character of streetscapes and parks. Larger lots provide opportunity for a medical centre, villa housing and/ or childcare facilities.

03 THE MASTER PLAN

Figure 7 Devonport Showground Master plan

3-3 The Master Plan

The Central Parklands, which form the heart of the development, are located along a new east-west connection between Madden and Lower Madden St that extend towards the river.

The open spaces allow for active and passive uses, including walking tracks, community gardens, dog park, playgrounds and a waterway that allows for the capture and reuse of water on site.

Artist impression

Central Parklands

3-3 The Master Plan

Buildings within the site will be a mix of heights and types suitable for a wide range of demographics and community needs. The scale, bulk and height will establish the desired future character.

Higher density housing is focused around areas of high amenity, such as the open spaces, with lower density housing around the edges of the site so that it integrates with the surrounding character.

Artist impression

Housing Diversity

3-3 The Master Plan

The proposed new access network within the site is connected and integrated into the existing street grid of Devonport. Streets are designed to be slow speed, encouraging pedestrians and cyclists.

Streets are tree lined with foopaths on both sides of the street and have been located to extend views into the site from surrounding streets.
View corridors along streets terminate in parks.

Artist impression

Streets for People

3-3 The Master Plan

There is an opportunity to give a new life and re-imagined future for several buildings currently on the site. The old schoolhouse was moved to its current location along Gunn St and needs to be rebuilt to ensure a long term future.

The Master plan proposes relocating this building on the southern edge of the Central Parklands close to an entry into the site. There is an opportunity to activate the parkland with possible cafe and outdoor dining uses integrated with the structure.

Artist impression

New Life for Community Buildings

3-3 The Master Plan

There are opportunities for Allied Health and Primary Care uses to be located where they can be easily accessed by both the existing community and new residents.

Re-imagining and re-purposing elements and buildings from the site will help to tie the new in with the old and tell the story of the place and its history. The relocated schoolhouse has the potential to become a symbol and marker to the Central Parklands when accessing the site from the south.

Artist impression

Spaces for Community, Health and Creative uses

3-3 The Master Plan

The existing showground Grandstand is a prominant, tall building and a symbol of the current uses on the site. Reimagining this large structure has the potential to create a welcoming gateway and visual landmark into the site from the west and provide large format spaces for community use.

Artist impressions

Reimagined Grandstand for Community, Enterprise and Creative uses

3-4 A Neighbourhood for People

Active & Safe Streets

A fundamental component of this Master plan is that all streets have been designed to give the highest priority to walking and cycling, creating an attractive and connected place that encourages a slow speed traffic environment.

The structure proposes a connected Central Parkland at its 'heart' which is enlivened by community facilities and a vibrant mix of uses and linked to the north, south, east and west by traffic calmed streets.

The location of the buildings, footpaths and landscape features are designed to promote safety, activate the precinct, maximise passive surveillance and contribute to the life of the community.

Landscape & Community Open Space

Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values, and preserving green networks.

Communal open space also optimises opportunities for social interaction, integrating residents of the new development with the current residents of the surrounding area.

The open spaces will be designed to accommodate a range of uses along with passive green space, on-site water management. The landscape design for open spaces scattered throughout the site will provide small scale outdoor facilities like community gardens, playgrounds, barbeques, exercise equipment, dog parks, walking tracks, community library, etc.

3-4 A Neighbourhood for People

Sustainability Initiatives

The Master plan envisions environmentally sustainable design that encompasses all aspects of the project. Efficiency, effectiveness and high performance will deliver high quality design and living that seeks to reduce costs for households and organisations for the design life of the site. It utilises the natural advantages of an infill redevelopment of existing service connections to the site to supplement the sites ability to generate resources locally to meet increased demand of the new community.

Building design - best practice design principles to deliver amenity and thermal comfort all year round; appropriately scaled buildings for the sites location and needs of the families that live in them; locally sources materials. Water collection, energy generation and best practice waste management at the lot scale delivers a high quality home and contributes to a precinct-wide solution.

Precinct water, energy and waste services - The capture and use of the water (such as capture water from roofs and hard surfaces) and energy (from solar and waste heat capture) across the site allow for lower service costs to residents; increased resource security; and a no net impact on the region from the development.

Best-practice waste management will limit the amount of waste generation from the project and allow organic materials to be reused on the site to increase the productivity of community gardens; private and community open spaces.

The Master plan proposes adaptive reuse of existing buildings to be repurposed for appropriate reuse. Landscape and street design would incorporate permeable pavers, recycled materials and water sensitive planting - contributing to the site wide solution.

The project will investigate accreditation systems such as the Bioregional - One Planet Living Community; Green Building Council Australia - Communities; HIA GreenSmart; MBA Green Living; UDIA EnviroDevelopment which sets targets across all aspects of the project from how resource are generated and used; the design and integration of the community; to health and wellbeing outcomes.

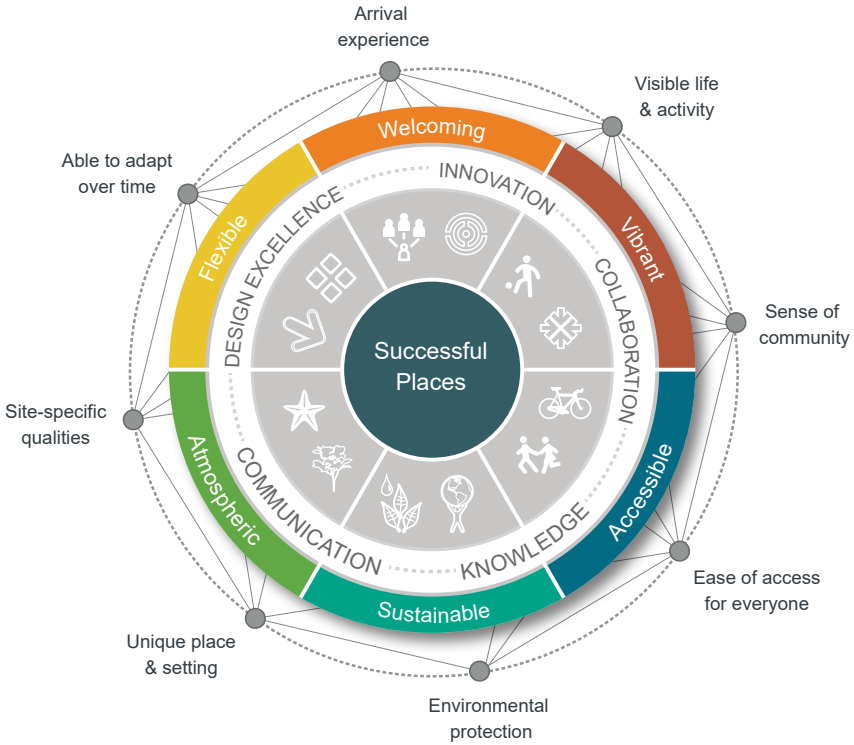
3-4 A Neighbourhood for People

Diverse Housing Typologies

The Master plan includes a wide variety of housing typologies distributed around the site, taking into consideration various design criteria like interface with existing adjacent built form, overshadowing and sun access into dwellings, bulk and scale, street hierarchy, views and vantage points and adjacency to the rail corridor.

A more conventional built form, block pattern and dwelling typology is adopted at the edges where the development interfaces with bounding streets, while a more organic layout incorporating some of the more unconventional typologies is incorporated towards the centre of the site.

Housing typologies are typically designed to be adaptable to a parcel size of 350m^2 (35m x 10m), allowing the Master plan to be flexible in the future and able to adapt to the needs of the community and the market. The standard 'lot' can be combined in a variety of ways to suit the needs of the end users, and to support the desired diversity of typologies. Refer to section 4-3 Flexible Block & Lot Structure.



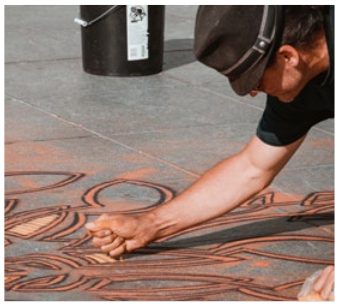
3-4 A Neighbourhood for People

Potential Facilities

Well-designed places responds to social context by providing facilities to suit the existing and future social and development mix.

Community and Creative Uses
There are 22 community and art groups and enterprises who currently use the showground premises for their creative work. These groups, along with potential emerging enterprises, would be housed in centrally-located community facilities, perhaps a repurposed Grandstand building and/ or the rebuilt and relocated Schoolhouse. This would provide places for these creative enterprises to continue to support the delivery of essential community activities. Such facilities would also foster the growth of new enterprise in the North-West.

Allied Health and Primary Care
A possible commercial use on the site would be the provision of an Allied Health and Primary Care hub to be located where it can be easily accessed by both the existing community and new residents.



Seniors Housing / Child Care
There is a demand in Devonport for smaller housing suitable for those who are aging, and the vision is to provide for some of this demand. Ideally this would be located close to childcare as inter-generational facilities that combine children and the elderly has a range of benefits for both groups. Childcare close to the open space would also help to activate and maximise the value of these spaces.

Chapter 4

Master Plan Components

4-1 Urban Structure

The Master plan is composed of multiple components. These are the building blocks of the plan and can be put together in various way to achieve the design principles.

The urban structure outlines the vision for regularly shaped blocks connected into the wider street pattern of Devonport. The broad framework of different land uses can be categorised as developable land, roads and open space. There are also more nuanced uses such as shared zones which include both road and open space characteristics.

Use	Area (approx)	% of site
Road reserve (incl. landscaped verges, footpath and road)	1.2 ha	13%
Shared Zone	0.2 ha	2%
Open Space/ Community	1.6 ha	16%
Developable land	6.7 ha	69%
Total	**9.7 ha**	**100%**

Figure 8 Land Use budget and diagram

The total amount of proposed open space also includes the community uses and parkland associated with the Grandstand facilities along Gunn Street.

Approximately 16% of the site has been dedicated to open space and community facilities (such as parklands, cycleways, playgrounds, dog parks, community gardens and waterways). The minimum requirement under current planning controls calls for open space to be only 5%.

4-2 Community and Open Space

The Master plan recognises that the community will require a range of diverse and welcoming spaces that accommodate a diversity of ages and interests. The community facilities and open spaces envisage places that encourage active and passive uses, including community gardens, playgrounds and on-site water retention.

Pedestrian and cycle access to, around and through the open spaces will encourage activity. Buildings have been located to define the spaces and encourage passive surveillance.

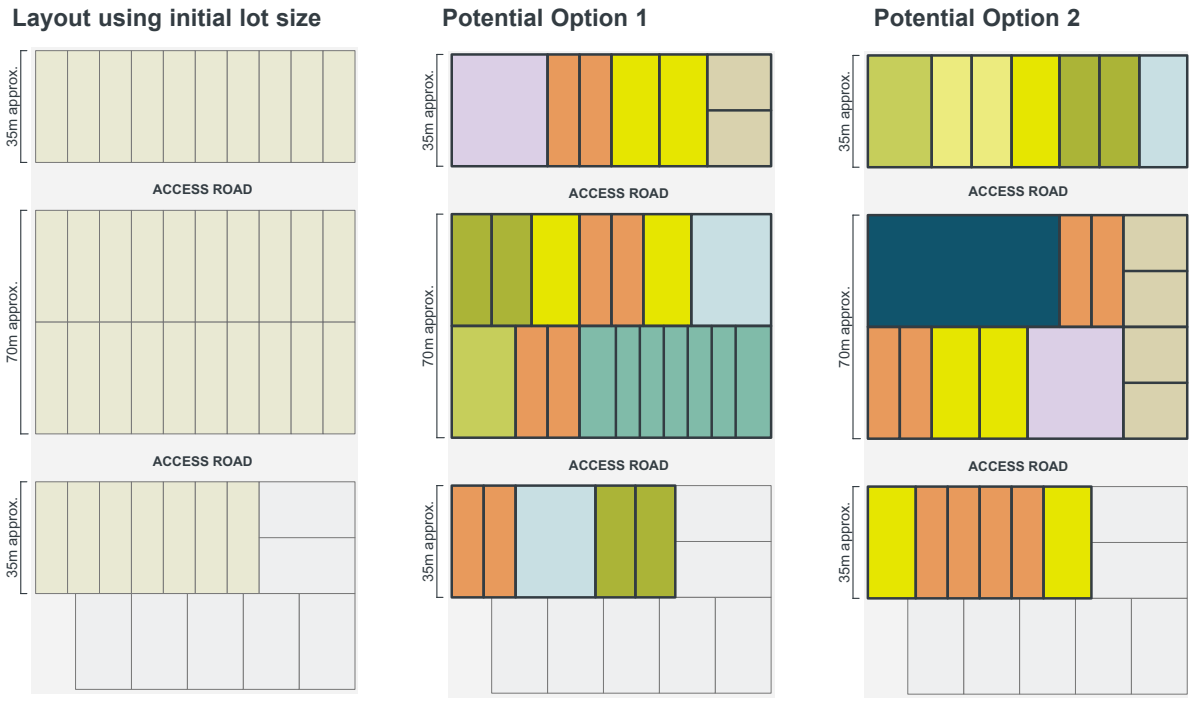
An upgraded, expanded and re-purposed Grandstand building and the relocated and rebuilt old schoolhouse will further help to activate the spaces and encourage activities and events that will help to bring the community together

Figure 9 Community and open spaces

4-3 Flexible Block & Lot Structure

The Master plan includes streets, open spaces, blocks (the area between streets) and lots (individual sites within the blocks). To create an efficient urban structure of blocks and lots, a lot size approximately 35m deep was applied. This lot size works well with the site proportions and the surrounding street structure. A deep lot can also provide increased opportunity for dwellings to locate private open space to capture daylight and enhance solar access.

Initially a 10m wide lot (i.e. 350m²) was assumed, however this has been refined to accommodate a wide range of different lot sizes able to support a variety of housing typologies. The initial lot size can be amalgamated, or divided in various ways to enable a wide range of potential dwelling sizes and types, to meet the demands of different households. It is anticipated that final lot sizes will be refined during detailed design.



Indicative variable lot sizes ranging from 6-30m+ wide and 20-35m deep (dimensions approx. only)

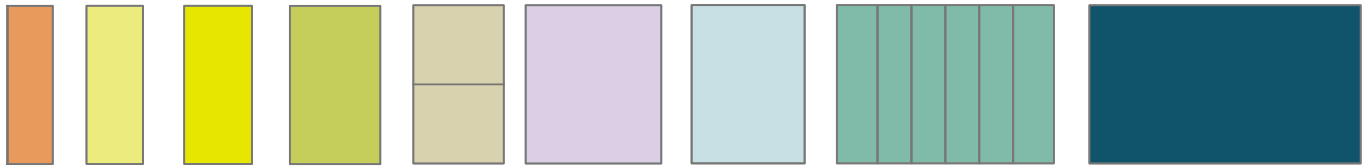


Figure 10 Example of possible lot sizes and block structure options

4-4 Diverse Housing Options

In order to create a diverse and welcoming community that caters for all kinds of families, lifestyles and life stages, it was necessary to consider a wide range of dwelling types. The current mix of possible housing typologies includes small homes, bigger homes, detached homes, terrace houses, assisted living facilities, specialist housing including NDIS and social housing, and even apartments.

