



The City with Spirit

NOTICE OF MEETING

Notice is hereby given that a **Planning Authority Committee** meeting of the Devonport City Council will be held in the Council Chambers, on Monday 4 June 2018, commencing at 5:15pm.

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

QUALIFIED PERSONS

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

Paul West
GENERAL MANAGER

30 May 2018

**AGENDA FOR A MEETING OF THE PLANNING AUTHORITY COMMITTEE OF
DEVONPORT CITY COUNCIL HELD ON MONDAY 4 JUNE 2018
AT THE COUNCIL CHAMBERS AT 5:15PM**

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Agenda of a meeting of the Devonport City Council's **Planning Authority Committee** to be held at the Council Chambers, 17 Fenton Way, Devonport on Monday 4, June 2018 commencing at 5:15pm.

PRESENT

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

IN ATTENDANCE

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

1.0 APOLOGIES

2.0 DECLARATIONS OF INTEREST

3.0 DELEGATED APPROVALS

3.1 PLANNING APPLICATIONS APPROVED UNDER DELEGATED AUTHORITY - 26 MARCH 2018-28 MAY 2018

ATTACHMENTS

- [1.](#) Planning Applications approved under Delegated Authority - 26 March 2018 - 28 May 2018

RECOMMENDATION

That the list of delegated approvals be received.

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

Planning Applications approved under Delegated Authority – 26 March 2018 - 28 May 2018			
Application No.	Location	Description	Approval Date
PA2018.0001	56 Caroline Street, East Devonport	6 lot subdivision - discretionary matters relate to lot configuration (internal lot) and overhead power	26/03/2018
PA2018.0004	215-221 Tarleton Street, East Devonport	Hotel Industry (alterations and additions to bottleshop) – assessment against performance criteria for Local Business provisions 20.3.1 and 20.4.5 and Sign Code	9/04/2018
PA2018.0019	77 Greenwood Lane, Tugrah	Placement of fill - Change in Ground Level Code	3/04/2018
PA2018.0020	97 David Street, East Devonport	Residential (dwelling additions) - assessment against performance criteria for setbacks and building envelope	5/04/2018
PA2018.0022	9 Charlotte Gardens, Devonport	Residential (single dwelling) – assessment against performance criteria for setback of development for sensitive use	13/04/2018
PA2018.0024	30 Marine Street, East Devonport	Residential (shed) - assessment against performance criteria for setbacks and building envelope	27/03/2018
PA2018.0025	51 Dana Drive, Devonport	Residential (multiple dwellings x2) – assessment against performance criteria for reduced setback & Traffic generating use and parking code (fewer parking spaces provided than required & vehicle manoeuvrability)	10/04/2018
PA2018.0026	134 Don Road, Devonport	Storage (contractors yard - ancillary office extensions)	28/03/2018
PA2018.0027	56 Nielsens Road, Tugrah	Farm shed	26/03/2018
PA2018.0028	13 Park Drive, Ambleside	Residential (shed) - assessment against performance criteria for setbacks and building envelope	13/04/2018
PA2018.0030	67 Bellamy Road, Melrose	Farm Shed	4/04/2018
PA2018.0033	15 Autumn Drive, Ambleside	Residential (outbuilding) – assessment against performance criteria for setbacks and building envelope	20/04/2018
PA2018.0034	3/28 Mersey Main Road, Spreyton	Residential (additional multiple dwelling) – assessment against performance criteria for setback and building envelope	20/04/2018
PA2018.0035	21 Mangana Drive, Tugrah	Residential (shed) – assessment against performance criteria for location and configuration of development (side setback variation)	26/04/2018
PA2018.0036	121-137 William Street, Devonport	Education and occasional care (shade structure)	5/04/2018
PA2018.0037	6 Wright Street, East Devonport	Visitor Accommodation - addition to existing building	4/05/2018
PA2018.0038	73 Parker Street, Devonport	Multiple dwellings (5 x units) including boundary reconfiguration and demolition - assessment against performance criteria for privacy for dwellings	8/05/2018
PA2018.0039	82 Stony Rise Road, Stony Rise	Residential (single dwelling) – assessment against performance criteria for access under clause F3.5	24/04/2018
PA2018.0040	22 Tatiana Close, Devonport	Residential (multiple dwellings) – assessment against performance criteria for private open space, vehicle parking and building envelope	1/05/2018

Application No.	Location	Description	Approval Date
PA2018.0041	26 Loone Lane, Spreyton	Manufacturing and Processing (building addition)	23/04/2018
PA2018.0042	15 Hiller Street, Devonport	Change of use to Visitor Accommodation	19/04/2018
PA2018.0043	280 Forth Road, Don	Residential (single dwelling extensions)	17/04/2018
PA2018.0044	116 Best Street, Devonport	Change of Use - Business and Professional Services (Audiologist)	30/04/2018
PA2018.0045	10 Victoria Parade, Devonport	Residential (single dwelling alterations and additions) – assessment against performance criteria for rear setback and building envelope reduction. The application is also being advertised in accordance with Part 6 of the Historic Cultural Heritage Act 1995	11/05/2018
PA2018.0046	80-100 Brooke Street, East Devonport	2 lot subdivision	1/05/2018
PA2018.0047	231 Kelcey Tier Road, Spreyton	Residential (shed) - assessment against performance criteria for location and configuration of development (setback variation)	9/05/2018
PA2018.0049	20 Swilkin Drive, Spreyton	Residential (shed) - assessment against performance criteria for setbacks and building envelope	11/05/2018
PA2018.0050	42 Dana Drive, Devonport	Residential (single dwelling) - assessment against performance criteria for sunlight and overshadowing for all dwellings	16/05/2018
PA2018.0052	59 Dana Drive, Devonport	Residential (single dwelling) - assessment against performance criteria for setback of development for sensitive use (proximity to Bass Highway)	16/05/2018
PA2018.0053	16 Park Drive, Ambleside	Residential (shed) - assessment against performance criteria for setbacks and building envelope	17/05/2018
PA2018.0054	44 Harris Road, Stony Rise	Residential (single dwelling and outbuildings)	10/05/2018
PA2018.0056	12 Collins Way, Tugrah	New residential use and development (shed and building envelope for single dwelling) in the Rural Resource zone	15/05/2018
PA2018.0057	13 Collins Way, Tugrah	New residential use and development (building envelope for single dwelling) in the Rural Resource zone	15/05/2018
PA2018.0059	10 Collins Way, Tugrah	Residential (Single dwelling)	15/05/2018
PA2018.0063	103 Winspears Road, East Devonport	Storage Shed	16/05/2018
PA2018.0064	12 Hampden Court, Devonport	Business and Professional Services (Denture Clinic)	22/05/2018
PA2018.0065	234 Forth Road, Don	Residential (single dwelling) - replacement of existing residential use	28/05/2018
PA2018.0068	1/154 James Street, Devonport	Residential (carport)	22/05/2018
PA2018.0076	127-133 James Street, Devonport	Educational and occasional care (Signage)	16/05/2018

4.0 DEVELOPMENT REPORTS

4.1 PA2018.0058 PERMITTED: BUSINESS AND PROFESSIONAL SERVICES (DENTIST), RESIDENTIAL (MULTIPLE DWELLINGS X 2) AND ASSOCIATED DEMOLITION AND SIGNAGE. DISCRETIONARY: ASSESSMENT AGAINST PERFORMANCE CRITERIA FOR SETBACK AND BUILDING ENVELOPE, SETBACK OF DEVELOPMENT FOR SENSITIVE USE AND TRAFFIC GENERATING USE AND PARKING CODE - 9 VICTORIA PARADE DEVONPORT

File: 35155 D528343

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.1.1 Apply and review the Devonport Interim Planning Scheme as required, to ensure it delivers local community character and appropriate land use

Strategy 2.1.2 Provide high quality, consistent and responsive development assessment and compliance processes

PURPOSE

The purpose of this report is to enable Council's Planning Authority Committee to make a decision regarding planning application PA2018.0058.

BACKGROUND

Planning Instrument:	<i>Devonport Interim Planning Scheme 2013</i>
Applicant:	S Group
Owner:	Shree Charbhuj Pty Limited & MS MVS Mali
Address:	9 Victoria Parade, Devonport
Proposal:	Permitted: Business and professional services (Dentist), Residential (multiple dwellings x 2) and associated demolition and signage Discretionary: assessment against performance criteria for setback and building envelope, setback of development for sensitive use and Traffic Generating Use and Parking Code
Existing Use:	Vacant building (previously residential)
Zoning:	General Residential
Decision Due:	08/06/2018

SITE DESCRIPTION

The site is located on the western side of Victoria Parade between Lower Madden Street and Parker Street. The site has an area of 978m² with an existing brick residential building and a garage situated within the rear half of the lot. The property is immediately surrounded by a residence to the north, a railway corridor to the west and the Devonport Senior Citizens Club to the south,

The property is overlaid by two titles, refer to Figure 1. Figure 2 is an aerial view of the site.

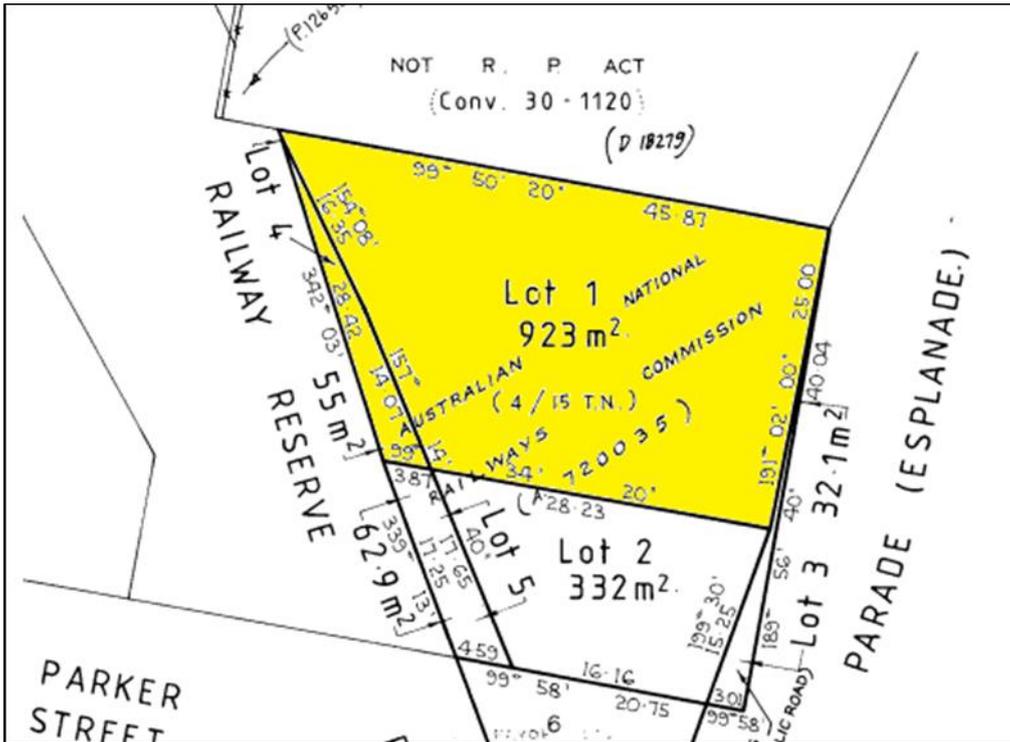


Figure 1 - Title plan for 9 Victoria Parade - CT 13843/1 & 13843/4 (The List)



Figure 2 – Aerial image of the subject site taken in 2015 (DCC)

APPLICATION DETAILS

The applicant is seeking approval for the demolition of the existing buildings located on the site and the new proposal comprises a two-storey mixed use development featuring a dentist on the ground floor and two multiple dwellings on the first floor. The proposed development further includes the provision of garaged and external on-site parking facilities for residents, employees and customers.

A copy of the Site Plan is illustrated in Figure 3 below, whilst a full reproduction of the development plans is appended as **Attachment 1**.



Figure 3 - Site Plan of proposed development (S Group, April 2018)

PLANNING ISSUES

The proposed mixed use development requires the exercise of discretion (reliance on the Performance Criteria) on a number of development standards prescribed under the *Devonport Interim Planning Scheme 2013* (DIPS). These include standards applicable under the General Residential zone and the Traffic Generating Use and Parking Code.

General Residential Zone

The site is zoned General Residential and in accordance with provision 10.1.1 the purpose of this zone is the following:

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

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

The dentist/residential development proposed is consistent with the stated zone purposes.

As further required by the DIPS all use and development must be categorised into a prescribed use class as detailed under provision 8.2. The proposed mixed use development can be appropriately categorised as Business and professional services (dentist) & Residential (multiple dwellings). The Use Table for the General Residential zone prescribes Business and professional services as Permitted, subject to the following qualifications:

"If a medical centre -

- *involving not more than 3 health care professionals at any one time; and*
- *a gross floor area of not more than 300m²."*

The ground floor of the development is for a medical centre (dentist) and the applicant has stated that no more than two health care professionals will operate from the practice at any given time. In addition, the floor area of the dentist is approximately 285m². The permitted qualifiers for the business and professional services use is met.

The residential development (multiple dwellings) proposed on the first floor of the development is Permitted without qualification.

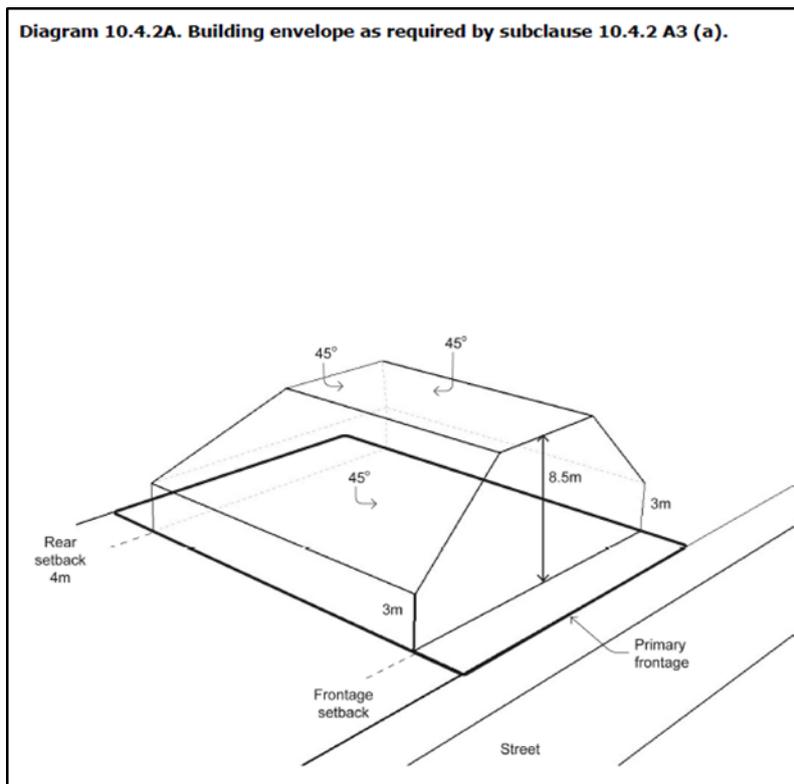
Notwithstanding the permitted use status, the development relies upon performance criteria under the General Residential zone for the following development standards:

- 10.4.2 - *Setbacks and building envelope for all dwellings;*
- 10.4.11.1 - *Location and configuration of development;* and
- 10.4.12 - *Setback of development for sensitive use*

A copy of the above-mentioned development standards is reproduced below and overleaf along with comments.

10.4.2 Setbacks and building envelope for all dwellings	
Objective:	
To control the siting and scale of dwellings to:	
(a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and	
(b) assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes; and	
(c) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and	
(d) provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.	
Acceptable Solutions	Performance Criteria
A1	P1
Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:	A dwelling must:
(a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or	(a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and
(b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or	(b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.
(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or	
(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.	

A3	P3
<p>A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:</p> <ul style="list-style-type: none"> (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and <p>(b) only have a setback within 1.5 m of a side boundary if the dwelling:</p> <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser). 	<p>The siting and scale of a dwelling must:</p> <p>(a) not cause unreasonable loss of amenity by:</p> <ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or (ii) overshadowing the private open space of a dwelling on an adjoining lot; or (iii) overshadowing of an adjoining vacant lot; or (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and <p>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.</p>



The proposed two storey mixed use development extends within the acceptable front setback prescribed under 10.4.2 A1. The acceptable front setback is 4.5m and the development is proposed to have a front setback of 1.8m to the Victoria Parade frontage (at its closest point). To determine if the setback variation has merit the corresponding performance criteria of 10.4.2 P1 are required to be assessed.

The performance criteria require that a dwelling must have a setback from a frontage that is compatible with other dwellings in the street. It is noted a multiple dwelling is defined as a dwelling for the purposes of the DIPS. It can be argued that the proposed front setback of the development cannot satisfy the performance criteria as the setback is not compatible with existing dwellings located within the site's vicinity along Victoria Parade. However, in this case it is important to note the proposal is for a mixed-use development and not for a standalone residential development. The DIPS contains a development standard under 10.4.11 for development other than a single or multiple dwelling. Considering the nature of the proposal it is thought this standard is more appropriate to be assessed to determine if the front setback sought has merit.

Further discretion is also sought under 10.4.2 P3. The acceptable solution requires a development to be located within the permitted 3-dimensional building envelope, refer to above diagram. In this case, part of the main building falls outside this envelope, refer to Figure 4 below. In addition, the proposed garage/storage shed is located approximately 1m to the rear boundary where the acceptable rear setback is 4m.



Figure 4 - East elevation of proposal with 3-dimensional building envelope variation shown by the applicant (S Group, April 2018)

The performance criteria for 10.4.2 P3 is required to consider the impact of the variations to any adjoining dwelling. Taking this into account the only dwelling adjoining the site is to the north (10 Victoria Parade).

Due to the development being located on the southern side of 10 Victoria Parade there will be no overshadowing impacts, therefore 10.4.2 P3 (i),(ii) and (iii) are satisfied. 10.4.2 P3 (iv) is required to assess the visual impacts of the dwelling. As previously stated the application is for a mixed use development and it is thought more appropriate to assess the visual impact under development standard 10.4.11.1. It is the same scenario for 10.4.2 P3(b).

10.4.11.1 Location and configuration of development	
Objective:	
The location and configuration of a development is to –	
<ul style="list-style-type: none"> (a) provide consistent separation between the development area on adjacent sites and between development and a road; (b) provide consistency in the apparent scale, bulk, massing, and proportion of adjacent buildings; (c) provide sufficient site area for open space, service activity and vehicle parking; (d) provide for the facade of a residential building to remain the dominant architectural element in the streetscape; and (e) separate adjacent buildings to provide reasonable opportunity for daylight and sunlight to habitable rooms and to private open space areas 	
Acceptable Solutions	Performance Criteria
A1	P1
<p>The wall of a building must be setback from a frontage –</p> <ul style="list-style-type: none"> (a) not less than 4.5m from a primary frontage; and (b) not less than 3.0m from any secondary frontage; or (c) not less than and not more than the setbacks for any existing building on adjoining sites; (d) not less than for any building retained on the site; (e) in accordance with any building area shown on a sealed plan; or (f) if the site abuts a road shown in Table A1 to this clause, not less than the setback specified for that road 	<p>The setback of a wall of a building from a frontage or boundary must be –</p> <ul style="list-style-type: none"> (a) consistent with the streetscape; and (b) required by a constraint imposed by – <ul style="list-style-type: none"> (i) size and shape of the lot; (ii) orientation and topography of land; (iii) arrangements for connection to a utility; (iv) arrangements for vehicular and pedestrian access; (v) any requirement of a conservation or urban design outcome detailed in a provision in this planning scheme; (vi) a utility; or (vii) any lawful and binding requirement – <ul style="list-style-type: none"> a. by the State or a council or by an entity owned or regulated by the State or a council to acquire or occupy part of the site; or b. an interest protected at law by an easement or other regulation

A2	P2
<p>All buildings must be contained within a building envelope determined by –</p> <ul style="list-style-type: none"> (a) the applicable frontage setback; (b) a distance of not less than 4.0m from the rear boundary or if an internal lot, a distance of 4.5m from the boundary abutting the rear boundary of the adjoining frontage site; (c) projecting a line at an angle of 45° from the horizontal at a height of 3.0m above natural ground level at each side boundary and at a distance of 4.0m from the rear boundary to a building height of not more than 8.5m above natural ground level if walls are setback – <ul style="list-style-type: none"> (i) not less than 1.5m from each side boundary; or (ii) less than 1.5m from a side boundary if – <ul style="list-style-type: none"> a. built against an existing wall of an adjoining building; or b. the wall or walls – <ul style="list-style-type: none"> i. have the lesser of a total length of 9.0m or one-third of the boundary with the adjoining land; ii. there is no door or window in the wall of the building; and iii. overshadowing does not result in 50% of the private open space of an adjoining dwelling receiving less than 3 hours of sunlight between 9:00am and 3:00pm on 21st June. (d) in accordance with any building envelope shown on a sealed plan of subdivision 	<p>Building height and location of a building in relation to a frontage and site boundaries must –</p> <ul style="list-style-type: none"> (a) minimise likelihood for overshadowing of a habitable room or a required minimum area of private open space in any adjacent dwelling; (b) minimise the apparent scale, bulk, massing and proportion relative to any adjacent building; (c) be consistent with the streetscape; (d) respond to the effect of the slope and orientation of the site; and (e) provide separation between buildings to attenuate impact

Development standard 10.4.11.1 generally has the same objectives as development standard 10.4.2. The key difference is that 10.4.2 is intended for dwelling development (eg single dwelling or multiple dwellings) and 10.4.11.1 is intended for development other than residential development (eg a medical centre). As discussed, the development is for a mixed-use development (dentist and residential) and it is thought more appropriate to apply this standard for the setback and building envelope discretions sought.

The acceptable solution for 10.4.11.1 A1 is not met as the 4.5m frontage setback requirement is not satisfied nor are the other acceptable solutions. To determine if the setback variation sought is appropriate the corresponding performance criteria need to be tested. The first test is to consider if the proposed front setback of the development (1.8m at the closest point) is consistent with the Victoria Parade streetscape. The DIPS contains a definition for streetscape which is:

“means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setback of buildings and structures from lot boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve.

For the purposes of determining streetscape with respect to a particular site, the above factors are relevant only if within 100m of the site.”

Within 100m of the development site it is noted that the Elimatta Hotel (14-15 Victoria Parade) and Tasmanian Hotel and Catering Supplies (7 Victoria Parade) are constructed to their respective road frontages. It is observed that the building at 7 Victoria Parade is constructed to Parker Street and not Victoria Parade. All other development along the streetscape is setback more than 4.5m with the Devonport Senior Citizens Club building at 8 Victoria Parade being located the closest to the frontage at approximately 6.5m. Compliance with 10.4.11.1 P1(a) is achieved because two existing buildings are built to their road frontages.

Another key reason for the front setback variation is because of a rising sewer main which intersects the property along the southern side. The applicant initially intended to have a front setback of 4.5m from Victoria Parade but the plans had to be amended because of the sewer main location and TasWater requiring a 3m clearance. The constraint caused by this utility gives further argument for the front setback variation under 10.4.11.1 P1(b)(vi).

As discussed, the mixed-use development falls outside the prescribed 3-dimensional building envelope because of the front and rear setback variations sought. Also, as shown in Figure 4 part of the building falls outside the permitted envelope.

It has been demonstrated the overshadowing impact of the development to the neighbouring residential property is negligible because the residential lot is located to the north. Compliance with 10.4.11.1 P2(a) is met.

Within the General Residential zone, the maximum permitted building height is 8.5m. The dentist/apartment building will have a height of 7.5m. In addition, the development plans highlight locations of landscaping which break up the visual bulk of the building. The property most likely to be affected by the proportions of the development is the residential property located to the north. The dentist/apartment building will be setback approximately 3m to the northern side boundary. The setback of the proposed building will lessen the bulk and reduce privacy conflicts between the properties. In relation to bulk/scale proportions of the development it is considered that satisfactory performance can be achieved with 10.4.11.1 P2(b).

It has been demonstrated as part of 10.4.11 P1 that the mixed use development is consistent with the streetscape. The performance criteria for 10.4.11.1 P2(c) is satisfied.

The development has maximised the northern orientation for the residential facet of the development and 10.4.11.1 P2(d) is met.

The development provides a setback separation from neighbouring buildings that are considered to attenuate the impact. For example, the living room windows of the northern apartment are orientated north to Victoria Parade and Mersey River and will not overlook into the residential living areas of the dwelling located at 10 Victoria Parade. Compliance with 10.4.11.1 P2(e) is met.

10.4.12 Setback of development for sensitive use	
Objective:	
Development for a sensitive use is to –	
(a) minimise likelihood for conflict, interference, and constraint between the sensitive use and the use or development of land in a zone that is not for a residential purpose; and	
(b) minimise unreasonable impact on amenity of the sensitive use through exposure to emission of noise, fumes, light and vibration from road, rail, or marine transport	
Acceptable Solutions	Performance Criteria
A1	P1
A building containing a sensitive use must be contained within a building envelope determined by –	The location of a building containing a sensitive use must –
(a) the setback distance from the zone boundary as shown in the Table to this clause; and	(a) minimise likelihood for conflict, constraint or interference by the sensitive use on existing and potential use of land in the adjoining zone; and
(b) projecting upward and away from the zone boundary at an angle of 45° above the horizontal from a wall height of 3.0m at the required setback distance from the zone boundary	(b) minimise likely impact from existing and potential use of land in the adjoining zone on the amenity of the sensitive use
A2	P2
Development for a sensitive use must be not less than 50m from –	Development for a sensitive use must –
(a) a major road identified in the Table to this clause;	(a) have minimal impact for safety and efficient operation of the transport infrastructure; and
(b) a railway;	(b) incorporate appropriate measures to mitigate likely impact of light, noise, odour, particulate, radiation or vibration emissions; or
(c) land designated in the planning scheme for future road or rail purposes; or	(c) be temporary use or development for which arrangements have been made with the relevant transport infrastructure entity for removal without compensation within 3 years
(d) a proclaimed wharf area	

The DIPS defines a 'sensitive use' as:

"... a residential use or a use involving the presence of people for extended periods except in the course of their employment, such as in a caravan park, childcare centre, dwelling, hospital or school."

In this case, the residential development proposed on site (multiple dwellings) are located within 20m to the railway corridor which adjoins the site at its rear boundary. Therefore, the acceptable solution cannot be met for 10.4.12 A2 and the corresponding performance criteria is required to be assessed.

As part of the design, the applicant has incorporated precast concrete walls and small double-glazed windows on the western side of the development. These design features will mitigate the impacts of the railway in relation to light, noise and vibration effects and the performance criteria are deemed satisfied for this standard.

Traffic Generating Use and Parking Code

Provision E9.5.1 A1 of the DIPS prescribes the permitted minimum number of parking spaces required for use and development. For this type of development, and as a permitted standard, this provision would ordinarily require parking provision at the rate of:

- Business and professional services (medical centre)
 - (a) 1 space per 25m² of gross floor area; and
- Residential (multiple dwellings within the General Residential zone)

- (a) 2 parking spaces per unit: and
- (b) 1 visitor space per 4 dwellings.

For this proposed mixed use development, the permitted parking requirements would be:

- Business and professional services (medical centre) - 11 parking spaces (noting a total medical centre floor area of 285m²); and
- Residential - 5 parking spaces (2 per dwelling and 1 visitor/ space);
- This equates to a total of 16 parking spaces to satisfy the permitted standard.

The proposed development details 10 dedicated on-site parking spaces and so the application relies upon the discretion to allow a lesser than permitted number of parking spaces than those required under provision E9.5.1 A1 and must be assessed against the corresponding performance criteria of E9.5.1 P1 (b). This standard prescribes a set of criteria for the adequate and appropriate provision of parking to meet the likely volume, type, frequency and duration of the use and also the needs/requirements of site users.

In this instance the number of parking spaces provided is considered to be reasonable in the context of the proposed use and development of the site, its close proximity to the Devonport CBD and the availability of off-street car parking and nearby designated public carparks currently in existence. The location of the site at the fringe of the CBD also provides ample opportunity for access to public transport systems and networks.

For information purposes, all other development standards within the General Residential zone and applicable development Codes satisfy the acceptable solutions or exemptions and therefore no further commentary is warranted.

COMMUNITY ENGAGEMENT

On 27/04/2018, Council received an application for the above development. Under Section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at Section 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 12/05/2018;
- (b) Making a copy of the proposal available in Council Offices from the 12/05/2018;
- (c) Notifying adjoining property owners by mail on 09/05/2018; and
- (d) Erecting a Site Notice for display from the 11/05/2018.

The period for representations to be received by Council closed on 28/05/2018.

REPRESENTATIONS

Two representations were received within the prescribed 14-day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*.

The first representation was from Mr Steers of 4 Nicholls Street, Devonport and is appended as **Attachment 2**.

This representation outlined traffic concerns, in particular the ability for cars to exit the site in a safe manner and not be inhibited by cars parked along Victoria Parade.

As part of this development, a new access will be formed on the southern side of the property. Council's City Infrastructure Department has reviewed the proposal and is satisfied the access location and the on-street parking will not cause any traffic conflicts.

The representation is noted, however, the application as submitted is not required to be altered in any form.

The second representation was from Mr & Mrs O'Connor of 10 Victoria Parade, Devonport and is appended as **Attachment 3**. This property adjoins the development site to the immediate north.

The primary concern in the representation is that the heritage values of their property will be greatly impacted by the proposed development. Concerns are also raised regarding the size and bulk of the development with particular reference to the front setback variation sought.

The O'Connor's property is listed by the Tasmanian Heritage Council and is also located within the Victoria Parade Conservation Area prescribed under the Local Heritage Code of the DIPS. The development site is not subject to any heritage listings on a state or local level. The DIPS has no controls in relation to impacts of development to neighbouring heritage listed properties and therefore this part of the representation is noted, however it cannot be considered as a legitimate planning concern.

In relation to the front setback variation and the bulk of the mixed-use development these matters have been considered against the applicable development standards within the DIPS and performance has been determined to be achieved. The representation suggests the possibility of moving the proposed building towards the rear of the property and incorporating the carparking at the front of the site however the DIPS encourages parking be located at the rear of properties, rather than the front. In addition, this would require another planning application to be lodged as the development would be significantly altered and the Planning Authority's role is to assess the submitted application. In summary, the representation from the O'Connor's is noted, however, the application as submitted is not required to be altered in any form.

DISCUSSION

As part of the normal assessment procedure the application was internally referred to the various Council departments with an interest in development applications. The comments/requirements of these referrals have been incorporated into this assessment and the permit documentation as appropriate.

In accordance with the requirements of the *Water and Sewerage Industry Act 2008* the application was referred to TasWater which subsequently issued a Submission to Planning Authority Notice. In accordance with section 56P(1) of the *Water and Sewerage Industry Act 2008* this notice forms part of the planning permit conditions. Refer to **Attachment 4**.

FINANCIAL IMPLICATIONS

No financial implications are predicted unless an appeal is made against the Planning Authority's decision to the Resource Management and Planning Appeal Tribunal (RMPAT). In such an instance legal counsel may be required to represent Council. The opportunity for an appeal exists as a result of the Planning Authority determining to either approve or refuse the application.

RISK IMPLICATIONS

No risk implications are associated with a determination of this planning permit application.

CONCLUSION

The proposal is a mixed use (dentist/residential) development located along Victoria Parade upon land appropriately zoned for such purposes. The application has been assessed as appropriately complying with the requirements of the DIPS and the discretions

sought thereunder are deemed to have merit and can be supported. The application is therefore recommended for approval.

ATTACHMENTS

- [1.](#) Application - PA2018.0058 - 9 Victoria Parade Devonport
- [2.](#) Representation - PA2018.0058 - 9 Victoria Parade - Andrew Steers
- [3.](#) Representation - PA2018.0058 - 9 Victoria Parade - Anne & Brendan O'Connor
- [4.](#) TasWater Submission to Planning Authority Notice - PA2018.0058 - 9 Victoria Parade

RECOMMENDATION

That the Planning Authority, pursuant to the provisions of the *Devonport Interim Planning Scheme 2013* and Section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2018.0058 and grant a Permit to use and develop land identified as 9 Victoria Parade, Devonport for the following purposes:

- Permitted: Business and professional services (Dentist), Residential (multiple dwellings x 2) and associated demolition and signage
- Discretionary: assessment against performance criteria for setback and building envelope, setback of development for sensitive use and Traffic Generating Use and Parking Code

Subject to the following conditions:

Planning Conditions

1. The Use and Development is to proceed generally in accordance with the submitted plans referenced as proposed dental practice and multiple dwelling - Project: J002947, dated 11/4/18 by S Group, copies of which are attached and endorsed as documents forming part of this Planning Permit.
2. No more than 3 health professionals are to work at the dentist surgery at any one time.
3. The advertising sign at the front of the site is to be less than 5m² and is only permitted to be illuminated during the opening hours of the dentist.

City Infrastructure Conditions

4. The existing stormwater pit (concrete slab lid) and grated entry pit (in the existing kerb) on the proposed driveway alignment are to be upgraded, in accordance with the Tasmanian Standard Drawings, to be trafficable for the proposed driveway.
5. The proposed driveway is to be concrete and constructed to Tasmanian Standard Drawings TSD-R09. The developer is to take into account the existing parking arrangements and stormwater infrastructure when designing the proposed new driveway.
6. The existing redundant driveway is to be demolished and the area reinstated to match the adjoining infrastructure in accordance with the Tasmanian Standard Drawings.
7. Any existing Council infrastructure impacted by the works is to be reinstated in accordance with the relevant standards.

8. A Road Reserve Permit will be required for all works occurring within the road reserve.

TasWater Condition

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

Note: The following is provided for information purposes.

THIS IS NOT A BUILDING OR PLUMBING PERMIT.

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

Contact a Tasmanian registered Building Surveyor to determine the category of building approval required, and contact the Council Permit Authority to determine the category of plumbing approval required.

In regard to conditions 4-8 the applicant should contact Council's City Infrastructure Department – Ph 6424 0511 with any enquiries.

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

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

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

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

Devonport City Council

Land Use Planning and Approvals Act 1993
Devonport Interim Planning Scheme 2013

Application for Planning Permit

Use or Development Site

Street Address: 09 Victoria Parade, Devonport

Certificate of Title Reference No.: 13843/1

Applicant's Details

Full Name/Company Name: S. Group

Postal Address: PO Box 1271 Launceston TAS7250

Telephone: 03 6311 1403

Email: tim@sgroup.com.au

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

Full Name/Company Name: Meena Vimal Sanjay Mali

Shree Charbhuj PTY. LTD.

Postal Address: 29 Mccall Terrace, Stoney Rise TAS 7310

Telephone: 0430 134 701

Email: _____



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

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

Application fee	
Completed Council application form	
Copy of certificate of title, including title plan and schedule of easements	
Demonstration of compliance with performance criteria and relevant codes	
A site analysis and site plan at an acceptable scale on A3 or A4 paper (1 copy) showing:	
<ul style="list-style-type: none"> The existing and proposed use(s) on the site 	
<ul style="list-style-type: none"> The boundaries and dimensions of the site 	
<ul style="list-style-type: none"> Typography including contours showing AHD levels and major site features 	
<ul style="list-style-type: none"> Natural drainage lines, watercourses and wetlands on or adjacent to the site 	
<ul style="list-style-type: none"> Soil type 	
<ul style="list-style-type: none"> Vegetation types and distribution, and trees and vegetation to be removed 	
<ul style="list-style-type: none"> The location and capacity of any existing services or easements on the site or connected to the site 	
<ul style="list-style-type: none"> Existing pedestrian and vehicle access to the site 	
<ul style="list-style-type: none"> The location of existing adjoining properties, adjacent buildings and their uses 	
<ul style="list-style-type: none"> Any natural hazards that may affect use or development on the site 	
<ul style="list-style-type: none"> Proposed roads, driveways, car parking areas and footpaths within the site 	
<ul style="list-style-type: none"> Any proposed open space, communal space, or facilities on the site 	
<ul style="list-style-type: none"> Main utility service connection points and easements 	
<ul style="list-style-type: none"> Proposed subdivision lot boundaries, where applicable 	
<ul style="list-style-type: none"> Details of any proposed fencing 	
Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 on A3 or A4 paper (1 copy) showing:	
<ul style="list-style-type: none"> The internal layout of each building on the site 	
<ul style="list-style-type: none"> The private open space for each dwelling 	
<ul style="list-style-type: none"> External storage spaces 	
<ul style="list-style-type: none"> Car parking space location and layout 	
<ul style="list-style-type: none"> Major elevations of every building to be erected 	
<ul style="list-style-type: none"> The relationship of the elevations to natural ground level, showing any proposed cut or fill 	
<ul style="list-style-type: none"> Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites 	
<ul style="list-style-type: none"> Materials and colours to be used on roofs and external walls 	
A plan of the proposed landscaping including:	
<ul style="list-style-type: none"> Planting concept 	
<ul style="list-style-type: none"> Paving materials and drainage treatments and lighting for vehicle areas and footpaths 	
<ul style="list-style-type: none"> Plantings proposed for screening from adjacent sites or public spaces 	
Details of any signage proposed	

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

Value of use and/or development

\$ 1,100,000

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

If land is not in applicant's ownership

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

Applicant's signature:  Date: 14/12/2017

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

Devonport City Council consents to the making this permit application.

General Manager's signature: _____ Date: _____

If the application involves land owned or administered by the Crown

Consent must be included with the application.

Signature

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

- if incomplete, the application may be delayed or rejected;
- more information may be requested within 21 days of lodgement; and
- The application may take 42 days to determine.

