GLENORCHY PLANNING AUTHORITY MEETING

AGENDA

MONDAY, 16 JUNE 2025

GLENORCHY CITY COUNCIL

* **Alderman with an interest or concern in relation to a particular item on this Agenda, are invited to attend the meeting.**
* **All application information is available to Alderman for inspection upon request to the relevant Planning Officer.**

Chairperson: Alderman Sue Hickey

Hour: 3.30 p.m.

TABLE OF CONTENTS:

1. PLANNING AUTHORITY DECLARATION

The Chairperson stated that the Glenorchy Planning Authority intended to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993*.

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on Monday, 14 April 2025 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - PARK AND RIDE FACILITY WITH SIGNAGE (TRANSPORT DEPOT AND DISTRIBUTION) WITH WORKS AT 61 CLAREMONT LINK ROAD AND CLAREMONT LINK ROAD, CLAREMONT, MARALINGA DRIVE AND MAIN ROAD, BERRIEDALE AND MAIN ROAD GRANTON

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 7764337

REPORT SUMMARY

Application No.	**PLN-24-362**
Applicant:	**Pitt & Sherry (Launceston)**
Owner:	**Department Of Infrastructure Energy & Resources (Dier)**
Zone:	**Utilities, Community Purpose, and General Residential**
Use Class:	**Transport Depot and Distribution**
Application Status:	**Discretionary**
Discretions:	**Clause 26.3.1 All uses, Clause C2.6.5 Pedestrian access, Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction, C7.6.1 Buildings and works within a waterway protection area and coastal or a future coastal refugia area, and Clause C12.6.1 Building and works within flood-prone hazard area**
	(The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	**No**
42 Days Expires:	**Extension of time granted until 17 Jun 2025**
Existing Land Use:	**Passive Recreation, Tertiary Education, Sports Centre, and Rail line**

Representations:	**3**
Recommendation:	**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The proposal is for a Park and Ride Facility (Transport Depot and Distribution), consisting of two main car parks between Maralinga Drive and Claremont Link Road with multiple access and egress points for the parking areas and bus laybys. Two separate bus laybys will be provided with one via Maralinga Drive and the second via Claremont Link Road. Bus shelters will be located within close proximity to both bus laybys, with a bicycle storage building between the two. An existing picnic shelter near Mittara Crescent will be relocated to the frontage, and a bio-retention basin will be located near the underpass for the T-Section between Main Road, Berriedale and Claremont Link Road. As part of the works, the access for Claremont College via Claremont Link Road will be upgraded.

The works will begin near the T-section between Myella Drive and Claremont Link Road, encompassing Claremont Link Road up to the T-Section with Main Road, Berriedale together with the entire reserve between Claremont Link Road and Maralinga Drive.

The light poles (for road works) will have a maximum height of 10.451 m above natural ground level, while the bus shelters will have a maximum height of 2.7 m and the bicycle storage will have a maximum height of 3.25 m.

The buildings for the bus shelters and bicycle storage will be located near the middle of the reserve between Maralinga Drive and Claremont Link Road (Figure 1).