These housing typologies are only high level concept designs with the primary purpose of illustrating potential housing types that could occur on the site. A high level understanding of solar access and the provision of private open space were also considered. It is anticipated that during detailed design additional housing typologies will be developed to cater for the needs of future residents.

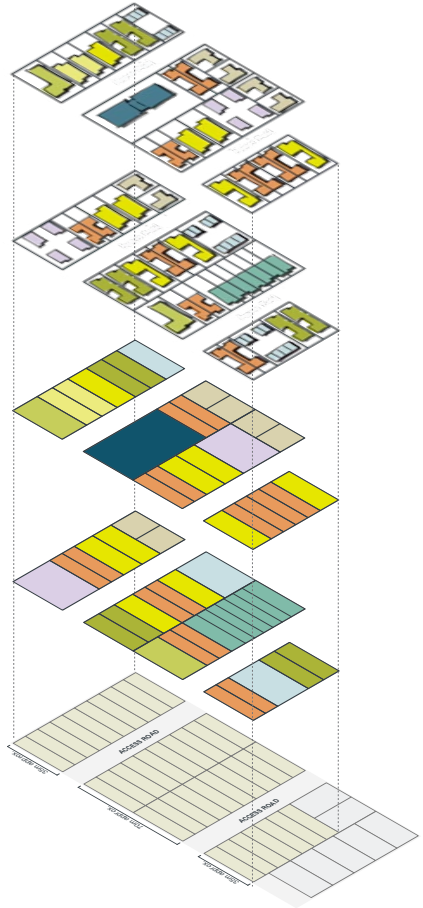
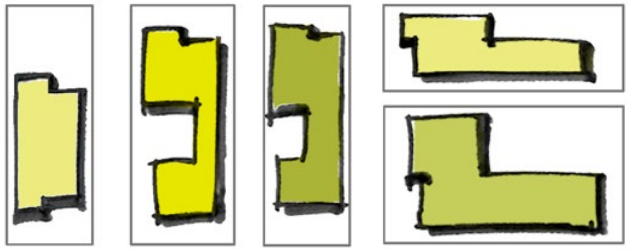


Figure 11 Diagram showing possible lot layouts and housing mix variations on a standard block structure

Detatched and Group Homes Examples

Ranging from: 10-20m wide
Typical depth: 20m-35m



Semi-detached and Corner Sites Examples

Ranging from 10-17.5m wide
Typical depth: 35m

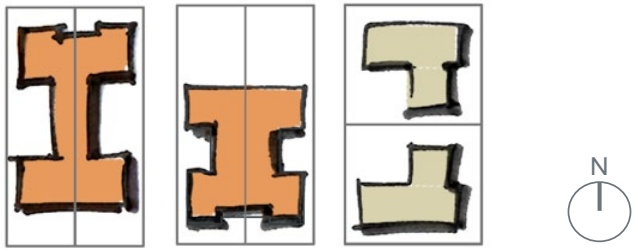
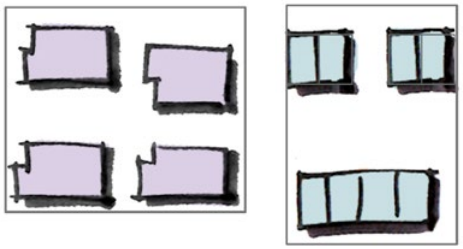


Figure 12 A selection of possible housing typologies that could be located within the proposed lot structure. Please note all dimensions are indicative and approximate.

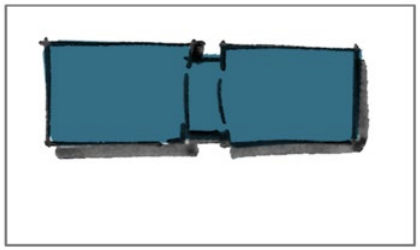
4-4 Diverse Housing Options

Villa/ Midblock / Small Housing
Ranging from 25-30m wide
Typical depth: 35m



Apartments Example

Ranging from 20m+ wide
Typical depth: 25m+



Front and Rear Loaded Terraces Examples

Ranging from 6-12m wide
Typical depth: 25-35m

ILU Example

Typically clustered on varied lot sizes

Figure 13 A selection of possible housing typologies that could be located within the proposed lot structure.
Please note all dimensions are indicative and approximate.

4-5 Dwelling Distribution Variations

There are many valid ways of distributing dwellings across the site and the final mix will require a careful balance and the consideration of principles including minimising overshadowing and maximising sun access into dwellings, responding to the local context, ensuring the development provides high quality public and private spaces and creating a diverse, liveable and sustainable neighbourhood that caters for a wide range of community needs.

The variations illustrate possible alternatives for the distribution of building typologies across the site. Variation A has the largest mix of detached homes while Variation B and Variation C provide a greater variety of smaller homes and Variation D illustrates a mix with more apartments and villas. All variations illustrate that a broad mix of housing types can be provided and centred around quality community space.

The different mix of dwellings also contributes to the creation of a more diverse community, meet the regions current and future needs and maximises the unique opportunity that this site presents. The final mix and arrangement of dwellings on the site is likely to vary over time and be determined by community need, commercial viability and the level of provision of quality public realm and mixed use facilities.

	Variation A		Variation B*		Variation C		Variation D	
Typologies	**No.**	**% of dwellings**	**No.**	**% of dwellings**	**No.**	**% of dwellings**	**No.**	**% of dwellings**
1 bedroom	32	17%	40	20%	73	30%	75	26.8%
2 bedrooms	48	25%	58	28%	65	27%	105	37.5%
3 bedrooms	71	38%	71	35%	71	29%	77	27.5%
4 bedrooms	31	16%	29	14%	27	11%	16	5.7%
5 bedrooms	7	4%	6	3%	7	3%	7	2.5%
Total	*189*	*100%*	*204*	*100%*	*243*	*100%*	*280*	*100%*

**This variation is used for illustrative purposes in this report*

4-6 Street Typologies

Street Hierarchy

The Master plan assumes four different road types to provide a variety of street experiences for the neighbourhood. All streets have been designed to create a slow speed pedestrian friendly environment.

A 18m wide road reserve serves as the primary gateway route into the site and provides generous opportunities for street parking and street tree planting. 15m wide road reserves also service pedestrian and vehicle traffic and include potential chicanes to slow vehicle speeds. The 10m wide one way eastern park loop road reserve is adjacent to a small park. 10m wide shared zone road reserves provide opportunities to create a shared street with pedestrian priority that could feature paving and threshold treatments to enhance safety and amenity.

- 18m wide road reserve
- 15m wide road reserve
- 10m wide eastern park loop reserve
- 10m wide shared zone reserve
- Proposed vehicular access

Note: Private access laneways not depicted

Figure 14 Master plan overlayed with street hierarchy

4-7 Street Typologies

18m road reserve

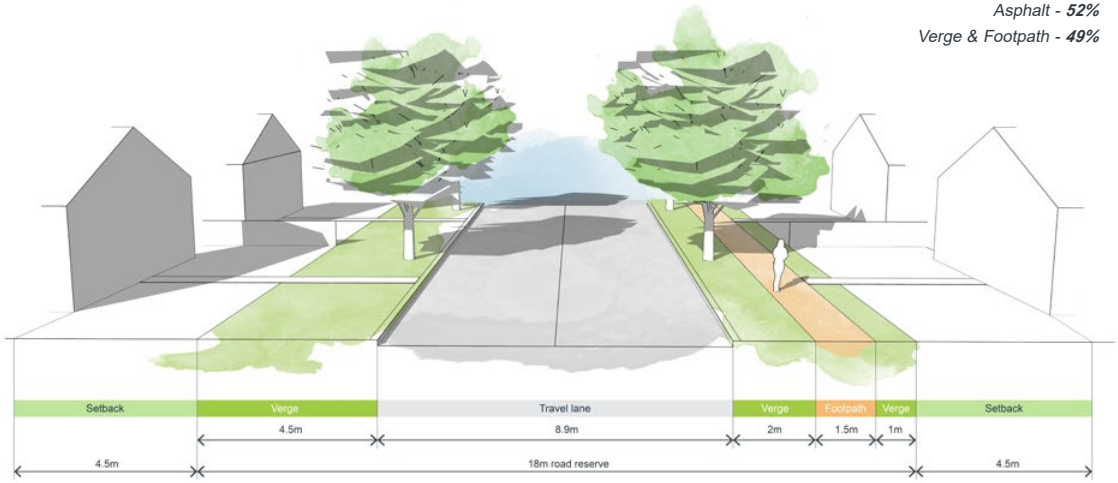
Precedent- Tullimbar, NSW

Use	Standard	Desired
Road type	Through roads and Cul-de-sac >150m long	Entry road and existing road reservation.
Footpath	Only required on one side	Footpaths on both side
Kerb	Rolled Kerb or upright kerb	Upright kerb
Verge width	4.55	4m
Footpath location	Next to road or 1m off front boundary	At front boundary
Laneway width	8.9m	6m (3m per lane)
Parking on road	Permissible (but unlikely)	2m parking on both sides
Front Setback	4.5	2m-4.5m

Standard

*Asphalt - **52%***

*Verge & Footpath - **49%***



Desired

*Asphalt - **35%***

*Verge, Footpaths, WSUD - **65%** & Permeable Parking*

4-7 Street Typologies

15m road reserve

Precedent- Tullimbar, NSW

Use	Standard	Desired
Road type	only permissible Cul-de-sac <150m long	Provided on one road which passes through a 10km shared zone through open space
Footpath	Only required on one side	Footpaths on both side
Footpath location	Next to road or 1m off front boundary	At front boundary
Laneway width	6.9 (ie 3.45m per lane)	6m (3m per lane)
Parking on road	Permissible (but unlikely)	Some areas of 2m wide parking which swap sides to create a chicane or horizontal deflection.
Front setback	4.5m	3m

Standard

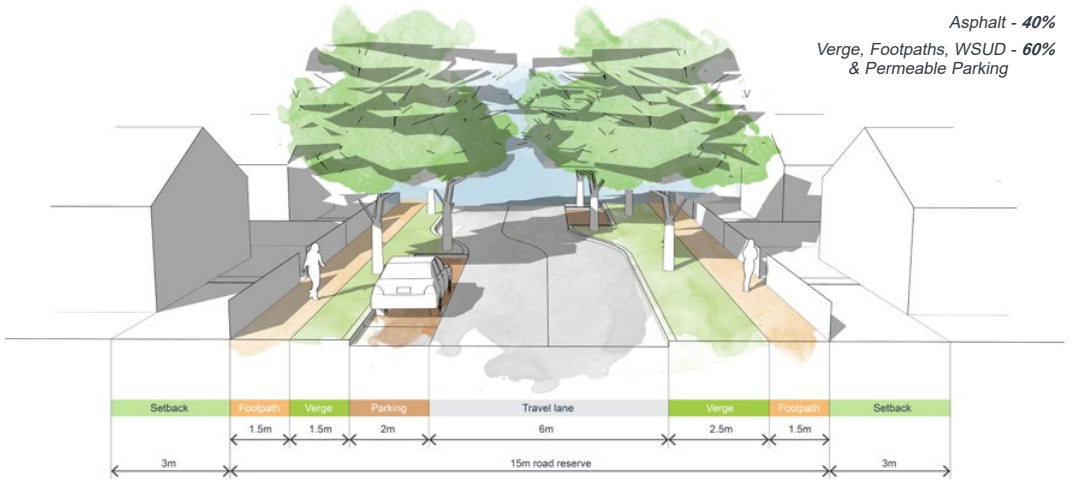
*Asphalt - **48%***

*Verge & Footpath - **52%***

Desired

*Asphalt - **40%***

*Verge, Footpaths, WSUD - **60%** & Permeable Parking*



4-7 Street Typologies

Eastern Park

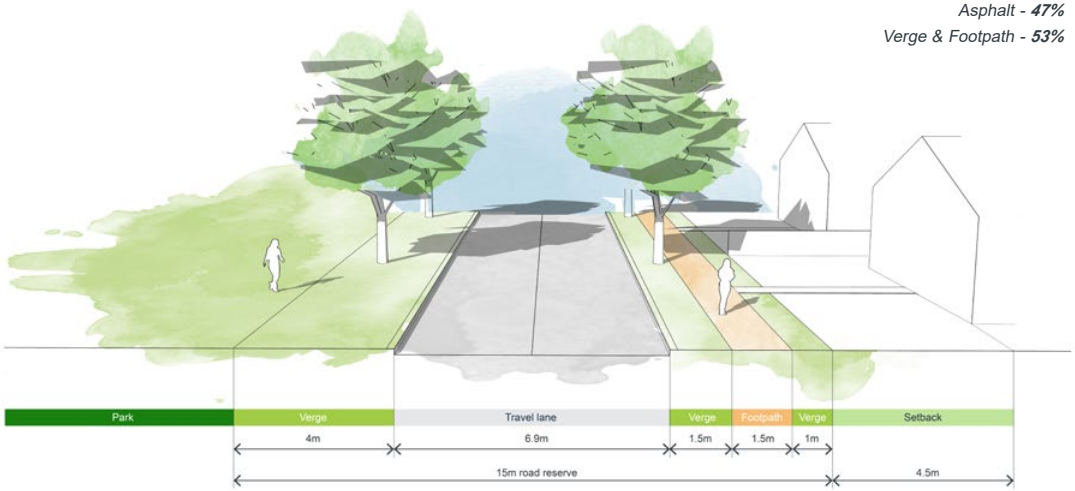
Precedent- Arthur Circus Park, Tasmania

Use	Standard	Desired
Road type	15m	10m road reserve (one way) around the park
Footpath	Only required on one side	Footpaths in front of lots
Kerb	Rolled Kerb or upright kerb	Upright kerb
Verge width	4.55m	3.5m next to houses, 1m next to park
Footpath location	Next to road or 1m off front boundary and 1.5m wide	At front boundary
Laneway width	6.9m	3.5m
Parking on road	Permissible (but unlikely)	2m parking on non park side
Front setback	4.5m	3m