PUBLIC ACCESS TO PLANNING DOCUMENTS

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

Applicant's signature:  Date: 14/12/2017

PRIVACY ACT

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

Fee & payment options – Please pay fee when lodging your completed application form

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



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 13843	FOLIO 1
EDITION 4	DATE OF ISSUE 16-Feb-2016

SEARCH DATE : 26-Jul-2017

SEARCH TIME : 09.05 AM

DESCRIPTION OF LAND

City of DEVONPORT
 Lot 1 on Diagram 13843
 Derivation : Whole of 923m2 332m2 55.0m2 & 62.9m2 vested in
 the Australian National Railways Commission
 Prior CT 3887/78

SCHEDULE 1

M553175 TRANSFER to BRUCE EDWARD SIMPSON Registered
 16-Feb-2016 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 M554838 MORTGAGE to B & E LTD Registered 16-Feb-2016 at 12.
 01 PM

UNREGISTERED DEALINGS AND NOTATIONS

M642357 PRIORITY NOTICE reserving priority for 60 days
 D/MORTGAGE B & E Ltd to Bruce Edward Simpson
 TRANSFER Bruce Edward Simpson to Meena Vimal Sanjay
 Mali and Shree Charbhuj Pty. Ltd.
 MORTGAGE Meena Vimal Sanjay Mali and Shree Charbhuj
 Pty. Ltd. to Medfin Australia Pty. Ltd. Lodged by
 O'ROURKE KELLY on 03-Jul-2017 BP: M642357



FOLIO PLAN

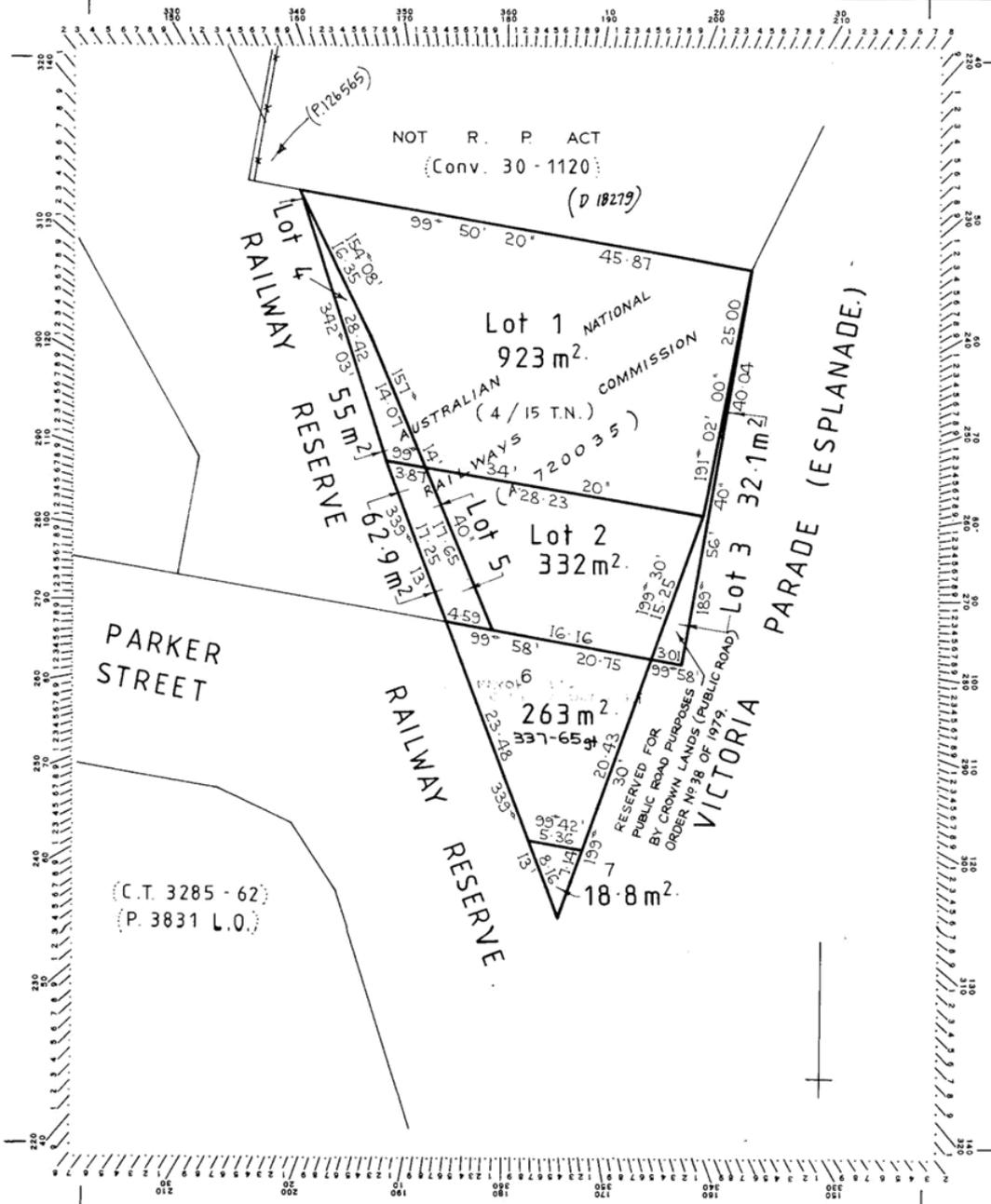
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



D 13843 *F1B 6147*

Owner: AUSTRALIAN NATIONAL RAILWAYS COMMISSION.	PLAN OF SURVEY by Surveyor <i>L.A. Dickinson</i> of land situated in the	Registered Number: D13843
Title Reference: A. 6262 C. T.	TOWN OF DEVONPORT SECTIONS M & A. Scale: 1 : 400	Approved Effective from: <i>3.3.81</i>
Grantee: Part of Section M Lot 4 & Section A Lot 5 Railway Reserve WHOLE OF LOT 1 923m ² , LOT 2 332m ² , LOT 4 55m ² , LOT 5 62.9m ² VESTED IN THE AUSTRALIAN NATIONAL RAILWAYS COMMISSION		
ACTING DEPUTY Recorder of Titles		





11/04/2018

Re: DA for the proposed dental practice, apartments and car parking, 09 Victoria Parade Devonport.

To whom it may concern:

This document outlines and addresses the relevant planning standards, and should be cross-referenced with drawings A0-000 to A3-002 dated 11/04/2018 by S. Group.

Overview:

09 Victoria Parade is the site of an existing dwelling and shed, and is zoned General Residential within the Devonport City Council municipality. Proposed is the demolition of the buildings on site and the construction of a new dental practice building with upper floor apartments.

10.0 General Residential Zone

10.2 The proposed is classed as a permitted use as a medical centre as the design caters for no more than 2 health care professionals area able to operate within the space at any given time, and the footprint of the building is 300m²

10.4.1 Residential density for multiple dwellings

The site area is 978 m², with each dwelling having a footprint of 139 m². This means that there is 489 m² of site area per dwelling.

10.4.2 Setbacks and building envelope for all dwellings

P1 The proposed has a frontage setback of 1.8m and is compatible with the existing buildings within the streetscape. The Elimmatta Motor Inn at 14-15 Victoria Parade (approximately 90m from the subject site) has no frontage setback. Tasmanian hotel and catering supplies at 7 Victoria Parade (approximately 40m from the subject site) has a setback from the Victoria Parade frontage of approximately 1.5m, with not setback from Parker St.

P3 (a) The siting of the proposed lockup and carport has a rear setback of 0.9m. As such it is not within the performance requirements.

It is not anticipated that the proposed carport and lockup will cause any loss of amenity by:

- (i) reduction of sunlight to a habitable room of a dwelling on an adjoining lot,
- (ii) overshadowing the private open space of a dwelling on an adjoining lot,
- (iii) overshadowing of an adjoining vacant lot, or
- (iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining lot, as the rear boundary of the site borders a railway and not a vacant lot or dwelling.

t. 03 6311 1403

w. www.sgroup.com.au

e. info@sgroup.com.au

abn. 86996265268

Chase. Wonder.



Chase. Wonder.

10.4.3 Site Coverage and private open space for all dwellings

A1 Building site coverage is 31.5%.

237 m² of the site is to be left free of impervious surfaces; this is 24.2% of the total site area.

A2 The dwellings are a part of a multiple dwelling arrangement and have a finished floor that is entirely greater than 1.8m above finished ground level. The total private open space provided for each dwelling is 17m².

The proposed private open space for each dwelling has a dimension of 4m x 4m.

The proposed private open space is directly adjacent to the main living spaces of the dwellings and faces east.

The proposed private open space has no gradient and cannot be used for vehicle access or parking as it is not located on the ground level.

10.4.4 Sunlight and overshadowing for all dwellings

A1 Both dwellings have glazing to habitable rooms other than a bedroom that face within 30° of north.

A2 (b) the multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9am and 3pm on the 21st of June.

A3 (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours sunlight between 9am and 3pm on the 21st of June.

10.4.6 Privacy for all dwellings

A1 A 3m high boundary wall separates the private open spaces to the proposed dwellings.

The open side faces onto the frontage and thus has no requirement for screening.

A2 All windows from habitable spaces have a setback of at least 3m from a side boundary and a setback of at least 12.5m from the rear boundary. No windows face towards any part of another dwelling on the same site.

P3 shared driveways and parking spaces are separated from the windows of the dwellings as all windows overlooking these areas have minimum sill height of 3.3m from finished ground level.

10.4.8 Waste storage for multiple dwellings

A1 (b) a 40m² communal storage and clothes drying area is proposed to the north-western corner of the site and is to be obscured from view via a 1.8m high screen/fence and the carport/lockup. It shall have a setback from the frontage of 36m and be 15m from any dwelling on site.

10.4.11.1 Location and configuration of developments

P1 The proposed has a frontage setback of 1.8m and is compatible with the existing buildings within the streetscape. The Elimmatta Motor Inn at 14-15 Victoria Parade (approximately 90m from the subject site) has no frontage setback. Tasmanian hotel and catering supplies at 7 Victoria Parade (approximately 40m from the subject site) has a setback from the Victoria Parade frontage of approximately 1.5m, with not setback from Parker St.



Chase. Wonder.

10.4.11.3 Frontage Fences

The frontage fence is to be no greater than 1.7m in heights with a screening no less than 30% transparent above 1.2m.

10.4.12 Setback of development for sensitive use

P2 As the site in question is zoned General Residential, it has been purchased on the reasonable expectation that a residential use can feasibly be built on site.

The proposed building has been positioned towards the street and away from the railway side as much as possible. The minimum distance from the proposed dwellings from the railway is approximately 16.5m.

- (a) The existing fence to the western boundary of the site is to be maintained without any openings or gates to ensure that the proposed use will have no impact on the safe and efficient operation of the railway.
- (b) To mitigate the effect of noise and light from the railway on the proposed dwellings, only very small, double glazed windows are proposed for this side of the building. Wall cladding is to be precast concrete with an insulated timber framed internal wall to give the maximum possible acoustic protection from the rail line on the west.

E9 Traffic Generating Use and Parking Code

P1 The gross floor area of the proposed dental practice is 275m². Based on table E9.1 of the planning scheme this would require that 10 car parking spaces ought to be provided for use by the proposed practice. However, the practice is designed and appointed for the operation of two practicing dentists at any given time. It is our assessment that business generated by the two practitioners would more than be accommodated by the 8 proposed car spaces. Additionally, should overflow parking be required there is an abundance of on-street parking available. Approximately 3 car spaces are available immediately in front of the property, and the owner would seek that signage be implemented to dedicate these 3 spaces as 2 hour parking.

It is also our assessment that 1 dedicated car parking space per dwelling is acceptable in this instance. The proposed development is situated on the edge of the CBD and is within a 6-minute walk of the Devonport mall. After business hours and on weekends the remaining 8 car spaces would become available for use as visitor parking.

CODES:

E2 Airport impact management code

The site is within the operation airspace overlay but is not within the 15m obstacle limitation surface heights area as shown on the planning scheme maps.

E7 Signs code

P1 A sign is proposed to the frontage fence to display the name and brand of the dental practice.

The sign will comprise of 1 display panel

The sign will pertain to the nature of the business that operates on site.

The sign is to be 1m high by 2.5m wide and as such should not be a dominant feature in the streetscape.

t. 03 6311 1403

w. www.sgroup.com.au

e. info@sgroup.com.au

abn. 86996265268



Given that the proposed sign is to be fixed to the solid part of the frontage fence, it will cause no obstruction to the view of other signage.

The proposed sign will not impact on the amenity of a habitable room

E9 Traffic generating use and parking code E9.5.1 P1 The proposal has been designed with the maximum possible number of car parking spaces given the available space onsite. There are 7 proposed spaces dedicated to the dental practice with 2 proposed spaces dedicated to the dwellings. It should be noted that there is provision for 3 on-street car parking spaces immediately in front of the site, with more on street parking slated for construction by council as a part of the living city program.

I trust that the contents of this letter and attached documents have satisfactorily addressed the planning requirements for the proposal to construct a new dental practice and townhouses at 09 Victoria Parade, Devonport. Should you have any questions regarding the application, please don't hesitate to contact S. Group for clarification.

Regards,
 Timothy Fry
 Registered Architect - M.Arch. Bach.Env.Des. RAIA

Chase. Wonder.



ADRIAN R. FAIRFIELD, DIRECTOR
103 Cameron Street
PO Box 990 Launceston TAS 7250
Office: (03) 6331 4633
admin@surveyingtas.com.au
www.surveyingtas.com.au

Our ref: 13-15 (7671)

6 April 2018

S. GROUP
1/10-14 Paterson Street
LAUNCESTON, TAS. 7250

Attention: Mr. T. Fry

Via Email

Dear Tim,

Re: Detail Survey
9 Victoria Parade, Devonport
F.R. 13843-1 & 4

Further to our recent survey following instructions from yourself via email, we attach the following:

- PDF site plan;
- 3D AutoCAD DWG file of the survey;
- PDF of our account.

We note:

1. Survey azimuth datum is MGA94 per GPS observations. Survey is PLANE.
2. Survey height datum is AHD83 per VRSNOW GPS network.
3. Layer "DTM" contains the edited terrain model that should be used for any surface models.
4. We attended site with AJ Water who have located the stormwater main as shown but could not locate the sewer rising main per the DBYD plans.
5. Approximate title boundaries have been compiled from existing data and limited field survey. The estimated accuracy of the compiled title boundaries is +/- 0.2m. Further survey would be required to more accurately define or mark the title boundaries.
6. Easements have not been investigated.

Thank you for the instruction and please contact us if there are any queries or if we can assist further.

Yours faithfully,

Adrian Fairfield of
Cohen & Associates Pty. Ltd.

DWG	DWG no	REV DATE	REV
Cover	A0-000	14/12/17	11/4/18
Site	A1-01	14/12/17	11/4/18
Floor Plan	A2-01	14/12/17	11/4/18
Elevations	A3-01	14/12/17	11/4/18
Elevations	A3-02	14/12/17	11/4/18

NOTES

architect
 accreditation no
 land title ref number
 climate zone
 soil classification
 BAL
 lower floor area
 upper floor area
 deck area
 corrosion environment -
 other hazards
 wind

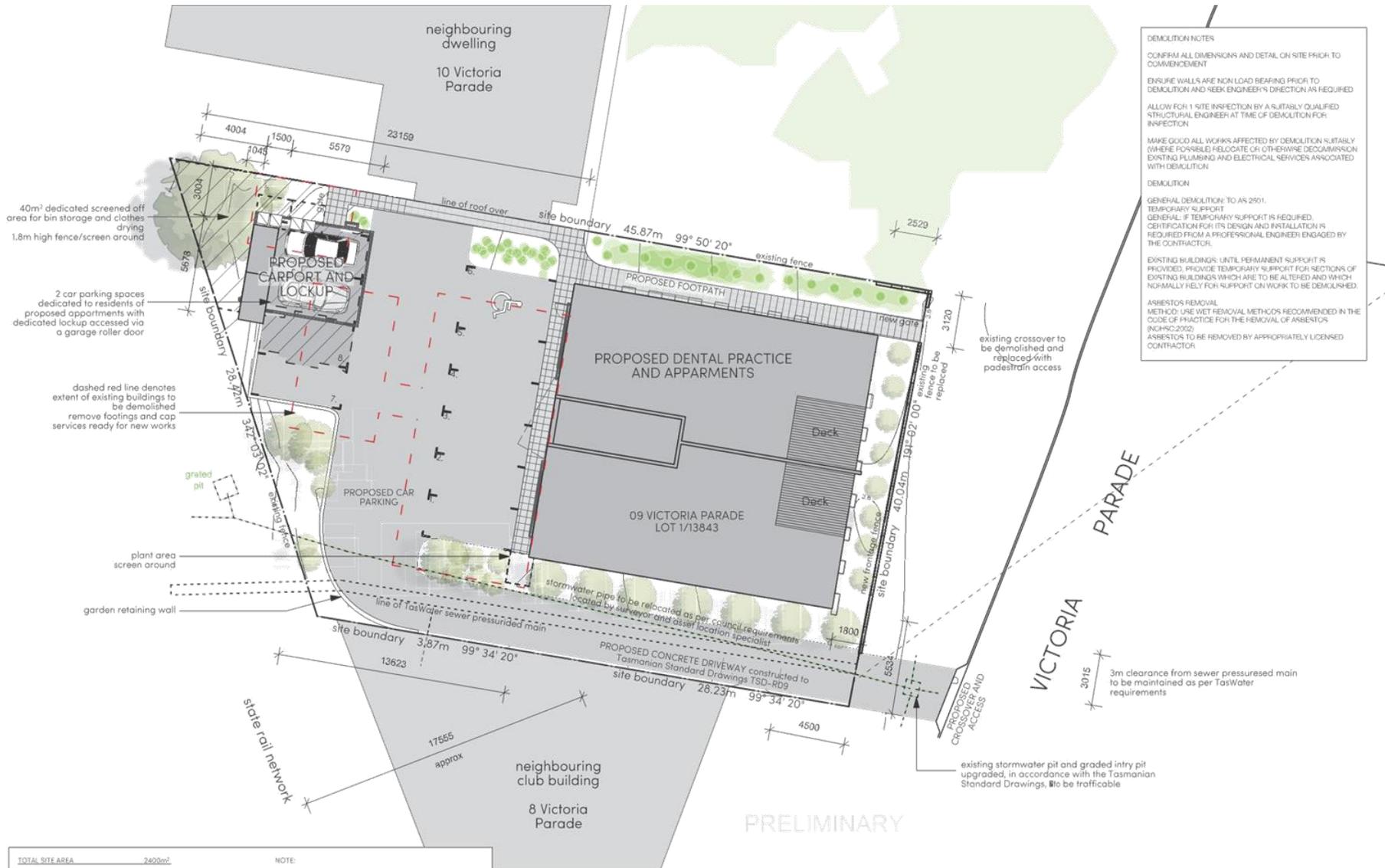
Sam Haberle
 CC5618 U
 VOL 13843 FOLIO 1
 7
 TBC
 n/a
 239M2
 242m²
 32m²
 n/a
 n/a
 TBC

proposed dental practice and multiple dwelling
 09 VICORIA PARADE, DEVONPORT



REVISION	A	DATE	11/4/18	DESCRIPTION	Response to request for further information
ADDRESS	09 Victoria Parade			NO FULL SCALE OF THIS ARCHITECTURE IS ADVISED UNLESS APPROVED BY THE LOCAL AUTHORITY (LGA) IN WRITING.	
CLIENT	Shree Family Dental			ISSUE	BA
DWG	Cover			SCALE @ A3	1:100
				DWG #	A0-000
				DRAWN	SH
				PROJECT #	002947

S. Group © Copyright 2016
 PO Box 1271 Launceston TAS 7250 Australia
 1/10-14 Paterson Street Launceston, Tasmania
 T: 03 6311 403 E: info@sgroup.com.au W: www.sgroup.com.au



DEMOLITION NOTES

CONFIRM ALL DIMENSIONS AND DETAIL ON SITE PRIOR TO COMMENCEMENT

ENSURE WALLS ARE NON-LOAD BEARING PRIOR TO DEMOLITION AND SEEK ENGINEER'S DIRECTION AS REQUIRED

ALLOW FOR 1 SITE INSPECTION BY A SUITABLY QUALIFIED STRUCTURAL ENGINEER AT TIME OF DEMOLITION FOR INSPECTION

MAKE GOOD ALL WORKS AFFECTED BY DEMOLITION SUITABLY (WHERE POSSIBLE) RELOCATE OR OTHERWISE DECOMMISSION EXISTING PLUMBING AND ELECTRICAL SERVICES ASSOCIATED WITH DEMOLITION

DEMOLITION

GENERAL DEMOLITION TO AS 2901

TEMPORARY SUPPORT

GENERAL: IF TEMPORARY SUPPORT IS REQUIRED, CERTIFICATION FOR ITS DESIGN AND INSTALLATION IS REQUIRED FROM A PROFESSIONAL ENGINEER ENGAGED BY THE CONTRACTOR.

EXISTING BUILDINGS: UNTIL PERMANENT SUPPORT IS PROVIDED, PROVIDE TEMPORARY SUPPORT FOR SECTIONS OF EXISTING BUILDINGS WHICH ARE TO BE ALTERED AND WHICH NORMALLY RELY FOR SUPPORT ON WORK TO BE DEMOLISHED.

ASBESTOS REMOVAL

METHOD: USE WET REMOVAL METHODS RECOMMENDED IN THE CODE OF PRACTICE FOR THE REMOVAL OF ASBESTOS (NCHMSC2002)

ASBESTOS TO BE REMOVED BY APPROPRIATELY LICENSED CONTRACTOR

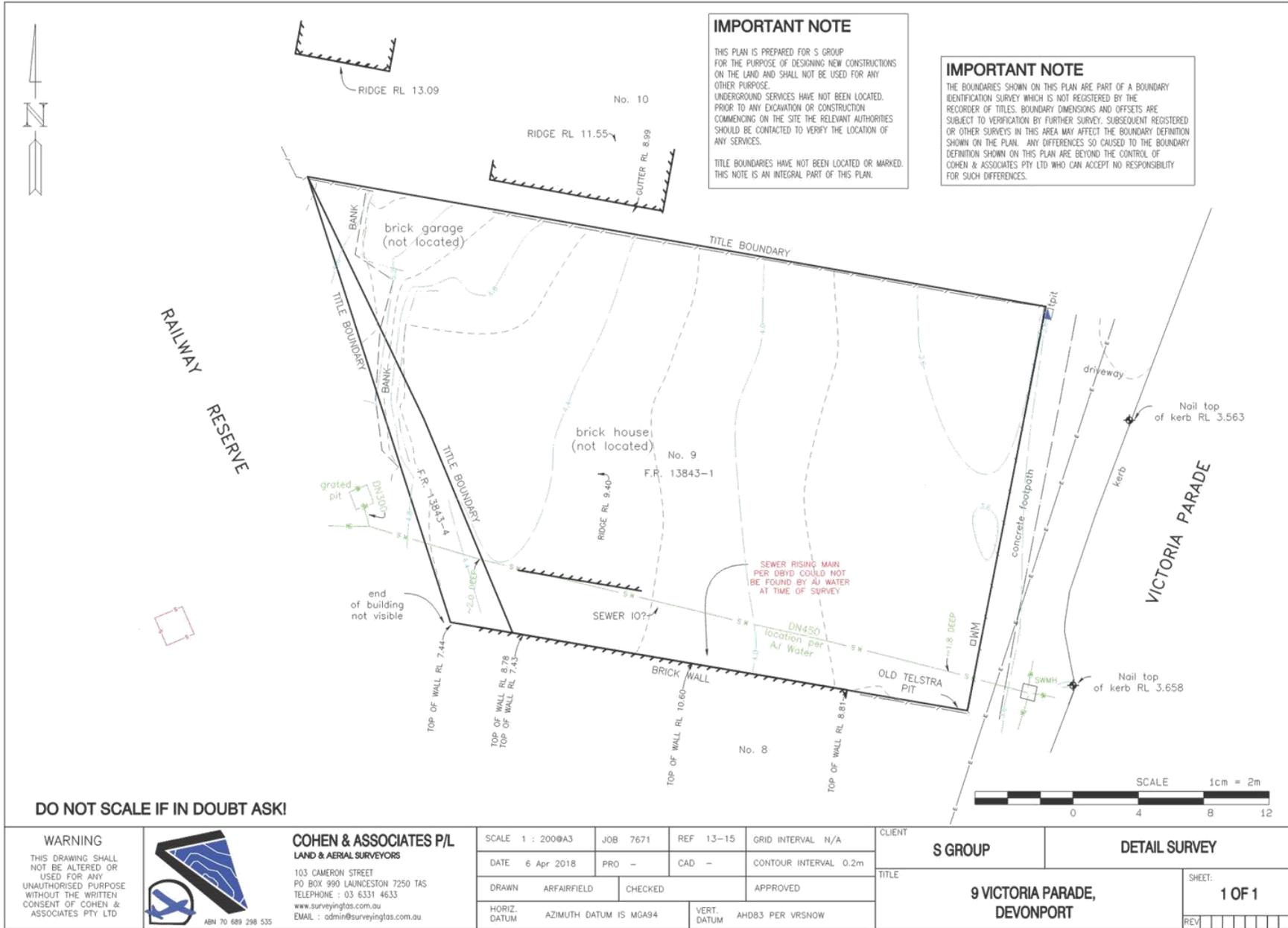
TOTAL SITE AREA	2400m ²	NOTE:
SITE AREA	978m ²	BUILDING LOCATIONS TO BE SET OUT BY REGISTERED SURVEYOR DISCREPANCIES REPORTED PRIOR TO COMMENCEMENT
EXISTING HOUSE (to demolish)	179m ²	2x CONVENIENTLY LOCATED TAP TO BE INSTALLED FOR WATERING PURPOSES
EXISTING OUTBUILDINGS (to demolish)	24m ²	TYPICALLY DRESS AROUND BUILDINGS WITH TOP SOIL WHERE NOT OTHERWISE SPECIFIED SOW WITH GRASS SEED SET DOWN 150MM FROM FFL MAX. BATTER GRADE 1:20
PROPOSED DENTAL PRACTICE BUILDING	295m ²	DOWNPIPES TO BE CONNECTED INTO COUNCIL STORMWATER AS SOON AS ROOF IS INSTALLED
PROPOSED LOCKUP	9m ²	
PROPOSED DRIVEWAYS & CAR PARK	385m ²	
TOTAL BUILDING AREA	355m ²	
TOTAL SITE COVERAGE	404m ² = 31%	

CONFIRM ALL DIMENSIONS ON SITE ALL DIMENSIONS TO WALL FRAME LOCATION OF SITE FEATURES DERIVED FROM AERIAL PHOTOGRAPHY



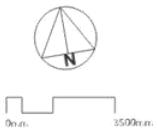
REVISION A	DATE 11/4/18	DESCRIPTION	Response to request for further information
ADDRESS 09 Victoria Parade			
CLIENT	Shree Family Dental Site		
DWG	Site		
SCALE @ A3	1:200	ISSUE	BA
DRAWN	SG	DWG #	A1-01
CHKD	SH	PROJECT #	002947

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1/10-14 Paterson Street Launceston, Tasmania
T: 03 63 11 403 E: info@sgroup.com.au W: www.sgroup.com.au





GROUND FLOOR
scale 1:100

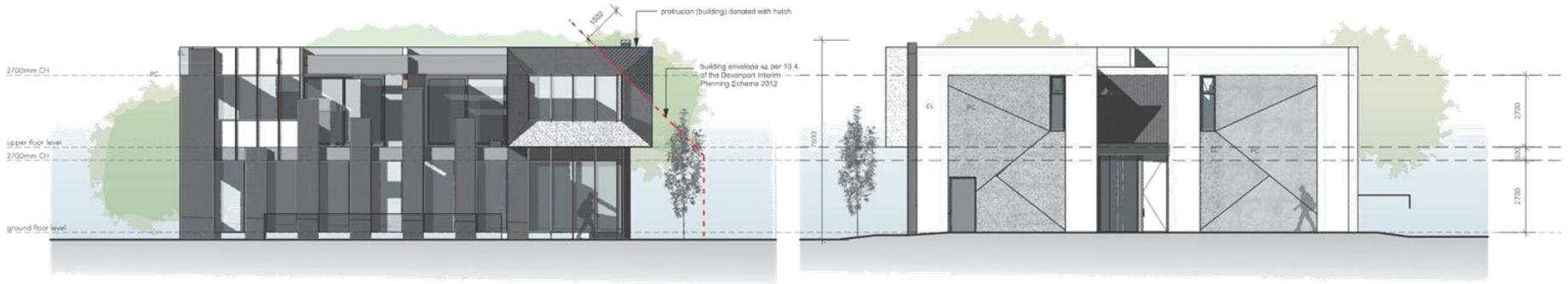


UPPER FLOOR
scale 1:100

PRELIMINARY



PROJECT NO.	09_VICTORIA PARADE	DATE	15/10/2014	REVISION	None
PROJECT NAME	09 Victoria Parade	SCALE	1:100	STATUS	BA
CLIENT	Shree Family Dental	DATE	15/10/2014	REVISION	A2-01
PROJECT TYPE	Floor Plan	SCALE	1:100	STATUS	None
PROJECT ADDRESS	17/10-14 Paterson Street Launceston, Tasmania	DATE	15/10/2014	REVISION	None
PROJECT CONTACT	S. Group @ Design/IDE PO Box 125 Launceston TAS 7250 Australia	DATE	15/10/2014	REVISION	None
PROJECT CONTACT	17/10-14 Paterson Street Launceston, Tasmania T 01 63 88 403 E info@sgroup.com.au W www.sgroup.com.au	DATE	15/10/2014	REVISION	None

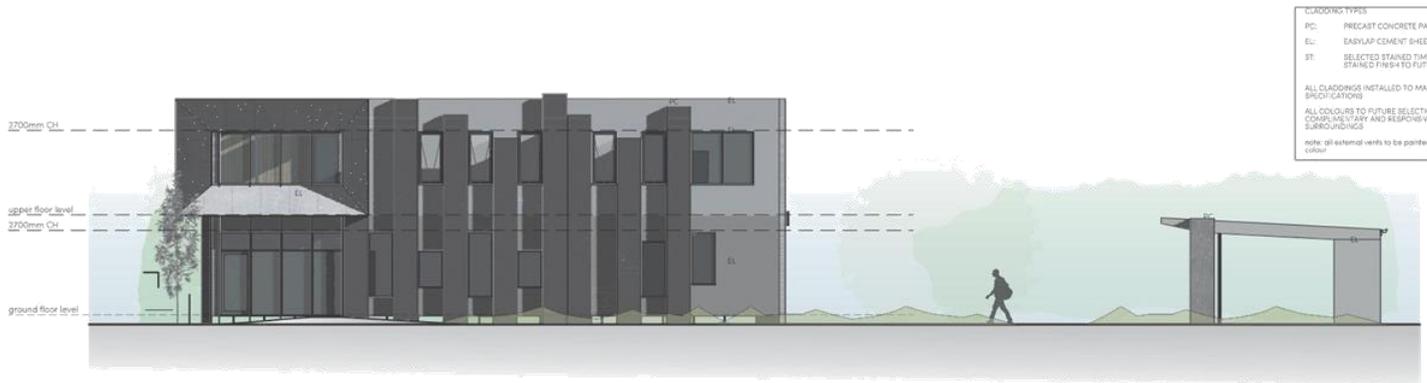


1 EAST

2 WEST



3 SOUTH



4 NORTH

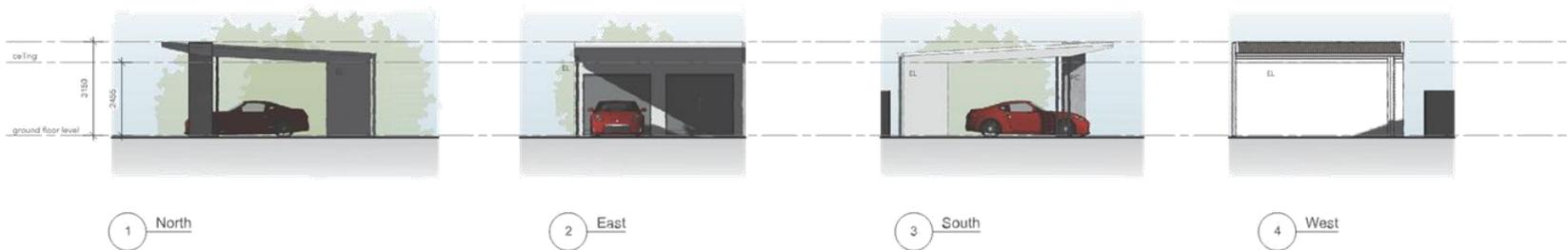
CLADDING TYPES
 PC: PRECAST CONCRETE PANEL
 EC: EASYLAP CEMENT SHEET CLADDING
 ST: SELECTED STAINED TIMBER
 ST: SELECTED STAINED TIMBER STAINED FINISH TO FUTURE SELECTION
 ALL CLADDINGS INSTALLED TO MANUFACTURERS SPECIFICATIONS
 ALL COLOURS TO FUTURE SELECTION COMPLIANT AND RESPONSIVE TO SUBSEQUENCE
 note: all external vents to be painted to match wall colour

PRELIMINARY

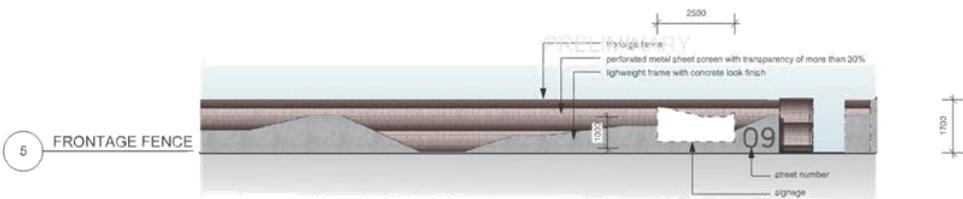


PROJECT	09 Victoria Parade	DATE	15/10/2018	SCALE	BA
CLIENT	Shree Family Dental	DESIGNER	S. Group	PROJECT NO.	A3-01
DATE	15/10/2018	SCALE	1:100	PROJECT NO.	A3-01
DATE	15/10/2018	SCALE	1:100	PROJECT NO.	A3-01
DATE	15/10/2018	SCALE	1:100	PROJECT NO.	A3-01

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CLADDING TYPES
 PC: PRECAST CONCRETE PANEL
 EC: EASYLAP CEMENT SHEET CLADDING
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 ALL CLADDINGS INSTALLED TO MANUFACTURERS SPECIFICATIONS
 ALL COLOURS TO FUTURE SELECTION COMPLIMENTARY AND RESPONSIVE TO SUBSEQUENCE
 note: all external vents to be painted to match wall colour



ITEM 4.1

 <p>architecture development strategic design</p>	<p>Project: 09 Victoria Parade</p> <p>Client: Shree Family Dental</p> <p>Drawn: Elevations</p>	<p>Scale: 1:100</p> <p>Date: 10/10/2018</p>	<p>Author: BA</p> <p>Check: A3-02</p>
	<p>S. Group © Copyright 2018 1/10-14 Paterson Street Launceston, Tasmania PO Box 1271 Launceston TAS 7252 Australia T: 03 63 18 403 E: info@sgroup.com.au W: www.sgroup.com.au</p>		

Andrew L. Steers
4 Nicholls Street
Devonport, TAS 7310

Email: alsteers1334@bigpond.com
Mobile: 0433-072-040

14 May 2018

Reference: Development Application – PA2018.0058, 9 Victoria Parade, Devonport

Dear General Manager,

As both a former urban planner, and local resident, I herein welcome the subject proposal, especially for the subject property that has appeared vacant for quite some time.

My only concern is car parking for the proposed use. Assuming there will be provision made for on-site patient parking, my concern relates to any motorist **exiting** the subject property, especially when proceeding to make a right turn onto Victoria Parade. Presently, motorists can park along the edge of Victoria Parade directly in front of the subject property. If on-street parking is allowed to continue, I suggest that such spaces be limited to a reasonable clearance for the benefit of any motorist proceeding to exit the property, on both sides of the driveway access. If on-street parking is allowed to continue up to almost the actual entry/exit point of the subject property, the line of sight for motorist exiting the driveway will be inhibited if vehicles of all shapes and sizes continue to be allowed to park along the edge of Victoria Parade so close to the edge of the driveway access point, hence increasing the likelihood of car accidents with vehicles in motion in both directions along the Parade. Generally, this seems a rather inhibiting issue around commercial/retail areas of Devonport where on-street parking is permitted so close to residential driveway access points and some street intersections, particularly where all available on-street parking spaces are occupied at any one time.

Thank you for the opportunity to write to you regarding the subject proposal.

Faithfully yours,



Andrew L. Steers – B.A. (UTAS), M.T.C.P. (SYDNEY)

21/05/2018 D527055

PO Box 1018
DEVONPORT 7310

16.5.2018

Dear Acting Mayor, Ald A Rockliff

We are the owners of a heritage property situated at 10 Victoria Parade Devonport. We have been successful in attaining Tasmanian Heritage Council approval for renovations of this Federation home.

As neighbours to 9 Victoria Parade, and as long-time residents of this city, we are asking that the discretionary assessment regarding the setback and building envelope and the setback of development for sensitive use in application for planning permit PA2018.0058 take our point of view into account.

To this end we have attached the representation that we have sent to Mr Shane Warren, Planning Co-Ordinator.

In anticipation we thank you for your time and consideration.

Yours Sincerely



Anne and Brendan O'Connor

21/05/2018 D527055

PO Box 1018
Devonport 7310

16.5.2018

Mr Shane Warren
Planning Co-Ordinator
Devonport City Council
PO Box 604
Devonport 7310

Dear Mr Warren

Re: PA2018.0058-Application for Planning Permit for 9 Victoria Parade Devonport

We are writing to ask that Council uses discretionary powers to cause a revision of the current plans for a dental surgery and multiple residential dwelling on 9 Victoria Parade.

We have lived and operated a small business in Devonport for 18 years. Until February 2018 we lived in Dove Cottage, one of Devonport's oldest homes situated on the corner of Watkinson and Oldaker Streets. We restored this house to a high standard and received countless complements about how beautiful it was.

We bought the heritage property at 10 Victoria Parade because of its age and history. It is our dream home and we are fortunate that our son is willing and able to join us in the restoration project. We enthusiastically engaged a local surveyor and an architect/designer to help us with our Tasmanian Heritage application for renovation approval. This was recently granted.

Many people are daunted when a property has a heritage listing, fearing delays and blowouts of costs. We knew we would do everything to preserve the integrity of this building. The Tasmanian Heritage Register Datasheet states:

"This is a significant element of the urban streetscape.....10 Victoria Parade is of historic heritage significance because of its ability to demonstrate the principal characteristics of a single storey brick Federation domestic building.....This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place...."

21/05/2018 D527055

In the Heritage Statement of Intent in our application we stated:

"The presentation of the place to the street remains unchanged. External facades are clad in the original exposed brick with painted features around door and window openings....Proposed roof material will match the existing.....The new structure of the proposed renovation is easily distinguished from the historic part.....The extension is barely visible to the public eye."

Indeed, the Council's own planning zones would indicate that the home has heritage value. The current exhibition at the Devonport Regional Gallery endorses the value of "old buildings" to our community. Erin Wilson, Curator, writes that

"...the North West region was considered to be at a disadvantage ...due to there being fewer "old buildings" in the area." "These works (The Kathleen Cocker Collection & The Homes of Devon Collection) are a lasting visual record both of homes since lost, and those still standing, and, and a unique insight into communities that have since vanished or evolved."

Like the exhibition itself, 10 Victoria Parade has the potential to be "significant into the future as other seek to establish their own sense of place and identity, looking back to the local history of the region of North West Tasmania.

This potential can only ever be realised if the building is visible and able to be appreciated by the public.

We would suggest to Council that the proposed building at 9 Victoria Parade would appear to be "shoe horned" into the sight. The size and bulk of the proposed building makes appreciating the qualities and principal characteristics of a single storey brick Federation building that both DCC and the Heritage Council of Tasmania are determined to preserve nigh on impossible.

In Real Estate brochures Victoria Parade is invariably described as Devonport's most prestigious location. Visitors arriving on the Spirits of Tasmania get to appreciate the streetscape as they enter the Mersey River. We imagine that they see lots of hotels and McDonalds buildings, but it would be our heritage listed or zoned homes that would make them gasp.

In the application for the development at 9 Victoria Parade, the argument for a 1.8m set back relies on the fact that the Elimatta hotel was approved to butt onto the street in years gone by.

Would Council be prepared to consider that the Senior Citizen's building at the other end of this section of Victoria Parade is set back and has parking bays in the front of the building?

21/05/2018 D527055

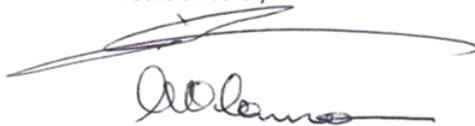
We would like to suggest to Council that we cannot turn back time and save buildings and streetscapes long gone. However, we do not have to repeat history. We are not anti-development and we appreciate that modern buildings can be designed and situated to blend in with older style buildings.

We would like to suggest that the Council grants permission for the parking area to be relocated to the front of the dental surgery and that the driveway runs along the boundary fence with our property.