Standard

*Asphalt - **47%***

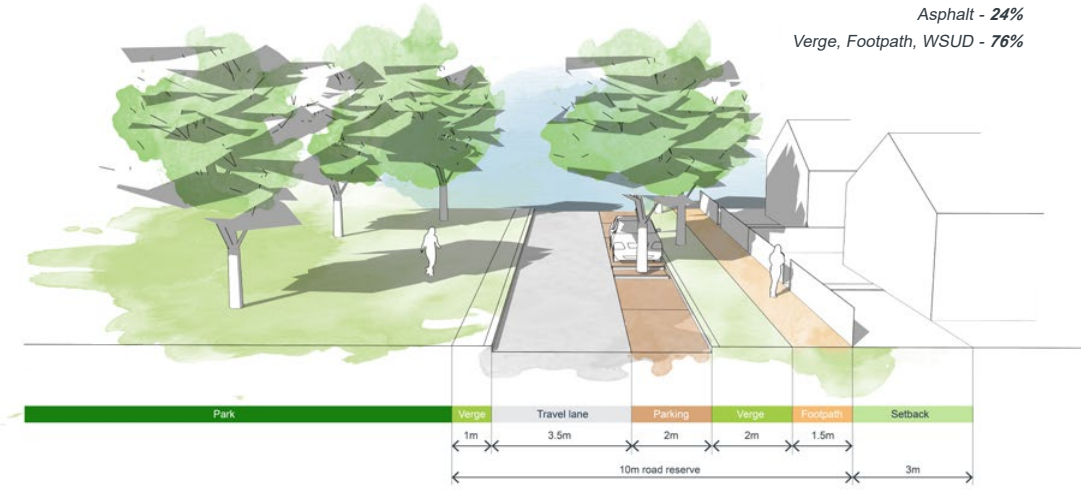
*Verge & Footpath - **53%***



Desired

*Asphalt - **24%***

*Verge, Footpath, WSUD - **76%***



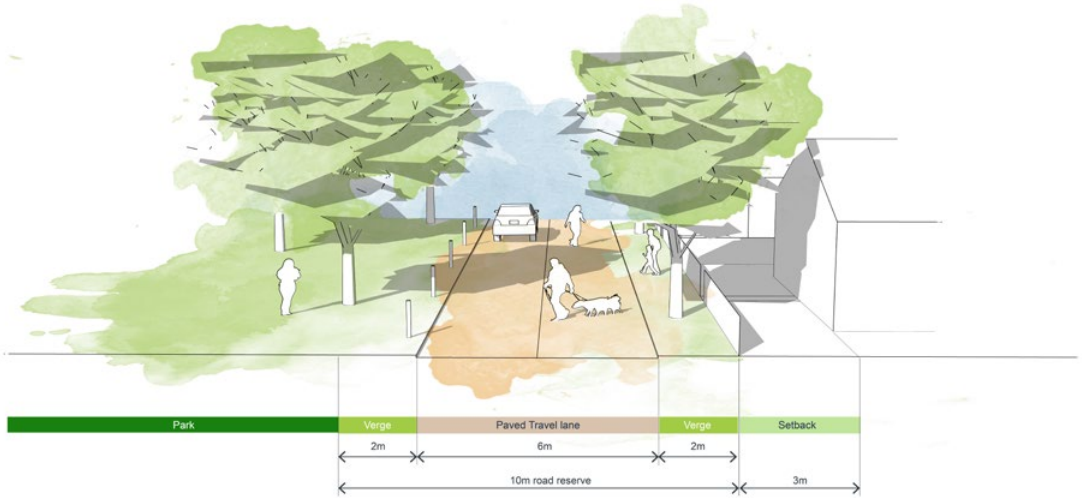
4-7 Street Typologies

10m Shared Zone

Precedent- Correys Square, Cabarita (Note: One-way)

Desired

*Paved shared path- **60%***
*Verge- **40%***



Use	Standard	Desired
Road type	-	6m road reserve (paved and threshold treatments)
Footpath	-	No footpaths
Kerb	-	Bollards and landscaping .
Verge width	-	N/A
Footpath location	-	N/A
Laneway width	-	3m per lane
Parking on road	-	Possibly 90 degree parking in front of community building
Front setback	-	2m

4-7 Street Typologies

Private Access Laneway

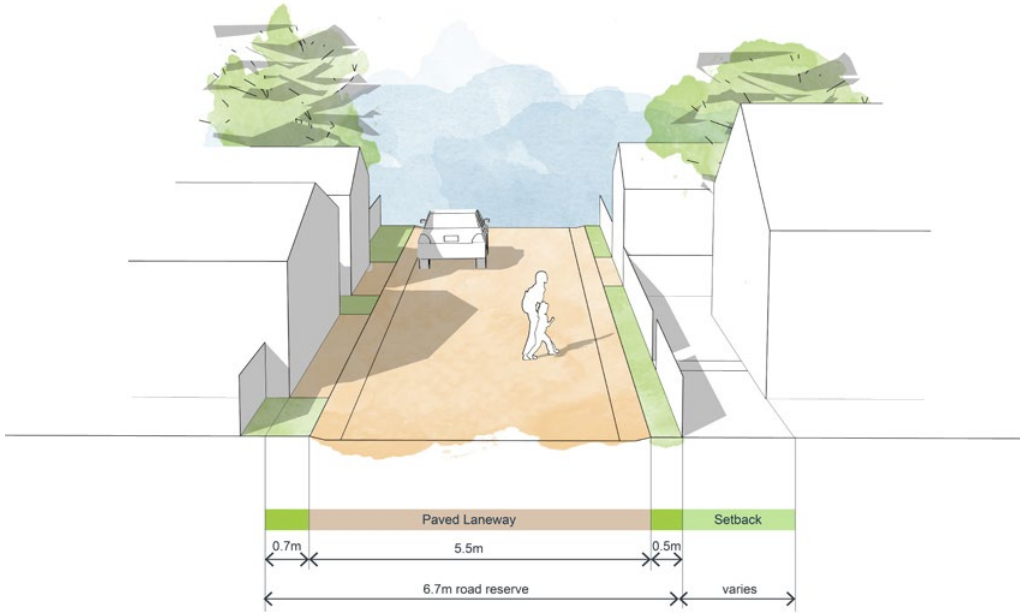
Precedent- Cannonball Ln, Penrith

Use	Standard	Desired
Road type	-	6-7m private access laneway
Footpath	-	No footpaths
Kerb	-	Rolled Kerb
Verge width	-	Varies
Footpath location	-	N/A
Laneway width	-	5.5m paved laneway
Parking on road	-	N/A
Front setback	-	Varies

Desired

*Paved shared path- **82%***

*Verge- **18%***



4-7 Options for Land Titling

Many options for land titling and ownership are possible for the site. Three options that fall along the spectrum from all Torrens titled lots, to full Strata title are identified below, however there are many more options and variations that may be possible. For all variations the design of roads, layout within superblocks and design of individual buildings will need to be carefully controlled to ensure consistency and a cohesive design outcome.

The first option which is all Torrens titled lots, presents all roads, community facilities and open spaces as owned and maintained by Council. All lots have Torrens title, with separate water/power/sewer supply and waste is collected by Council. The second option is part way, and illustrates a mix of strata and Torrens titling. Council would own and manage key roads and open spaces within the site. Some lots would be Torrens titled but other parts of the site, accessed off strata owned roads, would be managed by strata.

The third option is full Strata title, whereby all land is owned and maintained by strata title and/or community scheme. This style of titling is likely to be a mix of smaller strata with roads/open space/ community facilities in community title. All lots would share water/power/sewer supply and treatment. This option allows the greatest opportunity to provide alternatives to conventional servicing and road designs and allows the incorporation of elements such as WSUD.

All Torrens

Ownership	Area	% of site
Torrens Title	6.63 ha	68%
Council	3.07 ha	32%
Strata	-	-
Total	9.7 ha	100%

Mixed Strata and Torrens

Ownership	Area	% of site
Torrens Title	3.92 ha	40%
Council/ Community	2.49 ha	26%
Strata	3.29 ha	34%
Total	9.7 ha	100%

All Strata

Ownership	Area	% of site
Torrens Title	-	-
Community	2.07 ha	21%
Strata	7.63 ha	79%
Total	9.7 ha	100%

Appendix

Strategic Review

- Devonport Living City Masterplan
- Devonport City Council Strategic Plan (2009-2030)
- Devonport City Bike Riding Strategy (2015- 2020)
- Devonport 2030 Discussion Paper (2012)

Case Studies

- White Gum Valley, WA
- NewDirection Aged Care, QLD
- Thornton Park, NSW
- Narara Ecovillage, NSW
- Brisbane Showground, QLD

APPENDIX

Strategic Review

Devonport Living City Masterplan

Author: Devonport City Council (2014)

The Devonport Living City Masterplan is a 10-year strategy emphasising development of retail, business and waterfront precincts, and transform Devonport into a retail and service hub for the north west Tasmania. The focus of this strategy is to revitalise the CBD and provide new employment opportunities.

The Masterplan envisions to :

- *Strengthen the regional attraction for North West Tasmania and Tasmania's tourist market*
- *Connect the CBD to the Mersey River*
- *Link existing retail and businesses through urban renewal*
- *Create economic and employment growth*

The masterplan is a result of extensive community engagement who expressed the fragmentation of the CBD and identified opportunities to extend the CBD to the Mersey River parklands.

A key priority of the Living City Masterplan is to enhance accessibility between the various precincts by making improvements to major streets within the CBD ensuring deficient vehicle and pedestrian flow.

The new retail precinct provides additional parking, covered pedestrians walkways and laneway retail integrating with the existing mall.

The waterfront precinct plans for the development of restaurants, hotels, residential apartments and Iconic architectural and artistic statements to create a meeting place hosting many events.

Summary points

The Living City masterplan estimates significant growth in employment for the region, along with development of accommodation and visitor services.

The masterplan proposes to improve connections within the CBD. This may provide opportunities of improving connections from the site to the CBD.

Figure 16 Indicative Masterplan
(Devonport Living City Masterplan 2014)

APPENDIX

Strategic Review

Devonport City Council Strategic Plan (2009-2030)

Author: Devonport City Council (Revised 2019)

The Devonport City Council Strategic Plan is a 20-year vision that outlines how the Council plans to manage growth in Devonport to become a thriving and welcoming regional City living lightly by river and sea.

The strategy sets 5 goals to achieve the vision:

- *Goal 1: Living Lightly on Our Environment*
- *Goal 2 - Building a Unique City*
- *Goal 3 - Growing a Vibrant Economy*
- *Goal 4 - Building Quality of Life*
- *Goal 5 - Practicing Excellence in Governance*

The strategy prioritises the adoption of a energy practices that promote the reduction use of energy and natural resources, conserve water and biodiversity, minimising waste and exploring use of alternative power sources.

The document emphasises to capture the advantages of the waterfront by improving links to the river. Land use and infrastructure development should be of appropriate standards and create places to live, invest, work, shop and visit. The goals also reinforce the implementation of the Living City Masterplan to enhance employment and tourism opportunities.

The strategy seeks to improve the quality of life by encouraging sufficient provision of sport and recreation facilities for the community, promote cultural activities and local art, preserve heritage and ensure safety of the community.

Summary points

The strategy promotes integration of sustainability across all development.

Development in Devonport should attract new retail and business services.

Development around the CBD and waterfront will be prioritised.

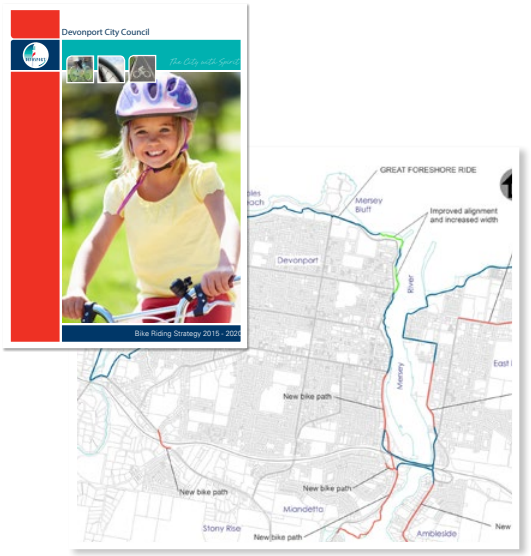
Building quality community infrastructure is prioritised.

APPENDIX

Strategic Review

Devonport City Bike Riding Strategy (2015- 2020)

Author: Devonport City Council (2015)



The Devonport City Bike Riding Strategy is a 5-year strategy that reinforces the Council's Strategic Plan vision as per Goal 4- Building Quality of Life. The strategy focuses aims to create safe, accessible and well-connected bike routes, and includes an Action Plan to implement the strategy. The strategy is reviewed every five years to track the status of the Action Plan.

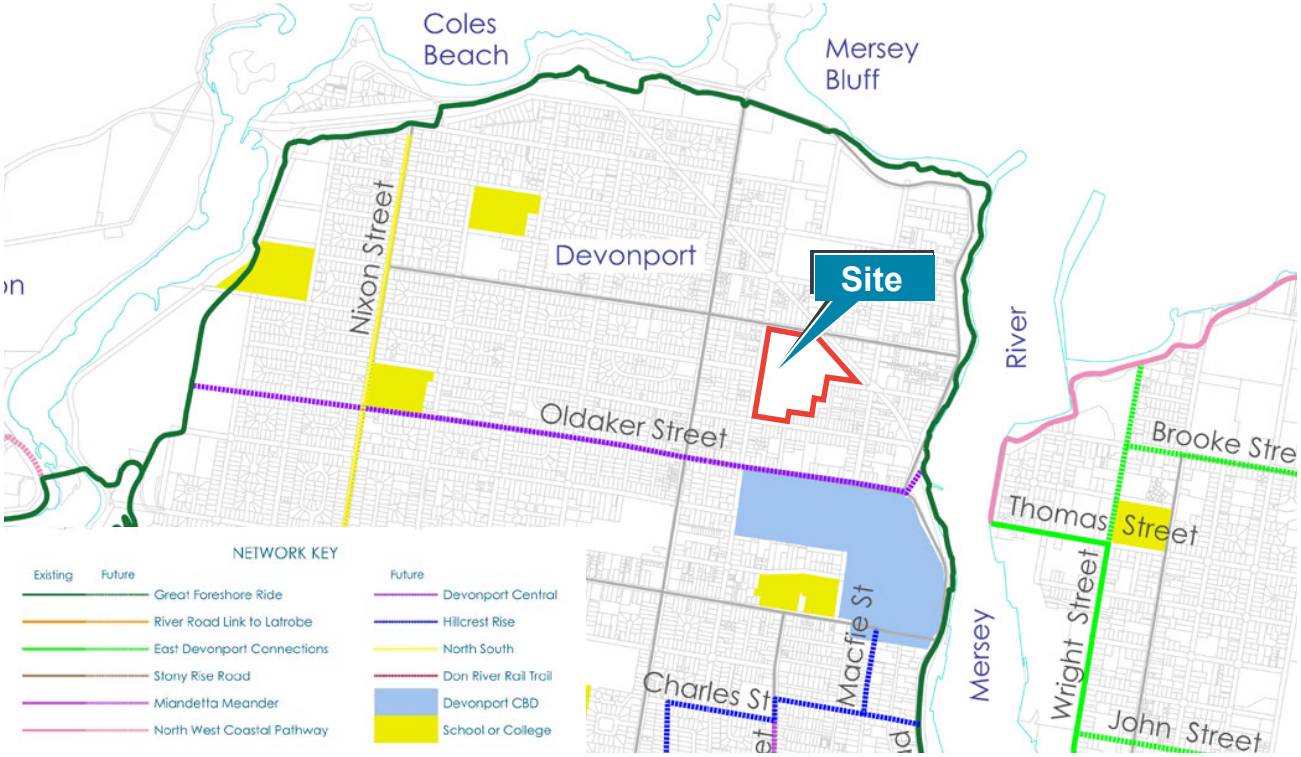


Figure 17 Devonport's Future Key Bike Riding Routes.

The strategy prioritises improving connections to the Great Foreshore Ride along Mersey River. Infrastructure upgrades on key routes require the inclusion of bike riding and parking facilities. Figure 17 illustrates the existing and proposed bike routes around the site.

Summary points

Provides opportunities to connect to the Devonport Central biking route and the Great Foreshore ride.

APPENDIX

Strategic Review

Devonport 2030 Discussion Paper

Author: The Devonport Chamber of Commerce and Industry Inc. (DCCI) (2012)

The Devonport 2030 Discussion paper outlines the key ideas put forward by various industry stakeholders to support the 'sustained' and 'long term' development of business and industry in Devonport.

The paper presents 16 ideas in total, however the most relevant for this review include:

Idea 1: Population 30K+ - The paper emphasises the need for increase in population and provision for land that supports the additional growth. The council's review of land zoning surrounding the CBD, in order to accommodate higher residential density, is reinforced by the DCCI.