If this was a condition of the building being approved, it would be a win/win situation for all. At the weekends when the dental surgery is closed, those residents and visitors enjoying the park and walkways would have clear view of 10 Victoria Parade and likewise during the week the car park would allow more visibility than the bulking and massing of a two storey building with a set-back of 1.8metres.

We apologise for the length of this representation and thank you for your time in considering it. We feel connected to our heritage home already and think its deserves our every effort to preserve it and share it with our community. We would be more than happy to meet with Council representatives in person if this would expediate matters.

Yours Sincerely



Anne and Brendan O'Connor



Submission to Planning Authority Notice

Council Planning Permit No.	PA2018.0058	Council notice date	27/04/2018
TasWater details			
TasWater Reference No.	TWDA 2018/00641-DCC	Date of response	09/05/2018
TasWater Contact	Phil Papps Scott Taylor (Trade Waste)	Phone No.	(03) 6237 8246 (03) 6333 9350
Response issued to			
Council name	DEVONPORT COUNCIL		
Contact details	council@devonport.tas.gov.au		
Development details			
Address	9 VICTORIA PARADE, DEVONPORT	Property ID (PID)	6317244
Description of development	Dental practice, carparking & 2 x town houses		
Schedule of drawings/documents			
	Prepared by	Drawing/document No.	Revision No. Date of Issue
	S Group Architecture	Site Plan / A1-01	A 11/04/2018
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
1. A suitably sized metered water property connection must be provided to service the development in accordance with TasWater standards.			
2. A single shared sewer property connection must be utilised to service the development in accordance with TasWater standards.			
3. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
56W CONSENT			
4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within a TasWater easement or within two metres of TasWater infrastructure.			
5. The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) must, if applicable show footings of proposed buildings located within 2.0m from TasWater pipes and must be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans must also include a cross sectional view through the footings which clearly shows;			
a. Existing pipe depth and exact location of TasWater's 600mm diameter RC sewer rising main must be determined and shown relative to the southern boundary and the buildings proposed finished surface levels over the pipe;			



- b. Buildings including eaves and gutters must be located outside of TasWater easements (if applicable) and no closer than 2.0m from the outside pipe wall of the 600mm sewer pipe;
 - c. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
 - d. A note on the plan indicating how the pipe location and depth were ascertained.
6. Private pipes must be located outside of TasWater easements (if applicable) and if parallel no closer than 2.0m from the outside pipe wall of the 600mm diameter sewer rising main except where required to cross the easement/main.

TRADE WASTE

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

DEVELOPMENT ASSESSMENT FEES

10. The applicant or landowner as the case may be, must pay a development assessment fee of \$343.55 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date it is paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

Trade Waste

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

- *Location of all pre-treatment devices*
- *Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and*
- *Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.*

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

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

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

General

For information on TasWater development standards, please visit <http://www.taswater.com.au/Development/Development-Standards>

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

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor



and/or a private contractor engaged at the developers cost to locate the infrastructure.

The location of infrastructure as shown on TheList or DBYD is indicative only.

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

Declaration

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

Authorised by

Jason Taylor

Development Assessment Manager

TasWater Contact Details

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

4.2 PA2018.0031 BULKY GOODS STORE (SHOWROOM EXTENSION) - ASSESSMENT AGAINST PERFORMANCE CRITERIA OF CODE E9 FOR A REDUCTION IN VEHICLE PARKING SPACES, ANCILLARY STORAGE AND DEMOLITION OF SINGLE DWELLING - 24 & 26 DON ROAD DEVONPORT

File: 34999 D528348

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.1.1 Apply and review the Devonport Interim Planning Scheme as required, to ensure it delivers local community character and appropriate land use

Strategy 2.1.2 Provide high quality, consistent and responsive development assessment and compliance processes

PURPOSE

The purpose of this report is to enable Council's Planning Authority Committee to make a decision regarding planning application PA2018.0031.

BACKGROUND

Planning Instrument:	<i>Devonport Interim Planning Scheme 2013</i>
Applicant:	City Bike Centre
Owner:	GAJA Holdings Pty Ltd
Proposal:	Bulky Goods Store (showroom extension) - assessment against performance criteria of Code E9 for a reduction in vehicle parking spaces, ancillary storage and demolition of single dwelling
Existing Use:	Bulky Goods Store
Zoning:	Commercial
Decision Due:	08/06/2018

SITE DESCRIPTION

The subject property is located on the northern side of Don Road approximately 80m west of the Sorell Street intersection.

The property known as 24 Don Road contains an existing house which is to be demolished as part of this project and the property known as 26 Don Road is a franchised motor cycle dealer using the property for sales and service of related items. For the purposes of this report motorcycle also includes quad bikes.

The owners of 26 Don Road have recently purchased 24 Don Road to enable this comparative major redevelopment of the site to be considered.

The adjacent land to the west is also being used for Bulky Goods Sales and the land to the immediate east is currently a food premises. Land to the north which is geographically lower is zoned General residential and land on the opposite side of Don Road is zoned Commercial.

not satisfy the required numbers to satisfy the Acceptable Solution. The purpose of Code E9 is to:

- Assist to protect the operational efficiency and safety of roads;
- Assist to protect public investment in road assets
- Require on-site arrangements for circulation and passage of vehicles, loading and unloading of freight and people, parking to service vehicles having business on the site;
- Specify design standards for circulation, loading and unloading and parking areas within a site; and
- Accommodate the Devonport Local Area Parking Scheme.

These purpose statements filter down to the various development standards that consider the numerical requirements and reference the appropriate Australian/New Zealand Standard for Parking Facilities (AS/NZS 2890).

The following commentary is provided for consideration which includes the proposal having a lesser number of spaces as required by Table E9.1 in the Code.

E9.5.1 Provision for parking

The objective of this standard is to provide for convenient, accessible and useable vehicle parking to satisfy the requirements for use or development without impact for use or development of other land or for the safety and operation of any land.

The Acceptable Solution for this standard refers to a table which provides calculation rates to determine the number of parking spaces. In regard to Bulky goods sales for motor showrooms and display yards the ratio is 1 space per 125m² of gross site area and 6 spaces per workshop bay.

A - Code calculation

The gross site area for this land after adhesion is 2,423m² which equates to a calculated number of 20 spaces. A conservative estimate of 4 workshop bays requires an additional 6 spaces each (24) which results in the site needing to contain 44 spaces to satisfy the Acceptable Solutions.

B - Applicants calculation

The application includes a Traffic Impact Assessment (TIA) which has used a different formula from the Code to calculate the parking numbers based on the Code requirements. This was calculated at 1 space for each 50m² of gross floor area for the bulky goods component and 1 space per 300m² of gross floor area used for storage and 1 space per 40m² of office area. No explanation has been provided on the second level storage component as a separate use and why it hasn't been viewed as an ancillary use to the primary activity. The resultant number of spaces calculated from these ratios in the TIA is 19.

The above bulky goods component has been based on the Bulky goods sales and not the more specifically identified Motor showrooms and ancillary workshop/servicing associated with Bulky goods sales. Consequently, it is submitted that the ratio in the TIA cannot be used to determine the required numbers.

For the purposes of the exercise if the 1 space per 50m² for the bulky good sales is used and not the separate storage and office areas then the number of number of spaces required for 1,700m² of gross floor area to satisfy the Acceptable Solutions is 34.

The TIA numbers do also differ slightly to those proposed in the supplementary Weeda Drafting & Building Consultants proposed Site Location & Car Parking Plan.

This proposes 11 car parking spaces (including 1 for disabled customers), 5 workshop and staff parking spaces (including 3 undercover), 1 loading bay and 13 motorcycle spaces (including 3 spaces adjoining the workshop).

For the purpose of parking demand, the TIA has submitted further details which are based on anecdotal evidence. This is summarised below.

- The existing store has 10-20 customers per day
- Peak in-store patronage at any time would be 3-4 people
- As a result customer parking demand would be 3-4 people
- The market for motorcycle and quadbikes is relatively stable
- The increased floor area is unlikely to result in increased sales and proportionally increased parking
- If the parking demands were proportionate to retail floor space the customer parking demand would increase to 6 parking spaces.
- Including staff this would require 10 spaces on site.
- Providing 13 spaces is likely to cater for this demand
- Customers arriving by motorcycle account for 30-40% of all arrivals.

C - Response

Based on the details provided it seems likely that the proposal has adequate parking on site for customers and considering that motorcycle arriving customers account for 30-40% then this demographic is quite well catered for with 13 spaces provided which is well above the anticipated instore patronage at any one time.

What needs to be emphasised, however, is not so much the parking allocation for customers which, based on the projections in the TIA at least, seem likely to be sustained but rather the lack of any assigned area required by the Code for vehicles waiting to be serviced or collected after servicing.

It has been determined that the site, and until evidence is submitted to the contrary, will sustain at least 4 workshop/servicing bays. The minimum requirements of the Code require 6 spaces per each bay which equates to 24 spaces in total being assigned.

If the number to satisfy the Acceptable Solutions cannot be provided then the Performance Criteria (PC) of the E9.5.1 allow consideration of the need and unreasonableness based on anticipated requirement for the type, scale and intensity of the site, the likely needs of the site users and the likely type, number, frequency and duration of the vehicle parking demand to approve a lesser number.

In this regard the dimensional area required to park and manoeuvre motorcycles awaiting service or collection is considerably less than the demands for motorcars. The TIA provides no commentary in this regard. There is also no assignation of an area indicated on the submitted plans for this required area apart from 3 motorcycle spaces assigned on the western boundary adjacent to the existing workshop. This is 21 less than the compliant number in the Code.

It is considered that if the Planning Authority approve this application for a reduced number of parking spaces than a revised plan indicating the area(s) assigned to motorcycles awaiting serving or collection post servicing should be submitted for consideration and approval prior to any building permit process being undertaken.

E9.5.2 Provision for loading and unloading of vehicles

Response - This application includes 1 space for a delivery vehicle. The TIA also demonstrates that the swept paths of a small truck, the onsite manoeuvrability, circulation and forward exit movement can satisfactorily occur.

E9.5.3 Devonport Local Parking Scheme

Response - This standard does not apply to Don Road

E9.6.1 Design of vehicle parking and loading areas.

Response - This standard requires for the proper collection, drainage and treatment of stormwater disposal from the site and the correct application of Australian Standard AS/NZS 2890.1.

The TIA indicates that the combination of 90-degree parking and parallel parking and the design dimensions satisfy the Australian Standard and as a consequence the requirements of Code E9 of the DIPS.

D - Conclusion

Notwithstanding neglect by the designer in not assigning 24 parking areas for workshop/ servicing it is concluded that the car and motorcycle parking spaces proposed on the site satisfactorily demonstrate compliance with the Performance Criteria of clause E9.5.1. It is important that the revised site plan indicating this location on the site does not impact and reduce the proposed number of car parking spaces and compliance with the Australian Standard.

COMMUNITY ENGAGEMENT

On 05/03/2018, Council received an application for the above development. Under Section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at Section 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 12/05/2018;
- (b) Making a copy of the proposal available in Council Offices from the 12/05/2018;
- (c) Notifying adjoining property owners by mail on 10/05/2018; and
- (d) Erecting a Site Notice for display from the 11/05/2018.

The period for representations to be received by Council closed on 28/05/2018.

REPRESENTATIONS

One representation was received within the prescribed 14-day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*. This is appended to the report as **Attachment 2**.

DISCUSSION

This comprehensive representation of objection has been received from the adjoining land owner and business operator at 22 Don Road. A precis of the concerns and a response to each is provided in Table 1.

This table is prefaced with the comment that the Planning Authority only has discretion to consider the merits of having lesser on-site vehicle parking spaces than is required by the Code Standard. There is no head of power in the Devonport Interim Planning Scheme 2013 to consider other matters that do not form part of this planning permit application.

Report to Planning Authority Committee meeting on 4 June 2018

Matter of concern	Comments and response
Existing business at 22 Don Road has already been impacted by inadequate parking on 18 Don Road.	This matter purportedly already exists and is not a matter for the Planning Authority to resolve in this application.
There is limited street parking between the Sorell Street intersection and the portion of Don Road immediately to the west. It is important to provide adequate off-street parking for new developments.	This is not a primary consideration for the Planning Authority to resolve with this application. However, if on street parking spaces are limited to service nearby businesses then the Planning Authority have the discretion to ensure that exacerbation of the issue retains the status quo by not allowing developments in the area to provide onsite parking below the minimum requirements.
The proposal makes no provision for an outside display of motorcycles.	Pre-application discussions with the applicant confirmed that the purpose of the addition was to have all motorbikes displayed within the showroom.
The proposed car parking spaces are not easily accessible which may result in customers parking next door at 22 Don Road if they have trailer on their vehicle.	The Traffic Impact Assessment has not commented on this being an issue. The Weeda drawings have indicated a car and trailer parking area adjacent to the Don Road public footpath between the property frontage and the building.
The alternative of 90-degree parking is a better option	This is a design consideration that has considerable merit but can only work if the building footprint was altered to allow more space for manoeuvring. Input into design is not a primary function of the Planning Department although it is acknowledged that various suggestions were made prior at the pre-application stage prior to the contents of the Traffic Impact Assessment being known.
The eastern driveway is less than 6 metres in width.	Civil engineering standards require a minimum width of 6m. This is a standard requirement along with the other technical specifications.
The future use of the building over both levels could be used for other purposes.	As indicated in the representation the building was previously used by others. As time, planning schemes and community demands change it is likely that further use and development will occur. The planning scheme provisions in effect at the time will determine the outcome.
The design indicates a storage area on the more expensive to construct second floor.	It is acknowledged that the second level storage area is a considerable floor space in comparison to the lower level showroom

Report to Planning Authority Committee meeting on 4 June 2018

<p>If this use is changed it may affect the car parking demand.</p>	<p>and associated retail and office areas. Access is only by an external stairway located on the northern wall.</p> <p>In the event that a change of use is proposed the zone and code requirements, building and plumbing matters and any consideration by TasWater will determine the outcome.</p>
<p>The Council should be consistent and insist on the required number of parking spaces being provided.</p>	<p>The structure of the planning scheme includes the compliant 'Acceptable Solutions' and the discretionary 'Performance Criteria'. There are some development standards that have one or the other and both to allow for those exceptions to the rule to be assessed on their merit. In this particular application there are PC that can be used to allow the applicant to demonstrate that an alternative solution is reasonable.</p> <p>The role of the Planning Authority is to determine, based on the professional advice provided to it, whether discretion should be exercised or not.</p>
<p>The application provides no measures to control noise and waste storage.</p>	<p>Noise control is not a planning consideration. The structure of the interim planning schemes was designed to exclude any matter that was provided for in other legislation.</p>

Table 1 – Precis of concerns in received representation.

FINANCIAL IMPLICATIONS

No financial implications are predicted unless an Appeal is lodged against the decision and legal counsel is required to assist in presenting evidence to the Tribunal.

RISK IMPLICATIONS

No risks are associated with determining this application.

CONCLUSION

The details of this project were originally submitted for comment in June 2017. Considerable effort and energy has been expended in requesting and gathering information to enable the application to be validated on 5 March 2018. The final details include a consultant planners report, a traffic engineers report, geotechnical report and TasWater correspondence and numerous drawings by the designer that have been subject to periodic review and amendment.

Although the details provided may not be entirely collaborative the identified discretionary component has been rigorously examined to determine whether merit exists to allow the application to proceed to permit.

ATTACHMENTS

1. Application - PA2018.0031 - 24 & 26 Don Road Devonport
2. Representation - Craig Storay - PA2018.0031 - 24 & 26 Don Road Devonport

RECOMMENDATION

Option A:

That the Planning Authority, pursuant to the provisions of the *Devonport Interim Planning Scheme 2013* and Section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2018.0031 and grant a Permit to use and develop land identified as 24 Don Road & 26 Don Road Devonport for the following purposes:

- Bulky Goods Store (showroom extension) - assessment against performance criteria of Code E9 for a reduction in vehicle parking spaces, ancillary storage and demolition of single dwelling

Subject to the following conditions:

1. Unless inconsistent with consequent conditions of this permit the use and development is to proceed generally in accordance with:
 - (a) The submitted plans referenced as Proposed Demolition of Timber Framed Cottage & Two Storey Extension to Retail Outlet & Detached Steel Framed Kit Shed for City Bike Centre Pty Ltd, Project 13117C as amended on 24/03/18 by Weeda Drafting & Building Consultants Pty Ltd copies of which are attached and endorsed as documents forming part of this Planning Permit.
 - (b) The Application for Planning Permit by EnviroPlan dated 7/12/2017.
 - (c) The 26 Don Road, Devonport Traffic Impact Assessment by Midson Traffic Pty Ltd dated February 2018.
2. The developer is to submit an amended plan(s) to Council for consideration of granting any approval before any site works commence that indicate the following detail:
 - (a) How compliance with clause 23.4.2 A1.2 of the Devonport Interim Planning Scheme 2013 achieves compliance with the Acceptable Solution of that Zone Standard;
 - (b) How compliance with condition 2(a) above still allows the variation to the parking space quantum to achieve compliance with the Acceptable Solutions of clause E9.6.1 A1.2 of the Code Standard of the Devonport Interim Planning Scheme 2013.
 - (c) How compliance with the parking space quantum required for workshop/ servicing for motorcycles, quadbikes is achieved per Table E9.1 of Code E9 of the Devonport Interim Planning Scheme 2013.
 - (d) How the proposed driveways can accommodate class "B99" vehicles and the proposed heavy vehicle and car/trailer combinations for horizontal swept paths and vertical clearances.
 - (e) How the design for internal driveway and parking is in accordance with the relevant off-street parking standard AS2890. Vehicular turning movements are to be demonstrated on the plan to meet the requirements of this standard,

and clearly shown on the drawings submitted in subsequent building permit application.

3. The developer is to ensure that all parking spaces for customers and staff are line marked, assigned and maintained as such for the duration of the activity.
4. The developer is to ensure that all loading and unloading of motorcycles and other goods whether by customers, employees and delivery personnel is undertaken from vehicles parked on the site.
5. The developer is to ensure that any outside display of motorcycles and other goods does not occur on any assigned parking spaces.
6. The developer is to comply with the conditions contained in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit, pursuant to section 56P(1) of the Water and Sewerage Industry Act 2008.
7. The developer is to take all reasonable steps during demolition and construction to prevent environmental effects occurring that might result in a nuisance. This includes no immediate off-site storage of associated building equipment and materials on public land and the pollutant effects from noise, water and air.
8. The developer is to ensure that stormwater discharge from the proposed development is adequately hydraulically detailed and designed by a suitably qualified hydraulic engineer for all storm events up to and including a 100-year Average Recurrence Interval (ARI) and for a suitable range of storm durations to adequately identify peak discharge flows.

As part of the design the hydraulic engineer is to limit discharge from the proposed development to that equivalent to only 50% of the existing lot being impervious. Peak discharge is to be limited by utilising suitably designed on-site stormwater detention systems. All design calculations are to be submitted as part of subsequent building and plumbing permit applications. The approved installation is to be connected to existing Council's stormwater infrastructure located at the rear of the property generally in accordance with the relevant Tasmanian Standard Drawings.

9. The developer is to design and install all driveway accesses for the proposed development generally in accordance with Tasmanian Standard Drawings TSD-R09. Included with this design is how any reinstatement of footpaths, barrier kerb and/or nature strip and any redundant crossovers to match the adjoining infrastructure and otherwise in accordance with the relevant Tasmanian Standard Drawings is to be achieved.
10. The developer is to ensure that the design for internal driveway and parking is in accordance with the relevant off street parking standard AS2890. Vehicular turning movements are to be demonstrated to meet the requirements of this standard, and clearly shown on the drawings submitted in subsequent building permit applications.

Note: The following is provided for information purposes.

Prior to commencing any building or plumbing work you are required to contact a Tasmanian registered Building Surveyor to determine the category of building approval required and contact the Council Permit Authority to determine the category of plumbing approval required.

In regard to condition 7 this includes ensuring that noise emitted from portable apparatus and hours of operation are within the scope indicated by the Environmental Management and Pollution Control (Noise) Regulations 2016.

In regard to condition 8 the existing stormwater main located at the rear of the development is to be protected from the proposed building works in accordance with Tasmanian Standard Drawing TSD-G03. Details of how this is to be achieved are to be submitted with the building and plumbing permit application.

In regard to condition 9 the developer's driveway design is to indicate the extent of reconstruction required both in the road reserve and adjoining properties. Full design drawings for the proposed driveways and adjoining infrastructure are to be submitted as part of the subsequent building permit applications.

OR

Option B:

That the Planning Authority, pursuant to the provisions of the *Devonport Interim Planning Scheme 2013* and Section 57 of the *Land Use Planning and Approvals Act 1993*, refuse application PA2018.0031 and not grant a Permit to use and develop land identified as 24 Don Road & 26 Don Road Devonport for the following reason:

The provision for parking as required by Clause E9.5.1 of the *Devonport Interim Planning Scheme 2013* for the use and development does not demonstrate compliance with the Performance Criteria of that Standard.

Author:	Shane Warren	Endorsed By:	Brian May
Position:	Planning Coordinator	Position:	Development Manager



Application for Planning Permit
Proposed Adhesion of Titles, Demolition of Timber Framed Cottage
& Two Storey Extension to Retail Outlet
& Detached Steel Framed Kit Shed

In the
Commercial Zone
24-26 Don Road, Devonport

Supporting Documentation

7/12/2017

Consultant Details

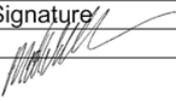


Mr. Micheal Wells GradDipUrbRegPlan.BEnvDes

Town Planner, Building Designer, Fire Engineer

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Document Status

Revision No	Author	Reviewer	Signature	Date
1 -217236		M. Wells		7/12/2017

The Certificate of Title for the subject site is C/T: 60204/2 (PID 6328971) and C/T: 60204/1 (PID 6328963). A copy of the title is provided as Annexure A.

The street address is 24-26 Don Road, Devonport and City Bike Centre Pty Ltd are the owners.



Figure 1 – Location of land 24-26 Don Road, Devonport

The 0.2420 ha property fronts onto Don Road and is located on northern side of the road.

Existing Use and Development

The current use of land is residential and a retail outlet. Currently there is a motor cycle retail outlet and a dwelling located on the properties.

Site Analysis

Topography

The land falls from south to north and has ease of access to Don Road on the southern side of the allotment.

Drainage

The site is connected to Council's stormwater system and is connected to TasWater's sewer reticulation system. Modifications / capping will be required as part of this application.

Land Capability

The land is not within a delineated area of the Land Capability Survey Tasmania and is not zoned as agricultural land nor is it in agricultural use; therefore this provision is not applicable.



Figure 2 – Land Capability of site, 24-26 Don Road, Devonport – source: www.thelist.tas.gov.au

Access

Access to the subject land is off Don Road via a formed crossover. The proposal intends on upgrading access to the site as part of the proposal.

Reticulated Services

Water, sewerage and stormwater reticulation services are located within the subject area. The site is already connected to these services however these are anticipated to be upgraded as part of this proposal.

Surrounding Property Use

- North is residential use;
- East is commercial use;
- South is commercial use; and
- West is commercial use.

Lands Limitations

Minor limitations have been identified within the subject site. There is a low risk area to the north western side of the site.



Figure 3 – Landslide Risk, 24-26 Don Road, Devonport – source: www.thelist.tas.gov.au

Proposal

The applicants, are seeking to adhere 2 titles, demolish a dwelling and construct a new showroom under the *Devonport Interim Planning Scheme 2013*.

The proposal includes a ground floor showroom with office and amenities with storage and window displays upstairs. In addition a new maintenance workshop is proposed to the rear of the allotment within the same location as the existing shed.

A copy of the proposal plans is included as Annexure B.

The applicant is applying to the Council, as the Planning Authority, to utilise its discretion and approve the development in accordance with the provisions of Section 57 of the *Land Use Planning and Approvals Act 1993*.

Planning Scheme Provisions

The applicable planning instrument is the *Devonport Interim Planning Scheme 2013* and the subject land is zoned as Commercial.

The relevant sections of the Planning Scheme are listed below for discussion. The relevant issue and item identifier is provided and states whether the proposal meets the Acceptable Solutions (AS) or the Performance Criteria (PC) for each relevant section. Issues that address the Performance Criteria are listed as “Discretionary” and discussion is put forward to the relevant points.

The clauses that are not applicable to the proposal have not been discussed.

The applicable Scheme standards for development in the Commercial Zone are described in the following relevant sections of the *Devonport Interim Planning Scheme 2013*:

23.0 COMMERCIAL ZONE

- 23.1.1 Zone Purpose Statements
- 23.1.2 Local Area Objectives
- 23.1.3 Desired Future Character Statements

23.2 Use Table

23.3 Use Standards

- 23.3.1 Discretionary Permit Use

23.4 Development Standards

- 23.4.1 Suitability of a site or lot for use or development
- 23.4.1 Location and configuration of development
- 23.4.3 Setbacks from zone boundaries

Part E Codes

- E2 Airport Impact Management Code
- E6 Hazard Management Code
- E7 Sign Code
- E9 Traffic Generating Use and Parking Code

Part F Special Area Plans

- There are no specific area plans in relation to the *Devonport Interim Planning Scheme 2013* that are relevant to the proposal.

23.0 Commercial Zone

23.1 Zone Purpose

23.1.1 Zone Purpose Statements

23.1.1.1- *To provide for large floor area retailing and service industries.*

23.1.2 Local Area Objectives

- a) *Commercial areas provide for activities that are typically unsuited for location within the Local Business, General Business or Central Business zone by reasons of a requirement for –*
 - i. *a large floor or site area for display, sale, storage or operation;*
 - ii. *immediate access to customer car parking and loading areas; and*
 - iii. *a high standard of freight transport and vehicle access and facilities for the delivery and collection of goods*
- b) *Commercial areas make efficient use of land and optimise available infrastructure through a priority for infill and redevelopment and adaptive re-use of existing sites and buildings*

23.1.3 Desired Future Character Statements

Use or development in a commercial area –

- a) *do not include a supermarket, department, or variety stores, or the specialist retailing of food, clothing, and carry-away consumer goods;*
- b) *provide buildings with large floor area and bulk;*
- c) *potentially attract a high volume and turn-over in freight transport, light commercial, and passenger vehicles;*
- d) *feature sites with –*
 - i. *well defined frontage access; and*
 - ii. *expansive external hard-seal and illuminated areas for display and storage of goods and for the movement, loading, and parking of vehicles;*
- e) *may feature prominent corporate liveries and signage in external building treatment and site appearance;*
- f) *may operate extended hours;*

- g) is not required to be comparable with the type and form of development on land in an adjoin zone; and
- h) has potential to impact on the amenity of use or development on adjacent land through factors associated with the operational characteristics of permitted use, including higher traffic volume, duration and frequency of activity, the type, form and scale of buildings, provision for vehicle parking, the presence and movement of people, extended or intermittent hours of operation, and a readily apparent visual or functional presence within an urban setting

23.2 Use Table

The proposal is a Discretionary Application described as 'Bulky Goods Sales' and 'Service Industry' in the Devonport Interim Planning Scheme 2013.

As the proposal includes the sales of clothing (i.e. helmets, jackets, boots, gloves etc) for motorcycle use and marketing; the application defaults to a Discretionary pathway under the Bulky Goods Sale pathway of the Scheme.

23.3 Use Standards

23.3.1 Discretionary Permit Use

Objective:

Use in this zone that is a discretionary permit use is to –

- a) provide for large format and bulky goods retail, trade support, and service industries uses;
- b) excludes general retailing, including beverages, food and clothing; and
- c) complement and enhance the drawing power of alternate retail and business areas

Performance Criteria P1

Discretionary permit use must –

- a) be consistent with local area objectives;
- b) be consistent with any applicable desired future character statement;
- c) be required to service requirements of the municipal or regional resident and visitor population; and
- d) minimise potential to have immediate, incremental or cumulative adverse effect on the municipal and regional pattern of retail and service provision

Discussion

The proposal is consistent with the local area objectives as it a commercial activity that has a large floor area for the display, storage and sales of products. It has immediate customer parking and loading areas with considers freight and handling and makes efficient use of the land and available infrastructure complying with P1(a). It is consistent with the applicable desired future character statements where it provides large floor areas with a well-defined frontage access with expansive hard seal areas for stock displays complying with P1(b).

The development is required to service the local community and visitor population as it is a specialist service and does not have a detrimental effect on the municipal and regional pattern of retail and service complying with P1(c) and (d).

23.4 Development Standards

23.4.1 Suitability of a site or lot for use or development

Objective:

The minimum properties of a site and of each lot on a plan of subdivision are to –

- a) provide a suitable development area for the intended use;
- b) provide access from a road; and
- c) make adequate provision for connection to a water supply and for the drainage of sewage and stormwater

Acceptable Solutions A1

A site or each lot on a plan of subdivision must –

- a) have a site area of not less than 1,000m² excluding any access strip; and
- b) if intended for a building, contain a building area of not less than 500m² –
 - i. clear of any applicable setback from a frontage, side or rear boundary;
 - ii. clear of any applicable setback from a zone boundary;

- iii. clear of any registered easement;
- iv. clear of any registered right of way benefiting other land;
- v. not including land required as part of access to the site;
- vi. accessible from a frontage or access strip; and
- vii. clear of any area required for the on-site disposal of sewage or stormwater

Discussion

The proposal site is greater than 1000m² and is intended for a building greater than 500m² and is contained within the allotment satisfying A1 above.

Acceptable Solutions A2

A site or each lot on a subdivision plan must have a separate access from a road –

- a) across a frontage over which no other land has a right of access; and
- b) if an internal lot, by an access strip connecting to a frontage over land not required as the means of access to any other land; or
- c) by a right of way connecting to a road -
 - i. over land not required as the means of access to any other land; and
 - ii. not required to give the lot of which it is a part the minimum properties of a lot in accordance with the acceptable solution in any applicable standard; and
 - d) with a width of frontage and any access strip or right of way of not less than 10.0m; and
- e) the relevant road authority in accordance with the Local Government (Highways) Act 1982 or the Roads and Jetties Act 1935 must have advised it is satisfied adequate arrangements can be made to provide vehicular access between the carriageway of a road and the frontage, access strip or right of way to the site or each lot on a proposed subdivision plan.

Discussion

The proposal site has access off Don Road via an existing access. Council have previously approved the access arrangements and the frontage is greater than 10m complying with A2(a), (d) and (e).

Acceptable Solutions A3

A site or each lot on a plan of subdivision must be capable of connecting to a water supply provided in accordance with the Water and Sewerage Industry Act 2008

Discussion

The site is already connected to TasWater's infrastructure

Acceptable Solutions A4

A site or each lot on a plan of subdivision must be capable of draining and disposing of sewage and waste water to a sewerage system provided in accordance with the Water and Sewerage Industry Act 2008

Discussion

The site is already connected to TasWater's infrastructure

Acceptable Solutions A5

A site or each lot on a plan of subdivision must be capable of draining and disposing of stormwater to a stormwater system provided in accordance with the Urban Drainage Act 2013

Discussion

The site is already connected to Council' infrastructure

23.4.2 Location and configuration of development

Objective:

The location and configuration of development is to –

- a) provide for the efficient use of land;
- b) provide for buildings, service activity and vehicle parking to accommodate bulky goods, large format retailing and service industry use;
- d) assist to attenuate likely impact on amenity of use on adjacent land

Acceptable Solutions A1**Performance Criteria P1**

The setback of a building must

- a) *be consistent with prevailing frontage setbacks for any existing and approved building on the site or on adjacent land from the frontage to a road identified in the table to this clause;*
- b) *provide a transitional space between the road and any industrial use on the site sufficient to buffer or screen the site to view from a road; and*
- c) *provide measures to attenuate visual impact of the site.*

Discussion

The setback of the proposed building is consistent with the streetscape as evidenced in aerial figure 1 above complying with P1(a) above. The transitional space between the road and the building is broken with a 2.5m wide nature strip providing a consistent transition into the site. The use of the site showcases motorcycles within the building and no industrial uses are visible from the road complying with P1(b). The building contains large glazed areas on the frontage which reduce visual bulk and massing which attenuates the visual impact on the site complying with P1(c).

Acceptable Solutions A2

Building height must not be more than 10.0m

Discussion

The building height is under 10m as shown on drawing 13117 – 5 of 25 complying with A2

23.4.3 Setback from zone boundaries**Objective:**

Use or development of land adjoining land in another zone is to minimise –

- (a) *likelihood for conflict, interference, and constraint between the use or development of land in the zone and sensitive use of land in an adjoining zone; and*
- (b) *unreasonable impact on the amenity of use on land beyond the boundaries of the zone*

Acceptable Solutions A1

Development must

- a) *be setback from the boundary of land in an adjoining zone by not less than the distance for that zone as shown in the Table to this Clause*
- b) *not include within the setback area required from a boundary to land in a zone shown in the Table to this Clause*
 - i. *a building or work;*
 - ii. *vehicular or pedestrian access from a road if the boundary is not a frontage;*
 - iii. *vehicle loading or parking area;*
 - iv. *an area for the display, handling, operation, manufacturing, processing, servicing, repair, or storage of any animal, equipment, goods, plant, materials, vehicle, or waste;*
 - v. *an area for the gathering of people, including for entertainment, community event, performance, sport or for a spectator facility;*
 - vi. *a sign orientated to view from land in another zone; or*
 - vii. *external lighting for operational or security purposes; and*
- c) *a building with an elevation to a zone boundary to which this clause applies must be contained within a building envelope determined by –*
 - i. *the setback distance from the zone boundary as shown in the Table to this Clause; and*
 - ii. *projecting upward and away from the zone boundary at an angle of 45° above the horizontal from a wall height of 3.0m at the setback distance from the zone boundary; and*
- d) *the elevation of a building to a zone boundary must not contain an external opening other than an emergency exit, including a door, window to a habitable room, loading bay, or vehicle entry*

Discussion

The rear workshop is located 4m off the northern boundary complying with A1(a). The building is not within the setbacks to another zone and complies with the provisions of A1(b) above.

The proposed new shed is 4m from the rear boundary and is contained within the building envelope from the zone boundary and does not contain an opening, loading area or vehicle entry complying with A1(c) and (d) above.

Table to Clause 23.4.3 A1

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

Part E Codes

E1 Bushfire-Prone Areas Code – Not Applicable

The proposal is not a hazardous use, a vulnerable use or a subdivision and therefore is not subject to the provisions of the Code.

E2 Airport Management Code – Not Applicable

The proposal is located within the areas defined within the Air Navigation Services – Aircraft Operations Surfaces on planning scheme maps and is therefore applicable to the code.

E2.5 Use Standards

E2.5.1 Exposure to Aircraft Noise

The proposal is located approximately 4.2 miles (6.9 km) ('as the crow flies') west of the main runway. This approach to the runway is seldom used as the predominant wind conditions on the north-west coast of Tasmania are westerly and this approach is only used in easterly conditions.

Assuming the typical glideslope of 3° to the approach to the runway and a rate of descent of 300 ft per nautical mile to remain on that glideslope; the aircrafts glideslope should be 1108 ft (337m) above the proposed building on approach (factoring in site elevations AHD to the AHD of the airport).

The effects of continuous dB exposure for site is between 80-90dB which could cause damage over a continuous 8 hour exposure. Therefore; given the seldom approach noise on easterly conditions where damage is like to occur with continuous expose – the likelihood of aircraft to cause harm to human health or to interfere with the amenity of the site is extremely unlikely especially considering the distance from the point source.

E2.5.1 Exposure to Aircraft Noise**Objective**

- a) *The likelihood for aircraft noise to cause harm to human health or to unreasonably interfere with the amenity of non-airport use is to be minimised; and*
- b) *Non-airport use is to minimise likely interference or constraint on the operation of an airport*

Acceptable Solutions – A1

- (a) *The use must be –*
- i. *An 'Acceptable' use class for the applicable ANEF noise exposure level as shown on the Table to this clause;*
 - or
 - ii. *An 'Acceptable' use class subject to conditions for the ANEF noise exposure level as shown on the Table to this clause;*
- (b) *Building construction must satisfy AS 2021 (2000) with respect to interior noise levels for the use class; and*
- (c) *The owner of the site has given written consent for an agreement in accordance with Part 5 of the Land Use Planning and Approvals Act 1993 to be registered on the title indicating likely exposure of use or development to noise nuisance from operations at the airport.*

Use Class	Nominated ANEF level	Acceptable
Group 1	Less than 20 ANEF	20-25 ANEF (to Conditions)
<i>Business and professional services</i>		
<i>Food services</i>		
<i>Domestic animal, breeding, boarding or training</i>		
<i>General retail and hire</i>		
<i>Hotel industry</i>		
<i>Research and development</i>		
<i>Service industry</i>		
<i>Tourist operations</i>		
<i>Vehicle fuel sales and service</i>		
<i>Visitor accommodation</i>		
Group 2	Less than 20 ANEF	20-25 ANEF (to Conditions)
<i>Community meeting and entertainment</i>		
<i>Custodial facility</i>		
<i>Educational and occasional care</i>		
<i>Hospital services</i>		
<i>Residential</i>		
<i>Sports and recreation (if including any club and social rooms)</i>		
Group 3	Less than 20 ANEF	20-25 ANEF
<i>Bulky goods sales</i>		
<i>Crematoria and cemeteries</i>		
<i>Extractive industry</i>		
<i>Manufacturing and processing</i>		
<i>Natural and cultural resource management</i>		
<i>Passive recreation</i>		
<i>Pleasure boat facilities</i>		
<i>Recycling and waste disposal</i>		
<i>Resource development</i>		
<i>Resource processing</i>		
<i>Sports and recreation (not involving club and social rooms)</i>		
<i>Storage</i>		
<i>Transport depot and distribution</i>		
<i>Utilities</i>		
<i>Vehicle parking</i>		

Table E1.5.1 to Clause**Discussion:**

The internal fit-out of the proposal shall comply with the AS 2021 (2000) with respect to interior noise levels for a Bulky Goods Sales.

E2.6 Development Standards**E2.6.1 Information Requirements**

It is highly unlikely that the proposal will have a significant adverse effect on human health, public safety or amenity or operational airspace or the function of aviation facilities.

E2.6.2 Protection of operational airspace**Objective:**

Development is to maintain –

- a) *efficient operation and safety of aircraft in operational airspace; and*
- b) *function of aviation facilities*

Acceptable Solution – A1

Use or development must not –

- (a) *Penetrate the Obstacle Limitation Surface (OLS); or*
- (b) *Interfere with operation of aviation facilities*

Discussion:

The use or development does not penetrate the OLS of aircraft operations and is sited under the canopy level of surrounding trees and is consistent with building heights within the area. Likewise the development does not interfere with the operation of aviation facilities as it is a commercial building.

E2.6.3 Public Safety Areas**Objective:**

The likelihood for risk to use from the effect of aircraft accidents near the end of a runway in association with take-off or landing is to be minimised

Discussion:

The use or development is not within the public safety area of the airport.

E3 Clearing and Conversion of Vegetation Code – Not Applicable

The proposal does not seek to modify any existing native vegetation communities, habitats or areas of vegetation and therefore this Code is not applicable to this application.

E4 Change in Ground Level Code – Not Applicable

The proposal does not alter any ground levels to existing or natural ground levels and therefore this Code is not applicable to this application.

E5 Local Heritage Code – Not Applicable

The proposal does not contain any heritage issues and therefore this Code is not applicable to this application.

E6 Hazard Management Code**E6.5.2 Use likely to be exposed to a natural hazard****Objective:**

The level of likely risk from exposure to a natural hazard is tolerable for the nature and duration of a use.