Idea 6: Bike hire on the foreshore - This idea seeks to encourage visitors to experience the city through cycling. This includes supporting the extension of cycle paths and encouraging bike retailers to trial bike hire, especially along the foreshore.

Idea 7: A City Park - The paper recognises the lack of traditional city parks in Devonport and highlights the strategic potential of the Devonport Showgrounds site to accomodate a city park, given its proximity to the CBD and the railway line.

The paper outlines the opportunity for the city park to provide a community garden, off leash dog exercise outside of peak hours, multi access children's play equipment, and botanic displays.

Idea 8: Enhancing Neighbourhood Character Statements - In order to guide the future development of Devonport, in alignment with its current and historic character, DCCI encourages the documentation of the distinct neighbourhoods of Devonport and their characteristics. This would serve as a point for reference in shaping the future urban environment.

Idea 14: A Tourism Hub - This paper outlines the vision for Devonport to 'grow and thrive as a regional hub for business, tourism and industry, and leverage that prosperity to make Devonport a better place for the broader community'. The paper recognises Devonport's advantage in contributing to Rail Tourism in Tasmania, and makes note of the future opportunity for locating a steam train stop adjacent to the Devonport Showgrounds site.

Summary points

The development of the Devonport Showgrounds site becomes key in supporting additional residential growth and providing a city park.

APPENDIX

Case Studies

Gen Y Demonstration Housing Project

images reference: *(https://developmentwa.com.au/projects/residential/white-gum-valley/overview)*

White Gum Valley, WA

Location: Fremantle, WA

Site area: 2.2 ha

Predominant use: Residential

Design Team: Urbis

Developer: Landcorp

Housing typologies: Detached houses, townhouses, apartments & micro-apartments

White Gum Valley is a 2.2 ha medium density, 80 dwelling infill development near Fremantle. The development incorporates diverse housing typologies, climate sensitive design considerations, solar energy considerations, on-site water management and urban greening strategies. This project explores innovative approaches to urban densification, sustainable development and affordable housing.

The design utilises opportunities to maximise views as well as accommodate climate responsive design to optimise energy savings. Throughout the site vistas to green spaces, treed streets and community amenities have been integrated to optimise liveability. The design of buildings promotes activation of the streets, public spaces, and laneways.

While Gum Valley site overview

The Gen Y Demonstration Housing Project offers a new model for multi-residential infill housing – micro-apartment buildings that integrate within their surrounding suburban context while being small enough to be built on standard sized residential blocks.

The project features three single bedroom apartments within a compact two-storey footprint on a 250m2 block. It addresses a growing trend towards community-focussed living by providing generous shared open and covered areas.

Reduced number of car parking on site challenges the perception that every dwelling requires a car, and instead focuses on providing amenity and improved public transport access.

Being Western Australia's first One Planet Community, it applies the principles of One Planet Living and promotes a people friendly environment.

APPENDIX

Case Studies

NewDirection Aged Care, QLD

Location: Bellmere, QLD

Site area: 22 ha

Predominant use: Showground uses along with new residential, commercial and retail

Masterplanning: RNA and LendLease

Housing mix: Medium density housing, apartments, mixed-use development

NewDirection Aged Care (*https://agedcareonline.com.au/residential-aged-care/facilities/newdirection-care-at-bellmere*)

NewDirection Care at Bellmere follows the clustered aged care housing model, designed as a microtown with 17 houses spread across two hectares. It has a town centre with a range of shops and services available for use by residents, team members, families and the wider community.

Unlike traditional institutional nursing homes, there are no laundries, common areas or a large central kitchen serving canteen food. Each house is designed for seven residents with ensuite bedrooms, an open-plan kitchen furnished with modern appliances, laundry, family dining room and cosy sitting rooms that are ideal for relaxing and receiving visitors. The residents of each house are provided with one carer per house, and they are encouraged and supported to help with cooking and other household chores.

The design and layout provides for spacious front yard and back garden for each house along with communal gathering and BBQ areas. The 'microtown' is integrated into the local area with a robust pedestrian access network, encouraging interaction and exploration with the wider community.

Thornton Park, NSW

Location: Penrith, NSW

Site area: 50 ha

Predominant use: Residential, commercial, retail and industrial buildings

Masterplanning: Architectus

Housing mix: Detached houses, town houses, apartments and multi-storey (up to four) apartments and mixed use

This 50 ha site in North Penrith is designed as an urban village guided by a detailed site specific Development Control Plan.

The site had an extraordinary history and it was crucial that the design displayed sensitivity and maintained a link to it in the design and layout of the development. An original 1880s cricket pitch still existed on the site within the cricket oval, which was retained to become the central green space, a key amenity for the new village. The site for the early twentieth century aerodrome was designed to be interpreted into Council community centre adjacent to the oval.

Thornton Park Master plan (*source: architectus*)

The 1920s speedway was reimaged as ring roads around the central open space. Two nineteenth century heritage houses existing on the site were also retained in the masterplan. Vistas to the houses from the central green, allowed connectivity from the centre with the periphery of the site, while also provide the alignment for on-site water management.

Upon the completion of the final stage of the project, the Master plan envisions 800 dwellings for 2000 residents and employment for 1000 people on the site accessible by efficient public transport and a large multi-level commuter carpark near the rail station.

APPENDIX

Case Studies

Narara Ecovillage, NSW

Location: Penrith, NSW

Site area: 50 ha

Predominant use: Residential, commercial, retail and industrial buildings

Masterplanning: Architectus

Housing mix: Detached houses, town houses, apartments and multi-storey (up to four) apartments and mixed use

Narara Ecovillage Master plan (*https://nararaecovillage.com/)*

Narara Ecovillage is desgined as an inter-generational residential community on a 63-hectare site on the Central Coast of NSW. Members of the Narara Ecovillage Cooperative envision a community of more than 300 people in around 150 homes, along with farmland and native bushland. The cooperative was formed with the goal of building a community first before the houses, to encourage neighbourly interaction and community belonging while respecting people's privacy.

The ecovillage particularly highlights three key forms of sustainability:

Social sustainability – residents adopt a form of governance called Sociocracy, which underpins the way they run the village and make decisions that affect the community.

Economic sustainability – at the macro level the projects are funded by community loans and progress payments. At the micro level there is a robust on-site exchange and entrepreneurial business activity.

Environmental sustainability – small and inexpensive houses are thoughtfully designed to provide thermal comfort, low water use and low energy consumption using recycled and locally sourced materials, solar power and on-site water management.

Brisbane Showground, QLD

Location: Brisbane, QLD

Site area: 22 ha

Predominant use: Showground uses along with new residential, commercial and retail

Masterplanning: RNA and LendLease

Housing mix: Medium density housing, apartments, mixed-use development

Located 1.5km from Brisbane CBD, the Brisbane Showground Regeneration project retains the showground (Ekka) while adding additional uses with commercial returns. The additions include residential apartments, a hotel, a commercial precinct and the creation of King Street, a new retail high street, comprising of new stores and restaurants.

Residential apartment buildings are located mainly along peripheral streets and are designed to reflect the industrial and urban heritage of the site. Mixed use buildings provide a transition between the showground uses and residential areas.

Brisbane Showground Regeneration Master plan (*https://www.rna.org.au/redevelopment.aspx*)

Interconnected public spaces of varying scales and character are dispersed throughout the site. Pedestrian connectivity is given priority with a dedicated pedestrian crossing across the railway tracks. Internal streets are designed to provide improved streetscape, widened footpaths and main street character along key streets.

This project is seen an opportunity to build a legacy for future generations to enjoy by ensuring the Ekka is retained at its original location, while giving the Brisbane Showground additional uses with commercial returns.


Possible retirement living
Homes
Nicholls street
Railway line
Possible Allied Health and Primary Care uses
Re-imagined refurbished Grandstand with community enterprise and creative uses
Community Park
Central Park
Eastern Park
Community park/ open space
Gunn Street
Lower Madden Street
North Fenton Street
Southess Drive
Parker Street
Possible location for relocated School building
Devonport Showground Master plan

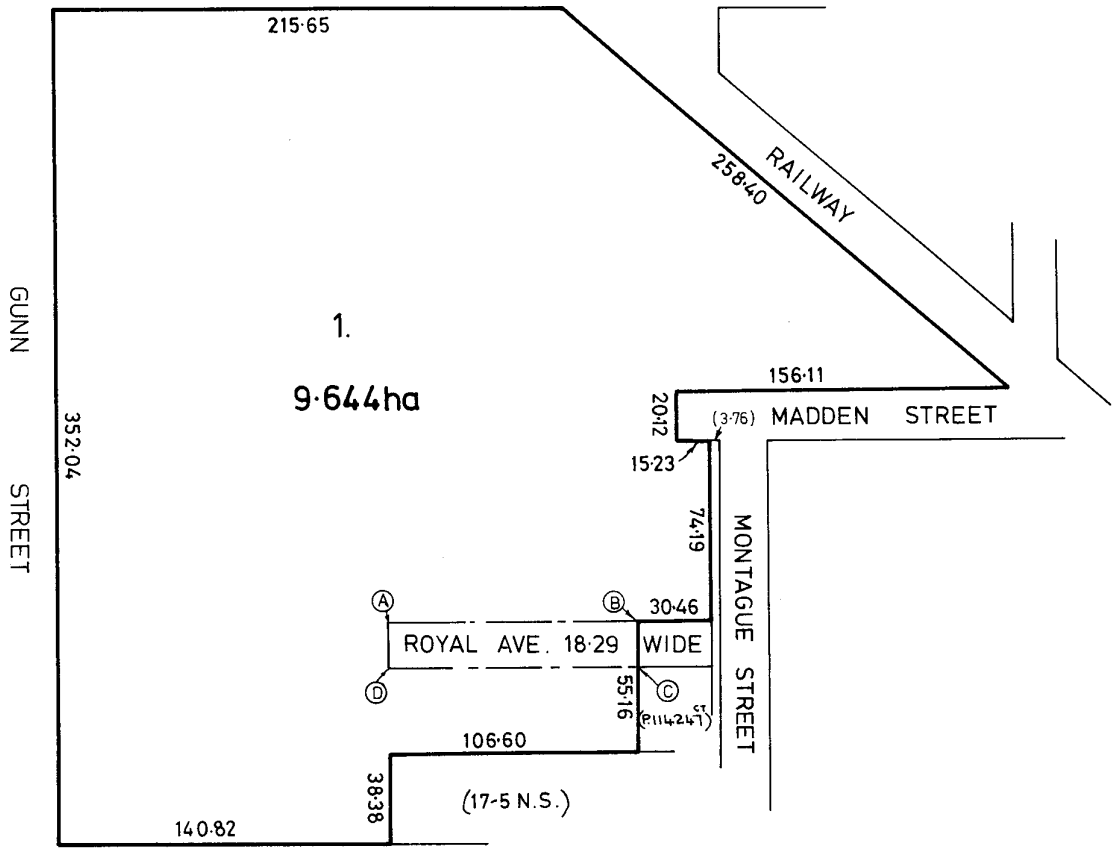
Appendix C Title documents

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

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



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
52055	1
EDITION	DATE OF ISSUE
2	03-Jun-1997

SEARCH DATE : 28-Oct-2021
SEARCH TIME : 09.36 AM

DESCRIPTION OF LAND

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

SCHEDULE 1

B423695 DEVONPORT AGRICULTURAL & PASTORAL SOCIETY LIMITED

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: right of carriage way over the roadway marked A.B.C.D. on Diagram No. 52055
A696489 MORTGAGE to The Commercial Bank of Australia Limited Registered 12-May-1980 at 12.02 PM
A840166 LEASE to HYDRO-ELECTRIC COMMISSION of portion of the within land as shown by a diagram on the said lease together with a right of carriage way of a leasehold estate for the term of 99 years from 1-Nov-1979 Registered 27-May-1983 at noon
M782267 CAVEAT by Tasracing Pty Ltd against part of the said land as shown in unbroken lines on the plan attached Registered 04-Nov-2019 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Appendix D Traffic Impact Assessment

Devonport Showground
Rezoning and Specific Area Plan

MIDSON
traffic
pty ltd

ERA Planning

Devonport Showgrounds Master Plan
Traffic Impact Assessment

September 2021

ENGINEERS AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR
INDIVIDUAL AWARDS
TASMANIA
WINNER 2016

Contents

Figure Index

Table Index

1. Introduction

1.1 Background

Midson Traffic were engaged by ERA Planning to prepare a high-level traffic impact assessment for a proposed Master Plan redevelopment of the Devonport showgrounds into a residential and community precinct.

1.2 Traffic Impact Assessment (TIA)

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

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments*, September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019.

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

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

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

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

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

- 24 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006

- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at the Devonport Showgrounds site, generally located between Gunn Street, Parker Street, Montague Street, Nicholls Street and the Western Railway Line. The site is situated north of Devonport CBD and is surrounded by predominantly residential land use.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

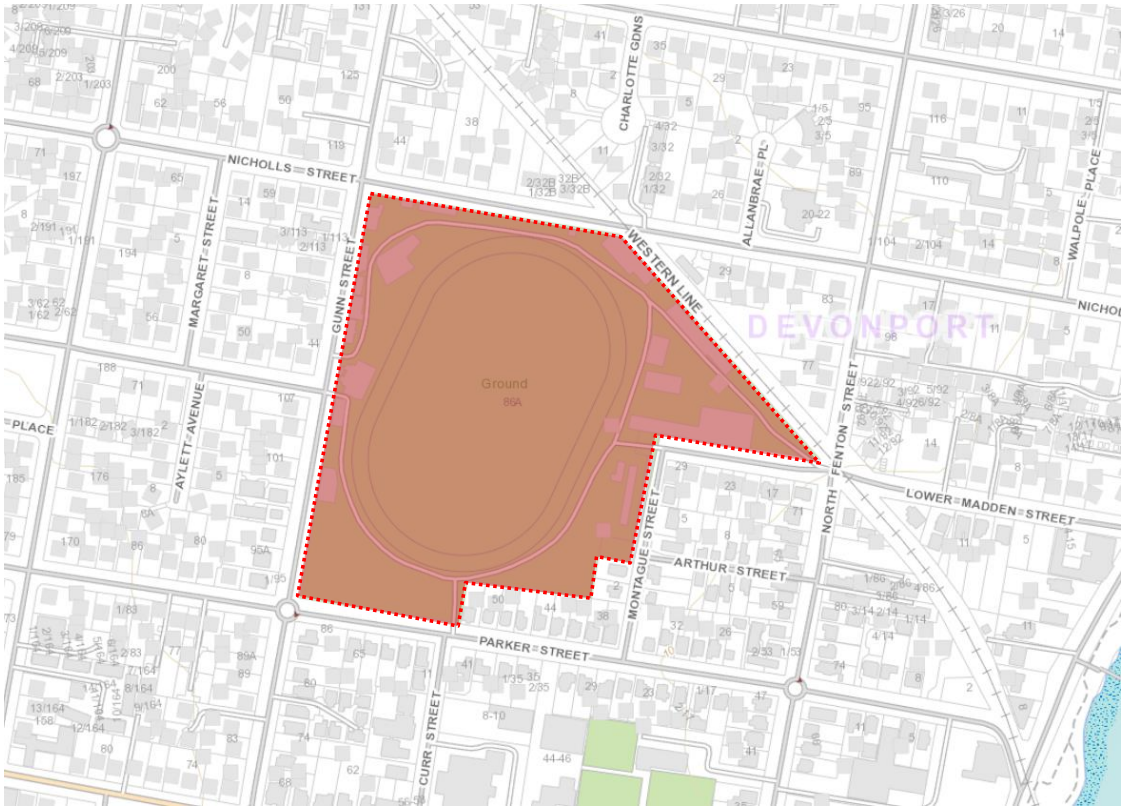


Image Source: LIST Map, DPIPWE

1.6 Reference Resources

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

- Tasmanian Planning Scheme – Devonport, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Gunn Street, Parker Street, Montague Street, Nicholls Street, Curr Street and the Western Railway Line.