Acceptable Solution – A1

If a use is on land within an area of risk from exposure to a natural hazard as shown on a map forming part of this planning scheme –

- a) *use must not be for a critical use, a hazardous use, or a vulnerable use;*
- b) *use must not be residential use if the level of risk is medium or higher; and*
- c) *a hazard risk assessment must demonstrate a tolerable level of risk can be achieved and maintained for the nature and duration of the use.*

Discussion:

The use is not a critical, hazardous or vulnerable use and not a residential use and is a low level risk on previously developed land.

E6.6.2 Development on land exposed to a natural hazard**Objective:**

The level of likely risk from exposure to a natural hazard is to be tolerable for the type, form, scale and duration of each development

Acceptable Solution – A1

If the site is within an area of risk shown on a natural hazard map forming part of this planning scheme –

- a) a hazard risk assessment must determine –
 - i. there is an insufficient increase in risk to warrant any specific hazard reduction or protection measure; or
 - ii. a tolerable level of risk can be achieved for the type, form, scale and duration of the development; and
- b) if a hazard risk assessment established need to involve land on another title for hazard management consistent with the objective, the consent in writing of the owner of that land must be provided to enter into a Part 5 agreement to be registered on the title of the land and providing for the effected land to be managed in accordance with recommendations for hazard management

Discussion:

The area identified on the planning scheme map is

E7 Sign Code**E7.6 Development Standards****Objective:**

Signs –

- a) may be an integrated element of development on a site; and
- b) must not have adverse effect for –
 - i. the convenience and safety of people and property, including of any road, rail, air or marine transport system;
 - ii. amenity and character of any rural, urban or conservation setting; or
 - iii. the conservation and protection of any special value identified in a provision forming part of this planning scheme

Acceptable Solution – A1

Signs must –

- a) identify an activity, product, or service provided on the site;
- b) if on a site in a General Residential, Low Density Residential, Rural Living; or Environmental Living zone, must –
 - i. comprise not more than 2 display panels;
 - ii. be fixed flat to the surface of a building below the eave line; and
 - iii. have a total combined area of not more than 5.0m²;
- c) if on a site in any other zone, must –
 - i. comprise not more than 5 display panels;
 - ii. have a total combined area of not more than 50.0m²;
 - iii. be separated from any other freestanding or projecting sign by not less than 10.0m
 - iv. be fully contained within the applicable building envelope and –
 - a) not extend above the parapet or the ridge of a roof; or
 - b) if a free-standing sign, have a height above natural ground level of not more than 5.0m;
 - v. not involve a corporate livery, colour scheme, insignia or logo applied to more than 25% of the external wall surface of each elevation of a building;
 - vi. not be located in an access strip, loading area, or car park;
 - vii. not be animated, scrolling or otherwise continuously or intermittently changing, flashing or rotating as a part of the operation of the sign unless providing advisory or safety information;
 - viii. not resemble any air or marine navigation device, or a railway or road traffic control or directional device or sign;
 - ix. not visually obscure any sign or device required for the convenience and safety of air or marine navigation or for use of a railway or a road; and
 - x. not cause illumination that overflows the boundaries of the site; and
- d) not be on land for which a Local Heritage Code forming part of this planning scheme applies

Discussion:

The proposed signage is located on the façade of the building in the centre and above the windows of the front elevation shown on drawing 13117-5 of 25 and reflects the products and services provided on the site complying with A1(a) and complies with A1(b) and is not within a local heritage area complying with A1(d).

E8 Telecommunication Code – Not Applicable

The proposal is for a residential dwelling and does not contain any telecommunications infrastructure and therefore this Code is not applicable to this application.

E9 Traffic Generating Use and Parking Code**E9.5 Use Standards****E9.5.1 Provision for parking****Objective:**

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

Performance Criteria – P1

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

Discussion:

The planning scheme assigns car parking space based upon land size for motor showrooms. Given that the proposed building is a motorcycle dealership with physically smaller stock items within a niche market; it is unnecessary to require the same quantity of car parking spaces based on the size of the site as that of a car / truck / boat or caravan retailer.

As such the development caters to the projected intensity of the use and is purposefully designed to meet the operational needs of the business.

Given that the customer base is orientated around motorcycles it is anticipated (as well as known through current trading conditions) that a large majority of customer traffic visiting the site is done so on a motorcycle with regular turnaround to and from the site. Further (and through current trading conditions) it was identified that a customer loading / unloading area was required on the frontage of the site to aid in requirements for parking complying with P1 above.

E9.5.2 Provision for loading and unloading vehicles**Objective:**

Provision is made for conveniently located and accessible areas for the loading and unloading of goods and materials and for the pick-up and set-down of passengers from vehicles

Acceptable Solution – A1

There must be provision within a site for –

- a) *on-site loading area in accordance with the requirement in the Table to this Code; and*
- b) *passenger vehicle pick-up and set-down facilities for business, commercial, educational and retail use at the rate of 1 space for every 50 parking spaces*

Discussion:

Loading and unloading spaces are provided for within the site as demonstrated in drawing 13117-19a of 25

E9.6.1 Design of vehicle parking and loading areas**Objective:**

Vehicle circulation, loading, and parking areas–

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

Acceptable Solution – A1.1

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

Acceptable Solution – A1.2

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

- a) Be in accordance with AS/NZS 2890.1 (2004) – Parking Facilities - Off Street Car Parking;
- b) Be in accordance with AS/NZS 2890.2 (2002) Parking Facilities - Off Street Commercial Vehicles;
- c) Be in accordance with AS/NZS 2890.3 (1993) Parking Facilities – Bicycle Parking Facilities;
- d) Be in accordance with AS/NZS 2890.6 Parking Facilities - Off Street Parking for People with Disabilities;
- e) Each parking space must be separately accessed from the internal circulation aisle within the site;
- f) Provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space; and
- g) Be formed and constructed with compacted sub-base and an all-weather surface.

Discussion:

The proposal collects stormwater as per the submission plans and is in accordance with ASNZ 2890.1 & .2 as demonstrated in the submission plans complying with A1.1 & 2 above.

Acceptable Solution – A2

Design and construction of an access strip and vehicle circulation, movement and standing areas for use or development on land within the Rural Living, Environmental Living, Open Space, Village, or Environmental Management zones must be in accordance with the principles and requirements for in the current edition of Unsealed Roads Manual – Guideline for Good Practice ARRB

Discussion:

Not Applicable – the site is within the commercial zone.

E10 Water and Waterways Code – Not Applicable

The proposal is located approximately 948 metres away from the nearest water body to; exceeding the 30 metre requirement and therefore the Code is not applicable to this application.

Conclusion

This supporting documentation demonstrates that the proposal of an adhesion of titles and *demolition of timber framed cottage & two storey extension to retail outlet & detached steel framed kit shed* supports and furthers the Planning Scheme aims and objectives, relevant Clauses and Schedules as set out for the proposed development within the Commercial Zone.

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

With the above in mind, a planning permit for a *demolition of timber framed cottage & two storey extension to retail outlet & detached steel framed kit shed* at 24-26 Don Road, Devonport is respectfully sought from the Planning Authority.





City Bike Centre Pty Ltd
26 Don Road, Devonport
Traffic Impact Assessment
February 2018





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1. Introduction

1.1 Background

Midson Traffic were engaged by City Bike Centre Pty Ltd to prepare a traffic impact assessment for a proposed shop redevelopment at 24-26 Don Road, Devonport.

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*, 2009.

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 E9, *Traffic Generating Use and Parking Code*, of the Devonport Interim Planning Scheme, 2013.

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:

- 22 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.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 24-26 Don Road, Devonport. The existing site of 26 Don Road contains the current City Bike Centre showroom. The proposal will incorporate land at 24 Don Road, which is currently a residential dwelling.

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



Figure 1 Subject Site & Surrounding Road Network



Image Source: LIST Map, DPIPW

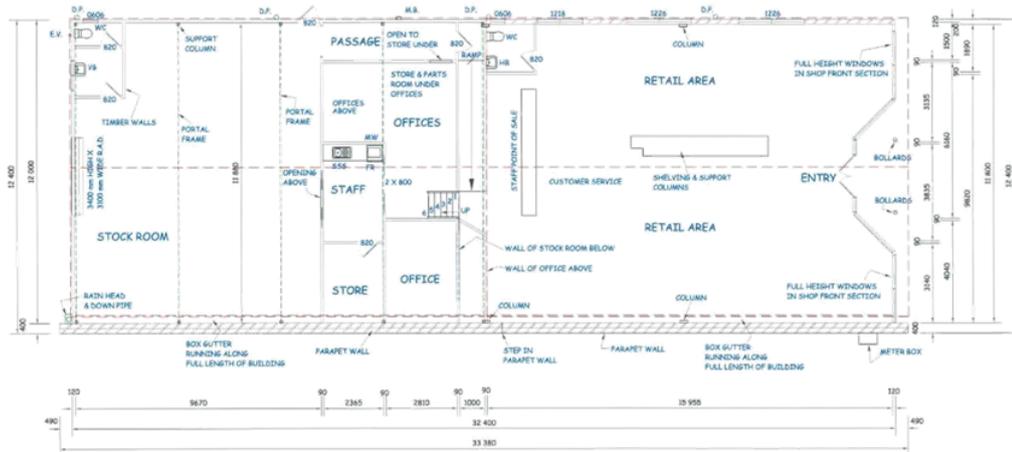
The existing City Bike Centre building has the following floor areas:

- Retail area - 199m²
- Store area - 203m²
- TOTAL area - 402m²

The existing layout is shown in Figure 2.



Figure 2 Existing Store Layout



1.6 Reference Resources

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

- Devonport Interim Planning Scheme, 2013 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, *Guide to Road Design*, Part 4A: Unsignalised and Signalised Intersections, 2009
- DSG, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- 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)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)
- Australian Standards, AS2890.2, *Off-Street Commercial Parking Facilities*, 2002 (AS2890.2)
- Australian Standards, AS2890.6, *Parking for Persons with a Disability*, 2009 (AS2890.6)



2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Don Road, Nixon Street, Sorell Street and Lovett Street.

Don Road is a major arterial road that runs between Bass Highway and Steele Street. It has a mix of commercial and residential land use fronting along its length. Don Road has a posted speed limit of 60-km/h. It carries approximately 8,000 vehicles per day near the subject site.

Don Road adjacent to the site is shown in Figure 3.

Figure 3 Don Road adjacent to site



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 2013 and 31st December 2017 for Don Road between Nixon Street and Sorell Street.

The findings of the crash data are summarised as follows:

- A total of 21 crashes were reported during this time.
- Crash severity: Of these crashes, 6 resulted in injury (1 serious and 5 minor injury).



- **Crash types:** The dominant crash types were: 4 x 'cross-traffic'; 4 x 'right-near'; 4 x rear-end (various rear end types); and 2 x 'right-through'.
- **Day of week:** Weekend crashes were dominant, with 5 crashes reported on both Saturdays and Sundays. Thursdays and Fridays had 4 crashes reported each.
- **Time of day:** The majority of crashes were reported between 7:00am and 7:00pm (19 crashes).
- **Vulnerable road users:** 1 crash involved a pedestrian at the intersection of Sorell Street. This crash occurred at 12:30pm on Sunday 5th March 2017 and involved minor injury. No crashes were reported that involved bicyclists or motorcyclists.
- **Crash locations:** 10 crashes were reported at the Sorrel Street/ Lovett Street intersection; 5 crashes were reported at the Nixon Street intersection; 6 crashes were reported mid-block in Don Road. The crash locations are shown in Figure 4.

The crash history does not indicate that there are any pre-existing road safety deficiencies in the road network near the subject site.

Figure 4 Spatial Location of Crashes



Source: Department of State Growth



3. Proposed Development

3.1 Development Proposal

The proposed development involves the demolition of an existing dwelling at 24 Don Road and the construction of the following components:

- Expansion of retail area - 560.05 m² (including existing area)
- Store area - 98.2 m² (ground floor)
- Warehouse (storage) - 654.1 m² (upper floor)

The proposed development is shown in Figure 5.

Figure 5 Proposed Development Plans – Ground Floor

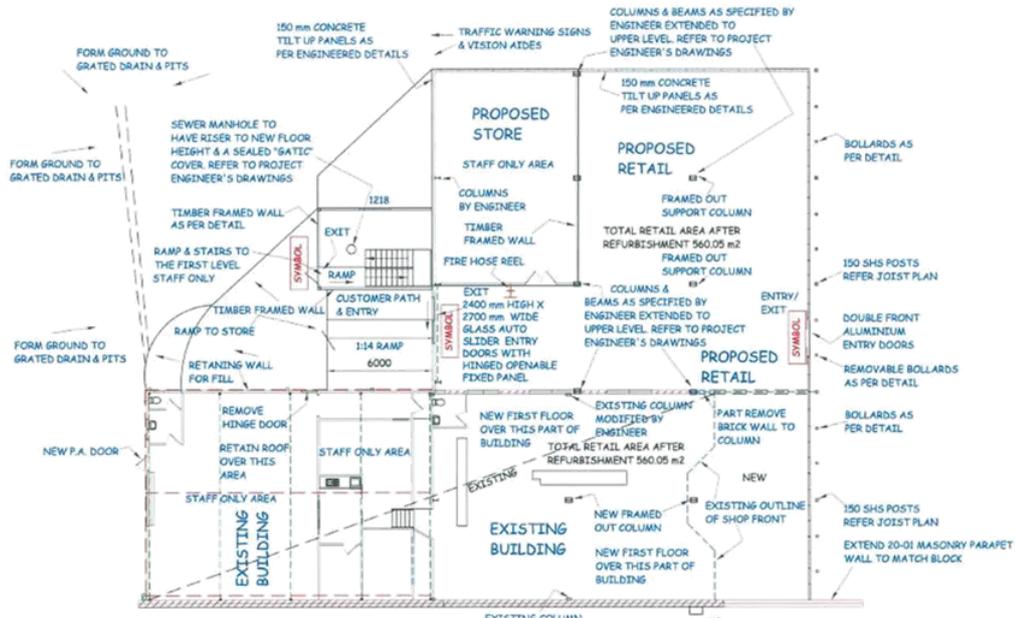
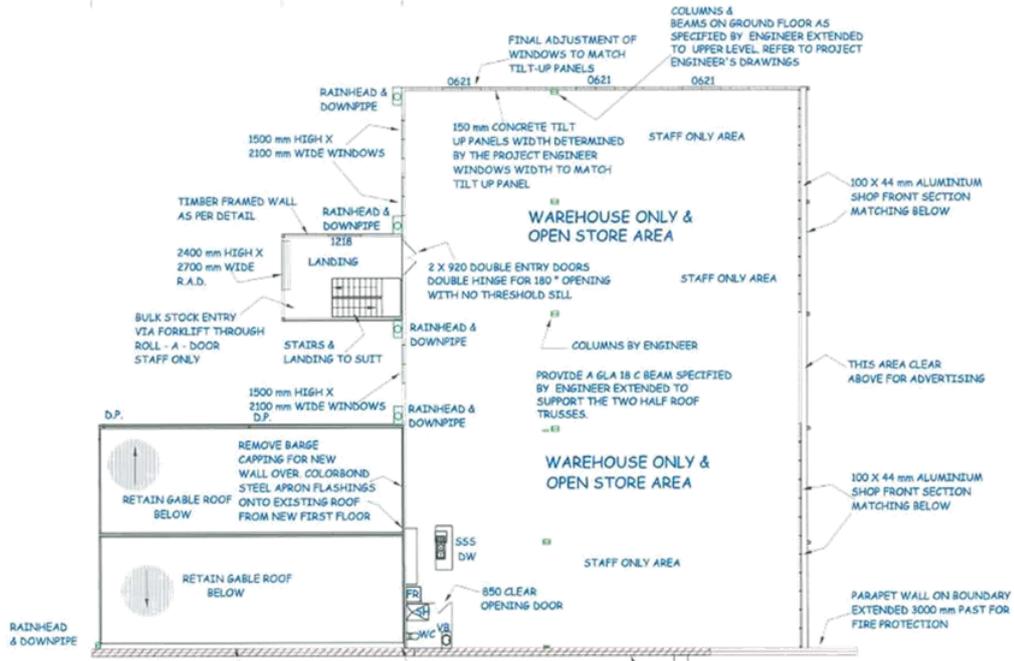




Figure 6 Proposed Development Plans – Upper Level





4. Traffic Impacts

4.1 Traffic Generation

Traffic generation rates were sourced from the RMS Guide. The most appropriate trip generation rate is 'motor showrooms', which has typical trip generation rate of 0.7 trips per 100m² of site area. This equates to a peak generation of 4 trips per hour (based on the shop area of 560m²). The daily traffic generation would be approximately 40 trips per day.

The store area is considered to be ancillary to the main shop area, but traffic generation was also considered for this component of the development. The RMS Guide states typical generation of 4 trips per 100m² GFA per day, with a peak generation of 0.5 trips per 100m² GFA. This equates to:

- 30 trips per day
- 4 trips per hour during peak periods

The trips associated with the store areas would relate to staff movements and deliveries.

The total traffic generation of the development would therefore be 70 trips per day, with a peak of 8 trips per hour.

4.2 Access Impacts

The development proposes two accesses to the site: one near the eastern and western boundaries of the site. The existing City Bike Centre has two accesses in a similar configuration, however the new development expands the width of the site, thus reducing the total accesses from 3 to 2 (removal of the existing residential access at 24 Don Road).

Austroroads requires a minimum Safe Intersection Sight Distance of 114 metres for a design speed of 60-km/h. The available sight distance exceeds the requirement for 60-km/h once drivers position themselves to see past parked cars on the northern side of Don Road (as shown in Figure 3).

4.3 Pedestrian Impacts

The proposed development is likely to generate only a small amount of pedestrian activity associated with the redevelopment of the City Bike Centre.

The site is well serviced by pedestrian infrastructure, including well defined pedestrian paths to the surrounding road network. This includes pedestrian crossing facilities at the signalised intersection of Don Road/ Lovett Street/ Sorell Street junction.

4.4 Traffic Efficiency

The forecast peak hour traffic generation of 8 vehicles per hour will not have any significant detrimental impact on the traffic efficiency of the surrounding road network based on the existing traffic volumes on



Don Road (noting that traffic volumes will be largely unchanged from existing conditions and traffic generation associated with the existing residential dwelling will be removed from the network).

4.5 Road Safety Impacts

No significant adverse road safety impacts are foreseen for the proposed development, as the predicted future peak traffic generation of 8 vehicles per hour is not significant enough to exacerbate any current road safety deficiencies based on the following:

- Access to the site is improved through the removal of a driveway. There are no identified road safety issues associated with the existing accesses to the site based on available crash data.
- Adequate sight distance is available at the proposed access on Don Road for the prevailing vehicle speeds.
- There is sufficient spare capacity in Don Road and the surrounding road network to absorb the small predicted peak hour traffic generation from the proposed development.
- The accesses are located in a predominantly 'commercial' environment and as such, traffic movements into and out of the site will not be seen as an unusual event by other motorists.



5. Parking Assessment

5.1 Parking Provision

The existing site provides on-site parking for approximately 6 parking spaces in total. The proposed development increases on-site parking to:

- 13 car parking spaces (including 1 disabled space)
- 5 workshop and staff parking spaces (3 undercover)
- 1 loading bay
- 9 motorcycle parking spaces

This equates to 18 car parking spaces total, 9 motorcycle spaces and 1 loading bay.

5.2 Parking Demands

The City Bike Centre is a low volume sales retail showroom. Sales of quad bikes, utility vehicles and large motorbikes are infrequent due to their relatively high price. Sales of accessories and servicing are also relatively infrequent due to the specialised nature of the business.

The existing store typically has 10 to 20 customers per day. The peak in-store patronage at any time would be 3 to 4 people. As a result, the customer parking demands typically peak at 3 to 4 cars. On-site observations on a busy Wednesday 31st January confirmed a peak parking demand of 3 cars.

The proposed development will increase the floor area to enable products to be better displayed. Storage is also provided for excess stock. The market for motorbike and quadbike sales is considered to be relatively stable and City Bike Centre currently achieves good market share, thus the increased floor area is unlikely to result in increased sales and proportionally increased parking demands.

Regardless of this, if the parking demands were proportional to retail floor area, the customer parking demands would increase to approximately 6 parking spaces. When considering the on-site staff parking requirements, the parking demands are likely to be in the order of 10 spaces. The provision of 13 parking spaces caters for this likely demand.

It is further noted that the demands for motorbike parking is likely given the nature of the retail (customers purchasing parts or accessories for motorbikes, etc). Anecdotally, motorbike arrivals account for approximately 30% to 40% of all arrivals. Staff are also likely to utilise motorcycle parking spaces. The development proposes 9 motorcycle parking spaces to cater for this demand.



5.3 Planning Scheme Requirements

Acceptable Solution A1 of Clause E9.5.1 of the Planning Scheme states "the minimum number of on-site vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table to this Code".

Table E9.1 requires the following parking provision:

- Bulky Goods Sales – 1 space per 50m² gross floor area
- Storage – 1 space per 300m² gross floor area + 1 space per 40m² gross floor area office area

Based on a gross sales floor area of 560m², storage area of 654m², and office area of 201m² (existing area), Table E9.1 requires the following car parking provision:

- Bulky Goods Sales – 11.2 spaces
- Storage – 2.2 spaces
- Office – 5.0 spaces
- TOTAL - 19 spaces (rounded up from 18.4 spaces)

The development provides a total of 18 on-site parking spaces (including 1 disabled parking space) and 1 small delivery area. It could therefore be argued that the development meets the minimum requirements of Acceptable Solution A1 of Clause E9.5.1 of the Planning Scheme when including the delivery area as a parking space.

It is noted however that the workshop spaces are likely to be utilised for servicing of vehicles, and the space adjacent to the workshop (space 1 in the north-eastern corner of the site) can only be accessed by a small vehicle. On this basis, the development does not comply with the requirements of Acceptable Solution A1 of Clause E9.5.1 of the Planning Scheme.

The Performance Criteria P1 of Clause E9.5.1 states:

"(a) It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking; or

(b) Adequate and appropriate provision must be made for vehicle parking to meet -

(i) anticipated requirement for the type, scale, and intensity of the use;

(ii) likely needs and requirements of site users; and

(iii) likely type, number, frequency, and duration of vehicle parking demand".



The following is relevant with respect to the development:

- a. Not applicable (parking is provided on-site).
- b. The actual parking demands were assessed in Section 5.2. The parking provision was demonstrated to cater for the likely demands associated with the development (including motorcycle parking demands).

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause E9.5.1 of the Planning Scheme.

5.4 Motorcycle Parking

A total of 13 motorcycle parking spaces are proposed on-site.

5.5 Car Parking Layout

The requirements of car parking layout are set out in Clause E9.6.1 of the Planning Scheme. This is reproduced in Table 1

**Table 1 Car Parking Layout**

Objective:	
Vehicle circulation, loading, and parking areas-	
<ul style="list-style-type: none"> (a) protect the efficient operation and safety of the <u>road</u> from which access is provided; (b) promote efficiency, convenience, safety, and security for vehicles and users; and (c) provide an appropriate layout and adequate dimension to accommodate passenger or freight vehicle associated with use of the <u>site</u> 	
Acceptable Solutions	Performance Criteria
A1.1	P1
All <u>development</u> must provide for the collection, drainage and disposal of stormwater; and	The layout and construction of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must be adequate and appropriate for -
A1.2	
Other than for <u>development</u> for a <u>single dwelling</u> in the General Residential, Low Density Residential, Urban Mixed Use and Village zones, the layout of <u>vehicle parking area, loading area, circulation aisle and manoeuvring area</u> must -	<ul style="list-style-type: none"> (a) the nature and intensity of the use; (b) effect of size, slope and other physical characteristics and conditions of the site; (c) likely volume, type, and frequency of vehicles accessing the site; (d) likely demand and turnover for parking; (e) delivery and collection vehicles; (f) familiarity of users with the vehicle loading and vehicle parking area; (g) convenience and safety of access to the site from a road; (h) safety and convenience of internal vehicle and pedestrian movement; (i) safety and security of site users; and (j) the collection, drainage, and disposal of stormwater
<ul style="list-style-type: none"> (a) Be in accordance with AS/NZS 2890.1 (2004) - Parking Facilities - Off Street Car Parking; (b) Be in accordance with AS/NZS2890.2 (2002) Parking Facilities - Off Street Commercial Vehicles; (c) Be in accordance with AS/NZS 2890.3 1993) Parking Facilities - Bicycle Parking Facilities; (d) Be in accordance with AS/NZS 2890.6 Parking Facilities - Off Street Parking for People with Disabilities; (e) Each <u>parking space</u> must be separately accessed from the internal circulation aisle within the <u>site</u>; (f) Provide for the forward movement and passing of all vehicles within the <u>site</u> other than if entering or leaving a loading or <u>parking space</u>; and (g) Be formed and constructed with compacted sub-base and an all-weather surface. 	



requirements of the City Bike Centre (and an improvement on the current conditions based on the increased frontage of the site on Don Road). It is further noted that the nature of the business as a low volume high quality product means that sales are infrequent, thus requiring less frequent delivery of goods.

The loading area provision therefore meets the requirements of Performance Criteria P1(b) of Clause E9.5.2 of the Planning Scheme.

Table 2 Planning Scheme Loading Requirements

Objective:	
Provision is made for conveniently located and accessible areas for the loading and unloading of goods and materials and for the pick-up and set-down of passengers from vehicles	
Acceptable Solutions	Performance Criteria
A1	P1
<p>There must be provision within a <u>site</u> for -</p> <p>(a) <u>on-site loading area</u> in accordance with the requirement in the Table to this Code; and</p> <p>(b) passenger vehicle pick-up and set-down facilities for business, commercial, educational and retail use at the rate of 1 space for every 50 parking spaces</p>	<p>(a) It must be unnecessary or unreasonable to require arrangements for loading and unloading of vehicles; or</p> <p>(b) Adequate and appropriate provision must be made for the loading and unloading of vehicles to meet-</p> <p>(i) likely volume, type and frequency of vehicles associated with the delivery and collection of goods and passengers; and</p> <p>(ii) likely frequency and duration of requirements for delivery and collection of goods or people</p>



The requirements of AS2890.2 were also assessed. AS2890.2 requires that the service area is dependent on a combination of:

- (a) The maximum size of vehicle likely to use the facility.
- (b) The frequency with which vehicles of different classification use the facility; and
- (c) Whether the public road from which the facility is accessed is a major or minor road.

The following points are relevant for the site:

- Swept paths of a small rigid truck were tested through the site, to/ from Don Road along the frontage of the shop (between accesses).
- Access to the loading area at the rear of the site would be by larger vans and the like. Swept paths were also assessed for this component of the site and enable vehicles to enter and leave the site in a forward motion.
- The frequency of access to the site will be several times per week by vehicles of differing sizes. Access by a small trucks will be relatively infrequent, with low likelihood of multiple arrivals of this vehicle class.
- Access into the site is via a major road. This access (which is generally in its exiting location for the current site) has been assessed to be appropriate in following sections of AS2890.2

AS2890.2 requires that the use of the service area for regular use of a major road (Don Road) must be as follows:

- (a) A service area unobstructed by other vehicles or on-site activities shall be provided.
- (b) All manoeuvring associated with parking, loading and unloading shall be able to be confined to the service area.
- (c) Both entry and exit at the property boundary shall be in the forward direction.
- (d) Circulation roadways shall be provided to connect the access driveway with the service area.
- (e) Wherever practicable, separate entry and exit access driveways should be provided.

In this case, the following is applicable:

- (a) The service area and access driveway has been tested to enable the swept path of a small truck. Due to site constraints, loading must be undertaken in close proximity to other parking spaces.
- (b) All manoeuvring associated with parking, loading and unloading are confined to the site.
- (c) Entry and exit at Don Road is in a forward direction.
- (d) The loading area at the rear of the site includes a space for manoeuvring.
- (e) Separate entry and exit is possible for this site.

The proposed access arrangements therefore comply with 3.2.3 of AS2890.2. Acceptable Solution A1(b) of Clause E9.6.1 of the Planning Scheme is met.



6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed City Bike Centre expansion development at 24-26 Don Road, Devonport. The development provides an increase in specialty shop floor area as well as new storage space at the site.

The City Bike Centre is a low volume sales retail showroom. Sales of quad bikes, utility vehicles and large motorbikes are infrequent due to their relatively high price. Sales of accessories and servicing are also relatively infrequent due to the specialised nature of the business.

The key findings of this TIA are as follows:

- The proposal is a specialist small volume bulky goods retail development. The increase in floor areas enables improved storage of stock, improved car parking and improved display of goods, rather than increase sales proportional to floor area increase.
- The traffic generated by the proposed development (estimated to be 8 vehicles per hour) will not have any significant adverse impacts on the surrounding road network in terms of traffic efficiency or road safety.
- There is adequate sight distance at the proposed site accesses on Don Road in accordance with Austroads and Planning Scheme recommendations for the prevailing vehicle speeds.
- The proposed development provides a total of 18 car parking spaces total, 9 motorcycle spaces and 1 loading bay. The on-site parking provision of the development meets the requirements of Performance Criteria P1 of Clause E9.5.1 of the Planning Scheme.

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



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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	<Date>

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Geotechnical Consultants

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www.geoton.com.au

25 August 2017

Reference No. GL17323Ab

City Bike Centre
26 Don Road
Devonport TAS 7310

Attention: Mr James Knight

Dear Sir

RE: Site Classification
24-26 Don Road, Devonport

We have pleasure in submitting herein our report detailing the results of the geotechnical investigation conducted at the above site.

Should you require clarification of any aspect of this report, please contact Matthew Street or the undersigned on 03 6326 5001.

For and on behalf of

Geoton Pty Ltd



Tony Barriera

Director – Principal Geotechnical Engineer

Site Classification

1 INTRODUCTION

A limited scope investigation has been conducted for the City Bike Centre at the site of a proposed commercial development at 24-26 Don Road, Devonport.

The investigation has been conducted to assess the following:

- The general subsurface conditions at the site and consequently assigning a Site Classification in accordance with AS 2870 – 2011 "Residential Slabs and Footings"; and
- The surrounding topography and provide a Wind Classification in accordance with AS 4055 – 2012 "Wind Loads for Housing".

A site plan of the proposed development was provided, prepared by Weeda Drafting (Drawing No.7817-9, dated 23/6/17).

2 FIELD INVESTIGATION

The field investigation was conducted on 15 August 2017 and involved the drilling of 4 boreholes by 4WD mounted auger rig to depths of 2.0m.

In situ vane shear strength tests were conducted in the clay layers encountered in the investigation, with sampling of these soils being conducted for subsequent laboratory testing.

The results of the field and laboratory tests are shown on the borehole logs.

The logs of the boreholes are included in Appendix A and their locations are shown on Figure 1 attached.

3 SITE CONDITIONS

The site contains an existing dwelling and sheds within the southern half of the site that are to be removed. The site has a gentle fall to the north from Don Road before leveling out towards the northern end of the site. The northern end of the site has been modified by past earthworks with the placement of fill to create a near level area.

The MRT Digital Geological Atlas 1:25,000 Series, indicates that the site is mapped on Tertiary aged sand, quartzite gravel and clay, with this being generally confirmed by our field investigation.

Examination of the LIST Landslide Planning Map V2, indicates that the proposed development area is not mapped within a known landslide hazard area. The northern boundary of the site is mapped within a low landslide hazard band.

The investigation indicated that the soil profile varied slightly over the site. Boreholes BH1 and BH2 within the southern half of the site encountered fill or topsoil to depths of 0.15m and 0.35m, overlying natural sandy silt to depths of 0.4m and 0.6m, underlain by clayey silt to the investigated depths of 2.0m.

Boreholes BH3 and BH4 located within the northern portion of the site encountered uncontrolled fill to depths of 0.7m and 1.25m, overlying disturbed soft/firm silty clay to

Site Classification

depths of 0.95m and 1.4m, underlain by natural stiff clayey silt to the investigated depth of 2.0m. **The depth of fill increases towards the north.**

The boreholes did not encounter groundwater seepage over the investigated depths.

Full details of soil conditions encountered are presented on the borehole logs.

An assessment of the plasticity characteristics of the materials encountered indicates that the natural clay soils at this site possess a moderate shrink/swell potential.

4 SITE CLASSIFICATION

Insofar as it may be applicable, after allowing due consideration of the site geology, drainage and soil conditions, and the presence of uncontrolled fill to depths greater than 0.4m within the northern portion of the site, the classification for the site has been divided into two sections as follows (see Figure 1):

Northern portion of the site - CLASS P (AS 2870)

Remainder of the site - CLASS M (AS 2870)

Foundation designs in accordance with this classification are to be subject to the overriding conditions of Section 5 below.

This Classification is applicable only for ground conditions encountered at the time of this investigation. If cut or fill earthworks are carried out, then the Site Classification will need to be re-assessed, and possibly changed.

5 FOUNDATIONS

Particular attention should be paid to the design of footings as required by AS 2870 – 2011.

The proposed structure should be supported on footings that penetrate the uncontrolled fill, topsoil and disturbed soil to be founded in:

**SANDY SILT (ML) – low plasticity, medium dense, light grey/light brown
encountered below 0.15m (BH2) and 0.35m (BH1)**

OR

**CLAYEY SILT (ML) – medium plasticity, yellow or orange
encountered below 0.4m to 1.4m from the existing ground surface**

An allowable bearing pressure of **100kPa** is available for edge beams, strips and pads founded as above.

No structure should be founded on fill without the footings extending through the fill to the natural stiff or medium dense soils.

The site classification presented assumes that the current natural drainage and infiltration conditions at the site will not be markedly affected by the proposed site development work. Care should therefore be taken to ensure that surface water is not permitted to collect adjacent to the structure and that significant changes to seasonal

Site Classification

soil moisture equilibria do not develop as a result of service trench construction or tree root action.

Attention is drawn to Appendix B of AS 2870 and CSIRO Building Technical File BTF18 "Foundation Maintenance and Footing Performance: A Homeowner's Guide" as a guide to maintenance requirements for the proposed structure.

Although the borehole data provides an indication of subsurface conditions at the site, variations in soil conditions may occur in areas of the site not specifically covered by the field investigation. The base of all footing or beam excavations should therefore be inspected to ensure that the founding medium meets the requirements referenced herein with respect to type and strength of founding material

The boreholes were backfilled shortly after being drilled and not allowing time for groundwater seepage flows to develop. Groundwater seepages or higher groundwater levels can occur during and/or after a prolonged period of wet weather or a heavy rainfall event.

6 WIND CLASSIFICATION

Insofar as it may be applicable, after allowing due consideration of the region, terrain, shielding and topography, the site has been classified as follows:

WIND CLASSIFICATION N1 (AS 4055)

REGION	TERRAIN CATEGORY	SHIELDING	TOPOGRAPHY
A	TC3	FS	T0

References:

AS 2870 - 2011 Residential Slabs and Footings Construction

AS 4055 - 2012 Wind Loads for Housing

Attachments:

Limitations of report

Figure 1 - Site Plan

Site Photograph

Appendix A: Borehole Logs & Explanation Sheets

Appendix B: Certificate Forms

GEOTON Pty Ltd

Geotechnical Consultants - Limitations of report

These notes have been prepared to assist in the interpretation and understanding of the limitations of this report.

Project specific criteria

The report has been developed on the basis of unique project specific requirements as understood by Geoton and applies only to the site investigated. Project criteria are typically identified in the Client brief and the associated proposal prepared by Geoton and may include risk factors arising from limitations on scope imposed by the Client. The report should not be used without further consultation if significant changes to the project occur. No responsibility for problems that might occur due to changed factors will be accepted without consultation.

Subsurface variations with time

Because a report is based on conditions which existed at the time of subsurface exploration, decisions should not be based on a report whose adequacy may have been affected by time. For example, water levels can vary with time, fill may be placed on a site and pollutants may migrate with time. In the event of significant delays in the commencement of a project, further advice should be sought.

Interpretation of factual data

Site assessment identifies actual subsurface conditions only at those points where samples are taken and at the time they are taken. All available data is interpreted by professionals to provide an opinion about overall site conditions, their likely impact on the proposed development and recommended actions. Actual conditions may differ from those inferred to exist, as it is virtually impossible to provide a definitive subsurface profile which includes all the possible variabilities inherent in soil and rock masses.

Report Recommendations

The report is based on the assumption that the site conditions as revealed through selective point sampling are indicative of actual conditions throughout an area. This assumption cannot be substantiated until earthworks and/or foundation construction is almost complete and therefore the report recommendations can only be regarded as preliminary. Where variations in conditions are encountered, further advice should be sought.

Specific purposes

This report should not be applied to any project other than that originally specified at the time the report was issued.

Interpretation by others

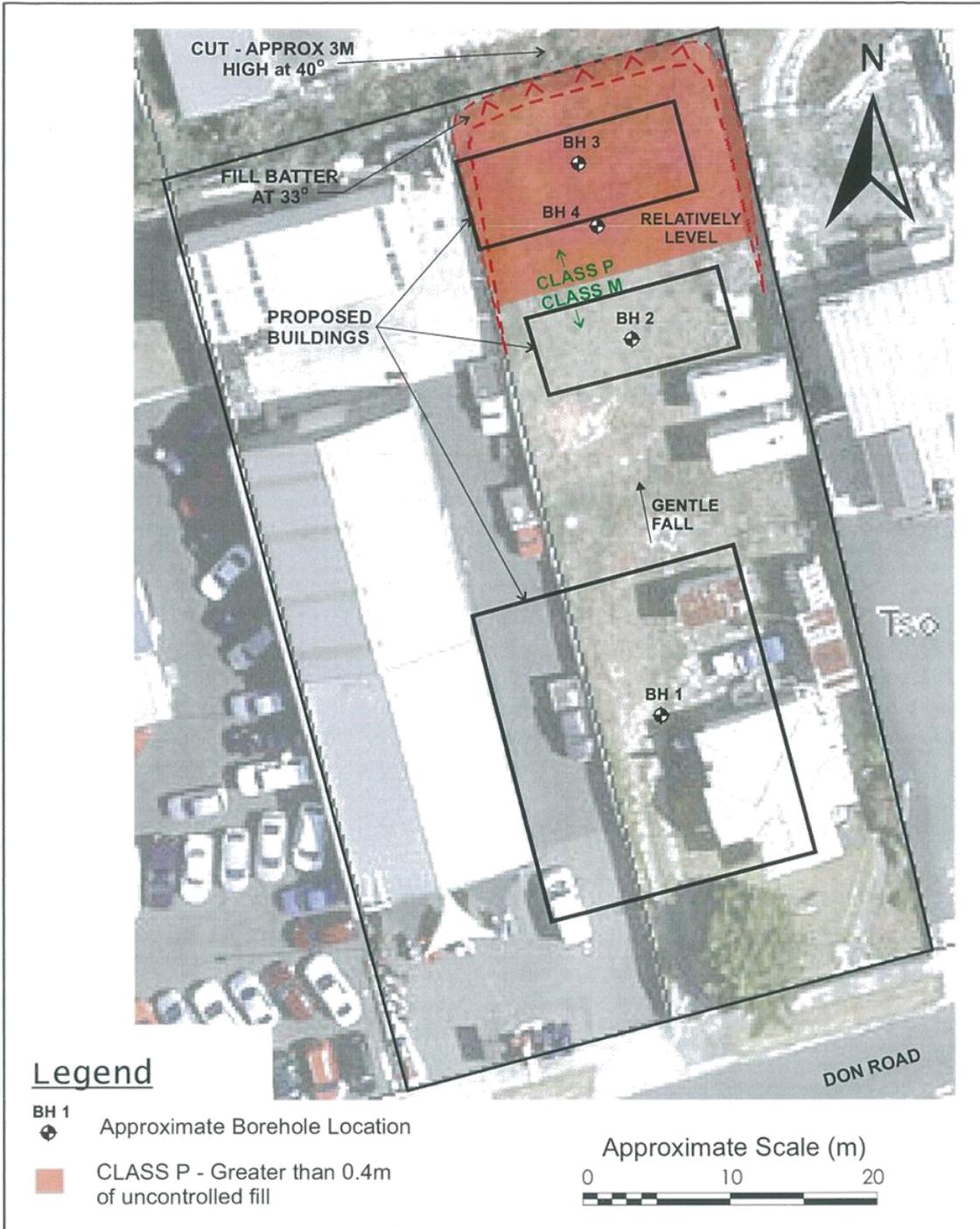
Geoton will not be responsible for interpretations of site data or the report findings by others involved in the design and construction process. Where any confusion exists, clarification should be sought from Geoton.