2.1.1 Gunn Street

Gunn Street is a north-south minor collector road that connects between Charles Street to the south, and North Street to the north. Gunn Street carries a lower traffic volume to William Street which runs in parallel.

2.1.2 Parker Street

Parker Street is an east-west collector road that connects between Victoria Parade in the east and Surrey Street in the west. The intersection of Parker Street and Gunn Street is controlled by a roundabout. The intersection of Parker Street and North Fenton Street is also controlled by a roundabout.

2.1.3 Montague Street and Arthur Street

Montague Street is a short local road that connects between Parker Street and Lower Madden Street. Montague Street connects with Lower Madden Street at a right-angle continuous corner.

Arthur Street is a narrow and short local road that connects between North Fenton Street and Montague Street. No formal footpath is provided in Arthur Street. The connection of Arthur Street and Montague Street is a T-junction with Montague Street having priority.

2.1.4 Nicholls Street

Nicholls Street is an east-west collector road that connects between Victoria Parade in the east and Watkinson Street in the west.

2.1.5 Curr Street

Curr Street is a short local access road that connects between Oldaker Street and Parker Street. It provides access to a number of commercial and residential properties along its length.

2.1.6 Western Line

The Western Line is a freight rail corridor that connects between Western Junction and Wiltshire. The railway line runs along the northeast corner of the subject site. Full traffic signal control is provided at the railway crossings at Nicholls Street and North Fenton Street.

2.2 Road Safety Performance

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

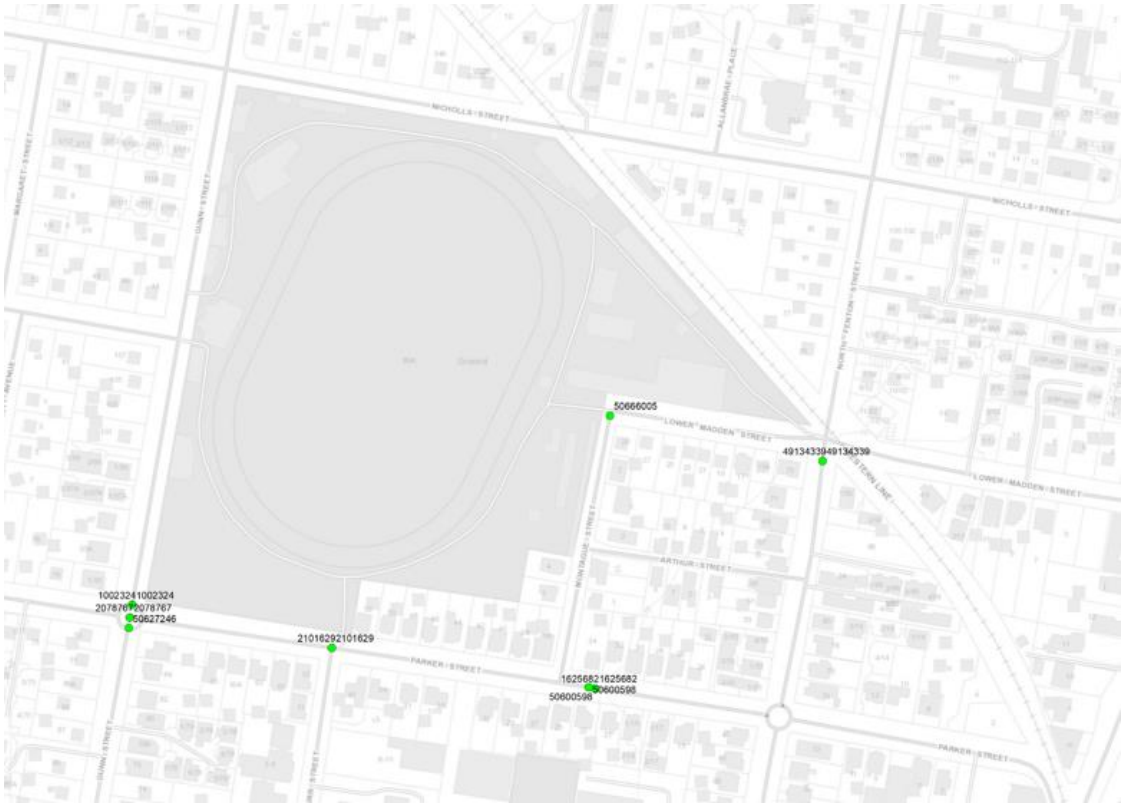
Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2015 and 30th October 2020 for all roads connecting to the subject site.

The findings of the crash data is summarised as follows:

- A total of 9 crashes were reported during this time.
- Severity. 1 crash involved minor injury; 8 crashes involved property damage only.
- Time of day. The majority of crashes occurred during typical business hours (7 crashes between 9:00am and 5:00pm). 2 crashes were reported during the evening (8:00pm and 10:30pm).
- Day of week. No clear crash trends were noted by day of week. 3 crashes were reported on Thursdays; 2 crashes were reported on Saturdays and Fridays; 1 crash was reported on a Monday and a Sunday; no crashes were reported on Tuesdays or Wednesdays.
- Crash types. 2 x crashes involved 'cross-traffic' collisions. Various other crashes were reported with no clear crash trend.
- Vulnerable road users. No crashes involved vulnerable road users (pedestrians, cyclists or motorcyclists).
- Crash locations. No crashes were reported in Arthur Street and Nicholls Street. 3 crashes were reported at the roundabout at Gunn Street and Parker Street; 2 crashes were reported at the intersection of Lower Madden Street and Victoria Parade; 1 crash was reported at the intersection of Curr Street and Parker Street; 2 crashes were reported in Parker Street; and 1 crash was reported in Montague Street. The crash locations are shown in Figure 2.

The crash data indicates that the transport network in the vicinity of the site is relatively low. The crash data does not indicate that there are any significant road safety deficiencies in the network that may be exacerbated by traffic generated by the proposed development. Importantly there are no crash trends at the any of the proposed access points to the site.

Figure 2 Crash Locations



3. Proposed Development

3.1 Development Proposal

The proposed development is a masterplan to redevelop the Devonport Showgrounds site as a community living precinct. The Master Plan includes the following key components:

- Residential dwellings and units. The Masterplan will include up to 300 adaptable homes. This includes independent and supported living options (dwellings and units), specialist housing, including NDIS and social housing.
- Medical precinct.
- Childcare facilities.
- Community and arts precinct. Including spaces for meetings, café, markets, etc.
- Public open space. Including parklands, walking trails, etc.

Vehicular access will be available at the following road connections:

- Lower Madden Street/ Madden Street. Lower Madden Street will extend into the site at the existing right-angle bend between these roads.
- Madden Street. A new access will connect to Madden Street approximately half way along its length (offset from the Arthur Street junction).
- Parker Street. A new access road will connect opposite Curr Street.
- Nicholls Street. Two new accesses are proposed at Nicholls Street. These roads will for short cul-de-sacs

The proposed Master Plan is shown in Figure 3.

Figure 3 Proposed Master Plan

4. Traffic Impacts

4.1 Traffic Generation

A high-level traffic generation assessment was undertaken using the rates adapted from the RMS Guide.

A rate of 6.5 trips per day per dwelling was assumed for the residential component. This is a weighted average of unit traffic generation (typically 5 trips per unit per day) and houses (7.4 trips per house per day). A peak hour generation of 0.65 trips per dwelling per hour has also been assumed. This accounts for the likely mix of residential dwellings and units within the development.

The traffic generation associated with the Master Plan is summarised in Table 1.

Table 1 Master Plan Low-Intensity Traffic Generation

Component	Quantity	Daily Traffic Generation	Peak Hour Generation
Residential dwellings	300	1,950 vehicles per day	195 vehicles per hour
Medical precinct	300m^2 (nominal)	300 vehicles per day	30 vehicles per hour
Childcare centre	30 children (nominal)	200 vehicles per day	40 vehicles per hour
Community and arts precinct	Nominal	200 vehicles per day	20 vehicles per hour
TOTAL		**2,650 vehicles per day**	**285 vehicles per hour**

4.2 Trip Distribution

The traffic generation associated with the masterplan development is estimated to be disbursed in the network as shown in Figure 4 and diagrammatically in Figure 4. Note that this is considered a 'worst-case' scenario as lower intensity residential development within the master plan will result in a lower traffic generation across the network.

Note that some properties within the Master Plan will have direct access to the frontage road and traffic accessing these properties will not require the use of new road accesses to the site.

Table 2 Access Trip Distribution

Access	Daily Traffic Generation	Peak Hour Generation
Lower Madden St/ Montague St	290 vehicles per day	30 vehicles per hour
Lower Madden St	300 vehicles per day	30 vehicles per hour
Montague St	6500 vehicles per day	65 vehicles per hour
Parker St	790 vehicles per day	90 vehicles per hour
Nicholls St west	310 vehicles per day	35 vehicles per hour
Nicholls St east	310 vehicles per day	35 vehicles per hour
TOTAL	**2,650 vehicles per day**	**285 vehicles per hour**

Figure 4 Access Traffic Generation

4.3 Access Impacts

The proposed accesses were assessed in terms of design and available sight distance.

4.3.1 Sight Distance

Austroads requires a minimum Safe Intersection Sight Distance (SISD) of 90 metres for 50-km/h. The available sight distance at each access location exceeds this requirement.

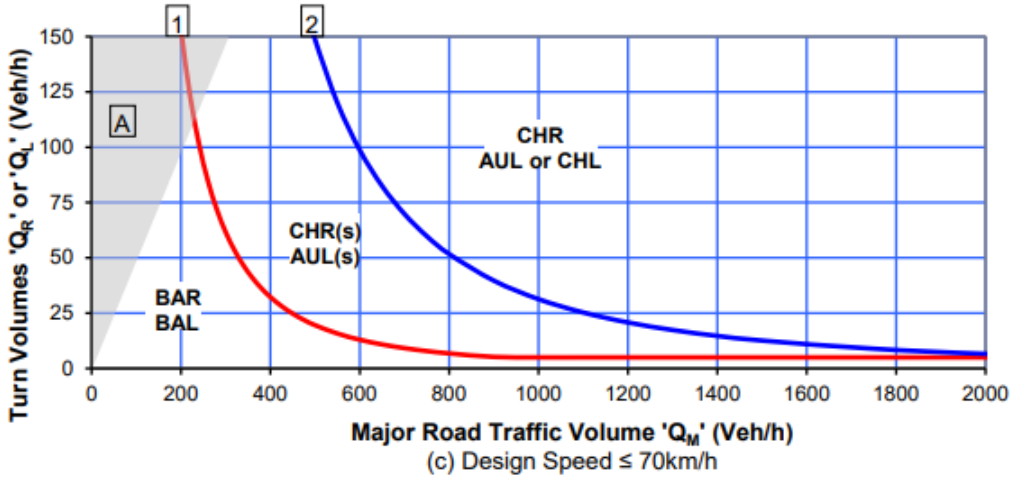
4.3.2 Junction Design

The highest traffic generation will be experienced at the Parker Street junction. This access junction is located opposite the Curr Street junction. Four-way give-way controlled intersections tend to have higher crash rates and are generally avoided in modern traffic engineering design. Due to the moderate traffic generation at this access, coupled with the connectivity to the Hill Street Grocer shopping centre to the south on Curr Street, it is recommended that a roundabout be installed.

The remaining accesses will have generally low peak hour traffic generation and are located on roads with low volumes. Austroads provides the guiding technical requirements for junction treatments.

In an urban context, the requirements for junction treatments are reproduced in Figure 5. With peak right turning movements into the site between 8 to 20 vehicles per hour, no Austroads turning lane warrants are triggered for the remaining accesses.

Figure 5 Austroads Urban Junction Turn Lane Warrants



The extension of Lower Madden Street into the site will result in a new four-way intersection. The traffic generation of this component of the Masterplan is relatively low. The detailed design of this junction should either be a roundabout, or a give-way junction with Lower Madden Street having priority.

4.4 Road Design

The redevelopment of the showgrounds site will result in the construction of new roads. This is consists of the following road width corridors within the site:

- Entry Road and Southern Drive are 18m wide until they intersect, after that they are both 15m wide.
- North-South Boulevard and North-South Drive are 15m wide.

- The shared zone through the park is 15m wide.
- The road around the Eastern Park is 10m wide.

The road layout configurations are shown in Figure 6.

Figure 6 Internal Road Layout

The typical road cross-sections are shown in Figure 7, Figure 8, and Figure 9.

Figure 7 Typical 18m Road Cross-Section

Figure 8 Typical 15m Road Cross-Section

Figure 9 Typical 10m Road Cross-Section

Council relies on the design criteria of LGAT Tasmanian Standard Drawings and Subdivision Guidelines, 2013. The requirements for residential subdivision roads are reproduced in Table 3. The following standards are applicable:

- Road design should be in accordance with Austroads Guidelines.
- LGAT Standard Drawings and Tasmanian Subdivision Guidelines.

Table 3 LGAT Standard Drawings – Road Requirements, Residential

ROAD TYPES	ROAD TYPE	ROAD LENGTH / NUMBER OF TENEMENTS	MINIMUM ROAD WIDTH	MINIMUM RESERVATION WIDTH	MINIMUM FOOTPATH REQUIREMENTS
1 – Arterial	Detail design required				
2 – Sub Arterial					
3 – Collector	Through Road	Any length	11.0m	20.0m	Both Sides
4 – Local	Through Road	Any length	8.9m	18.0m	One Side Only
	Cul–De–Sac	Length > 150m	8.9m	18.0m	One Side Only
	Cul–De–Sac	Length ≤ 150m and / or No. of equiv. tenements ≤ 15	6.9m	15.0m	One Side Only

A residential subdivision would therefore normally require road corridor widths of 15 metres for low volume cul-de-sac roads and 18 metres for main roads within the site. In this case the Entry Road, Southern Drive, North-South Boulevard, North-South Drive and shared zone through the park all comply with the LGAT corridor width design requirements. The road widths generally vary from the LGAT design requirements, however the LGAT design standards incorporate on-street parking capability which has been designed into the cross-sections.

The road around the eastern park will be less than the LGAT requirements, with a corridor width of 10 metres. This road will not provide any connectivity role with the broader transport network and is likely to consist of one-way flow. In this context it will a local access function that will have a low-speed/ low-volume environment and is considered acceptable.

The 10m wide one-way eastern park loop road reserve is adjacent to a small park. The 10m wide shared zone road reserves provide opportunities to create a shared street with pedestrian priority that could feature paving and threshold treatments to enhance safety and amenity.

These road designs provide a contemporary environment that is conducive for low vehicle speeds and safety for all road users. The road layout will discourage unnecessary through traffic within the site.