Report integrity

The report as a whole presents the findings of the site assessment and the report should not be copied in part or altered in any way.

Geoenvironmental issues

This report does not cover issues of site contamination unless specifically required to do so by the client. In the absence of such a request, Geoton take no responsibility for such issues.



GEOTON Pty Ltd				client: CITY BIKE CENTRE	
				project: 24-26 DON ROAD DEVONPORT	
date	25/08/17	drawn	MS	title: SITE PLAN	
scale	As Shown	approved	TB	project no:	GL17323A
original size	A4	rev		figure no.	1



Plate 1 - Site looking north

GEOTON Pty Ltd				client: CITY BIKE CENTRE		
				project: 24-26 DON ROAD DEVONPORT		
title: PHOTOGRAPH						
date:	15/08/17	original size	A4	project no:	GL17323A	figure no. Plate 1

PROPOSED DEMOLITION OF TIMBER
FRAMED COTTAGE & TWO STOREY
EXTENSION TO RETAIL OUTLET &
DETACHED STEEL FRAMED KIT SHED
AT 24-26 DON ROAD, DEVONPORT
FOR
CITY BIKE CENTRE Pty. Ltd.

OCTOBER 2017

PROJECT No. 13117

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AND IS A MEMBER OF THE AUSTRALIAN
INSTITUTE OF BUILDING SURVEYORS

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PRACTITIONER ACCREDITATION NUMBERS
JAKE: CC 670 C Cat BMR; BD & CMMR.
AND ADAM: CC 537 P Cat B.D.**CBC****BUILDING CONTRACTORS****APRIL 2018**

PREVIOUS PROJECT No. 7817 & 13117A 13117B & 13117

PROJECT No. 13117C

AREA GROUND FLOOR:	AREA FIRST FLOOR:	EXISTING SHED	93.25 m ²	LOT AREAS	2420.00 m ²
TOTAL NEW	494.80 m ²	OPEN STORE AREA	662.45 m ²	PROPOSED KIT SHED	93.25 m ²
TOTAL	896.80 m ²	TOTAL FIRST FLOOR	692.85 m ²	TOTAL FOOTPRINT	1083.30 m ²
				SITE COVERAGE	44.76 %

TITLE REFERENCE Volume 60204 Folios 1 & 2	ENGINEERING TO BE ATTACHED - YES	SOIL MANAGEMENT PLAN AS PART OF DRAWINGS	SAFETY PLAN AS PART OF DRAWINGS	ENERGY RATING NOT APPLICABLE.
BUSHFIRE ATTACK LEVEL - B.A.L. N/A	DESIGN WIND SPEED 'N2' OR ON DRAWINGS SPECIFIED BY PROJECT ENGINEER	SOIL CLASS. 'M' OR ON DRAWINGS SPECIFIED BY PROJECT ENGINEER	BUILDING CLASS. 6(D) & 10	PURPOSE OF DESIGN: RETAIL SALES & WORKSHOP
HERITAGE AREA NO	HERITAGE BUILDING NO	FLOOD PRONE AREA NO	ALPINE AREA NO	CLIMATE ZONE SEVEN

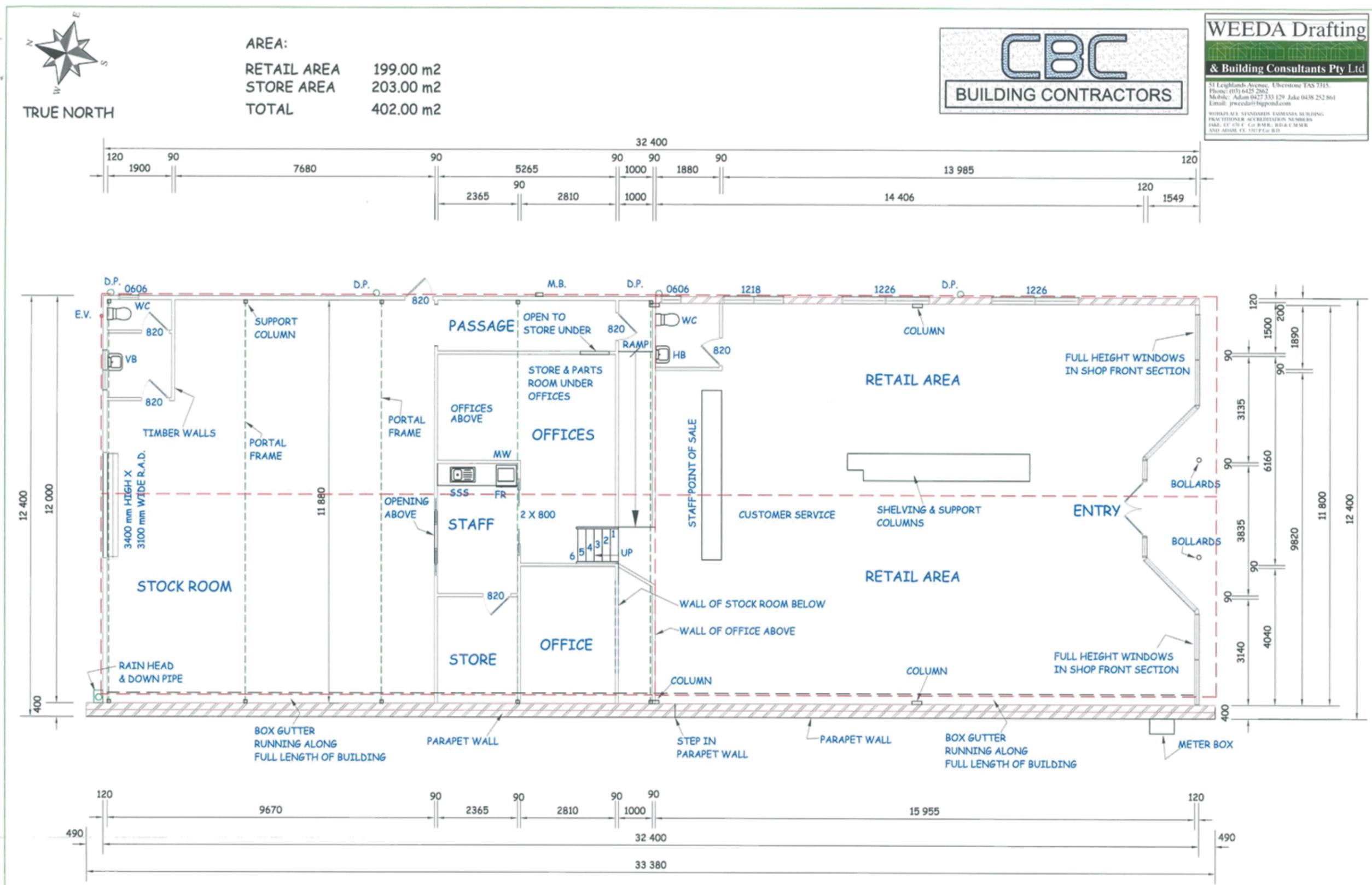
SITE HAZARDS REFER TO SAFETY SITE PLAN UNDERGROUND SERVICES WORKING AT HEIGHTS RESTRICTION OF ACCESS TO PUBLIC

DISTRIBUTION	DRAFT	PLANNING APPROVAL	BUILDING APPROVAL	BUILDING SURVEYOR	OWNERS	BUILDER
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TITLE PAGE	13117 - 1C OF 25	FIRE WALL DETAILS & GENERAL NOTES	13117 - 14 OF 25
EXISTING BUILDING FLOOR PLAN 1:100	13117 - 2 OF 25	STAIR, WET AREA SPECIFICATIONS & DETAILS	13117 - 15 OF 25
PROPOSED GROUND FLOOR PLAN 1:200	13117 - 3B OF 25	EXISTING SITE LOCATION PLAN	13117 - 16 OF 25
PROPOSED FIRST FLOOR PLAN 1:200	13117 - 4A OF 25	SITE CONTOUR & DEMOLITION PLAN	13117 - 17 OF 25
PROPOSED BUILDING ELEVATIONS 1:200	13117 - 5B OF 25	SITE LOCATION & SETTING OUT	13117 - 18B OF 25
BUILDING ELECTRICAL PLANS 1:200	13117 - 6B OF 25	SITE LOCATION & CAR PARKING PLAN	13117 - 19B OF 25
BUILDING FLOOR JOISTS PLAN & NOTES 1:200	13117 - 7 OF 25	SITE LOCATION & SERVICES PLAN	13117 - 20C OF 25
BUILDING ROOF FRAMING & ROOF PLANS 1:200	13117 - 8 OF 25	SITE LOCATION & SAFETY PLAN 1:200	13117 - 21 OF 25
PROPOSED KIT SHED FLOOR PLANS 1:100	13117 - 9A OF 25	SAFETY GENERAL NOTES	13117 - 22 OF 25
PROPOSED KIT SHED ELEVATIONS 1:100	13117 - 10 OF 25	WORK DIARY	13117 - 23 OF 25
TYPICAL STRUCTURAL CROSS SECTION 1:50	13117 - 11A OF 25	VISITOR LOG	13117 - 24 OF 25
TYPICAL STRUCTURAL CROSS SECTION 1:50	13117 - 12 OF 25	SAFE WORK METHOD STATEMENTS	13117 - 25 OF 25
SECTIONAL DETAILS	13117 - 13 OF 25		

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	AMENDED DATE: 24/03/18	SCALE: 1:100	CHECKED BY J WEEDA	DRAWN BY A WEEDA	DWG No. 13117 - 1C OF 25
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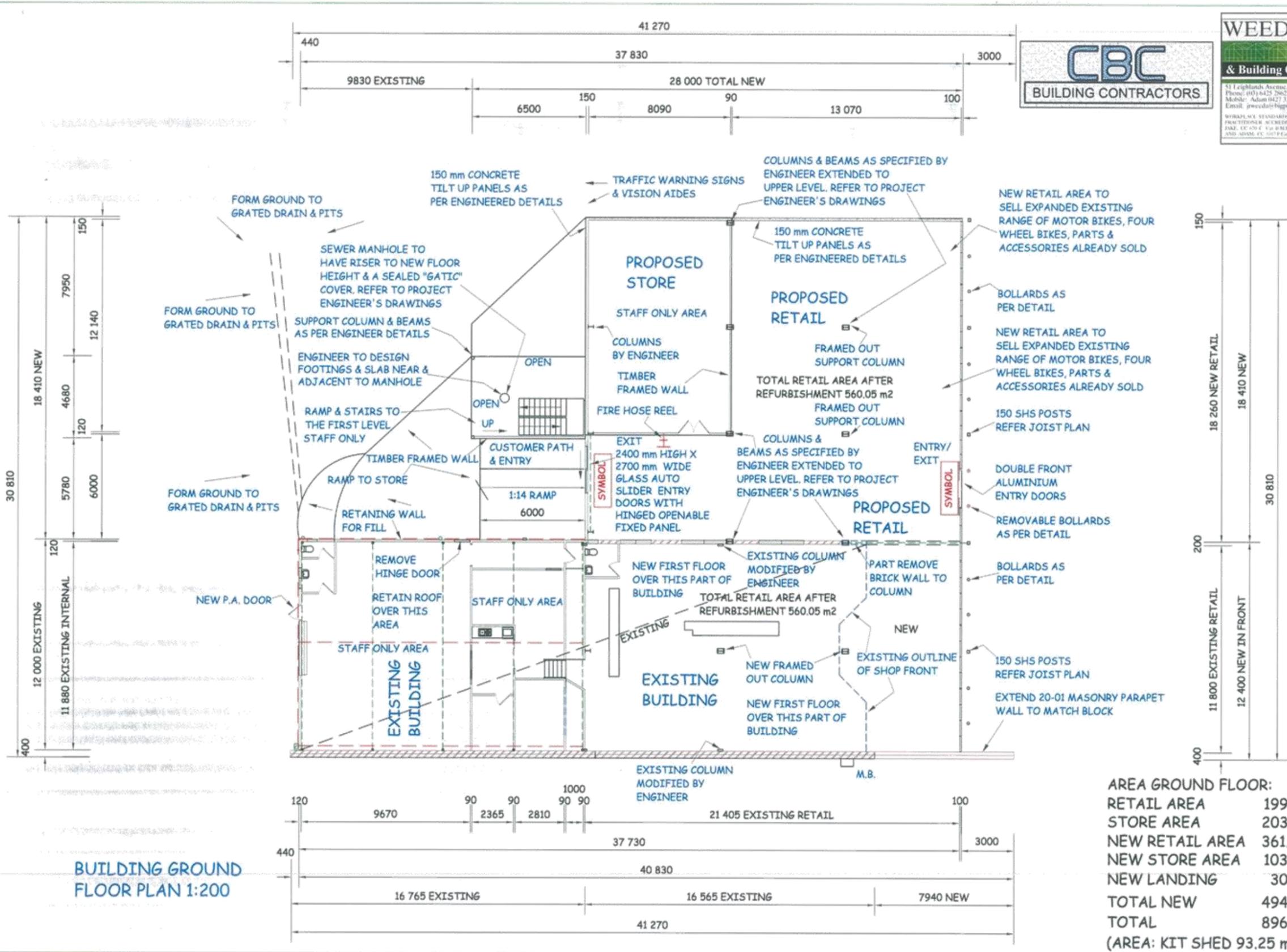
ITEM 4.2



PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY	DRAWN BY	DWG No.
	13/10/17	1:100	J WEEDA	A WEEDA	13117 - 2 OF 25

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 & Building Consultants Pty Ltd
 51 Leighton Avenue, Ulverston TAS 7315
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 Mobile: Adam 0427 333 129 Jake 0438 252 964
 Email: jweeda@ngp.com.au
 WORKPLACE STANDARD: AUSTRALIAN BUILDING
 PRACTITIONER ACCREDITATION MEMBERS
 NAME: J. WEEDA & J. WEEDA, B.D.A.C. MEMBER
 AND ADAM, F.C. 5017 F.C. B.D.

CBC
 BUILDING CONTRACTORS



AREA GROUND FLOOR:

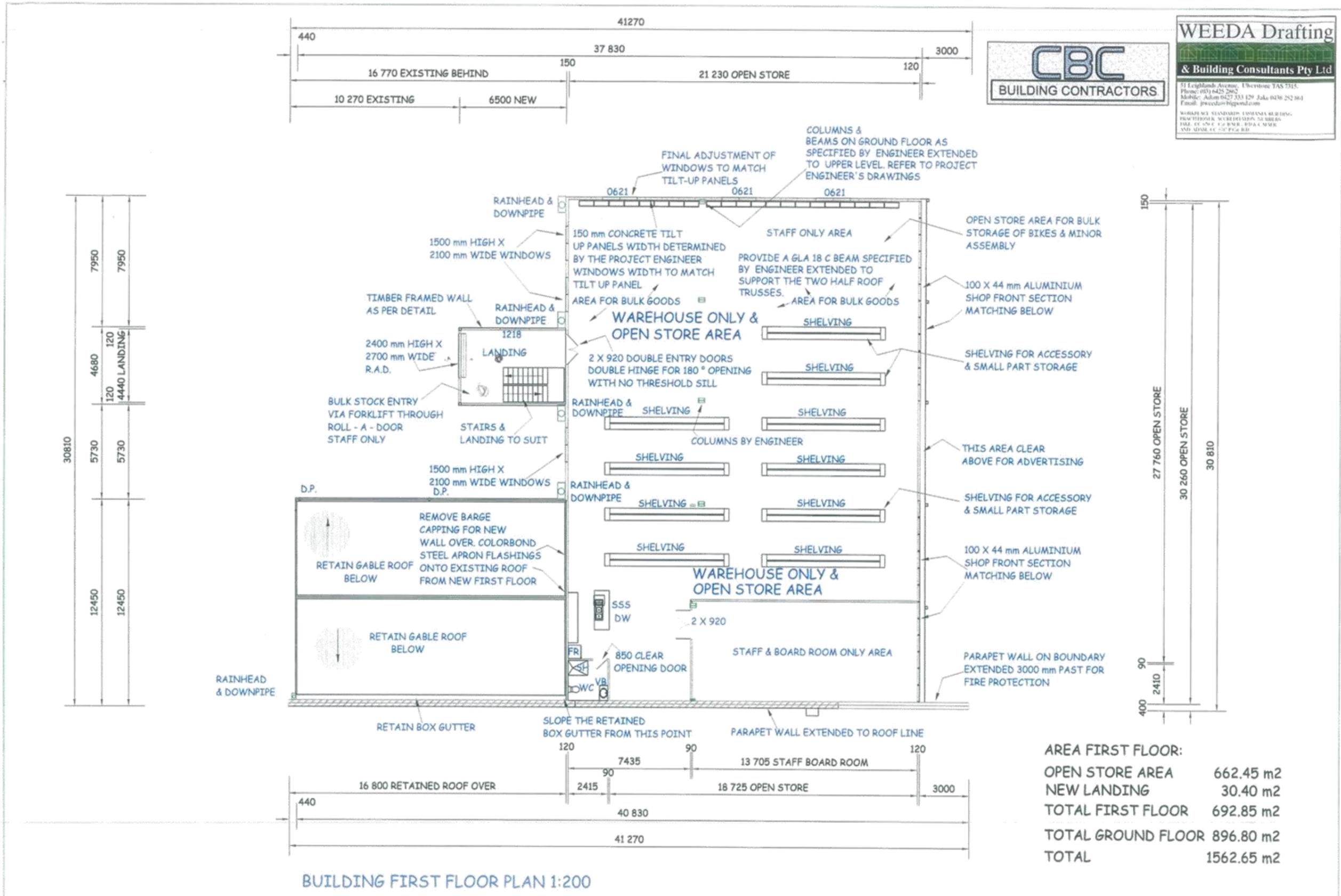
RETAIL AREA	199.00 m ²
STORE AREA	203.00 m ²
NEW RETAIL AREA	361.05 m ²
NEW STORE AREA	103.35 m ²
NEW LANDING	30.40 m ²
TOTAL NEW	494.80 m ²
TOTAL	896.80 m ²
(AREA: KIT SHED 93.25 m ²)	

BUILDING GROUND FLOOR PLAN 1:200

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd. AMENDED DATE: 24/03/18 SCALE: 1:200 CHECKED BY: J WEEDA DRAWN BY: A WEEDA DWG No. 13117 - 3B OF 25

ITEM 4.2

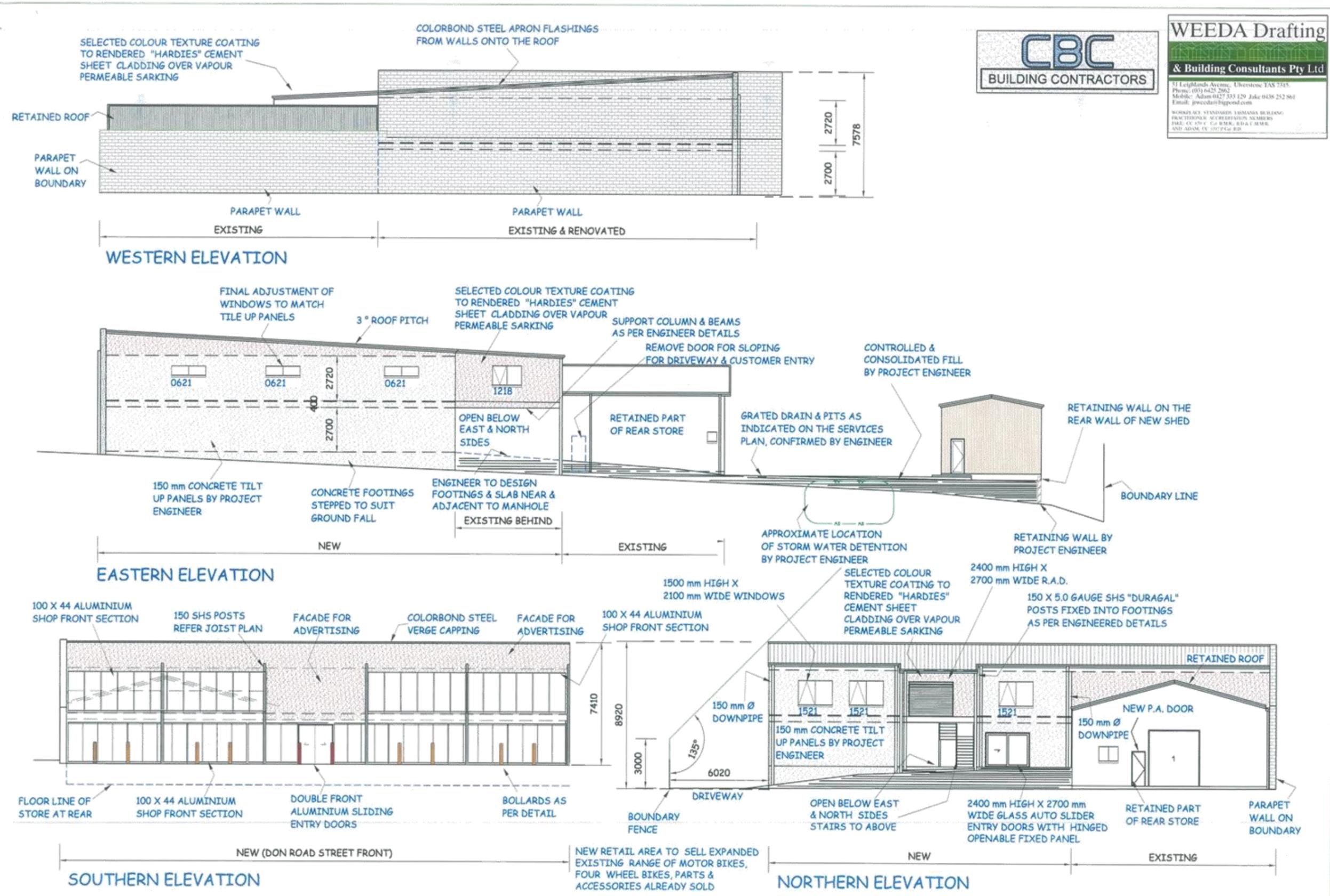
ITEM 4.2



PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	AMENDED DATE: 26/10/17	SCALE: 1:200	CHECKED BY J WEEDA	DRAWN BY A WEEDA	DWG No. 13117 - 4A OF 25
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 Email: jweeda@bigpond.com
 BUILDING CONTRACTORS
 BOARD REG. STANDARD HUMANITY BUILDING
 PRACTITIONER'S REGISTRATION NUMBER
 JWE: CC 370 C Ca DMR, DDA FMMR
 AND ADMM CA 107742 RD

CBC
BUILDING CONTRACTORS



ITEM 4.2

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.					AMENDED DATE:	SCALE:	CHECKED BY:	DRAWN BY:	DWG No.
					24/03/18	1:200	J WEEDA	A WEEDA	13117 - 5B OF 25



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 MEMBERSHIP: STANDARDS TASMANIA BUILDING
 PRACTITIONER, ACCREDITED NUMBER
 1046, CC 07 C, CC 046, ED & CSMR
 AND ADAM, CC 107 CC RD

ELECTRICAL LEGEND		ISOLATION SWITCH (STOVE)		BATHROOM FAN, LIGHT HEATER VENTED TO OUTSIDE AIR		UBO - UNDER BENCH OVEN	
	275 mm HIGH DOUBLE POINTS		SENSOR LIGHT		BATHROOM FAN, LIGHT HEATER VENTED TO OUTSIDE AIR		HP - HOT PLATES
	1125 mm HIGH DOUBLE POINTS		BATTEN LIGHT		PHONE POINT		RH - RANGE HOOD
	EXTERNAL POWER POINTS		DOWNLIGHTS SHALL BE "LOOMI 12C" LED's		TELEVISION POINT		DW - DISHWASHER
	DATA CONNECTION POINT		SWITCH		ROOF SPACE ACCESS HATCH		HW - HOT WATER
	G.P.O. WITH U.S.B. RECHARGE		2 WAY SWITCH		AC - AIR CONDITIONING UNIT		MB - METER BOX
	SINGLE 1200 mm 36 W FLURO LIGHTS WITH DIFFUSER		3 WAY SWITCH		PH - PANEL HEATER HARD WIRED IN 6.5 KW		NBN CUPBOARD 600 mm HIGH X 300 mm DEEP MINIMUM.
	DOUBLE 1200 mm 36 W FLURO LIGHTS WITH DIFFUSER		CEILING FAN		ST - STOVE HARD WIRED IN		NBN OPTIC FIBRE IN NBN APPROVED CONDUIT
			INTERNAL FAN				
			VENT ALL FANS OUT TO SOFFIT				
			240 VOLT HARD WIRED INTER-CONNECTED SMOKE DETECTOR				

FIRE SERVICES LEGEND	
	STROBE LIGHT
	SMOKE DETECTOR
	THERMAL DETECTOR
	SOUNDER
	PORTABLE FIRE EXTINGUISHERS TO BE LOCATED WITH MAXIMUM DISTANCE TRAVEL 15m A.S. 2444
	ILLUMINATED EXIT SIGN WITH RUNNING MAN SYMBOL WITH BATTERY BACKUP LINKED TO THE EMERGENCY LIGHTING
	EMERGENCY LIGHTING WITH BATTERY BUCKUP LINKED TO THE FIRE SYSTEM

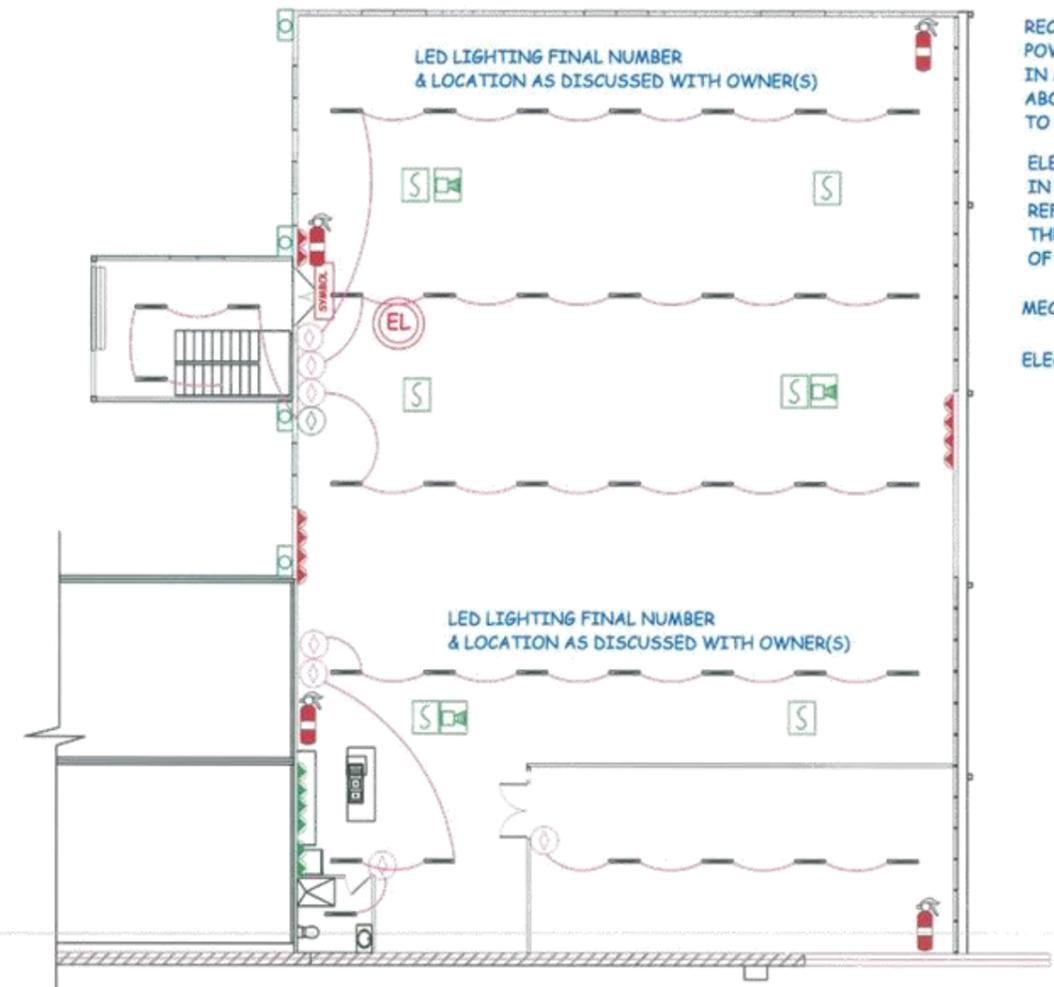
EL EMERGENCY LIGHTING
 COMPLIANT TO A.S. 2293
 EMERGENCY CLASSIFICATION D32
 LED CHARGE STATUS INDICATOR
 TEST SWITCH WITH SELF TEST
 16 HOURS CHARGE TIME
 DEEP DISCHARGE PROTECTION
 SELV CLASSIFIED

RECONNECT THE POWER FROM THE OVERHEAD POWER POLE TO THE NEW EXTENDED BUSINESS IN A HIGH IMPACT CONDUIT UNDERGROUND OR ABOVE GROUND. CHECK WITH OWNERS IN REGARD TO THREE PHASE

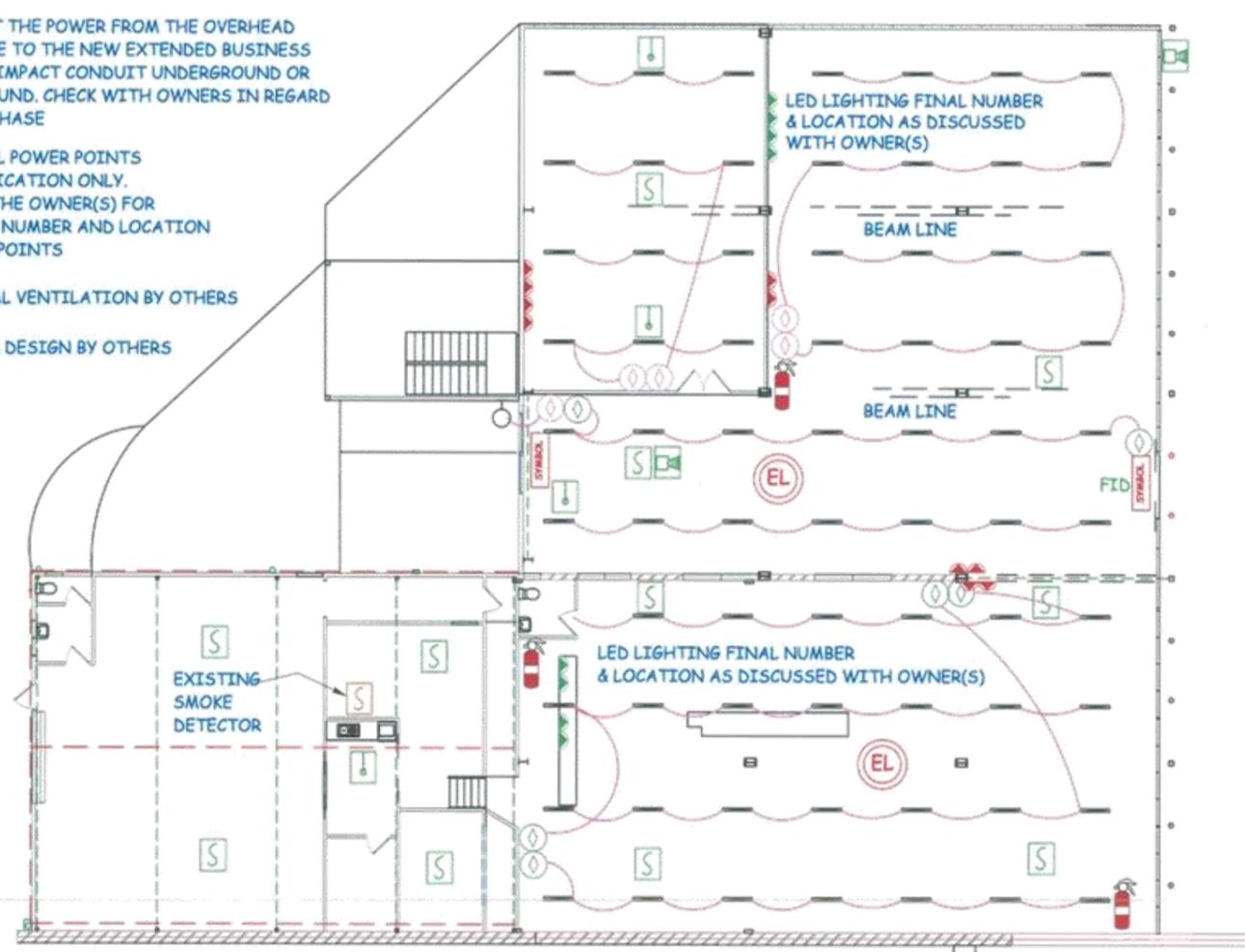
ELECTRICAL POWER POINTS IN AN INDICATION ONLY. REFER TO THE OWNER(S) FOR THE FINAL NUMBER AND LOCATION OF POWER POINTS

MECHANICAL VENTILATION BY OTHERS

ELECTRICAL DESIGN BY OTHERS



FIRST FLOOR ELECTRICAL & FIRE SERVICES PLAN 1:200

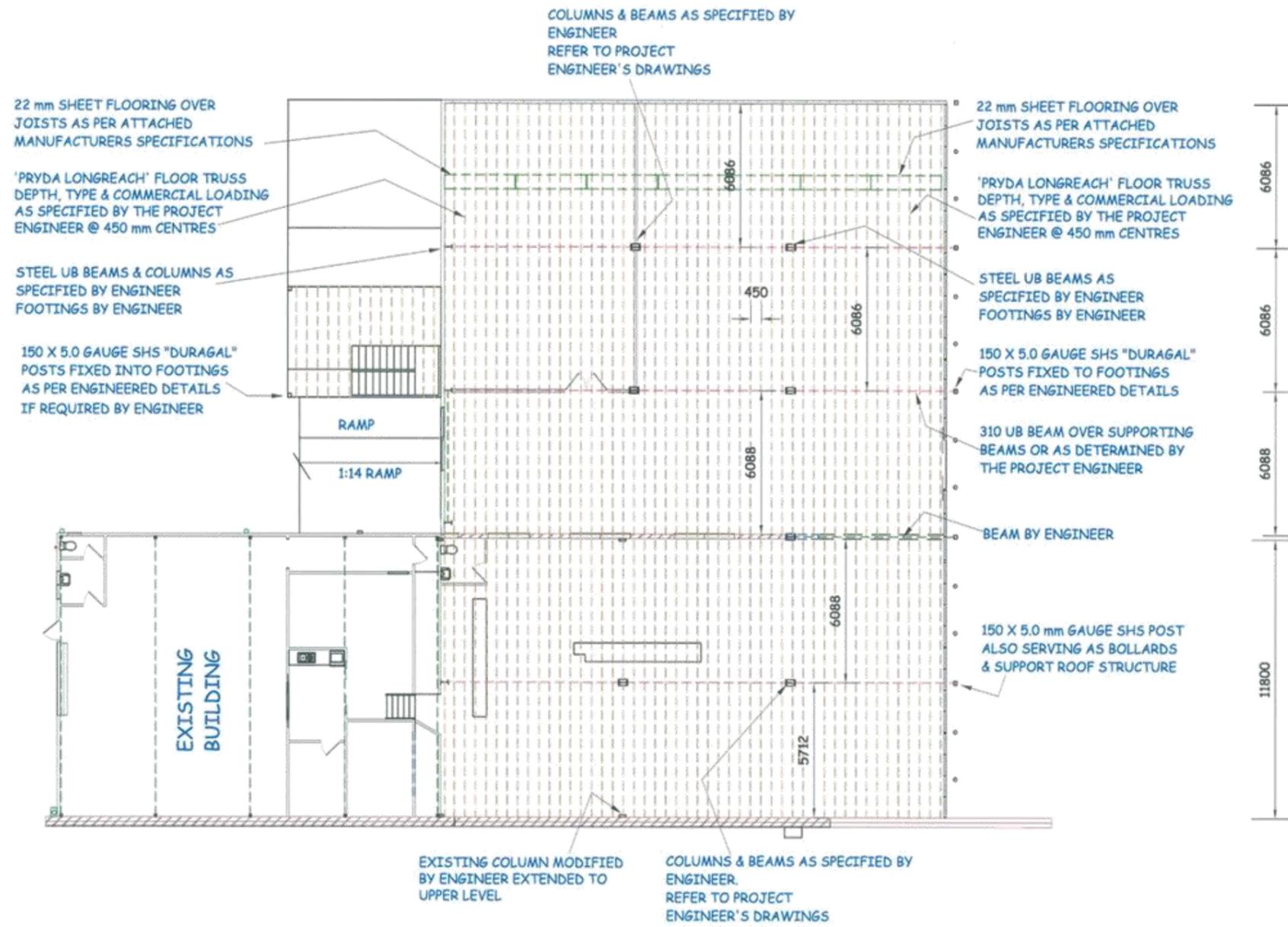


GROUND FLOOR ELECTRICAL & FIRE SERVICES PLAN 1:200

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	AMENDED DATE:	SCALE:	CHECKED BY:	DRAWN BY:	DWG No.
	24/03/18	1:200	J WEEDA	A WEEDA	13117 - 6B OF 25



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 & Building Consultants Pty Ltd
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 WORKPLACE STANDARDS: TASMANIA BUILDING
 PRACTITIONER ACCREDITATION NUMBERS
 NAME OF FIRM: JWEEDA, JAKA & COMPANY
 AND MEM. NO. 10776/08



BUILDING FIRST FLOOR JOISTS PLAN 1:200

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY	DRAWN BY	DWG No.
	13/10/17	1:200	J WEEDA	A WEEDA	13117 - 7 OF 25

ITEM 4.2

LINE OF DWELLING UNDER
 H.P. = INDICATES HIGH POINT OF GUTTER
 D.P. = INDICATES DOWNPIPE
 FLOW = FLOW RATE EACH METER GUTTER IN L/s

GUTTER & DOWNPIPE NOTES & CALCULATIONS:
 THE FOLLOWING IS TAKEN FROM PART THREE PLUMBING & DRAINAGE AUSTRALIAN STANDARDS AS/NZS 3500.3.2003
 CALCULATIONS TAKEN FROM ZONE 4 TASMANIAN A.R.I. CHART IN AN OCCURRENCE >20 YEARS. FIGURE E8 5 MIN A.R.I. = 130 mm. PITCH SLOPE AS INDICATED ON THE ROOF PLAN. GRADIENT FOR THE EAVES GUTTERS SHALL BE 1:500 OR STEEPER. THEREFORE A_e IS 6400 m² 90 mmØ ROUND DOWNPIPE OR 100 X 50 mm SQUARE DOWNPIPE OR 6700 mm 100 mmØ ROUND DOWNPIPE OR 75 X 70 mm SQUARE DOWNPIPE. FROM FIGURE H2 MAXIMUM AREA PER 90 mmØ IS 52 m² & 100 mmØ IS 57 m².

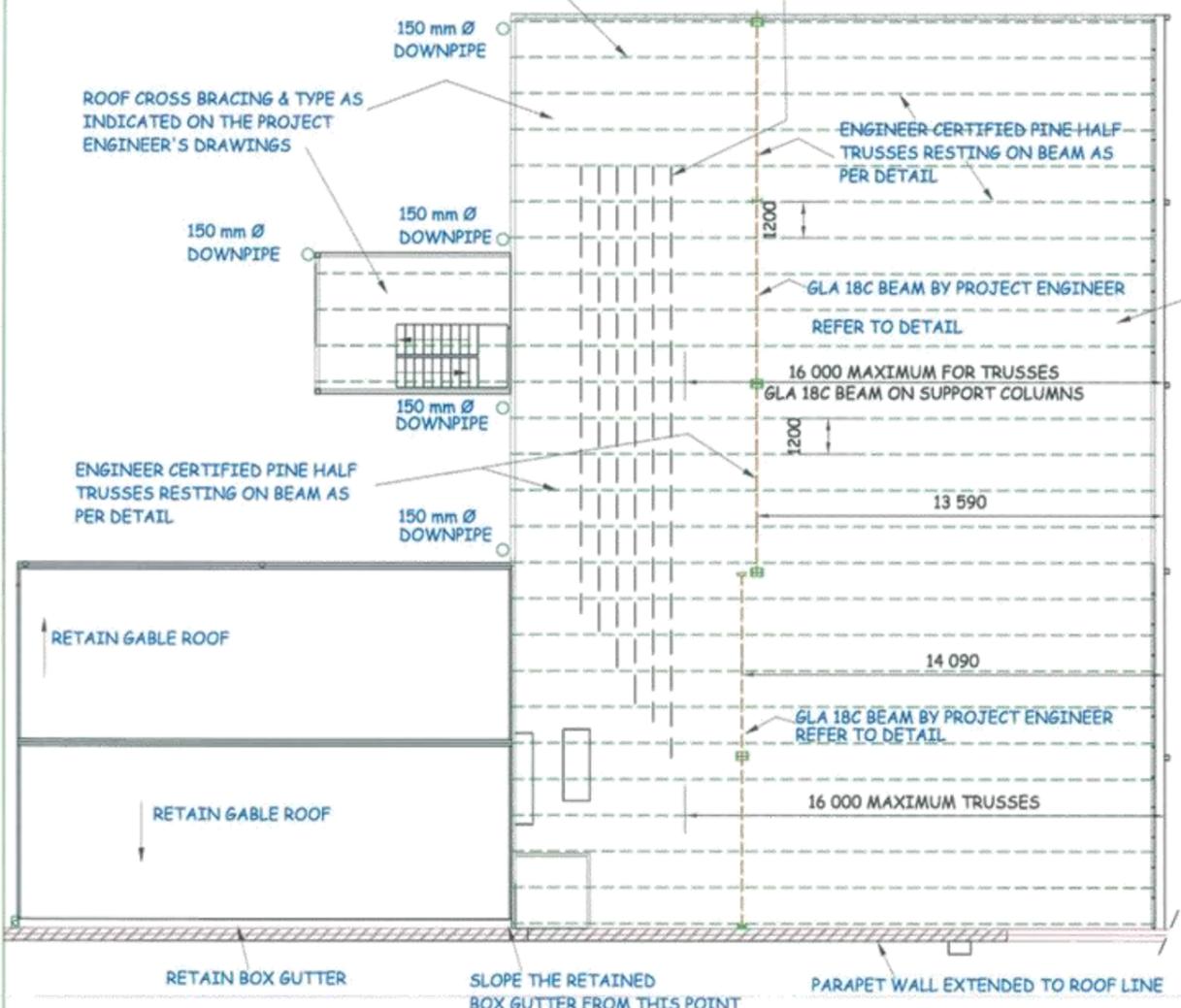


WEEDA Drafting
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 Mobile: Adam 0427 333 129 Jake 0438 252 864
 Email: jweeda@bpond.com
 WORKPLACE STANDARDS TASMANIA BUILDING
 PRACTITIONER ACCREDITATION NUMBERS
 JAKE CE 5794 CJ BSM BDA CMMR
 AND ADAM CE 557 FCG B.D.

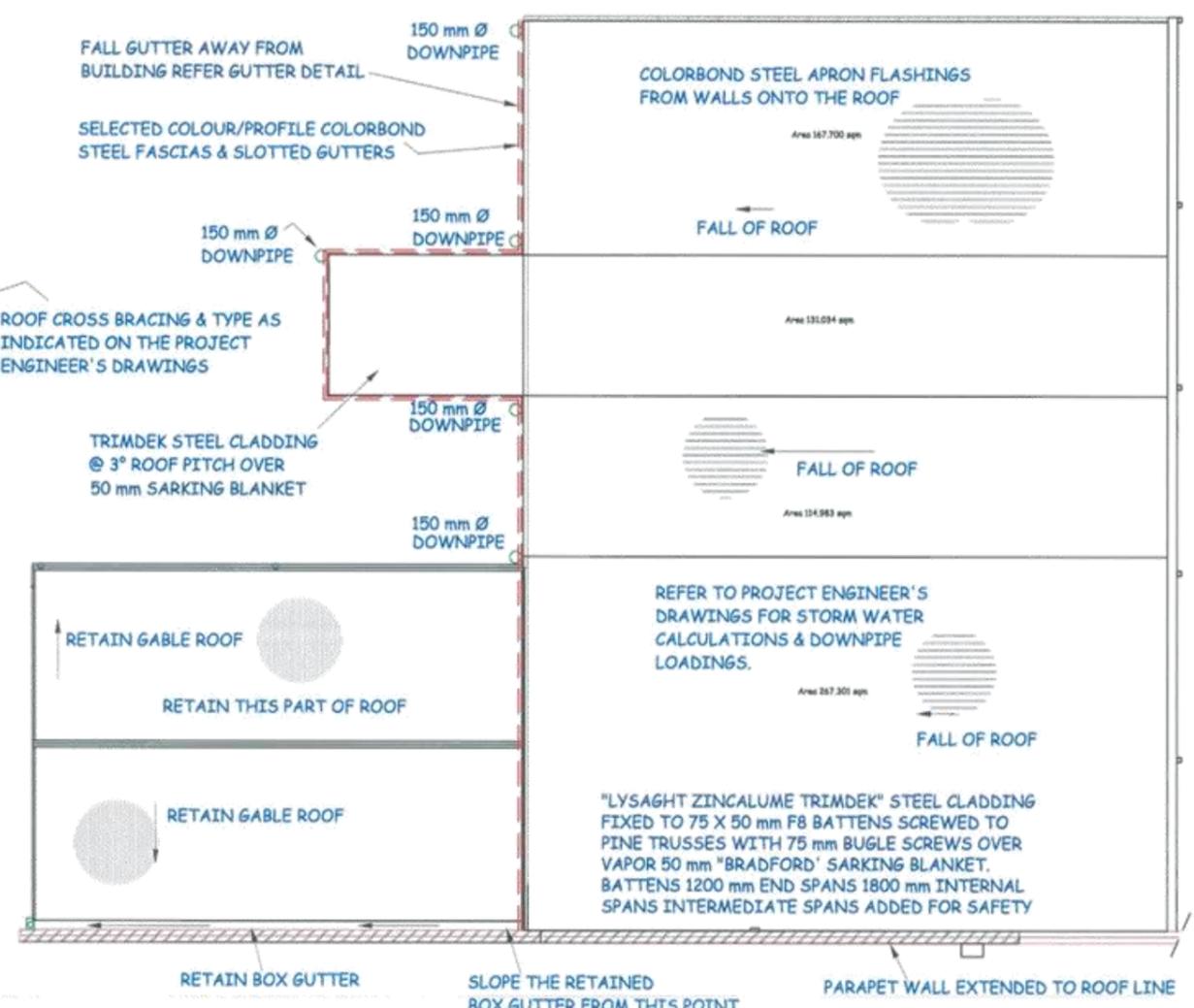
The overriding document is the "NATIONAL CONSTRUCTION CODE SERIES"
 "Building Code of Australia Volume 1, Class 2 to 9 Buildings" which refers to the relevant Australian / NZ Standards. WHERE AS/NZ STANDARDS ARE NOTED, ENSURE THAT THE LATEST AND CURRENT EDITION IS REFERENCED
 THE BUILDER SHALL APPLY & PAY FOR THE DEVONPORT COUNCIL "WORKS IN A ROAD RESERVATION" PERMIT FOR DELIVERY OF GOODS VEHICLES THAT CAN NOT BE ACCOMMODATED FULLY ON THE SITE AT THE TIME OF DELIVERY.
 THE SOIL CLASSIFICATION FOR THIS SITE HAS BEEN ASSUMED AS 'M' UNDER A.S. 2870.
 THE WIND CATEGORY FOR THIS SITE HAS BEEN ASSUMED AS 'N2' UNDER A.S. 4055.
 THE CLIMATE ZONE FOR THIS SITE IS 7 UNDER THE N.C.C B.C.A. VOLUME 2 PART 1.1

ROOF HALF TRUSS CONFIGURATION SHOWN IS INDICATIVE ONLY MANUFACTURER ENGINEER CERTIFIED TIMBER TRUSSES @ 1200 CENTRES. ROOF STRUCTURE TO FOLLOW AUSTRALIAN BUILDING CODE DESIGN PROTOCOL AS PER A.S. 3.5.1. (ROOF) 3.5.1.0 PERFORMANCE REQUIREMENTS 3.5.1.1 APPLICATION 3.5.1.3 ROOF SHEETING.

"LYSAGHT ZINCALUME TRIMDEK" STEEL CLADDING FIXED TO 75 X 50 mm F8 BATTENS SCREWED TO PINE TRUSSES WITH 75 mm BUGLE SCREWS OVER VAPOR 50 mm "BRADFORD" SARKING BLANKET. BATTENS 1200 mm END SPANS 1800 mm. 75X38 F8 INTERNAL SPANS INTERMEDIATE SPANS ADDED FOR SAFETY



BUILDING ROOF FRAMING PLAN 1:200



BUILDING ROOF CLADDING PLAN 1:200

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY	DRAWN BY	DWG No.
	13/10/17	1:200	J WEEDA	A WEEDA	13117 - 8 OF 25

ITEM 4.2

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WORKS BY STANDARD TASMANIA BUILDING
 PERMITTING REGULATIONS NUMBER
 (M) 11 071 C 01 RMR 103 C MMR
 AND MMR 11 071 P 01 R

CBC
 BUILDING CONTRACTORS

- ELECTRICAL LEGEND**
- ↔ DOUBLE POWER POINTS
 - ⊙ SENSOR LIGHT
 - ⊕ BATTEN LIGHT
 - ⊙ 150W MATES RATES HIGH BAY LIGHTS
 - ⊙ SWITCH
 - D.P. = DOWNPIPE 100 mm Ø
 - ↔ EXTERNAL POWER POINTS

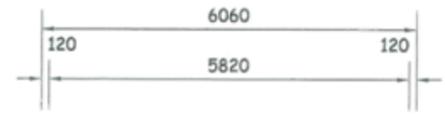
NOTE: REFER TO THE ENGINEERING DRAWINGS FOR EQUIPMENT & CONSTRUCTION DETAILS. REFER TO THE MANUFACTURER'S DRAWINGS FOR STRUCTURAL DETAILS, INCLUDING THE PRECISE SLAB SIZE.

NOTE: REFER TO THE KIT GARAGE ENGINEERING DRAWINGS FOR EQUIPMENT & ROOF FRAMING CONSTRUCTION DETAILS.

H.P. = INDICATES HIGH POINT OF GUTTER
 D.P. = INDICATES DOWNPIPE
 FLOW = FLOW RATE EACH METER GUTTER IN L/s

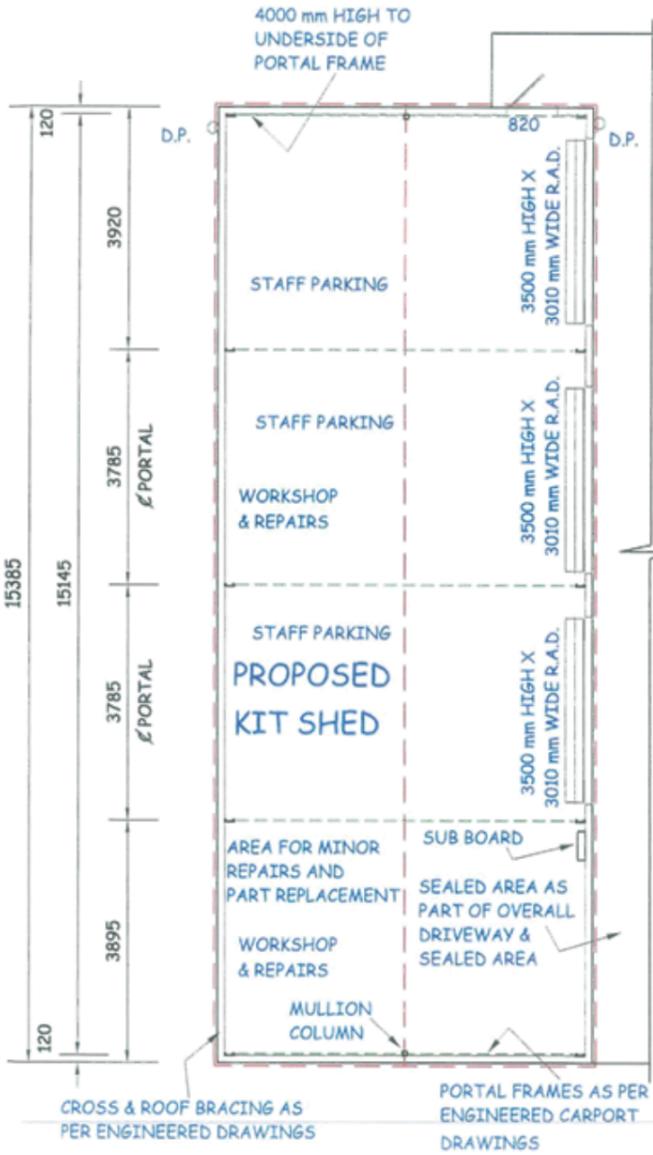
NOTE: REFER TO THE KIT SHED ENGINEERING DRAWINGS FOR CONCRETE SLAB DETAILS. PROVIDE CONSTRUCTION JOINTS & SLAB CUT JOINTS WHERE SPECIFIED INCLUDING THE PRECISE SLAB SIZE.

AREA: KIT SHED 93.25 m²

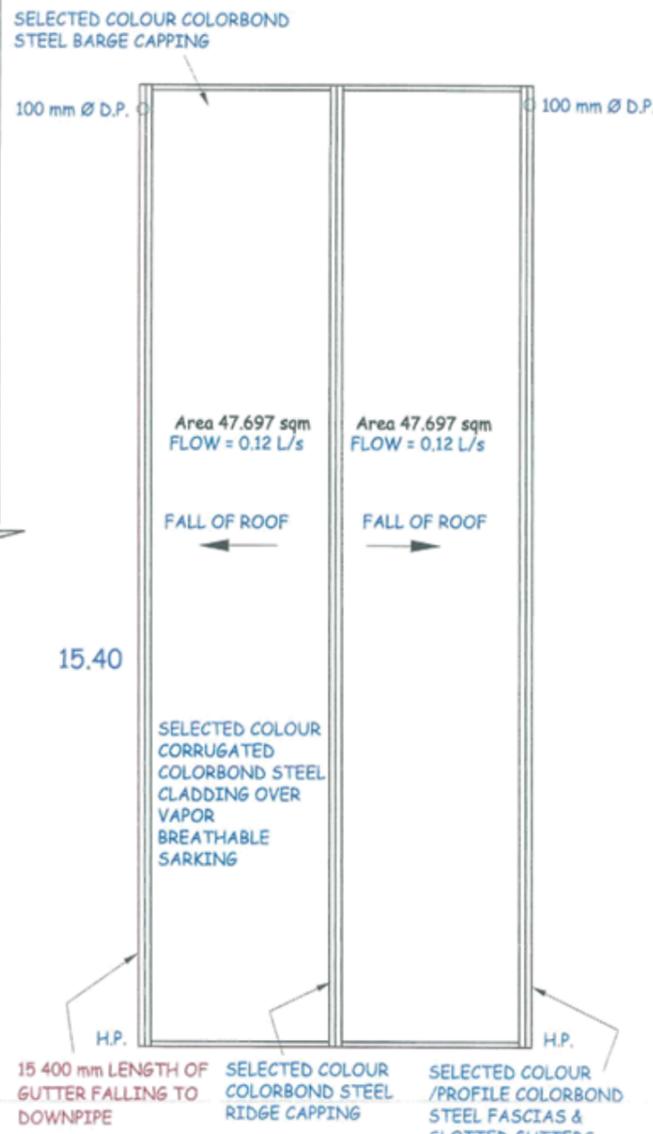


ROOF SLOPE CATCHMENT AREA FROM AN ANGLE OF 11.0° IS 1.10 TAKEN FROM TABLE 3.2 AS/ANZ 3500.3:2003

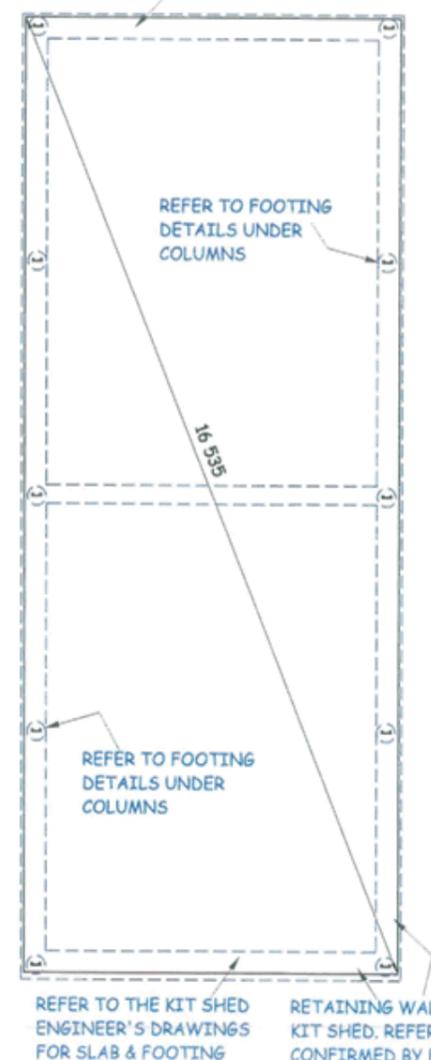
ROOF AREA IS 95.40 m² THEREFORE THE CATCHMENT AREA IS 104.94 m² FROM EQUATION 3.4.3 AREA OF THE ROOF INCLUDING EAVES X ROOF CATCHMENT AREA



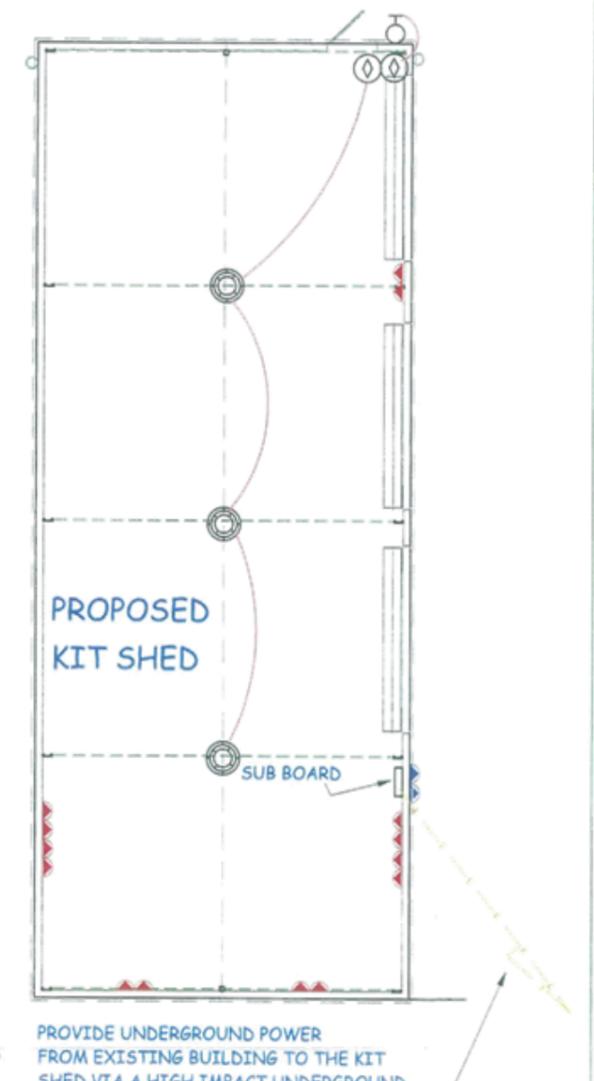
KIT SHED FLOOR PLAN 1:100



KIT SHED ROOF PLAN 1:100



KIT SHED SLAB PLAN 1:100



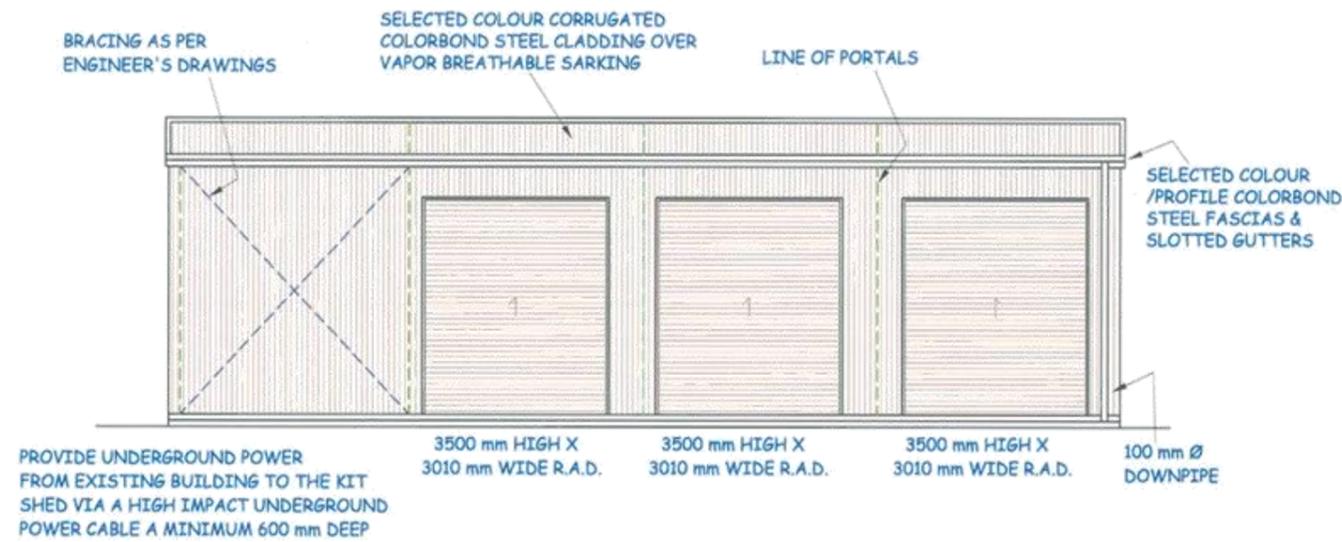
KIT SHED ELECTRICAL PLAN 1:100

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	AMENDED DATE:	SCALE:	CHECKED BY:	DRAWN BY:	DWG No.
	26/10/17	1:100	J WEEDA	A WEEDA	13117 - 9A OF 25

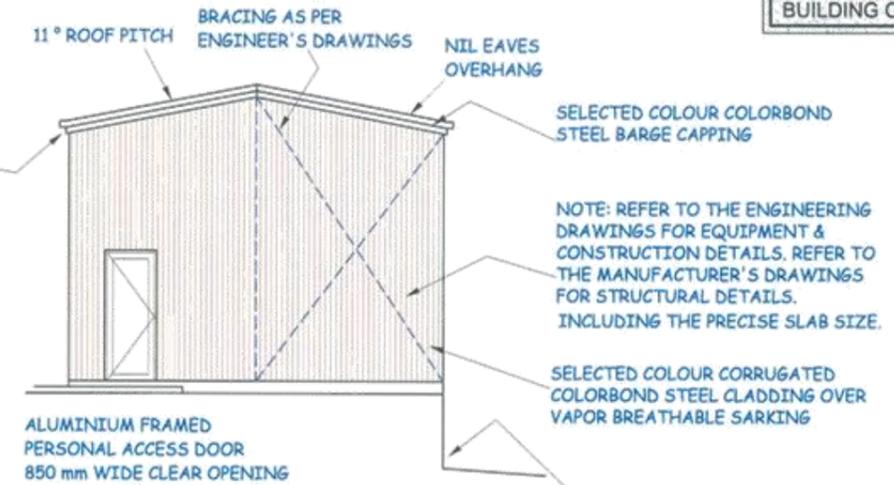
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 AND ADAM. CC. 330 P.G. B.D.

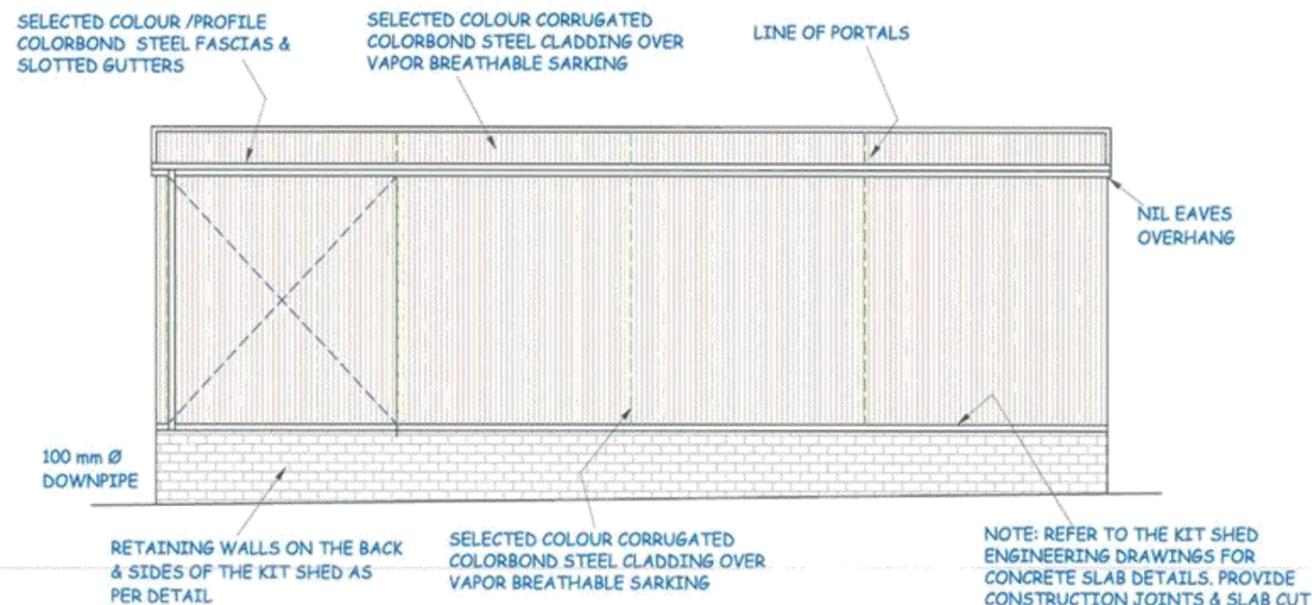
CBC
 BUILDING CONTRACTORS



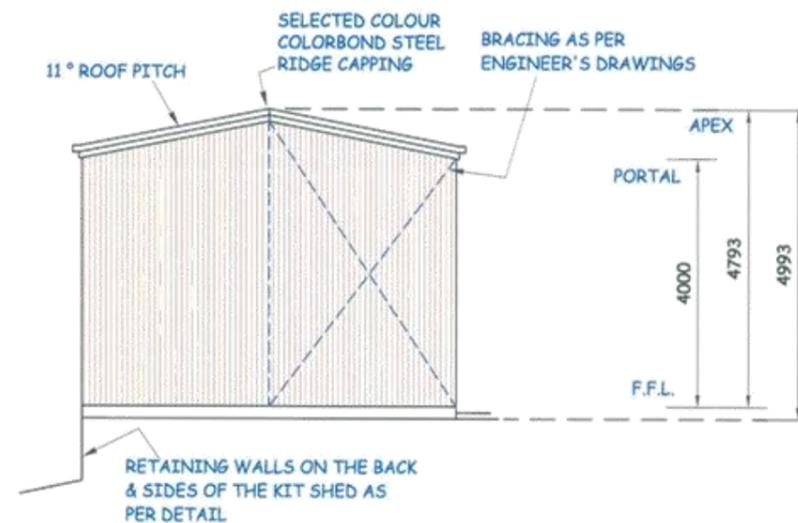
SOUTHERN ELEVATION



EASTERN ELEVATION

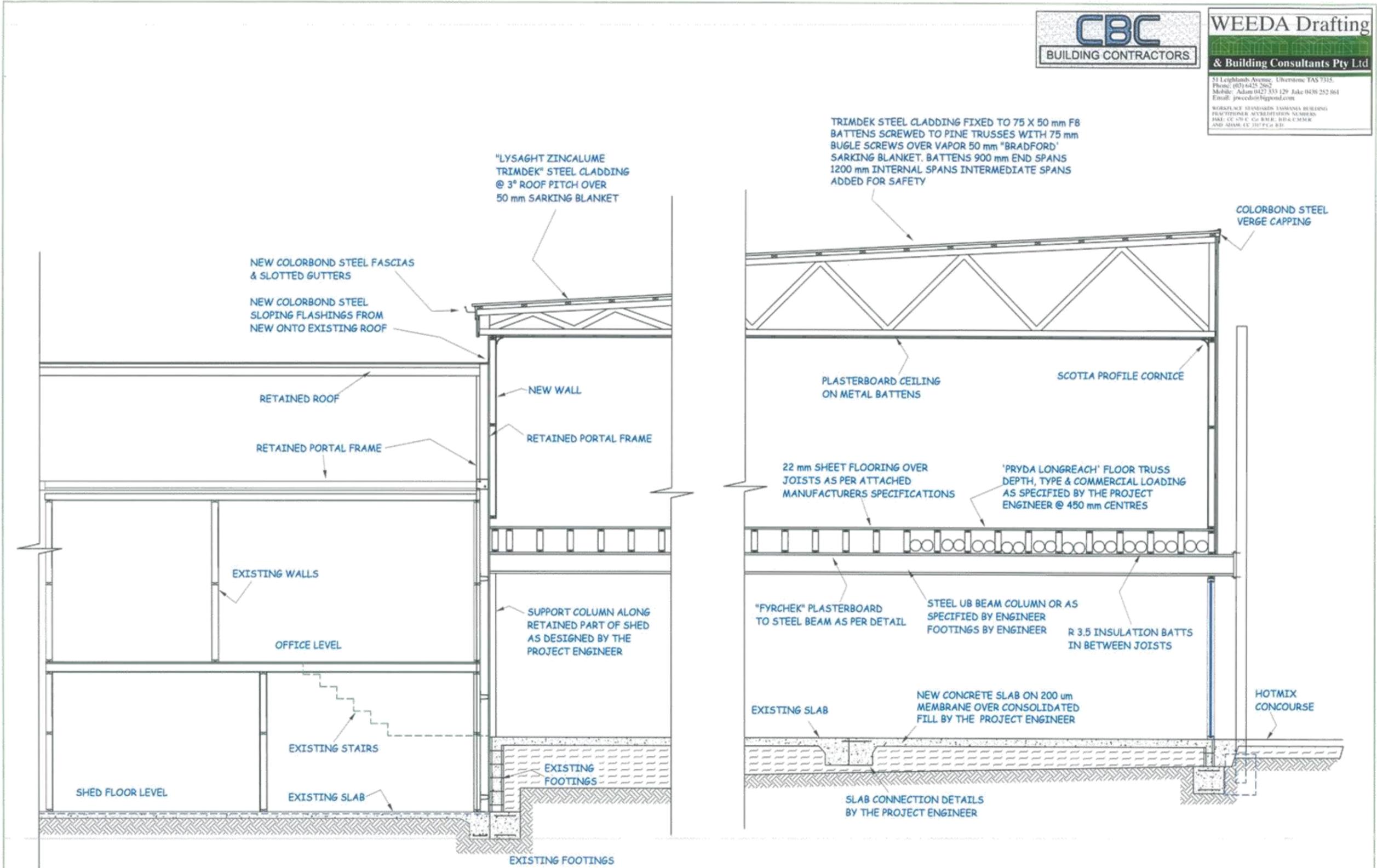


NORTHERN ELEVATION



WESTERN ELEVATION

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY	DRAWN BY	DWG No.
	13/10/17	1:100	J WEEDA	A WEEDA	13117 - 10 OF 25



CROSS SECTION THROUGH NEW AND RETAINED 1:50



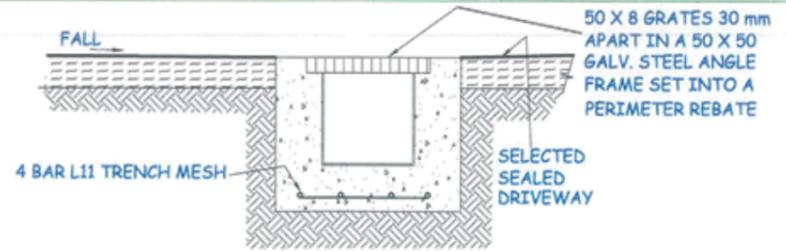
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 AND ADAM CC 31071-C-BD

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY:	DRAWN BY:	DWG No.
	13/10/17	1:50	J WEEDA	A WEEDA	13117 - 12 OF 25

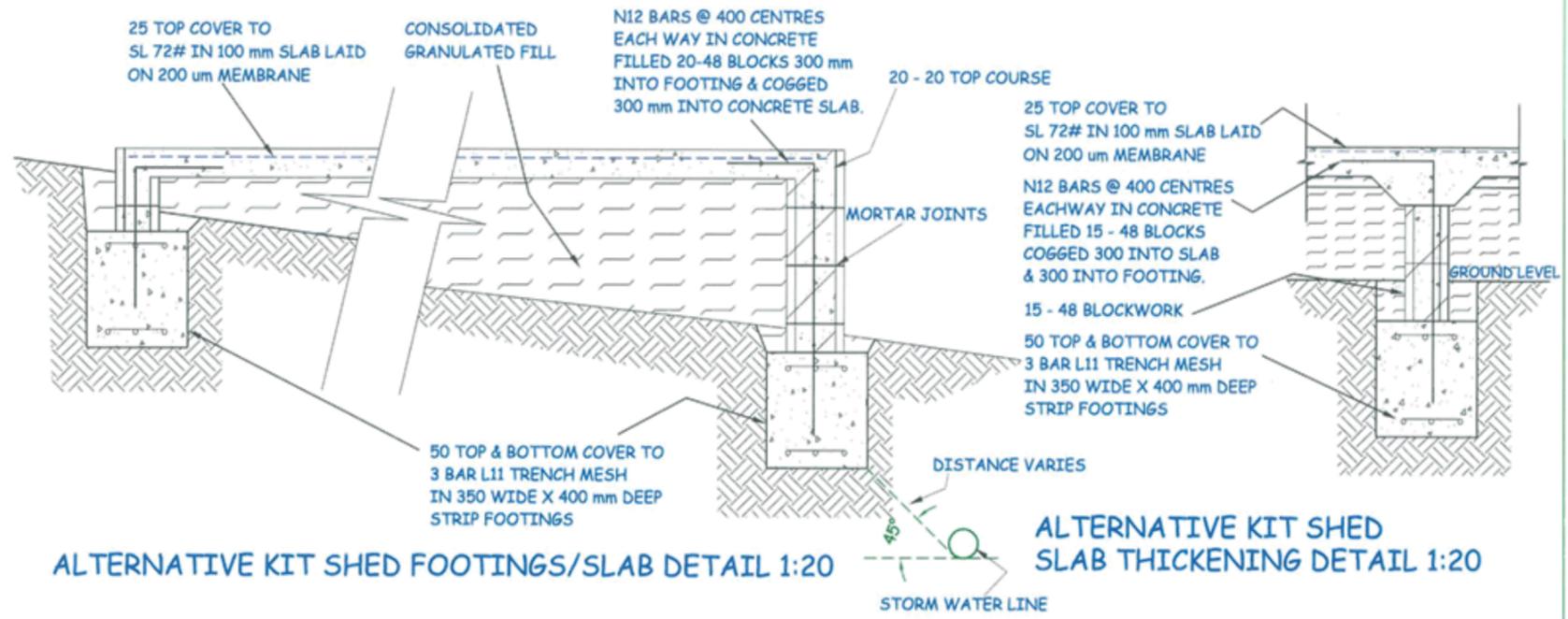
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 AND BMM, CC 0177 CG B.D.