4.5 Pedestrian Impacts

The proposed development is likely to generate a relatively high amount of pedestrian activity. The site is well serviced by pedestrian infrastructure, including well defined internal pedestrian paths that connect to the surrounding road network.

4.6 Road Safety Impacts

The proposed development will not have any significant adverse impacts on the road safety performance of the network. This is based on the following:

- The existing road safety performance of the network does not provide an indication that there are pre-existing road safety deficiencies in the network that may be exacerbated by additional traffic generated by the development.
- Adequate sight distance is available at each of the proposed access locations for the prevailing vehicle speeds.
- There is sufficient spare capacity in the surrounding transport network to absorb the traffic generation of the proposed Master Plan's implementation. The traffic generation is spread across five key access locations in the network, as well as numerous driveways that front directly onto the existing road network.
- The Master Plan is consistent with neighbouring land uses resulting in a seamless integration of the design into the existing network.
- The internal road design will provide a low-speed environment. The internal road design does not provide any 'short-cut' routes that would attract unnecessary through traffic within the subject site.

5. Parking Assessment

The detailed design of the various components of the Master Plan will require the provision of on-site car parking. On-street car parking will also be available in various sections of the internal road network.

The high-level parking provisions associated with the various components of the Master Plan are provided in Table 4. The parking requirements were adopted from the requirements of Table C2.1 of the Planning Scheme.

Table 4 Master Plan Car Parking Provision

Component	Planning Scheme Requirement	Indicative Parking Provision	Comments
Residential	2 spaces per dwelling standalone dwelling No requirement for residential care facility, assisted housing, or retirement village. 1 visitor parking space for every 4 dwellings.	~500 spaces	The parking provision will vary depending on the mix of retirement village, dwellings and units.
Medical precinct	4 spaces per practitioner	~40 spaces	Parking provision will vary depending on the number of practitioners the medical precinct.
Childcare centre	1 space per 4 children	~10 spaces	Parking provision will vary depending on the number of children accommodated.
Community and arts precinct	1 space per 15m^2	~120 spaces	
TOTAL		~670 spaces	Spaces will be provided as garages, car parking areas, and on-street within the internal road network. Reductions in car parking provision may also be applied through Performance Criteria assessment.

6. Conclusions

This traffic impact assessment (TIA) investigated the high-level traffic impacts of a proposed Masterplan redevelopment of the Devonport Showgrounds into a residential and community precinct.

The key findings of the TIA are summarised as follows:

- The traffic generation of the Masterplan is likely to be in the order of 2,650 vehicles per day. The peak traffic generation is likely to be in the order of 285 vehicles per hour. The traffic generation will be disbursed across 5 key access locations, as well as driveways fronting directly onto the road network.
- There is sufficient sight distance to meet Austroads SISD requirements at each access location.
- No turning lanes are warranted at the proposed junctions in Montague Street and Nicholls Street.
- A roundabout is recommended to be installed at the new access in Parker Street. This would also connect with Curr Street.
- The extension of Lower Madden Street into the site will result in a new four-way intersection. The traffic generation of this component of the Masterplan is relatively low. The detailed design of this junction should either be a small roundabout, or a give-way junction with Lower Madden Street having priority.

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

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1	Keith Midson	Zara Kacic-Midson	13 May 2021
2	Keith Midson	Zara Kacic-Midson	9 July 2021
3	Keith Midson	Zara Kacic-Midson	25 October 2021

Appendix E Engineering Serviceability Report

Devonport Showground
Rezoning and Specific Area Plan

Engineering
Project Management
Property Development

AD DESIGN+CONSULTING

CLIENT

Enrich Ventures

PROJECT

Devonport Showgrounds

TITLE

Engineering Serviceability Report

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Contents

Table of Figures

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Document Status

Rev No.	Author	Status	Approved for Issue	
			Name	Date
A	M.Burgess	For Information	A. Darwin	28/10/2021

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AD Design & Consulting Pty Ltd

1 Introduction

1.1 Background

Enrich Ventures have engaged AD Design & Consulting to investigate and report on the civil engineering requirements for the proposed residential subdivision, located at 86A Gunn Street, Devonport, hereby referred to as 'the Site'. This document reports on the civil infrastructure requirements necessary to facilitate the proposed development in accordance with the Tasmanian Planning Scheme, TasWater requirements and current engineering best practice standards. This report should be read in conjunction with the other accompanying documentation issued by the consultant team.

2 Site Overview

2.1 Site Information

The Site consists of a single lot zoned as Recreation and utilised as the Devonport Showgrounds. The Site currently contains a racetrack, multiple buildings, driveways and a significant amount of grassed area. An aerial image of the existing Site is shown in Figure 1. Figure 2 shows the proposed development Master Plan.

The Site is bordered by Gunn Street to the West, Parker Street to the South, Chapel Street to the North and the Railway Line, Lower Madden Street and Montague Street to the West. The Site is accessed from Gunn Street, Parker Street and Lower Madden Street.

Table 1: Property Details

Location	Devonport Showgrounds, Devonport, Tasmania
Title Reference	52055/1
Municipality	Devonport City Council
Planning Controls	Tasmanian Planning Scheme – Devonport
Current Zoning	Recreation
Property Area	9.7 ha

Figure 1: Existing site map

Figure 2: Proposed master plan

2.2 Landuse

2.2.1 Existing

The development site comprises an area of 9.7 ha. The site area consists of a racetrack, several buildings and a substantial amount of grass cover.

2.2.2 Proposed

The proposal is for a planning scheme amendment that would enable future development of a new residential community of 300 dwellings (nominally), centred around open space.

2.3 Topography

We have obtained LiDAR data from ELVIS, LISTmap, field survey and recent aerial photography to assess the Site in its existing state.

Currently, the Site generally slopes from West to East, with a mild gully running through the centre of the property. The topography is raised in proximity to the existing racetrack. Levels range from approximately RL 17 m AHD in the North-West to RL 11 m AHD to the East.

2.4 Geotechnical and Environmental

The List interactive mapping geology and geotechnical information classify soil conditions as being older stabilised aeolian sand. We recommend a geotechnical investigation be undertaken during the next phase of the project.

3 Existing and Proposed Infrastructure

3.1 Site Earthworks

Earthworks are proposed to construct appropriate road grades and to ensure the Site can be serviced. A detailed earthworks plan will be prepared as a part of the detailed design required in the development approval phase.

It is proposed to limit earthworks to create new roads and some levelling of the existing Site to improve dwelling access. All earthworks will be required to be constructed per AS3798.

3.2 Roads and Access

3.2.1 Existing Infrastructure

The Site is currently accessed from Parker Street, Gunn Street and Lower Madden Street. A private sealed road exists circling the race track and providing parking and access to existing buildings.

3.2.2 Proposed Infrastructure

New road works are proposed to facilitate property access for the development. This will include the construction of approximately five new streets. A conceptual Master Plan is shown in Appendix A.

Access to the development is proposed from four locations:

- Parker Street
- Nichols Street
- Montague Street

A comprehensive review of the Site has been undertaken by Midson Traffic.

3.3 Stormwater Reticulation and External Catchments

3.3.1 Existing Infrastructure

A DN900 reinforced concrete stormwater main runs through the middle of the Site from Gunn Street to Lower Madden Street. A map of existing Devonport City Council stormwater assets is shown in Appendix C.

3.3.2 Proposed Infrastructure

The runoff generated within the development will be conveyed via an underground stormwater pit and pipe network designed for a 5% AEP (20-year ARI) storm event which will discharge to the existing infrastructure. Overland flow paths during a 1% AEP (100-year ARI) storm event will be suitably conveyed within the road reserve and public open space, as required. The design will be in accordance with Australian best practices and Council requirements.

3.3.3 External Catchment

It is estimated that the Site is at moderate risk of flood inundation during storm events given its location downstream of an urbanised stormwater catchment to the West and with a DN900 stormwater main running through the middle of the property. Flooding issues can be addressed through the construction of suitable drainage infrastructure to contain a major flood event. The development master plan incorporates a significant amount of public open space and wetland area in the vicinity of the existing DN900 stormwater main, thus allowing for the provision of overland flow path routing in large storm events.

The Devonport CBD Hydraulic Modelling Report (COVA, 2019), commissioned by the Devonport City Council, presents an analysis of the Madden (Showgrounds) Catchment. The report states that the minor system has sufficient capacity during events up to a 1% AEP storm. However, some pits were found to have insufficient inlet capacity to receive overland flows. It should be noted that the analysis only provides consideration for one-dimensional hydraulics, which is an approach well suited for modelling underground pit and pipe networks, but less suitable for modelling overland flow paths.

A stormwater modelling investigation will need to be undertaken to determine flow paths and flood levels in a 5% AEP and 1% AEP storm event.

3.4 Stormwater Quantity

Stormwater quantity mitigation measures are unlikely to be required for the Site based on the overall location in the catchment with respect to the outlet to the Mersey River. However, quantity mitigation measures may be deemed necessary by the Council due to downstream infrastructure not having sufficient capacity to service the proposed development.

Preliminary calculations have been undertaken to give an estimate of flow rates and the potential detention volume. The rational method has been used to calculate pre-development and post-development flow rates expected from the Site for the 5% AEP and 1% AEP storm events. Boyd's method has been used to estimate the required detention volume to attenuate stormwater runoff to pre-development rates. The results are shown in Table 1. It should be noted that these are indicative calculations, which are only suitable for initial sizing. We recommend a detailed investigation will be undertaken as part of the development approval phase and will be in accordance with Australian best practice as detailed Australian Rainfall and Runoff 2019 guidelines and Council requirements.

Table 1: Runoff and detention initial calculations

Pre-development runoff (Rational Method)	5% AEP – 0.7 m^3/s
	1% AEP – 1.1 m^3/s
Post-development runoff (Rational Method)	5% AEP – 2.0 m^3/s
	1% AEP – 3.2 m^3/s
Detention volume (Boyd's Method)	1010 m^3

3.5 Stormwater Quality

Stormwater quality measures may be required in accordance with Council requirements. It is likely that pollutant reduction targets outlined in the *State Stormwater Strategy 2010* will be required to be met. Water Sensitive Urban Design (WSUD) quality treatment elements will need to be designed and constructed to reduce pollutants to the required levels. WSUD stormwater quality treatment assets provide multiple benefits to the community, including reducing pollutants, attenuation of peak flows and increased visual and biodiversity amenities.

WSUD elements that would be viable in the development include:

- Raingardens – rain gardens are vegetated infiltration systems that are designed to reduce stormwater pollutants through filtration and plant uptake. They are also known as bioretention systems, biofilters and bio infiltration systems. Stormwater is conveyed through a rain garden to allow ponding on the vegetated surface, which slowly infiltrates through the filter media to the outlet. This process enables the removal of stormwater pollutants such as suspended solids, nitrogen and phosphorus.
- Swales - swales are vegetated channels that can be categorised as either conventional or bioretention. Conventional swales are vegetated channels that treat stormwater pollutants through filtration and infiltration. Bioretention swales are similar in nature, with the addition of layers of filter media and underdrains, allowing more infiltration.
- Gross pollutant traps (GPTs) – GPTs are used to remove solids (usually greater than 5mm) conveyed with stormwater runoff. There are a variety of GPTs available, including gully baskets, trash racks, pipe nets and in-ground GPTs.

Initial conceptual stormwater quality management design has been undertaken using MUSIC software to estimate the viability of a WSUD treatment train. A potential treatment layout incorporating a total of 300m of swales and 1500m^2 of bioretention has been modelled. A schematic of the treatment train is shown in Figure 3. The key parameters of the modelled elements are shown in

Table 2. The results show that this arrangement would be suitable to reduce stormwater pollutants to the required levels. The results are shown in Table 3.

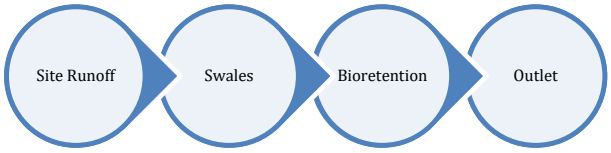

Figure 3: WSUD treatment train

Table 2: WSUD element key parameters

WSUD Element	Parameter

Swale	• Length 300m • Bed slope 3% • Base width 1m • Top width 5m • Depth 0.5m
Bioretention	• Surface area 1500m^2 • Extended detention depth 0.2m

Table 3: Treatment train effectiveness

	Source	Residual Load	**% Reduction**
Flow (ML/yr)	60.9	46.4	**23.7**
Total Suspended Solids (kg/yr)	12307.4	1090.2	**91.1**
Total Phosphorus (kg/yr)	25.0	6.4	**74.2**
Total Nitrogen (kg/yr)	175.4	94.1	**46.3**
Gross Pollutants (kg/yr)	2152.9	0	**100**

3.6 Sewerage Reticulation

3.6.1 Existing Infrastructure

TasWater asset plans show sewer infrastructure in proximity to the Site in the following areas:

- A DN300/DN225 reinforced concrete pipe crosses the Site in the North-Western corner.
- A DN450 reinforced concrete pipe travels adjacent to the Western railway line nearby to the Site.
- A DN150 reinforced concrete pipe terminates at the Lower Madden Street entrance to the Site.
- A DN525 reinforced concrete pipe travels along Parker Street nearby the Southern boundary.

The TasWater assets mentioned above convey flow towards the Park Street Sewage Pumping Station, which receives sewerage from the greater Devonport CBD area. Flows are then pumped to the North Caroline Street Sewage Pumping Station in East Devonport and ultimately to the Pardoe Sewage Treatment Plant. A map of existing TasWater sewage assets is shown in Appendix B.

TasWater has provided advice as part of an early engagement process. They state that the sewer treatment plant, sewer reticulation network and sewage pump station downstream of the Site all have sufficient capacity to accommodate the proposed development.

3.6.2 Proposed Infrastructure

The sewage generated within the development will be conveyed via an underground pit and pipe network, ultimately connecting into the DN525 TasWater trunk main to the South East.

The DN300/DN225 reinforced concrete pipe crossing the Site in the North-Western corner will need to be relocated.

Appendix B contains a concept service connection plan for sewerage infrastructure.

The requirements of sewage reticulation and/or any upgrades to service the proposed development will be determined by TasWater during an early engagement process.

3.7 Water Reticulation

3.7.1 Existing Infrastructure

The following existing TasWater infrastructure exists within and surrounding the property:

- DN100 asbestos cement water main branch, connecting to a DN150 cast-iron water main to the West off Gunn Street.
- DN100 asbestos cement water main branch, connecting to a DN150 cast-iron water main to the East off Lower Madden Street. This branch connects into DN150 cast-iron water main near the intersection of Lower Madden Street and North Fenton Street.
- External to the property, DN150 cast-iron mains run along Nicholls Street, Gunn Street and Parker Street.

TasWater has provided advice as part of an early engagement process. They state that the water reticulation system has sufficient capacity to accommodate the proposed development. Further analyses will be required at the project's detailed design phase, based on the boundary conditions supplied by TasWater.

3.7.2 Proposed Infrastructure

It is proposed to loop/connect a new water main to the DN150 cast-iron mains running along Nicholls Street and Parker Street. Appendix B contains a concept service connection plan for water infrastructure. Internal water mains will also be constructed within the road reserve to provide water service connections to each dwelling.

It is advised to conduct flow and pressure tests on both existing water mains to determine if there is adequate existing pressure to service the proposed development or to determine if any augmentation works are required.

3.8 Electricity

The TasNetworks Asset Plans indicate electricity infrastructure exists surrounding the property. A high voltage and low voltage electricity connection exist opposite to 103 Gunn Street entering the Site. It is anticipated connecting to TasNetworks infrastructure is possible.

The requirements of a site substation or any upgrades to service the proposed development will be determined by TasNetwork during a future early engagement meeting.

3.9 Communications

NBN Asset Plans indicate that communications infrastructure exists within the Site running along the Northern boundary from Nicholls Street along the Western Line and then towards Lower Madden Street.

All works required to provide communication services to the proposed development will be undertaken with Telstra/ NBN approval and coordination.

3.10 Natural Gas

Tas Gas Asset Plans indicate that medium pressure natural gas infrastructure is located along Gunn Street and Nicholls Street near the boundary of the Site.

4 Summary

The serviceability assessment relating to the proposed development located at the Devonport Showgrounds has shown the following:

- The proposed development site may be subject to flooding in large storm events. A flood modelling investigation is required to quantify the flood risk and provide mitigation solutions.
- Stormwater detention may not be required for the proposed development due to its location within the greater catchment. However, this is subject to further investigation of the downstream network capacity.
- Stormwater quality treatment is required and to be determined during the Council permit phase.
- A new stormwater connection is proposed to the existing 900 mm main to the East of the Site and will form a single discharge point for the proposed development.
- The sewer connection to existing infrastructure is achievable connecting to the existing TasWater 525mm trunk main to the South of the Site.
- Water connections are available from Nicholls Street, Gunn Street and Parker Street. Flow and pressure testing are required to determine serviceability.
- There are existing electrical and telecommunications surrounding the Site to service the development.
- There is existing natural gas infrastructure surrounding the Site to service the development.

5 Appendices

- Appendix A – Development Master Plan
- Appendix B – TasWater Concept Servicing Plan
- Appendix C – Devonport City Council Stormwater Asset Map

Appendix A – Development Master Plan


Homes
Reimagined refurbished Grandstand with community enterprise and creative uses
Madden Street
Community park/ open space
Gunn Street
Community Park
Central Park
Eastern Park
Nicholls Street
Possible retirement living
Railway line
Possible Allied Health and Primary Care uses
Lower Madden Street
Possible location for relocated School building
Southern Drive
North Fenton
Parker Street
0
20m
50m
100m
N

Appendix B – TasWater Concept Servicing Plan

Concept Servicing Plan only, produced to show indicative TasWater connection points and loadings.

SUBJECT TO FINAL VERIFICATION AND APPROVAL

FOR APPROVAL
NOT FOR CONSTRUCTION

Rev No	Date	Revision Note	Drn	Ver.	App.

AD DESIGN+CONSULTING
Engineering / Project Management / Property Development

Client

Project
Devonport Showgrounds
Concept TasWater Servicing Plan

Drawn	Signed	Date	
Designed	Signed	Date	
Checked	Signed	Date	
Approved	Signed	Date	

Drawing Title
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-

Project No.

Scale: -
Sheet Size: A3
Drawing No.: 1
Rev: Rev

PLOTTED: 6/8/2021 5:21:07 PM c:\users\michael\desktop\devonport concept servicing plan taswater.dwg

Appendix C – Devonport City Council Stormwater Asset Map

Rev No.	Amendment Description
A	For Information

Location

Client

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Email: admin@addconsulting.com.au

Devonport City Council
Stormwater Asset Map

Project
Job No: 20044
Job Name: Devonport Showgrounds

Projection: MGA94 Zone 55
Horizontal Datum: GDA94
Vertical Datum: AHD (Tas)
Data Acknowledgements: Base data from the LIST (Tasmanian Government)

Scale	1:2,500
Drawn	MB
Checked	AD
Date	11/05/2021
GIS File Ref	20044
Revision	For Information
	A
	A3

Appendix F Noise Assessment

Devonport Showground
Rezoning and Specific Area Plan

NVC
NOISE VIBRATION CONSULTING

ERA Planning
Level 6, 111 Macquarie Street
Hobart TAS 7000

28 October 2021

Doc 6223_04

Attention: Mark O'Brien

DEVONPORT SHOWGROUND — DA NOISE ASSESSMENT

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

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

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

1. BACKGROUND

1.1. Site and Surrounds

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

FIGURE 1: SITE AND SURROUNDING AREA

NVC PTY. LTD. ABN 53 626639 521 PO BOX 476, ROSNY PARK, TAS 7018
T. 6244 5556 bill@nvc.com.au

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

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

1.2. Site Details

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

FIGURE 2: PROPOSED SITE LAYOUT

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

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

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

2. CRITERIA

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

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

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

(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;

(b) an extension which extends no closer to the existing or future major road or rail network than:

(i) the existing habitable building; or

(ii) an adjoining habitable building for a sensitive use; or

(c) Located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the Noise Measurement Procedures Manual, 2nd edition, July 2008."

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

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

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

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

(a) the topography of the site;

(b) the proposed setback;

(c) any buffers created by natural or other features;

(d) the location of existing or proposed buildings on the site;

(e) the frequency of use of the rail network;

(f) the speed limit and traffic volume of the road;

(g) any noise, vibration, light and air emissions from the rail network or road;

(h) the nature of the road;

(i) the nature of the development;

(j) the need for the development;

(k) any traffic impact assessment;

(l) any mitigating measures proposed;

(m) any recommendations from a suitably qualified person for mitigation of noise; and

(n) any advice received from the rail or road authority."

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

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

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

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

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

TABLE 1: TASMANIAN PLANNING SCHEME - DEVONPORT - NOISE CRITERIA

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

3. NOISE MEASUREMENTS

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

TABLE 2: MEASURED NOISE LEVELS AT LOCATION A

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

The following notes are relevant to the measurements:

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

4. NOISE PREDICTIONS

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

The following comments are relevant to the noise predictions:

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

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

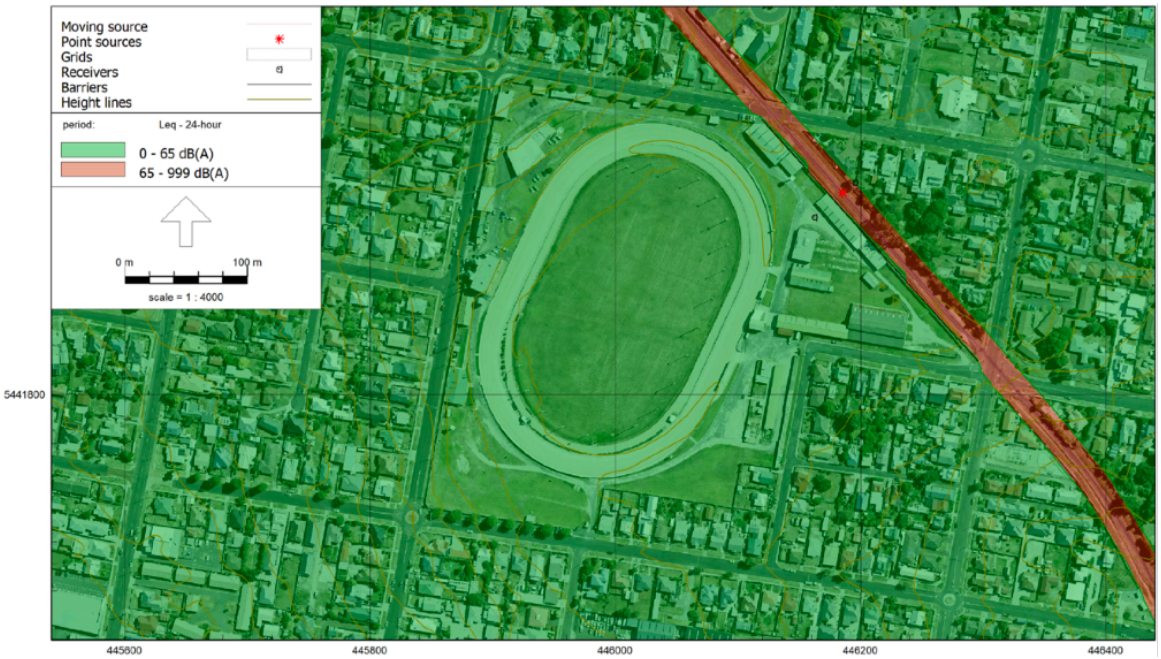

FIGURE 3: PREDICTED NOISE LEVEL - LEQ 24-HOUR - ENTIRE SITE

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

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

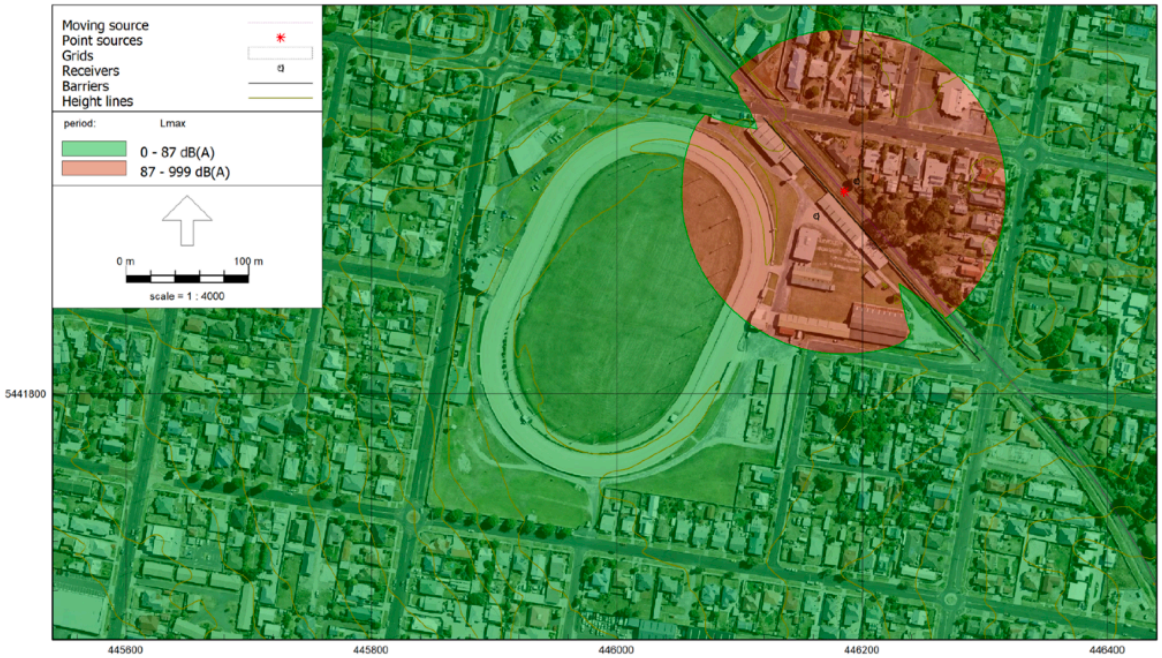

FIGURE 4: PREDICTED NOISE LEVEL - LMAX - ADJACENT POINT SOURCE (*) ONLY

5. ASSESSMENT

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

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

(a) The site is relatively flat. It is proposed to be relatively densely populated with buildings, which will provide significant screening for areas of site which lie further from the rail line.

(b) The nearest residential units (development for sensitive use) appear to be located approximately 20m from the boundary with the rail line. This results in a predicted Lmax of 98 dBA. Additionally, NVC was informed by the residents at location A that the train sirens are frequently inaudible - it is thus likely that sirens are seldom operated directly adjacent this location, and are rather operated at the road crossing.

(c) The proposed barrier will effectively screen the site from train wheel noise, which occurs near to ground level. It is noted this is the longest duration noise source relevant to train pass-by. In addition, the proposed structures on the site will provide additional screening for much of the site.

(d) Only a small portion of the dwellings proposed on the site are directly adjacent the rail line. Additionally, the greatest residential density on site is located on the opposite side of site to the boundary with the rail line. It is noted that the rail line extends across a substantial region of suburban Devonport, the vast majority of which is zoned General Residential. There are several existing dwellings within approximately 5m of the rail line, and in excess of 200 houses within 120m of the boundary to the rail line.

(e) Train movements appear to be relatively infrequent (between two and four movements per day during the measurement period) and are thus unlikely to cause significant disturbance.

(f) Not applicable.

(g) As described by this document.

(h) Not applicable.

(i) Not relevant to NVC's area of expertise.

(j) Not relevant to NVC's area of expertise.

(k) Not applicable.

(l) See section 7 of this document.

(m) See section 7 of this document.

(n) NVC contacted TasRail to obtain rail schedules and details of typical rail movements, which they declined to provide. TasRail advised that a noise assessment should include on-site noise measurements over a period of 48-hours. This recommendation has been acknowledged in defining the scope of this assessment. They also advised that the train siren is a safety device, and drivers are instructed to sound their sirens twice per level crossing (once upon entry and once upon exit), and are allowed to sound it at their discretion at any other time they perceive a risk.

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

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

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

6. VIBRATION MEASUREMENTS

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

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

[1] *DIN4150 part 3 - Structural vibration in buildings: effects on structures*, Deutsche Norm, 1986.

TABLE 3: VIBRATION CRITERIA - DIN4150 PART 3

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

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

7. NOISE MITIGATION - RECOMMENDATIONS

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

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

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

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

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

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

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

Kind regards,

Jack Pitt

NOISE VIBRATION CONSULTING

Appendix G Aboriginal Heritage Tasmania search results

Aboriginal Heritage SEARCH RECORD

This search in response to your DBYD request

Job Number: 19443744 (Sequence Number: 97151143)

has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics.

This Search Record has been requested for Mr Mark O'Brien at 12:15PM on 29 April 2020 and delivered to mark@eraplanning.com.au.
This Search Record expires on 29 October 2020.
Your personal Search Identification Number is PS0107225.

Please be aware that the absence of records on the Aboriginal Heritage Register for the nominated area of land does not necessarily mean that the area is devoid of Aboriginal relics. If at any time during works you suspect the existence of Aboriginal relics, cease works immediately and contact Aboriginal Heritage Tasmania for advice.

It is also recommended that you have on hand during any ground disturbance or excavation activities the Unanticipated Discovery Plan, to aid you in meeting requirements under the *Aboriginal Heritage Act 1975* should Aboriginal relics be uncovered. There are requirements that apply under the *Aboriginal Heritage Act 1975*. It is an offence to destroy, damage, deface, conceal or otherwise interfere with relics without a permit granted by the Minister. There is an obligation to report findings of relics as soon as practicable.

This Search Record is confirmation that you have checked the Aboriginal Heritage Property Search website or the Dial Before You Dig referral service for this search area. This Search Record will expire in six months from the search date.

If you have any queries please do not hesitate to contact Aboriginal Heritage Tasmania on **1300 487 045** or at **aboriginal@heritage.tas.gov.au**.