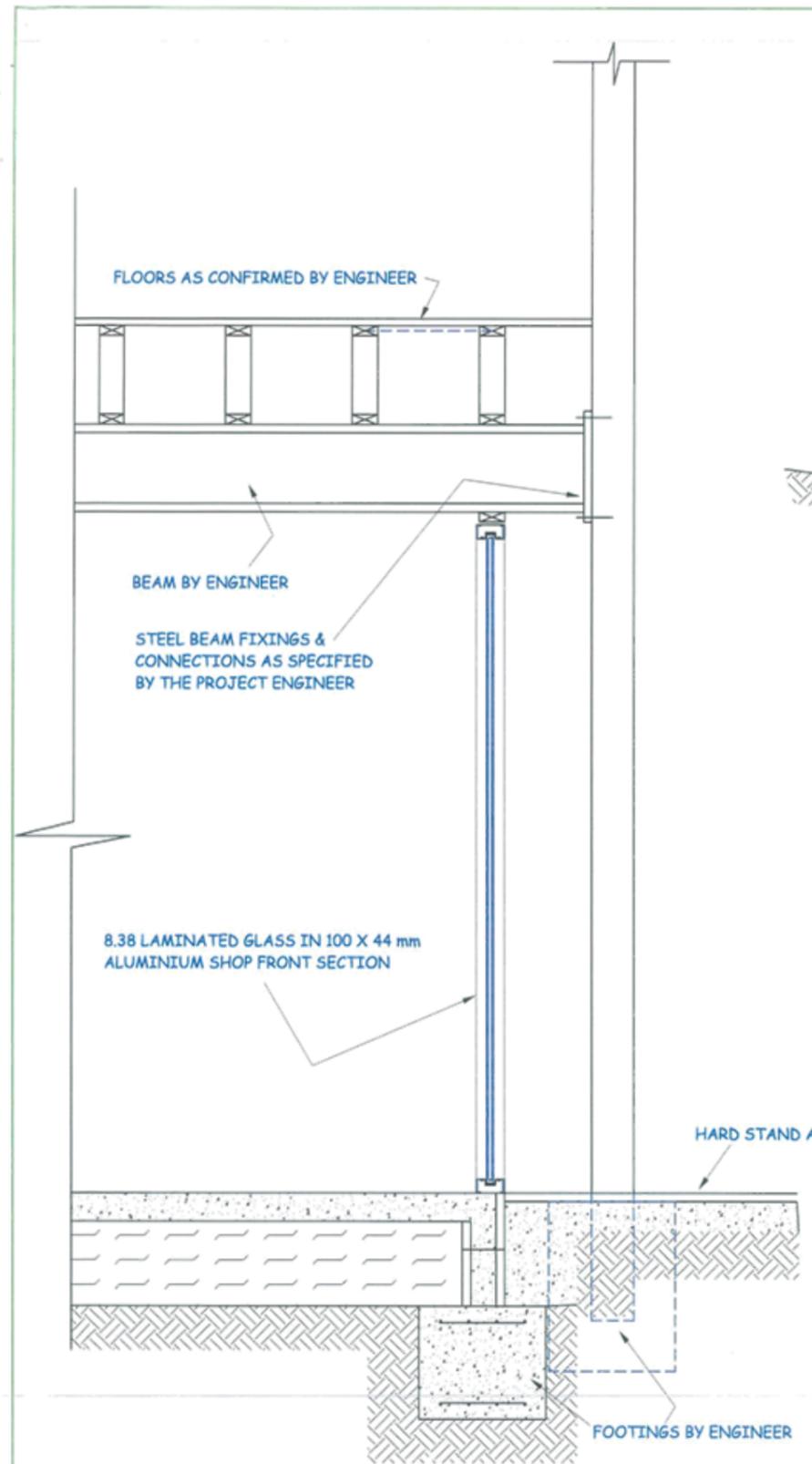


OPTIONAL GRATED PIT DETAIL 1:20

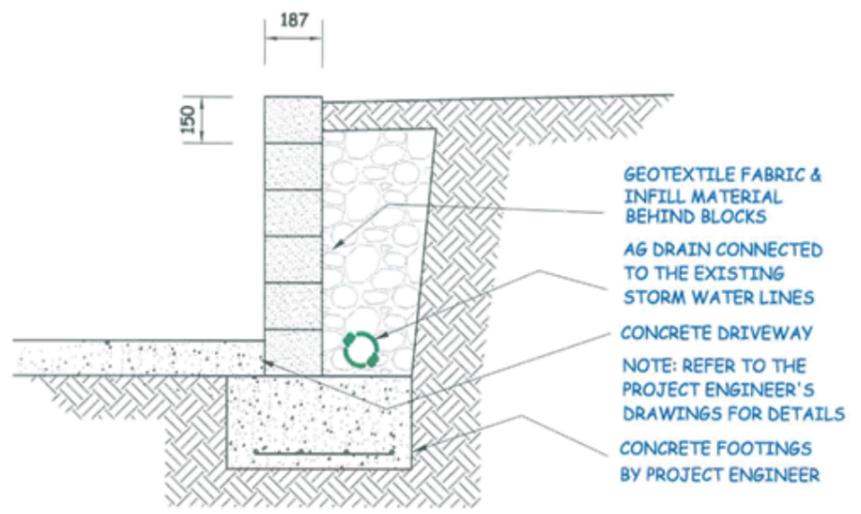


ALTERNATIVE KIT SHED FOOTINGS/SLAB DETAIL 1:20

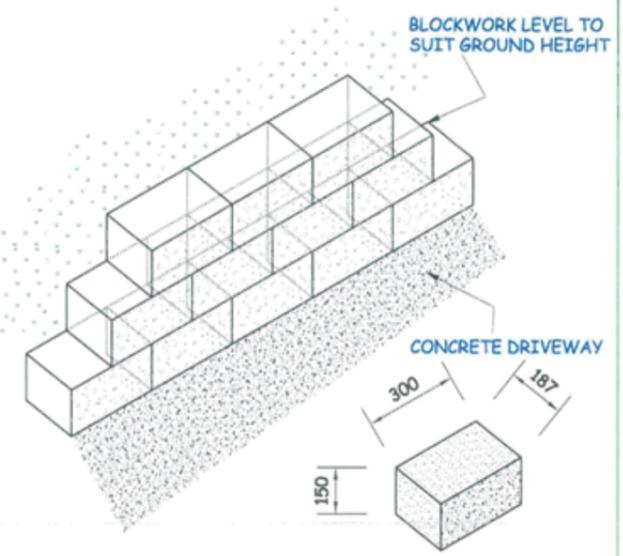
ALTERNATIVE KIT SHED SLAB THICKENING DETAIL 1:20



BOX GUTTER DETAIL 1:20



OPTIONAL "CANTERBURY CORNER" DETAIL 1:20 (DETAIL CONFIRMED BY ENGINEER)

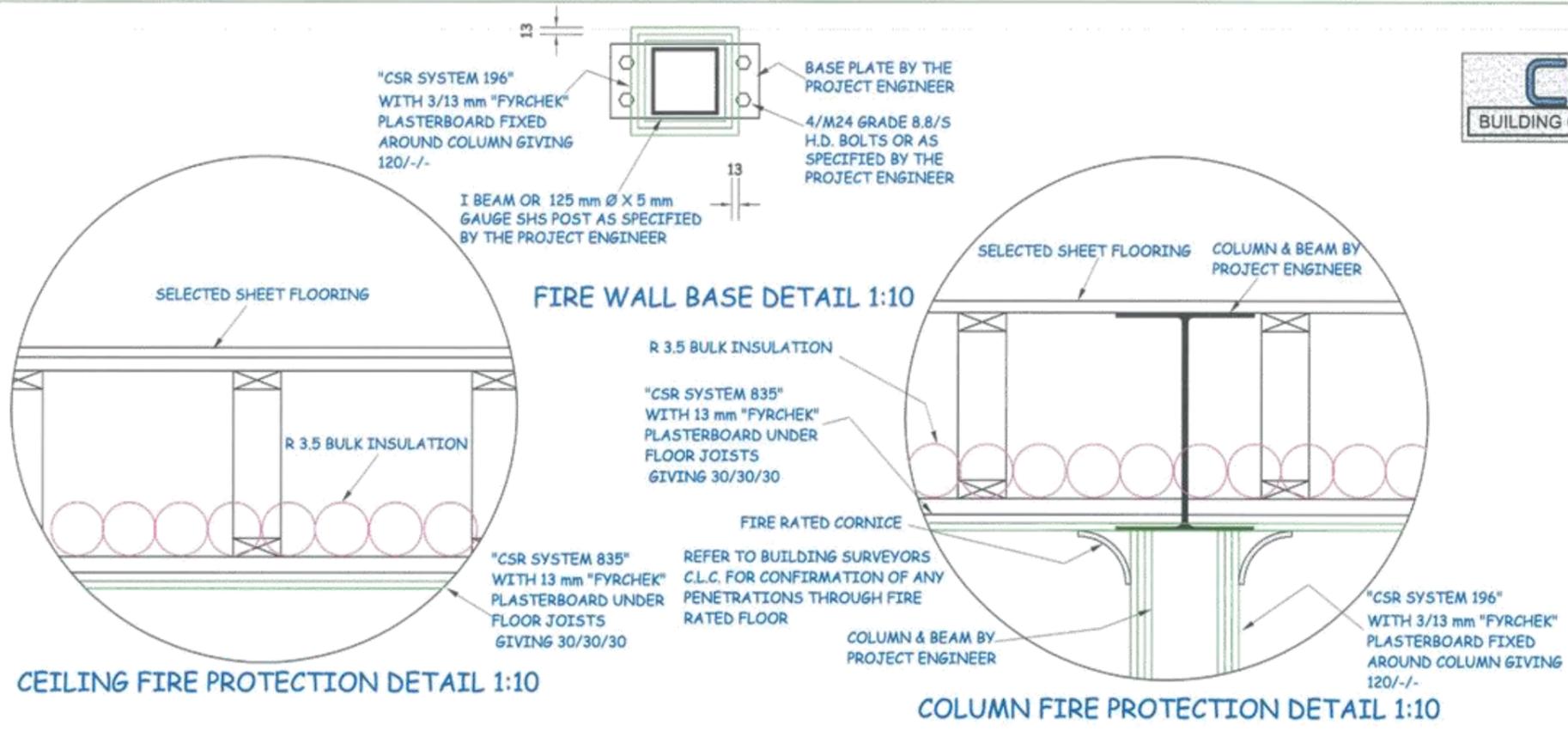


OPTIONAL "CANTERBURY CORNER" WALL ELEVATION EXAMPLE 1:20

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY	DRAWN BY	DWG No.
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 PROFESSIONAL ACCREDITATION NUMBERS
 JAWL, LC 670 C, CC BSM, BDA CMMR
 AND ADAM, CC, CC PL - 02



COMMERCIAL GENERAL NOTES:
 ONLY COMPLY WITH ITEMS RELEVANT TO THIS PROJECT

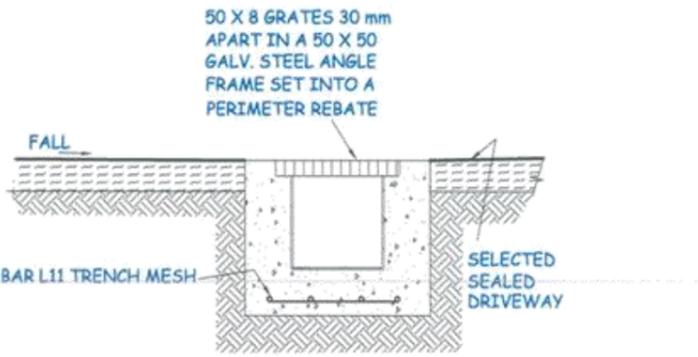
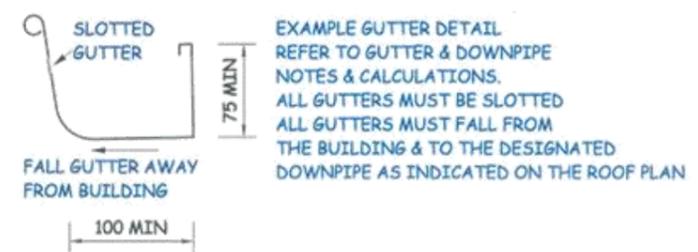
1. THE OWNER SHALL VERIFY THE CORRECT BOUNDARIES OF THE PROPERTY.
2. THE BUILDER IS RESPONSIBLE FOR THE CORRECT SETTING OUT OF ALL WORK.
3. THE BUILDER SHALL VERIFY DIMENSIONS AND DETERMINE LEVELS ON SITE.
4. FIGURED DIMENSIONS SHALL BE USED IN PREFERENCE TO SCALED.
5. ALL CONCRETE SHALL BE POKER VIBRATED AND CURED FOR 3 DAYS MIN.
6. ALL WORK SHALL COMPLY WITH THE BUILDING CODE OF AUSTRALIA CLASS 2 TO CLASS 9 BUILDINGS AND THE FOLLOWING AUSTRALIAN STANDARDS:
 (a) A.S.2870 RESIDENTIAL SLABS & FOOTINGS.
 (b) A.S.1302, 1303, & 1304 REINFORCEMENT.
 (c) A.S.1684 TIMBER FRAMING CODE.
 (d) A.S.4055 WIND LOADS & BRACING.
 (e) A.S.1720 TIMBER ROOF TRUSSES.
 (f) A.S.1562 STEEL ROOF CLADDING.
 (g) A.S.4200 SARKING.
 (h) A.S.2589 PLASTERBOARD WALL LINING.
 (i) A.S.3740 WET AREA LININGS.
 (j) A.S.1288 GLASS & GLAZING.
 (k) A.S.3700 MASONRY CODE.
 (l) A.S.3500 PLUMBING WORK.
7. GUTTERS AND DOWN PIPES SHALL COMPLY WITH THE B.C.A VOL 1. CLAUSE F1.1
8. PROVIDE MECHANICAL VENTILATION COMPLY WITH THE B.C.A VOL 1. PART J4.
9. "VILLABOARD" LINING TO WET AREAS AS REQUIRED BY THE B.C.A. 3.8.1.
10. BRICK ARTICULATION JOINTS SHALL BE PROVIDED TO COMPLY WITH B.C.A. 3.3.1.8.
11. STAIRS & BALUSTRADES SHALL COMPLY WITH THE B.C.A. 3.9.1. & 3.9.2.
12. BUILDING FABRIC INSULATION SHALL COMPLY WITH THE B.C.A. 3.12.1
13. BUILDING SEALING SHALL COMPLY WITH THE B.C.A. 3.12.3.
14. BUILDING SERVICES SHALL COMPLY WITH THE B.C.A. 3.2.5.
15. THIS WORK IS COPYRIGHT©AND MAY NOT BE COPIED IN ANY FORM WITHOUT PRIOR CONSENT FROM WEEDA DRAFTING & BUILDING CONSULTANTS Pty. Ltd.

NOTES

1. THE BUILDER SHALL HAVE A PUBLIC RISK INSURANCE POLICY TO THE VALUE OF \$10 MILLION.
2. THE BUILDER SHALL BE ACCREDITED FOR CLASS 2 TO 9 BUILDINGS.
3. THE BUILDER SHALL ENSURE THE SAFETY ON SITE . USE ONLY APPROVED SCAFFOLDING.
4. USE ONLY TESTED & TAGGED POWER TOOLS.

SPECIFICATION (KIT SHEDS)

1. CLEAR THE SITE & SET OUT THE WORKS.
2. FORM UP & EXCAVATE FOR THE THICKENED EDGE SLAB AS PER KIT SHED MANUFACTURER'S DRAWINGS.
3. PROVIDE GRANULATED FILL AND CONSOLIDATE FULLY. LAY MEMBRANE & SL72 FABRIC TO COVER.
4. POUR THE SLAB AND FINISH TO A STEEL FLOAT LEVEL TOP. FORM A 30 mm DEEP REBATES FOR THE ROLLER DOORS. IN THE SLAB EDGE & CREATE FALLS TO THE SHOWER AS REQUIRED IN A.S. 1428.15.5
5. ALL STEELWORK ERECTION SHALL BE UNDER THE DIRECT SUPERVISION OF A QUALIFIED RIGGER.
6. ERECT THE STEELWORK TO THE MANUFACTURER'S DETAILS.
7. PROVIDE & FIX THE ROOF & WALL CLADDINGS.
8. INSTALL THE ROLL - A - DOORS & P.A. DOORS AS SHOWN.
9. INSTALL WINDOWS AS SHOWN INCLUDING SECURITY BARS OVER THE TOILET WINDOWS.
10. PROVIDE, SPREAD & CONSOLIDATE BASE COURSE GRAVEL FOR THE DRIVEWAY FOLLOWED BY A FINES TOP LAYER.
11. PROVIDE & FIX GUTTERS & DOWNPIPES.
12. PROVIDE S.W. LINES AND CONNECT TO THE STORM WATER POINT INDICATED ON THE SERVICES PLAN INCLUDING THE GRATED DRAINS & PITS.
13. PROVIDE & INSTALL THE SEWER LINE & CONNECT THE FIXTURES.
14. CONSTRUCT THE INTERNAL WALLS FOR THE TOILETS & OFFICES. LINE OUT THE WALLS & CEILINGS WITH "VILLABOARD"
15. PROVIDE THE INTERNAL DOOR JAMBS, DOORS, LOCKS, STOPS ARCHITRAVES & SKIRTINGS.
16. PROVIDE & INSTALL ALL THE TOILETS, HAND BASINS & GRAB RAILS TO DETAIL.
17. PROVIDE & INSTALL LIGHTS, POWER OUTLETS & DATA COM CABLES & FITTINGS.
18. PAINT THE OFFICES & TOILET CEILINGS, WALLS, DOORS & MOULDINGS.
19. PROVIDE SHEET VINYL TO THE TOILET FLOORS TO DETAIL.
20. PROVIDE & INSTALL THE GRAB RAILS, TOILET PAPER HOLDERS, MIRRORS, FIRE EXTINGUISHERS & SHOWER SEAT.
21. ON COMPLETION, CART AWAY DEBRIS AND LEAVE THE SITE TIDY.



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	13/10/17	1:10/1:20	J WEEDA	A WEEDA	13117 - 14 OF 25

STAIRS & BALUSTRADES

EACH FLIGHT OF STAIRS MUST NOT HAVE MORE THAN 18 RISERS OR LESS THAN 2 RISES THE RISE & GOING OF THE STAIR CASE MUST BE CONSTANT THROUGHOUT IF THE RISER IS OPEN, THE OPENING MUST NOT ALLOW A 125 mm Ø SPHERE TO PASS BETWEEN THE TREADS.
TREADS MUST HAVE A SLIP RESISTANT FINISH OF A SUITABLE NON SLIP STRIP NEAR THE EDGE OF THE NOSINGS
LANDINGS MUST NOT BE LESS THAN 750 mm LONG AND NOT HAVE A STEEPER GRADIENT OF 1:50 OR 1°

A LANDING AT A DOORWAY IS NOT REQUIRED TO A MAXIMUM OF THREE RISERS OR A MAXIMUM 570 mm HIGH. 750 mm MINIMUM LANDING LENGTH REQUIRED THEREAFTER.

STAIRS (OTHER THAN SPIRAL)
RISER OF STEP MAXIMUM 190 mm MINIMUM 115 mm
TREAD OR GOING MAXIMUM 355 mm MINIMUM 240 mm
RISER & GOING TO BE CALCULATED BY THE FOLLOWING FORMULA (2R+G)
SLOPE RELATIONSHIP FROM THE RATIO MAXIMUM 770 mm MINIMUM 550 mm

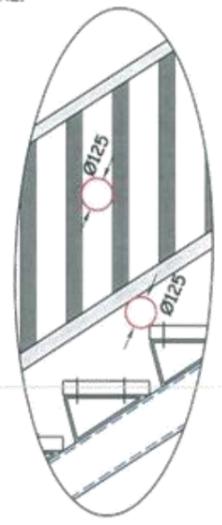
SPIRAL STAIRS ONLY
RISER OF STEP MAXIMUM 220 mm MINIMUM 140 mm
TREAD OR GOING MAXIMUM 370 mm MINIMUM 210 mm
RISER & GOING TO BE CALCULATED BY THE FOLLOWING FORMULA (2R+G)
SLOPE RELATIONSHIP FROM THE RATIO MAXIMUM 680 mm MINIMUM 590 mm

A 2000 mm CLEARANCE MUST BE MADE FROM THE TOP OF NOSING TO ANY STRUCTURE ABOVE.

NOTE: WHILE THE NATIONAL CONSTRUCTION CODE CALLS FOR 1000 mm BALUSTRADE HEIGHT DRAWINGS AND DETAILS CONTAINED HEREIN WILL SHOW 1030 mm TO ACCOUNT FOR ANY FUTURE THICKNESS OF NEW FLOOR COVERINGS SUCH AS TILES
WHILE THE NATIONAL CONSTRUCTION CODE CALLS FOR A BALUSTRADE IF THE FLOOR LEVEL TO GROUND LEVEL IS GREATER THAN 1000 mm, DRAWINGS AND DETAILS HEREIN WILL SHOW A LEVEL UP TO 900 mm TO ACCOUNT FOR GROUND MOVEMENT.

A CONTINUOUS BALUSTRADE MUST BE PROVIDED ALONG THE SIDE OF ANY ROOF TO WHICH PUBLIC ACCESS IS PROVIDED, ANY STAIRWAY OR RAMP, ANY FLOOR, CORRIDOR, HALLWAY, BALCONY, DECK, VERANDAH, MEZZANINE, ACCESS BRIDGE AND ALONG THE SIDE OF ANY DELINEATED PATH OF ACCESS TO A BUILDING IF:

- i) IT IS NOT BOUNDED BY A WALL &
- ii) ITS LEVEL ABOVE THE SURFACE BENEATH IS MORE THAN 4000 mm WHERE IT IS POSSIBLE FOR A PERSON TO FALL THROUGH AN OPENABLE WINDOW (WINDOW IS DEEMED OPENING IF A 125 mm SPHERE IS ABLE TO PASS THROUGH THE ACTUAL OPENING) OR 1000 mm IN ANY OTHER CASE.
- iii) A RETAINING WALL IF IT IS DIRECTLY ASSOCIATED WITH A DELINEATED PATH OF ACCESS TO A BUILDING FROM THE ROAD OR A DELINEATED PATH OF ACCESS BETWEEN BUILDINGS. REFER TO THE BUILDING SURVEYOR IF UNSURE.
- iv) THE HEIGHT OF THE BALUSTRADE MUST NOT BE LESS THAN 865 mm ABOVE THE LINE OF NOSINGS OF THE STAIR TREADS OF THE FLOOR OR A RAMP.
- v) OPENINGS IN BALUSTRADES MUST BE CONSTRUCTED SO THAT THEY DO NOT PERMIT A 125 mm SPHERE TO PASS THROUGH IT. FOR STAIRS THE OPENING IS MEASURED FROM THE NOSING LINE TO THE STAIR TREADS.
- vi) FOR WIRE BALUSTRADES REFER TO THE DRAWINGS FOR CONSTRUCTION REQUIREMENTS TO COMPLY WITH THE NATIONAL CONSTRUCTION CODE.



WET AREA WATERPROOFING

TERMINOLOGY

BACKING ROD - A SECTION OF CLOSED CELL FOAM MADE FROM FLEXIBLE PLASTICS
BOND BREAKER - A SYSTEM THAT PREVENTS THE MEMBRANE BONDING TO THE SUBSTRATE, BEDDING OR LINING
MEMBRANE - A BARRIER THAT IS IMPERVIOUS TO MOISTURE WHICH MAY BE A SINGLE OR MULTI-PART SYSTEM
WATERPROOF - THE PROPERTY OF A MATERIAL THAT DOES NOT ALLOW MOISTURE TO PENETRATE THROUGH IT WHEN TESTED IN ACCORDANCE WITH A.S. 4858
WATERPROOFING SYSTEM - A COMBINATION OF ELEMENTS THAT ARE REQUIRED TO ACHIEVE A WATERPROOF BARRIER AS REQUIRED BY A.S. 4858
WATER RESISTANT - THE PROPERTY OF A SYSTEM THAT RESTRICTS MOISTURE MOVEMENT & WILL NOT DEGRADE UNDER CONDITIONS OF MOISTURE
WET AREA - AN AREA WITHIN A BUILDING WITH WATER FROM A WATER SUPPLY SYSTEM, WHICH INCLUDES BATHROOMS, SHOWERS, LAUNDRIES AND SANITARY COMPARTMENTS EXCLUDING KITCHENS, BAR AREA, KITCHENETTES OR DOMESTIC FOOD & PREPARATION AREAS

MATERIALS DEEMED WATERPROOF
i) STAINLESS STEEL
ii) MATERIAL NOT LESS THAN 99.9% COPPER
iii) FLEXIBLE WATERPROOF SHEET FLOORING MATERIAL WITH WATERPROOF JOINTS OF THE SHEETING
iv) MEMBRANES MEETING THE REQUIREMENTS OF A.S. 4858

WATERPROOFING SYSTEM FOR THIS BUILDING PROJECT IS TO BE LOW VOC, AIR BARRIER, LOAD BEARING CLASS THREE MEMBRANE SUCH AS "LATICRETE HYDRO BAN" OR EQUIVALENT.
SILICONE USED MUST BE PAINTABLE & NON ACIDIC
IF PLASTERBOARD IS USED IN WET AREAS THE BOTTOM EDGE MUST BE MADE WATERPROOF. WATER RESISTANT SHEETING SHALL BE IN ACCORDANCE WITH AS/NZS 2588. "VILLABOARD" LINING IS SPECIFIED TO WET AREAS SHALL BE USED IN PREFERENCE TO STANDARD PLASTERBOARD.

MATERIALS USED IN THE MANUFACTURE OF PERFORMED, PREFINISHED SHOWER BASES & ENCLOSURES SHALL BE SUCH THAT THE FINISHED PRODUCT IS WATERPROOF.
SEALANTS: ALL SEALANTS SHALL BE WATERPROOF, FLEXIBLE, MOULD RESISTANT & COMPATIBLE WITH ADJACENT MATERIALS.
IT IS STRONGLY RECOMMENDED THAT TO BE COMPATIBLE WITH ADJACENT MATERIALS & PRODUCTS THAT THE SAME MANUFACTURER'S SYSTEM IS USED.
ADHESIVES: ALL ADHESIVES USED IN A WATERPROOFING SYSTEM SHALL BE WATERPROOF & COMPATIBLE WITH THE MATERIALS BEING ADHERED.
CURING: MATERIALS SHALL BE CURED ADEQUATELY FOR THEIR INTENDED USE.

WHERE REQUIRED, FALLS IN FLOOR FINISHES SHALL ALLOW ALL SURFACE WATER TO DRAIN WITHOUT PONDING EXCEPT FOR RESIDUAL WATER REMAINING DUE TO SURFACE TENSION. FOR SHOWER AREAS WITH A VERTICAL SEPARATION BETWEEN THE SHOWER AND THE WET AREA SUCH AS SHOWER SCREEN, HOB, STEP DOWN OR WATER STOP, THE FALL SHALL BE A MINIMUM OF 1:100. ALL OTHER SHOWER AREAS THE FALL SHALL BE A MINIMUM OF 1:80. FALLS TO THE GENERAL BATHROOM AREAS SHALL BE A MINIMUM OF 1:100. ALL SHOWER AND BATH BASES SHALL BE FULLY SUPPORTED TO PREVENT DISTORTION OR CRACKING.

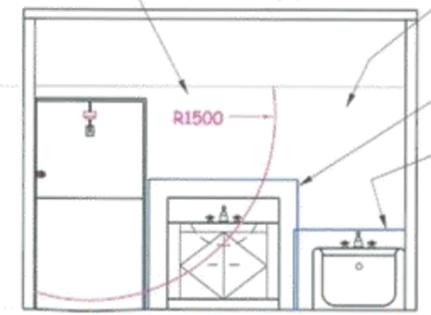
WATERPROOFING FOR THIS DESIGN MUST ADHERE TO ALL INFORMATION CONTAINED HEREIN AND AUSTRALIAN STANDARDS. IN REGARDS TO THE POTENTIAL COSTS IN RECTIFYING WATER LEAKAGE DISTANCES TO WATERPROOF IN WET AREAS SHALL EXCEED THOSE REQUIRED TO THE PLANS SHOWN AT RIGHT.
WATER PENETRATION MAINLY OCCURS AT JOINTS, SPECIAL ATTENTION MUST BE TAKEN IN THESE AREAS & POTENTIAL MOVEMENT AROUND JOINTS ACCOUNTED FOR.

FOR BATHS WITH SHOWERS REFER TO AS 3740 SECTION 3.7.
FOR JUNCTIONS & PERIMETER FLASHING REFER TO AS 3740 SECTION 3.9 & ADJACENT DETAILS.
FOR PENETRATIONS REFER TO AS 3740 SECTION 3.10.
FOR STEP DOWN SHOWERS REFER TO AS 3740 SECTION 3.13.
UNENCLOSED SHOWERS ARE NOTED ON THE FLOOR PLAN REFER TO AS 3740 SECTION 3.13.5 FOR TYPE 1 & TYPE 2 OPEN SHOWERS. FOR TYPE 1 & TYPE 2 UNENCLOSED SHOWERS, THE WATER STOP SHALL HAVE THE VERTICAL LEG FINISH FLUSH WITH THE FINISHED SURFACE OF THE FLOOR AND, WHERE THE WATER STOP INTERSECTS WITH OR JOINS A WALL, THE JUNCTION SHALL BE WATERPROOF.



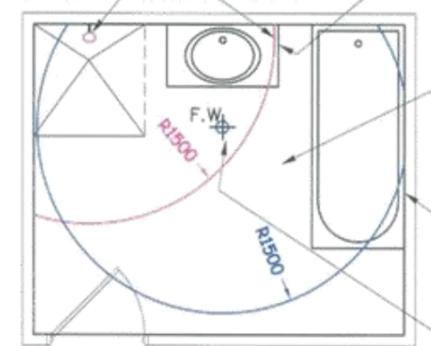
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WORKPLACE STANDARDS TASMANIA BUILDING PRACTITIONER ACCREDITATION NUMBERS
JAKE: CC 470 C Car B.M.R. RD & C.M.M.R. AND ADAM: CC 507 P Car B.D.

WHERE THERE IS AN OPEN SHOWER OF ANY KIND WATERPROOFING MUST BE 1500 mm FROM SHOWER HEAD
BASED ON COVERAGE OF WATERPROOFING SHOWN IT IS STRONGLY RECOMMENDED ALL WALLS FROM 1800 mm DOWN & ALL THE FLOOR REGARDLESS OF SUBSTRATE BE WATERPROOFED

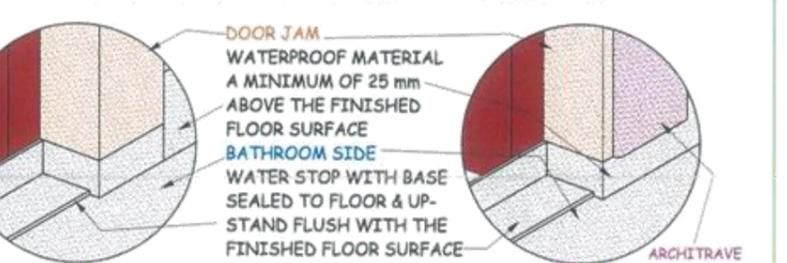


TYPICAL BATHROOM ELEVATION 1:50

IF THE SHOWER IS FULLY ENCLOSED WATERPROOFING CAN BE CONFINED TO THE AREA OF THE SHOWER & TO 1800 mm HIGH
ENSURE ALL JOINTS ARE WATERPROOFED ADEQUATELY
WHERE THERE IS AN OPEN SHOWER OF ANY KIND WATERPROOFING MUST BE 1500 mm FROM SHOWER HEAD
WATERPROOF VANITY A MINIMUM OF 150 mm TO TOP & SURROUNDS
WATERPROOF BATH A MINIMUM OF 150 mm TO TOP OF LIP & SURROUNDS

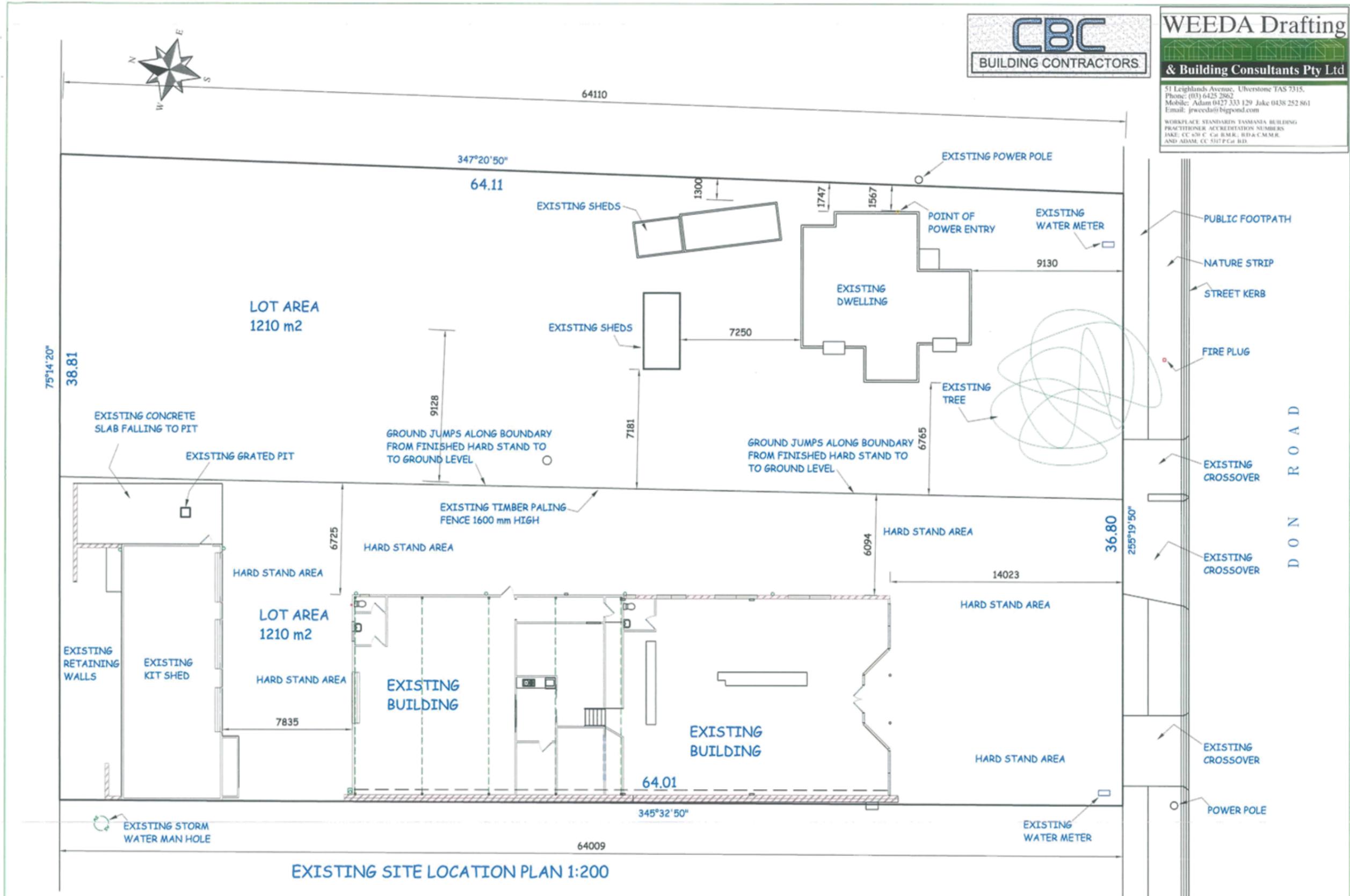


TYPICAL FLOOR PLAN 1:50



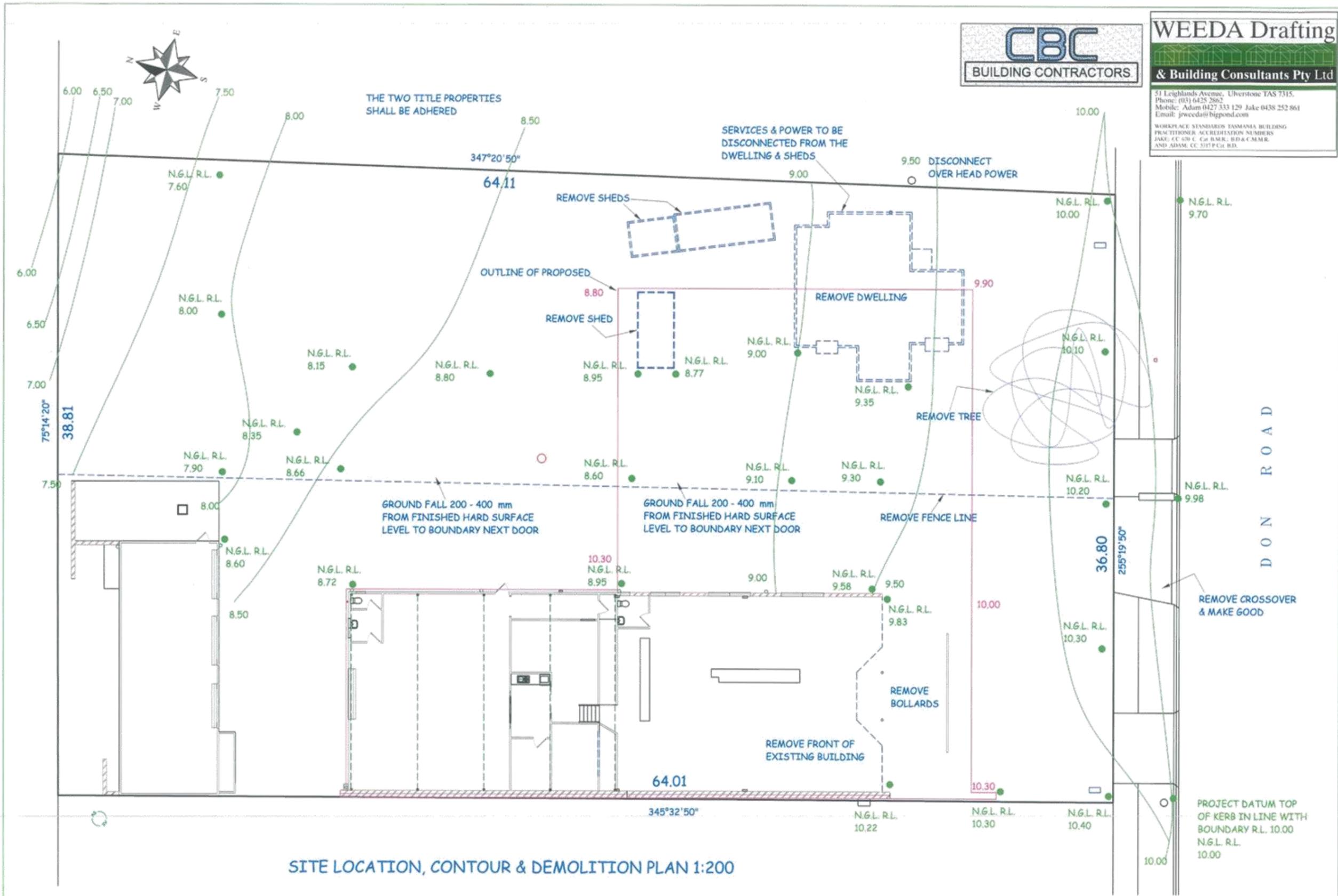
DOOR JAM WATERPROOF MATERIAL A MINIMUM OF 25 mm ABOVE THE FINISHED FLOOR SURFACE
BATHROOM SIDE WATER STOP WITH BASE SEALED TO FLOOR & UP- STAND FLUSH WITH THE FINISHED FLOOR SURFACE
WATERPROOFING PRIOR TO INSTALLATION OF ARCHITRAVE
WATERPROOFING AFTER INSTALLATION OF ARCHITRAVE

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY	DRAWN BY	DWG No.
	13/10/17	1:20/1:50	J WEEDA	A WEEDA	13117 - 15 OF 25



51 Leighlands Avenue, Ulverstone TAS 7315,
 Phone: (03) 6425 2862
 Mobile: Adam 0427 333 129 Jake 0438 252 861
 Email: jrweeda@bigpond.com
 WORKPLACE STANDARDS TASMANIA BUILDING
 PRACTITIONER ACCREDITATION NUMBERS
 JAKE: CC 870 C Cal B.M.R., B.D & C.M.M.R.
 AND ADAM: CC 517 P.Cal B.D.