Aboriginal Heritage Tasmania
Department of Primary Industries, Parks, Water and Environment

Tasmanian Government

From: DBYD (DPIPWE)
To: Mark O"Brien
Subject: DPIPWE DBYD Response - Job No: 19443744 Seq No: 97151143
Date: Wednesday, 29 April 2020 12:22:52 PM
Attachments: Unanticipated Discovery Plan.pdf
AHT Search Record PS0107225 - 19443744.pdf.pdf

Department of Primary Industries, Parks, Water and Environment

DBYD Job Number: 19443744, Sequence Number: 97151143

Dear Mr Mark O'Brien,

Your recent Dial Before You Dig request has been processed by the Department of Primary Industries, Parks, Water and Environment with the following results:

Business Area	Message	Response
Aboriginal Heritage Tasmania	This search has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics. There are requirements that apply under the *Aboriginal Heritage Act 1975*. Under the Act it is an offense to destroy, damage, deface, conceal or otherwise interfere with relics without a permit granted by the Minister. There is an obligation to report findings of relics as soon as practicable. The attached document can be used as a record of this search and the outcome given. Please also find attached a plan that should be followed with regards to unanticipated discoveries of Aboriginal relics. For further information please visit Aboriginal Heritage Tasmania. Or contact Aboriginal Heritage Tasmania on **1300 487 045** or at aboriginal@heritage.tas.gov.au	PROCEED

Your personal Job Number, *19443744* is your reference when communicating with the Department of Primary Industries, Parks, Water and Environment.

Kind Regards,

Department of Primary Industries, Parks, Water and Environment

Please **DO NOT REPLY** to this email as it has been automatically generated and replies are not monitored.

Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

Discovery of Aboriginal Relics other than Skeletal Material

Step 1:
Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

Step 2:
A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

Step 3:
Contact Aboriginal Heritage Tasmania on **1300 487 045** as soon as possible and inform them of the discovery. Documentation of the find should be emailed to **aboriginal@heritage.tas.gov.au** as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material

Step 1:
Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as a crime scene. It is a criminal offence to interfere with a crime scene.

Step 2:
Any person who believes they have uncovered skeletal material should notify all employees or contractors working in the immediate area that all earth disturbance works cease immediately.

Step 3:
A temporary 'no-go' or buffer zone of at least 50m x 50m should be implemented to protect the suspected skeletal material, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected skeletal remains have been assessed by the Police and/or Coroner.

Step 4:
If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

Step 5:
Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

Guide to Aboriginal site types

Stone Artefact Scatters

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warrener and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

Rock Marking

Rock marking is the term used in Tasmania to define markings on rocks which are the result of Aboriginal practices. Rock markings come in two forms; engraving and painting. Engravings are made by removing the surface of a rock through pecking, abrading or grinding, whilst paintings are made by adding pigment or ochre to the surface of a rock.

Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania
Natural and Cultural Heritage Division
Department of Primary Industries, Parks, Water and Environment
GPO Box 44 Hobart TAS 7001

Telephone: **1300 487 045**
Email: **aboriginal@heritage.tas.gov.au**
Web: **www.aboriginalheritage.tas.gov.au**

Appendix H Landowner consent

TASMANIAN PLANNING COMMISSION

Form No. 1

Owners' consent

Requests for amendments of a planning scheme or Local Provisions Schedule and applications for combined permits require owners' consent. This form must be completed if the person making the request is not the owner, or the sole owner.

The person making the request must clearly demonstrate that all owners have consented.

Please read the notes below to assist with filling in this form.

1. Request made by:

Name(s): Mark O'Brien, ERA Planning and Environment

Email address: mark@eraplanning.com.au

Contact number: 0415 407 294

2. Site address:

Address:

86A Gunn Street, Devonport

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

PID6292737; CT52055/1

3. Consent of registered land owner(s):

Every owner, joint or part owner of the land to which the application relates must sign this form (or a separate letter signed by each owner is to be attached).

Consent to this request for a draft amendment/and combined permit application is given by:

Registered owner: Devonport Agricultural & Pastoral Society

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable): President

Signature: [signature] Date: 10/9/2021

Registered owner (please print):

THE Common Seal OF DEVONPORT AGRICULTURAL & PASTORAL SOCIETY INC AN 64 800 273 451

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable): PUBLIC OFFICER

Signature: [signature] Date: 10.9.21

Registered owner (please print):

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature: Date:

NOTES:

a. When is owners' consent required?

Owners' consent is required for:

- amendments to a planning scheme under former section 33(1)[i] a Local Provisions Schedule (LPS) owners' consent under section 37 of the *Land Use Planning and Approvals Act 1993; and* or
- combined permits under former section 43A or section 40T of the Act.

Owners' consent must be provided before the planning authority determines to initiate, certify or prepare the amendment.

b. Who can sign as owner?

Where an owner is a natural person they must generally sign the owner's consent form personally.

Where an owner is not a natural person then the signatory must be a person with legal authority to sign, for example company director or company secretary.

If the person is acting on behalf of the owner under a legal authority, then they must identify their position, for example trustee or under a power of attorney. Documentary evidence of that authority must also be given, such as a full copy of the relevant Trust Deed, Power of Attorney, Grant of Probate; Grant of Letters of Administration; Delegation etc.

Please attach additional pages or separate written authority as required.

c. Strata title lots

Permission must be provided for any affected lot owner and for common property for land under a strata title under the *Strata Titles Act 1998*. For common property, permission can be provided in one of the following ways:

i. a letter affixed with the body corporate's common seal, witnessed by at least two members of the body corporate (unless there is only one member, in which case the seal must be witnessed by that member) and which cites the date on which the body corporate or its committee of management met and resolved to give its consent to the application; or,

ii. the consent of each owner of each lot on the strata plan.

d. Companies

If the land is owned by a company then consent must be signed in accordance with the *Corporations Act 2001 (Cwth)* as follows:

i. one company director and company secretary; or

ii. two company directors; or

iii. if a sole director/sole shareholder who is also the sole secretary, the sole director; or,

iv. a company with a common seal may execute a document if the seal is fixed to the document and witnessed by two directors; or one director and a company secretary, or for a proprietary company that has a sole director who is also the sole company secretary, that director.

The ABN or ACN, the names and positions of those signing the consent, and a current ASIC company extract (www.asic.gov.au) must be provided.

e. Associations

If the land is owned by an incorporated association then the document must be signed in accordance with the rules of the association by, for example being:

i. sealed and witnessed in accordance with the association's rules; or,

ii. signed by a person authorised in accordance with the association's rules.

The ABN, the names and positions of those signing the consent, and copy of the association's rules must be provided.

f. Council or the Crown

If the land is owned by a council or the Crown then consent must be signed by a person authorised by the relevant council or, for Crown land, by the Minister responsible for the Crown land, or a duly authorised delegate.

The name and positions of those signing must be provided.

Effective Date: 1 October 2020

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[i] References to the former provisions of the *Land Use Planning and Approvals Act 1993* (the Act) are references to the provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

AM2021.02 – Assessment against the requirements of the *Land Use Planning and Approvals Act 1993*

Section 32 of the *Land Use and Planning Approvals Act 1993* states that:

(4) An LPS may only include a provision referred to in subsection (3) in relation to an area of land if –

a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or

Response: The proposal will provide a significant opportunity for social and economic benefit within the municipal area, particularly through making land available to accommodate future housing supply. The Specific Area Plan will provide infill development with the opportunity to provide development and dwelling typology to address the change in lifestyle needs and affordability.

b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs;

Response: The site does not contain any typographical concerns relating to the Specific Area Plan, however the historic element of the site, being in operation as the Devonport Showgrounds since 1907 warrants the considered provisions in the Specific Area Plan as additions to existing SPPs.

Section 34 of the *Land Use and Planning Approvals Act 1993* states that:

(2) The LPS criteria to be met by a relevant planning instrument are that the instrument –

a) contains all the provisions that the SPPs specify must be contained in an LPS;

Response: The proposed amendment seeks rezoning as well as a Specific Area Plan which alters and introduces new controls to the provisions contained in an LPS. The application does not exclude or unreasonably alter the provisions as specified.

b) is in accordance with section 32;

Response: The proposed amendment seeks to apply a standard zone to the site and a Specific Area Plan which is in accordance with section 32 (3) (b) of LUPAA.

c) furthers the objectives set out in Schedule 1;

Response: The proposed amendment provides an opportunity for diversification and sustainable redevelopment of a site which houses uses which are no longer required by the community. In doing so the proposed amendment will support new residents within an area of established development as well as suitable associated uses to benefit the greater community.

Public involvement will be facilitated during the exhibition of the proposed amendment as per the statutory requirements of Section 40G of the LUPAA.

For the above reasons and in conjunction with the supporting rationale by ERA Planning & Environment, the proposed amendment is considered to further the objectives set out on in Schedule 1 of LUPAA.

d) is consistent with each State policy;

Response:

State Coastal Policy 1996

The policy is applicable as the site is situated within 1km of the high-water mark of the Mersey River.

Any future development on the site will be subject to further planning assessment under the planning scheme and relevant legislation.

The draft amendment is consistent with the *State Coastal Policy 1996.*

State Policy on Water Quality Management 1997

The existing provisions of the TPS allow the planning authority to provide controls regarding water quality management.

State Policy on the Protection of Agricultural Land 2009

The proposal does not involve agricultural land and therefore the draft amendment is not subject to the policy.

da) satisfies the relevant criteria in relation to the TPPs;

Response: The TPPs have not been adopted.

e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates;

Response: The draft amendment is consistent with the regional land use strategy with emphasis on housing land supply as discussed below;

Cradle Coast Regional Land Use Strategy 2010-2030

Part C – 4.3.1 (d) Policy consideration –

Match land supply to need and provide sufficient land within the designated urban settlement boundaries of each centre to meet forecast need for a time horizon of not less than 10 years but not exceeding 20 years.

Response: It is Council's position that the proposed amendment is appropriately consistent with this policy consideration of the Regional Strategy.

The detail provided with Appendix 1 of the Regional Strategy specifically relating to the Devonport municipal area which includes the following statements:

- *"The urban land area within Devonport provides approximately 5 years forward residential supply, predominantly at Ambleside and East Devonport*[1]".

[1] *Cradle Coast Regional Land Strategy 2010-2030* (Cradle Coast Regional Planning Initiative, 2011) – p.166.

- *"Internal housing growth will need to be accommodated through infill and consolidation*[2]*"*.

Notwithstanding the observation that the Regional Strategy was declared in 2011 and which is now due for review, there has not been a significant change in urban residential land supply that would substantially alter the general supply forecast for Devonport as currently described in Appendix 1 of the Regional Strategy.

Following the above rationale, Council can say with a degree of certainty that the proposed amendment does not result in an urban residential land supply that exceeds the 20-year forecast period contemplated at policy 4.3.1 (d) of the Regional Strategy.

The site is surrounded by General Residential zoned land. The assignment of the General Residential Zone to this site represents the opportunity for infill development and focuses residential growth within the existing urban boundary. This is appropriately consistent with the "contained" growth management strategy contemplated by the Regional Strategy.

f) ***has regard to the strategic plan, prepared under the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates;***

Response: The proposal is in keeping with Strategy 2.1 of the *Devonport Strategic Plan 2009-2030* as the proposed rezoning and application of a SAP will provide appropriate land use that is compatible with the surrounding development.

g) ***as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;***

Response: The draft amendment will not impact any adjacent municipal areas.

h) ***has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.***

Response: There will be no impact regarding the safety requirements set out in the *Gas Safety Act 2019*.

[2] *Ibid.*

Current and Previous Minutes Resolutions - February 2022					
Meeting Date	**Res No.**	**Item**	**Status**	**Assignees**	**Action Taken**
24/08/2020	20/66	Devonport Surf Life Saving Club - Kiosk proposal	In progress	Governance Officer	Draft Agreement provided to DSCLSC. Advised by Club that they have secured services of draftsperson to draw up plans, which will be provided to Council as soon as available.
20/12/2021	21/265	Beautification of Don Road Roundabout	Completed	Executive Manager City Growth	Nomination of proposed project location and scope has been made the the State Governments "Gateways" project. Awaiting confirmation of project suitability and funding allocation.
20/12/2021	21/270	Devonport Sports Infrastructure Master Plan 2035	Completed	Executive Officer	Precinct planning scoping has commenced
24/01/2022	22/1	Confirmation of Previous Minutes	Completed	Executive Coordinator	Confirmed
24/01/2022	22/2	Questions on Notice from the Public	Completed	Executive Coordinator	Endorsed
24/01/2022	22/3	Garden of Reflection at Pioneer Park	Completed	Executive Coordinator	Motion was lost, no action required
24/01/2022	22/4	PA2021.0164 - 10 Valkyrie Close Devonport - Residential (multiple dwellings x 2)	Completed	Planning Administration Officer	Notified applicant by email of Council's decision and right to appeal - Refused.
24/01/2022	22/5	PA2021.0206 - 7 Parker Street Devonport - Indoor Sport and Recreation (change of use)	Completed	Planning Administration Officer	Notified applicant and representor of decision - approved and right of appeal
24/01/2022	22/6	Request for Placement of Commemorative Seat - Waterfront Park - Soroptimist International of Devonport Inc	Completed	Executive Coordinator	Applicant advised of outcome
24/01/2022	22/7	Delegations - General Manager - Biennial Update	Completed	Executive Coordinator	Delegations authorised
24/01/2022	22/8	Tender Report Contract CS0104 Webberleys Road Stormwater Drainage	Completed	Infrastructure & Works Manager	Contract awarded in accordance with Council resolution.
24/01/2022	22/9	Tender Report Contract CT0325 North Fenton Street Renewal	Completed	Infrastructure & Works Manager	Contract awarded in accordance with Council resolution.
24/01/2022	22/10	Tender Report Contract CT0322 William Street Renewal	Completed	Infrastructure & Works Manager	Contract awarded in accordance with Council resolution.
24/01/2022	22/11	Mayor's Monthly Report	Completed	Executive Coordinator	Noted
24/01/2022	22/12	General Manager's Report - December 2021	Completed	Executive Coordinator	Noted
24/01/2022	22/13	Public Lighting Strategy 2021-26 - Year One Status	Completed	Executive Coordinator	Noted
24/01/2022	22/14	Pioneer Park Master Plan 2018-2028 - Year Four Status	Completed	Executive Coordinator	Noted
24/01/2022	22/15	General Management, People & Finance and Corporate Services Report - November and December 2021	Completed	Executive Coordinator	Noted
24/01/2022	22/16	Community Services Report November and December 2021	Completed	Executive Coordinator	Noted
24/01/2022	22/17	Convention and Arts Report - November and December 2021	Completed	Executive Coordinator	Noted
24/01/2022	22/18	Elected Members Expense Report to 31 December 2021	Completed	Executive Coordinator	Noted
24/01/2022	22/19	Annual Plan Progress Report to 31 December 2021	Completed	Executive Coordinator	Noted
24/01/2022	22/20	Unconfirmed Minutes Devonport City Council Audit Panel	Completed	Executive Coordinator	Noted

DEVONPORT CITY COUNCIL
From the Office of the Mayor

18 February 2022

Mr Steve Martin
Tasmanian Masters Games Inc.
P O BOX 45
DON TAS 7310

Email: steve.martin.tas@outlook.com

Dear Steve

Tasmanian Masters Games

Further to your question on notice to the January 2022 Council meeting, I confirm that Council has considered your request at a workshop and has agreed to give in-principle support for the Tasmanian Masters Games, scheduled to be held 20-23 October 2022.

As a Council we are supportive of all major sporting events that benefit the Devonport region.

Council looks forward to the opportunities the Tasmanian Masters Games will provide, particularly the influence the Games will have on building a healthier community and the positive impacts such an event will have for tourism and hospitality across the region.

Yours sincerely

Cr Annette Rockliff
MAYOR, CITY OF DEVONPORT



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