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY	DRAWN BY	DWG No.
	13/10/17	1:200	J WEEDA	A WEEDA	13117 - 16 OF 25



SITE LOCATION, CONTOUR & DEMOLITION PLAN 1:200

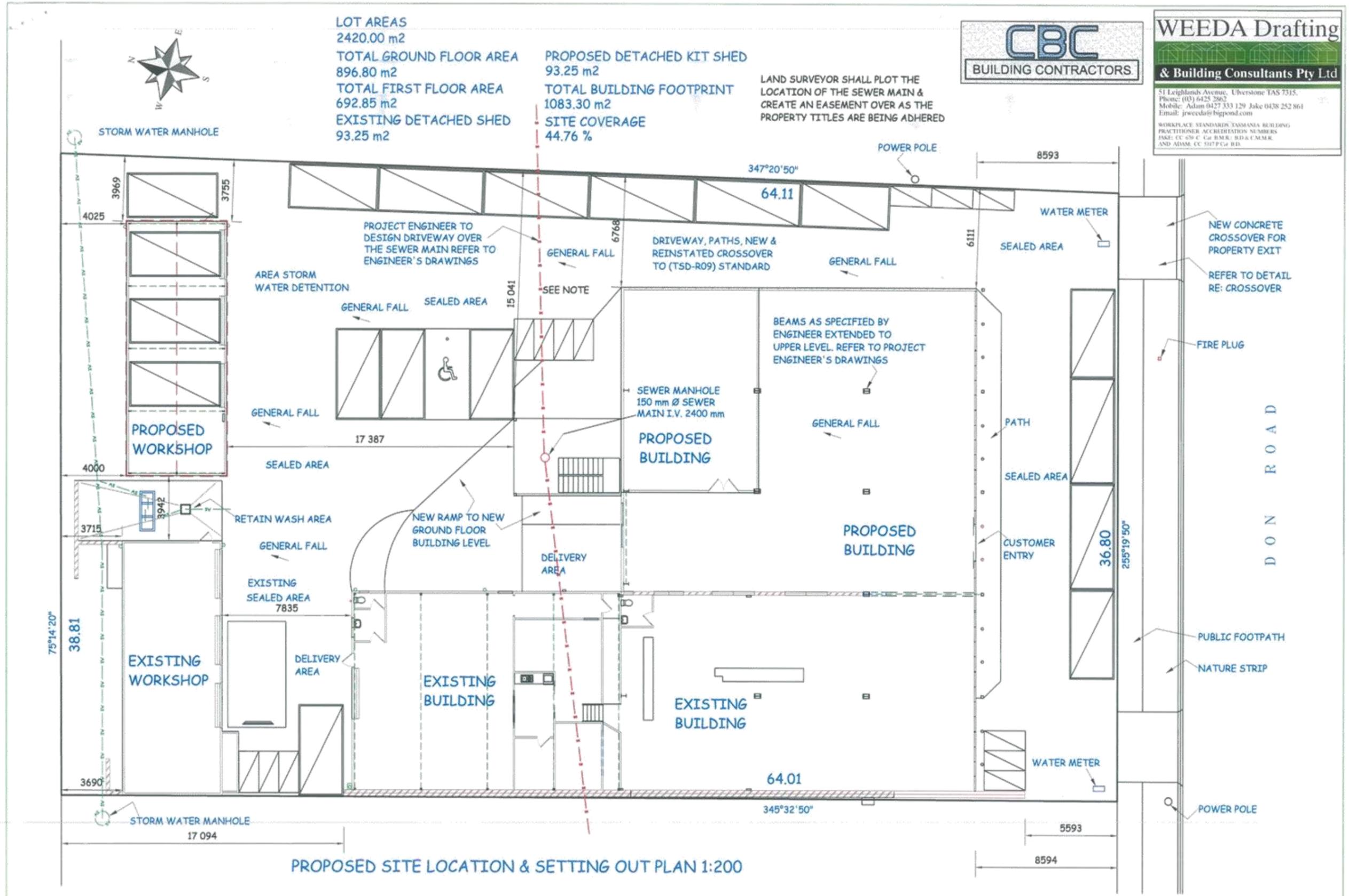


WEEDA Drafting
 & Building Consultants Pty Ltd

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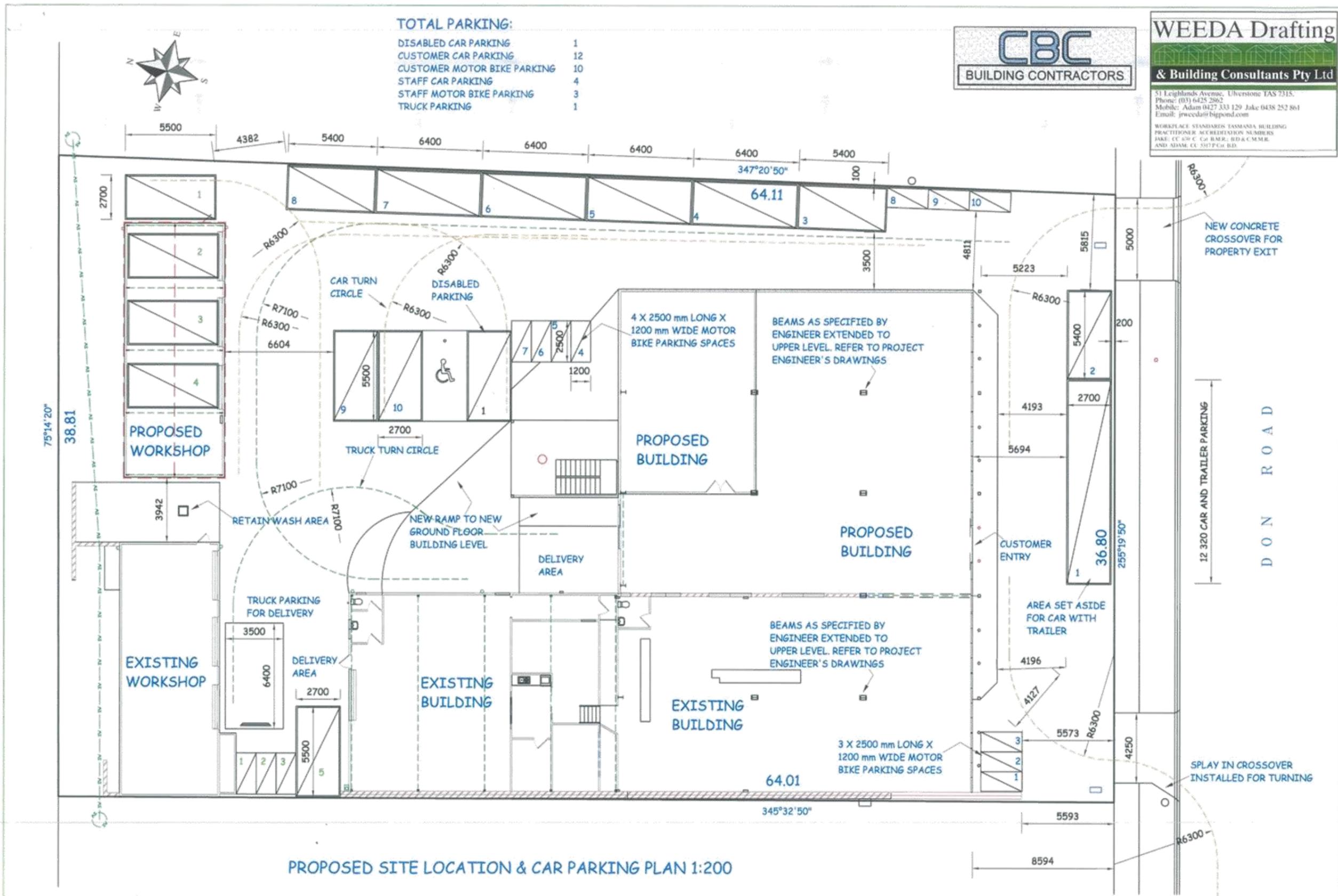
WORKPLACE STANDARDS TASMANIA BUILDING
 PROFESSIONAL ACCREDITATION NUMBERS
 JAKE: CC 539 C, CC 540 R, BDA-C-MMR
 AND ADAM: CC 537 P, CC 538 R

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY	DRAWN BY	DWG No.
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PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	AMENDED DATE:	SCALE:	CHECKED BY:	DRAWN BY:	DWG No.:
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ITEM 4.2



TOTAL PARKING:

DISABLED CAR PARKING	1
CUSTOMER CAR PARKING	12
CUSTOMER MOTOR BIKE PARKING	10
STAFF CAR PARKING	4
STAFF MOTOR BIKE PARKING	3
TRUCK PARKING	1



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51 Leighlands Avenue, Ulverstone TAS 7315.
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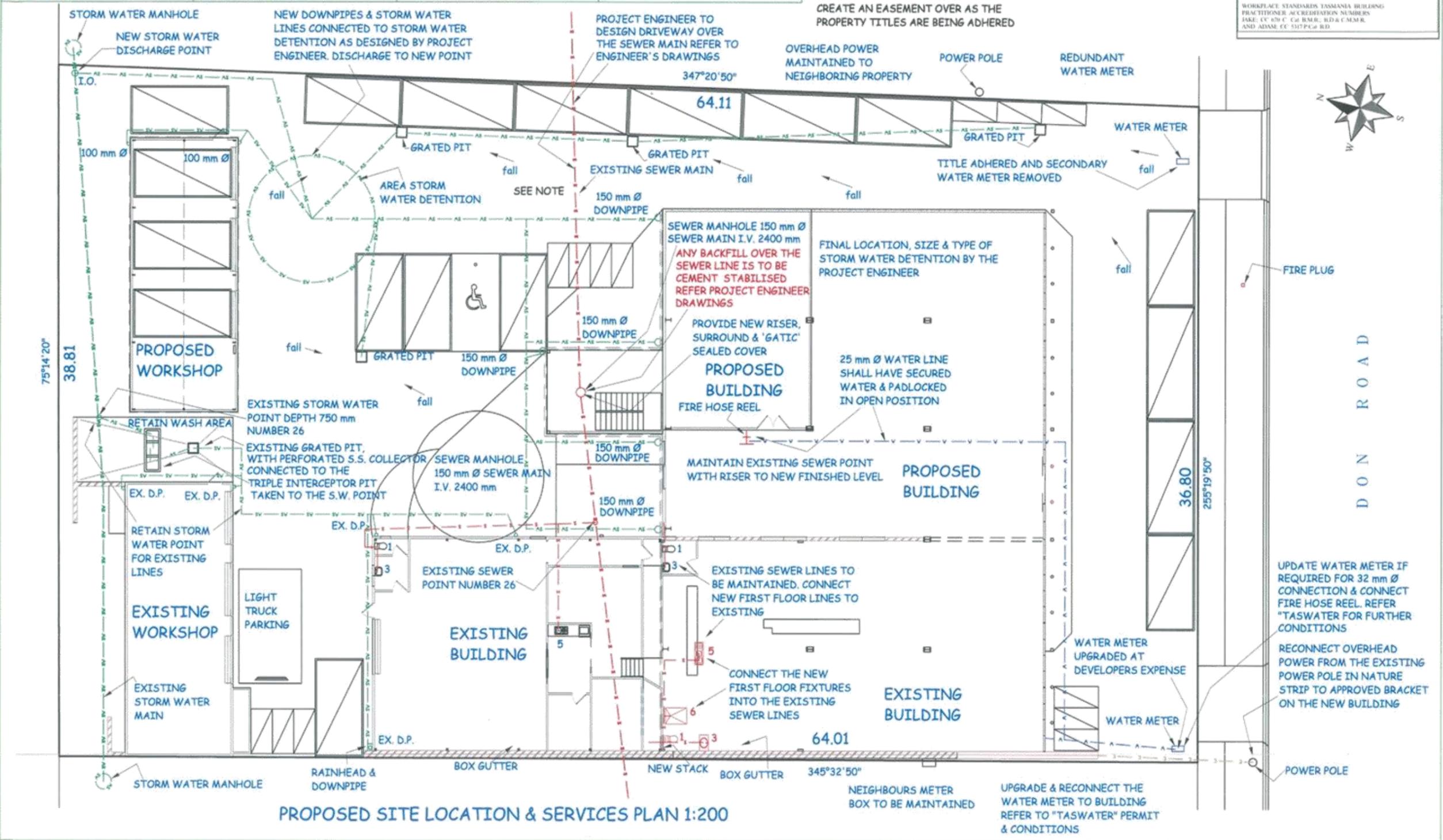
WORKPLACE STANDARDS TASMANIA BUILDING
 PRACTITIONER ACCREDITATION NUMBERS
 JAKE: CC 439 C, CA 849R, BDA CMMR
 AND ADAM: CC 307 P, CA 849

PROPOSED SITE LOCATION & CAR PARKING PLAN 1:200

PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	AMENDED DATE:	SCALE:	CHECKED BY:	DRAWN BY:	DWG No.
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WEEDA Drafting
& Building Consultants Pty Ltd
 51 Leighlands Avenue, Ulverstone TAS 7315.
 Phone: (03) 6425 2862
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 Email: jweeda@bigpond.com
 WORKPLACE STANDARDS TASMANIA BUILDING
 PRACTITIONER ACCREDITATION NUMBERS
 JAKE: CC 670 C Gd BMR, RD & CUMR,
 AND ADAM: CC 517 P Gd RD

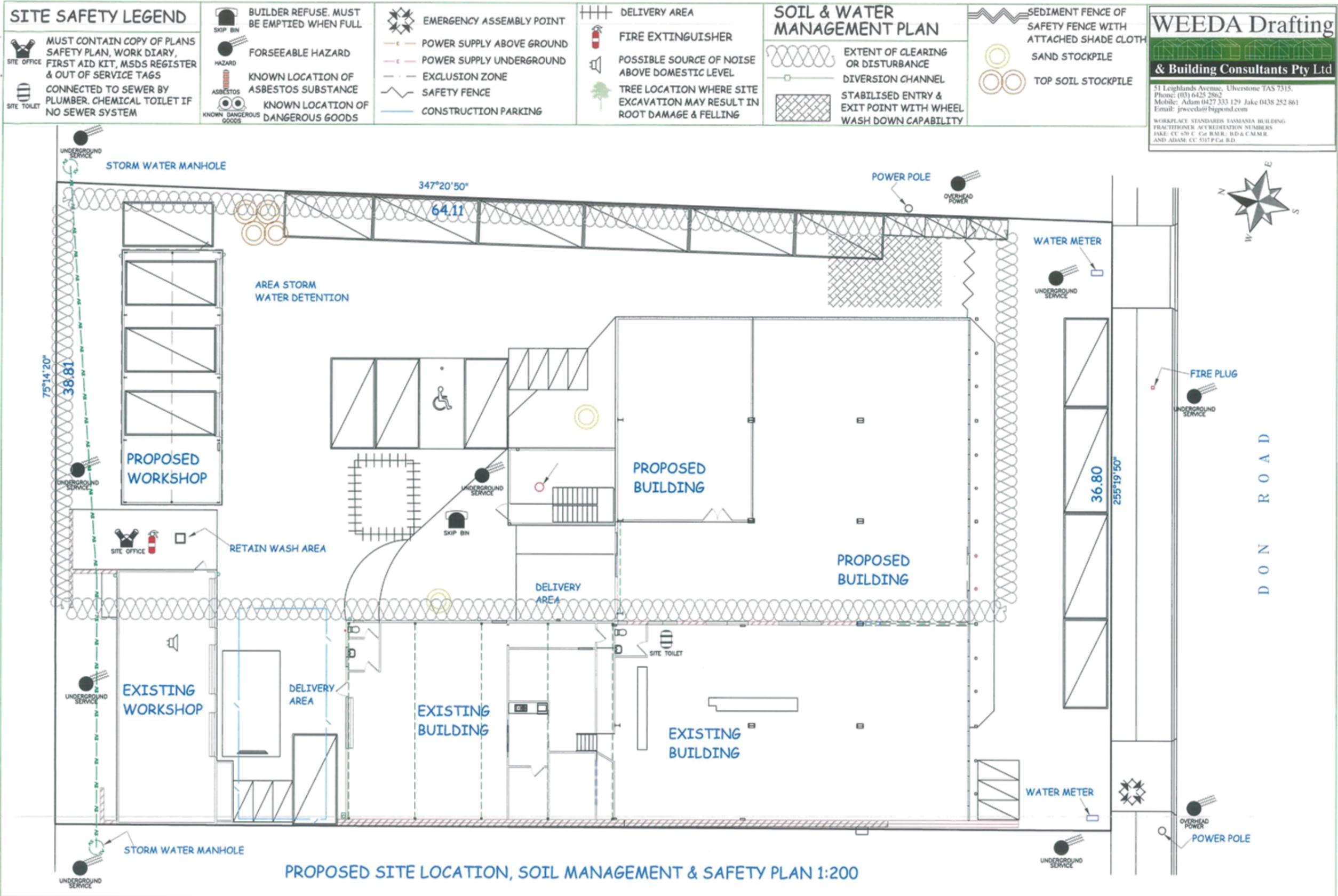
PLUMBING NOTES - DOMESTIC FIXTURES: 1. TOILET 2. BATH/SPA 3. VANITY BASIN 4. WASH TROUGH 5. SINK 6. SHOWER	I.O. - INSPECTION OPENING E.V. - EDUCT VENT R.E. - ROD EYE O.R.G. - OVERFLOW RELIEF GULLY TOP OF O.R.G.'S SHALL BE A MINIMUM OF 150 mm BELOW SHOWER GRATE & A MINIMUM OF 75 mm ABOVE FINISHED GROUND/SURFACE LEVEL. CONCRETE SURROUND PLINTHS SHALL BE PROVIDED AROUND O.R.G.'S	DP 90 mm DOWNPIPE STORM WATER LINE 100 mmØ S.W. LINES GENERALLY OUT 1200mm & PARALLEL TO EXTERNAL WALLS. STORM WATER - UPVC 100 mmØ LAID @ MIN. GRADE OF 1:100	SEWER LINE 100mmØ SEWER LINES GENERALLY OUT 1000mm & PARALLEL TO EXTERNAL WALLS. SEWER - UPVC ON 100 LAID @ A MIN. GRADE OF 1:60
	WATER SUPPLY S.V. - STOP VALVE	TELSTRA SUPPLY POWER SUPPLY	NOTES: THE SITE LOCATION & SERVICES PLAN IS TO BE USED IN CONJUNCTION WITH THE ROOF PLANS. SERVICES SEPARATION SHALL BE ADHERED TO IN SECTION 7.2.7 AS/NZS 3000.3:2003. ANY CROSSOVER OF ANY SERVICE ANGLE SHALL NOT BE LESS THAN 45° AS SHOWN IN SECTION (K) FIGURE 7.2. GRADIENT LIMITS FOR HARD STAND AREAS REFER TO TABLE 8.1 ASSUME NO KERB CHANNELS UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS. LAND SURVEYOR SHALL PLOT THE LOCATION OF THE SEWER MAIN & CREATE AN EASEMENT OVER AS THE PROPERTY TITLES ARE BEING ADHERED



PROPOSED SITE LOCATION & SERVICES PLAN 1:200

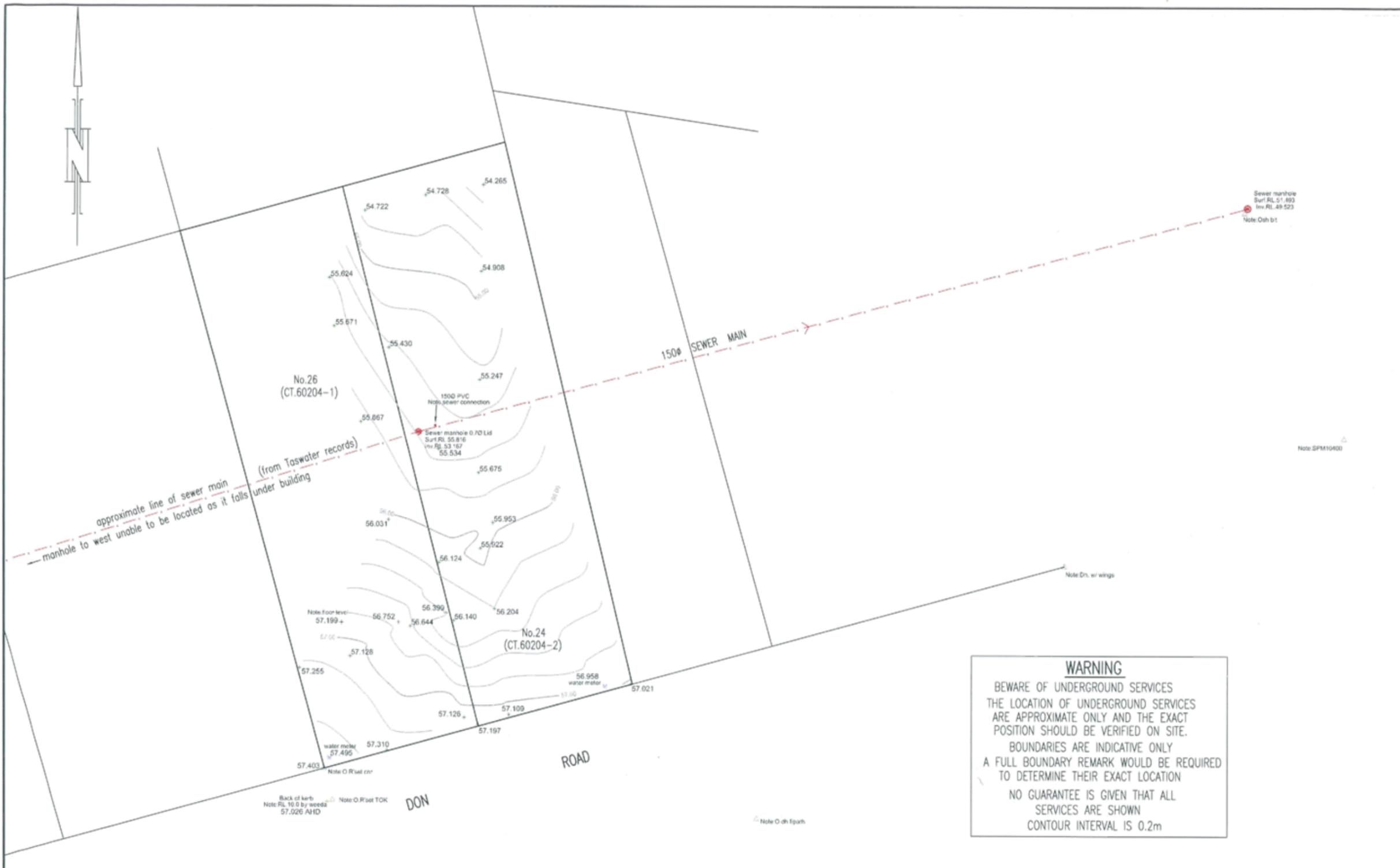
PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	AMENDED DATE:	SCALE:	CHECKED BY:	DRAWN BY:	DWG No.
	23/04/18	1:200	J WEEDA	A WEEDA	13117 - 20C OF 25

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PROPOSED DEMOLITION OF TIMBER FRAMED COTTAGE & TWO STOREY EXTENSION TO RETAIL OUTLET, & DETACHED STEEL FRAMED KIT SHED AT 24-26 DON ROAD, DEVONPORT FOR CITY BIKE CENTRE Pty. Ltd.	DATE:	SCALE:	CHECKED BY	DRAWN BY	DWG No.
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ITEM 4.2



<p>Notes: All measurements are in metres . Co-ordinates are plane based on GDA94 with given co-ordinates for SPM 10400 as origin Datum for levels is Australian Height Datum</p>		<p>MICHELL HODGETTS SURVEYORS A.C.N. 109 596 152 AUTHORISED SURVEYORS DEVONPORT - SMYTHTON - LAUNCESTON - SCOTSDALE P.O. Box 712 , Devonport 7310 Telephone (03) 6424 5144 AUSDOC DX 70346 , Devonport Fax (03) 6423 4090 E.Mail : mhasurv@bigpond.net.au</p>	<p><i>Detail Survey</i> 24-26 Don Road, Devonport for City Bike Centre</p> <p>Drawn : J.A.T Scale :1:400 (A3) Date :23/04/18</p>	<p>Drawing No. 218062</p> <p>Ryan Anthony - graduate surveyor</p>
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From: Bon Thai <bonthaidevonport@gmail.com>
Sent: Saturday, 26 May 2018 2:39 PM
To: council
Subject: File 34999
Attachments: OBJECTION - MOTOR BIKE SHOP.docx

The General Manager.
City of Devonport.

Dear Sir,
Please find attached my letter stating objections to the "Application For Planning Permit 24 & 26 Don Road, Devonport"

Kind regards,
Craig Storay

Manager,
BON THAI TRUST AND
PROPERTY OWNER OF 22 DON ROAD.

BON THAI TRUST

22 Don Road, Devonport. 7310

0408300035

Email: bonthaidevonport@gmail.com

22 May 2018

The Manager,
City of Devonport

Dear Sir,

Regarding your file - reference 34999 – “Application for Planning Permit 24 & 26 Don Road”

I am the owner of the property at 22 Don Road, next door to the proposed development and part owner and Manager of Bon Thai Trust, the occupier of 22 Don Road. Bon Thai Trust operates Bon Thai Restaurant and Bon Thai Garden Centre (now under development). It is in both capacities, as owner and occupier, that I hereby lodge an objection to the application now being considered for approval.

Bon Thai Restaurant has provided a takeaway service and restaurant service for local people, coastal residents and tourists for over three years. Through commitment and hard work, we have now achieved the status of “Recommended by Trip Advisor”. Our restaurant is the only specialist Thai restaurant in Devonport and is making a very worthwhile contribution to the variety of quality dining experiences that Devonport is able to offer its citizens and visitors alike. We also have a Thai theme Garden Centre now under development. It will be the only one of its kind in this area also. We are now selling Thai pottery and hand crafts as the first stage of that development and already have customers coming from Wynyard to Launceston. Our plan is to begin Asian plant sales as well when noisy construction work next door is completed.

I am concerned that both of our business operations will be negatively impacted by the planned development as per the application presented to Council. I am not against the development in principle, but my objection arises from two serious concerns I have:

1. inadequate parking provision compared to the size of the proposed building, and;
2. no provision for containment of noise emissions that will be generated on the property by operation of trail bikes and quad bikes especially.

Firstly, I would like to explain the basis of my objection to the developer requesting a reduction in the number of parking spaces required under normal planning requirements. Our business has already been impacted by inadequate parking provisions on a neighbouring property at 18 Don Road occupied by Wise Guise pizza shop. This property did have adequate parking provisions until Devonport Council allowed the owner of the property to erect a building in the car park at the rear of the shop. Now customers of Wise Guise are using our car park as well as other private car parks in the area. Some car park owners, such as Reece Plumbing and Becks are unaffected due to their shops closing at 5:30 pm. However, our business is open from 9:30 am to 10:30 pm and customers of Wise Guise regularly park their cars in our car park, despite us providing two prominent signs in our car park to try and deter them and despite the availability of street parking in the vicinity. It is, therefore, my undesirable task to regularly confront illegally parked car drivers and request them to remove their cars from our car park.

What I have learned from this experience is that many people will park their car in the most convenient place relative to where they want to shop and in the most convenient place regarding the ease of access and maneuverability, with no regard to the rights of the property owner on whose property they choose to park.

Devonport Council should also consider the fact that there is very limited street parking provision in this area. From the Sorell Street intersection to the Move Strong Gym at 32 Don Road, there are only four one hour limited car park spaces. On the opposite side of the road, from Lovett Street intersection to Simons Carpets at 29 Don Road, there are only two one hour limited car park spaces. To find street parking with no time limits, as may be required by staff of businesses in this area in the future, one must park in Lovett Street, Sorell Street or Nixon Street. As this area of Devonport continues to develop, the need for adequate off-street car parking in new developments is, therefore, very important.

I notice that the developer has made no provision on the plan, forming part of the application, for an outdoor display of motor bikes and quad bikes. I therefore assume, that the parking space on the plan outside the front of the new shop, marked for trailer parking, will be used for an outdoor display of motor bike products. I furthermore assume that customers with trailers will park on Don Road, as they

normally do, for loading and unloading trail bikes and quad bikes in particular. I have no issue with this practice but merely wish to draw attention to the fact that the plan shows their normal outdoor sales area as forming customer car parking facilities. The normal display, that has been going on for as long as I can remember, consists of a row of motor bikes (usually quad bikes) next to the footpath and two rows deep of motor bikes in front of the shop. Should the developer, therefore, indicate the area that will continue to be used for the outdoor display as separate from customer car parking facilities?

I also notice that the car parking spaces shown on the plan are not easy for customers to access and exit. Most are end on end along the Eastern boundary and have a tight turn around area. The entry and exit points at opposite sides of the double block property may also discourage some customers from using the car park, especially if they have to drive through a display of motor bikes. This is not very practical and will encourage customers to go for the much easier option of parking in our car park right next door which is, on the contrary, very easy to access and exit and has a generous turn around area.

If the plan showed car parking spaces at right angles to the Eastern boundary and a space of around fourteen metres between the building and boundary fence, I would consider that a more practical car parking facility. That would provide much better maneuverability.

I notice also, that the crossover on the Eastern property access, is less than six metres wide. If the plan showed this crossover as six metres wide, with a space of six metres from our driveway, it would allow customers to both enter and exit from this point which would be far more practical than the currently proposed entry only and exit only design. The extra cost to the developer to do that would be very minor or none at all. Such an access would work especially well if parking spaces along the Eastern boundary were placed at right angles to that boundary. If the car park and access was designed like that, I would no longer be concerned that customers of the motor bike shop, or other future business located on that site, would be regularly using our car park.

I would also like to point out that the front building at 26 Don Road, currently used for a motor bike and accessories sales shop, was originally used as a warehouse and tile sales shop. The car park was in front of the shop which was set back about 14 metres from the front boundary. This allowed for cars to be parked at right angles to the shop so that it was easy to enter and exit. The developer proposes to extend the front of that shop to within 8.6 metres of the front boundary which will reduce the car park so

that all the area that is left will be used as a display area for motor bikes and quad bikes.

Planning is about the future even more than it is about the present. This shop was originally a tile shop and now it is a motor bike shop. In the future it could be a furniture shop, electrical goods shop, retail office space, a combination of these or any other activity approved for a commercial zone. I note there is a wide stairway leading to the upper storey from an outside entry point and that car park spaces are provided in close proximity to the stairway. The proposed building is two storeys high and regardless of the applicant designating the top storey for mainly storage space, it is capable of being used for any number of retail purposes, leased office space or apartments (most likely) in the future. This should be used as the basis for determining what car parking facilities must be provided.

It is not customary, to build such an expensive building with shop-front windows on both storeys, for the purpose of using the most expensive part (the top floor) with its great city and sea views, for storing motorbike spare parts, etc. The designated warehouse/storage area is almost 600 square metres! For spare parts and accessory stock??? Devonport Council should not be fooled by the “smoke and mirrors” approach the developer is using to maximise commercial floor space at the expense of proper car parking provisions. It is too late to redesign a car park once the building has been built.

There are sound reasons why planning regulations require car parking spaces proportionate to the square metres of commercial floor space and these should not be ignored. I have complied with that regulation on my property and it is only fair that Council be consistent and apply the same rule to the property next door as well.

The second basis for my objection relates to noise emissions. This is most concerning and I wish to note that I strongly object to the lack of noise control planning in the application. I don't see any planning provisions at all for minimizing noise pollution that will be generated right next to our business. The applicant proposes to more than double the size of its existing retail shop and double the size of its existing work shop space by extending its operations on to the land adjacent to my property upon which my restaurant business is located and upon which my garden centre is already approved and under development.

I intend to complete a deck for an outdoor dining area at the back of our restaurant, which forms part of our restaurant building permit. I also intend to establish an outdoor Asian plant display at the rear and side of our restaurant with access via the existing pottery and hand-crafts shop at the front of the restaurant. These

developments have been delayed due to the house next door being on the market for redevelopment. My partner and I decided some time ago that we should wait until the noisy construction work next door was completed before extending our business into the outdoor area.

The pleasant amenity of these outdoor dining and shopping experiences would be dramatically impacted by noise emissions coming from the motorbike workshop being located right next to our business. In fact, without noise control measures in place, we would be deprived of the opportunity to continue to develop our business as planned. That would be most unfair.

The offensive noise of motor bikes, arises from the revving up of motor bikes inside and outside the workshop and from test riding trail bikes and quad bikes up and down the driveway of the shop. It appears that most of the motor bikes undergoing repairs in the workshop are either trail bikes or quad bikes. Most of these are used off road and are probably not registered. If they are unregistered they cannot be test ridden on the road and it is probably not practical for mechanics to take the bikes to a location out of town where they can be tested. So, what they do is, accelerate the bikes up and down the driveway and in so doing produce a lot of noise. I have recently noticed a significant increase in motor bike noise since the fence between the motor bike shop and house was partly pulled down and bikes are now often test ridden up and down the space between the house and their driveway.

When motor bikes are revved up inside and just outside the workshop, as they often are, the steel-clad building acts as a sound amplifier. The developer has sought planning approval to build another such workshop within a few metres of our restaurant and garden centre with the front openings of the building facing south in the general direction of the restaurant and garden centre. In warmer weather, we have to leave our rear door and windows of our restaurant open for ventilation. The noise level that will come into our restaurant would prevent us from doing any normal day time restaurant trade under those conditions. The outdoor dining area and garden centre would also similarly be affected.

One must assume that, by doubling the amount of workshop space, the level and frequency of offensive noise emissions will increase accordingly. In order to reduce the impact of such noise emissions emanating from the proposed development, there are some measures that can reasonably be taken by the developer without incurring much more capital investment.

1. There should be a fence, designed to control noise emissions, erected along the Eastern boundary from the northern end up to the area of the existing

power pole located on my property. I suggest such a fence should be of three metres in height and clad with a suitable, purpose made, sound control material. (As the existing fence needs replacement anyway, I would be prepared to provide the labour required to erect it if the developer provided materials and a concrete plinth as a foundation and defining edge of his car park).

2. The work-shop shed should be insulated on internal walls and under the roof cladding with suitable sound control batts and walls lined with particle board or similar lining material. This would significantly reduce the sound amplifying effect of a bare colorbond clad shed.
3. Without a great amount of extra cost or inconvenience, that I can see, the new workshop should be located so that the back of the building is on the Eastern boundary of the block and the openings are generally facing the other workshop and rear of the main building. The back wall of the workshop would then replace the need to construct a fence in that area. Two car park spaces that would be lost (number 8 plus the one between my property and the proposed workshop) could be relocated to be at right angles to the rear boundary of the block above the storm water main. Additionally, car park spaces numbers 9 & 10 could also be relocated to the same section giving a total of 4 car park spaces along the Northern boundary extending Easterly from the wash down area. This should reduce the level of noise emissions coming from the workshop, to my property, to an acceptable level as the boundary wall would be fire rated and therefore noise deflecting as well.

The offensive noise of off road motor bikes is well known and is subject of "Noise Regulations 2016" and EPA Tasmania's Guidelines For Managing Trail Bike Noise On Private Land". I acknowledge the motorbike shop needs to be able to test motor bikes but nowhere on the plan is a designated testing area. There are absolutely no provisions the developer has made to mitigate any of the noise nuisance that will negatively impact my business and that is a very serious issue for me. That really needs to be addressed now as it is too difficult dealing with the consequences of poor planning after the development has been approved.

I have been operating my business for long enough on my property to know about the noise that currently comes from the motor bike workshop at 26 Don Road but have not complained as it was there before our business was approved. Now the reverse is the case, where our business is the one already established, and it is this new proposed development next door that should have consideration for our rights to continue operating our business as normal and proceed with developments already approved and taking place.

Finally, by way of comment, which can also be taken as an objection for legal reasons, I haven't noticed where the developer intends to keep storing used motor bike tyres. There is normally a large pile of tyres near their existing workshop (currently 2-3 metres high) at the northern end of the wash down area but this has been left off the development plan. I often wonder about the fire hazard such a pile of tyres creates. I would not like to see such a stock pile next to my property without adequate fire risk management in place. Should the developer be required to include this tyre stock pile area on his development plan? I would like some reassurance that it will be maintained in the place where it is now.

I thank you for giving me this opportunity to state my objections to certain aspects of the proposed development and do hope that my concerns can be taken into account so that the final outcome is that the businesses on both properties can develop and co-exist in relative harmony.

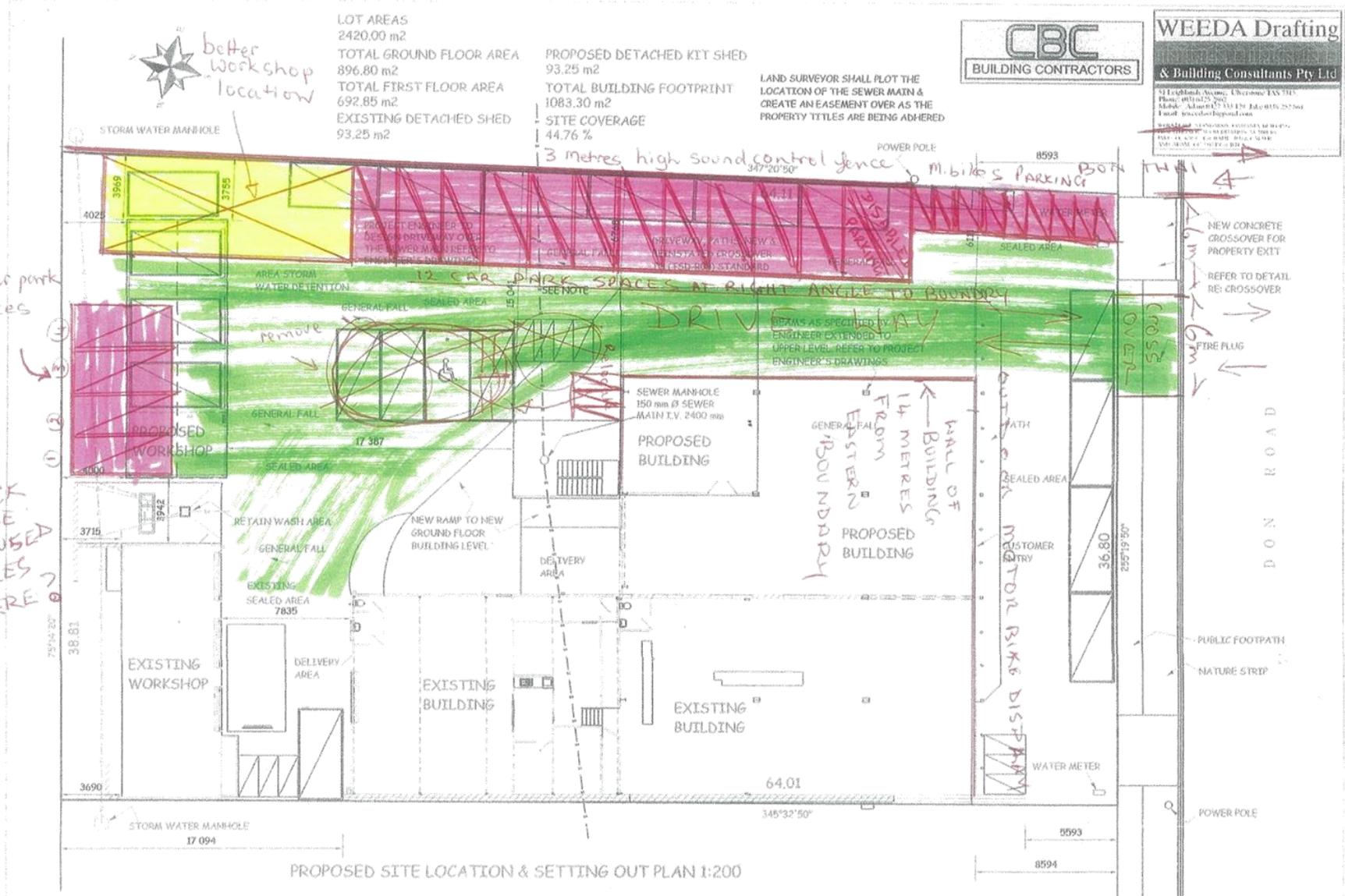
Yours truly,

Craig F. Storay B.Ed.

Manager,

BON THAI TRUST

Property owner, 22 Don Road.



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5.0 CLOSURE

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