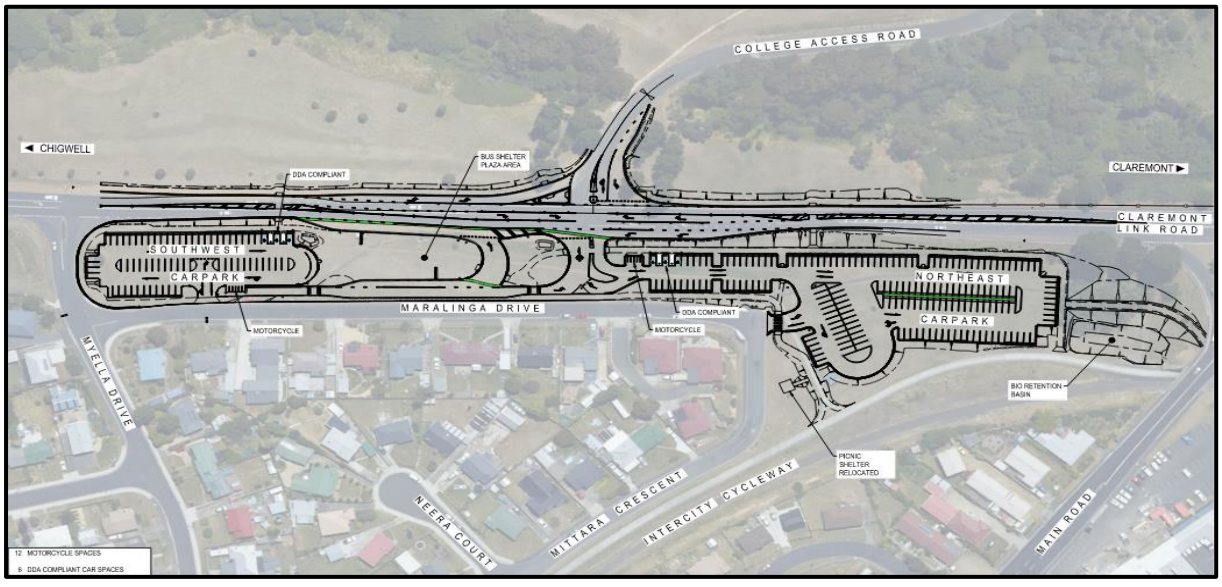

Figure 1: Site plan of 61 Claremont Link Road and Claremont Link Road, Claremont, Maralinga Drive and Main Road, Berriedale, and Main Road, Granton.

While the Park and Ride Facility will be open 24 hours daily, the operating hours based on the current bus timetable will be approximately between 6.20 am to 10.20 pm. However, the existing bus service may be increased to meet demand generated by the facility.

Signs

The proposal will include numerous regulatory signs for traffic control, direction and safety.

Performance criteria

The proposal would be reliant on performance criteria for Clause 26.3.1 for all uses, Clause C2.6.5 Pedestrian access, Clause C3.5.1 for traffic generation at a vehicle crossing, level crossing or new junction, Clause C7.6.1 for buildings and works within a waterway and coastal protection area or a future coastal refugia area, and Clause C12.6.1 for buildings and works within a flood-prone hazard area.

SITE and LOCALITY

The subject site covers almost 28 hectares over multiple large titles for Claremont College, Claremont Link Road, the Brooker Highway, Myella Drive, Maralinga Drive, Mittara Crescent and Main Road for Berriedale. The proposed development would impact up to 3.5 hectares over the seven titles for the following:

- CT 9497/1 (Brooker Highway)
- CT 9496/1 (Maralinga Drive reserve)
- CT 95295/1 (Maralinga Drive reserve)
- CT 11678/10 (Claremont Link Road)
- CT 139075/1 (61 Claremont Link Road)
- CT 118018/1 (Rail reserve)
- Main Road, Berriedale

The main site of the development is located between Claremont College and Maralinga Drive. The site is generally flat and falls toward the north-east, with an average slope of 1 in 30 where the bulk of the works will be situated (Figure 2). However, the topography becomes steeper in close proximity to the T-Section with Main Road, Berriedale.

The main works for site will be located in the Utilities zone, with the Community Purpose zone to the north-west, and the General Residential zone to the south-east.

Figure 2: Aerial photo of 61 Claremont Link Road and Claremont Link Road, Claremont, Maralinga Drive and Main Road, Berriedale, and Main Road, Granton.

ZONE

The subject property is within the General Residential, Utilities, and Community Purpose zones under the Tasmanian Planning Scheme – Glenorchy (figure 3).

Figure 3: General Residential, Utilities, and Community Purpose zones over 61 Claremont Link Road and Claremont Link Road, Claremont, Maralinga Drive and Main Road, Berriedale, and Main Road, Granton.

BACKGROUND

There is no background relevant to this application.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the *Land Use Planning and Approvals Act 1993* (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

TASMANIAN PLANNING SCHEME - GLENORCHY 2021

State Planning Provisions (SPP)

Administration

Exemptions (Tables 4.1 – 4.6)

Nil.

Use Class Description (Table 6.2):

Park and Ride Facility

The proposed use is a Park and Ride Facility, which is listed within the use class of Transport Depot and Distribution.

The definition of Transport Depot and Distribution use class states:

> *Use of land for distributing goods or passengers, or to park or garage vehicles associated with those activities, other than Port and Shipping. Examples include an airport, bus terminal, council depot, heliport, mail centre, railway station, road or rail freight terminal and taxi depot.*

Tertiary School

The existing use at 61 Claremont Link Road is Tertiary School, which is listed within the use class of Educational and Occasional Care.

The definition of Educational and Occasional Care use class states:

> *use of land for educational or short-term care purposes. Examples include a childcare centre, day respite centre, employment training centre, kindergarten, primary school, secondary school and tertiary institution.*

The remainder of the application site is part of the road reserve and associated infrastructure, public reserve and rail reserve.

Other relevant definitions (Clause 3.0):

Sign

The use of a Sign is defined as the following in Clause 3.0 of the Tasmanian Planning Scheme – Glenorchy:

> *means a device, structure, depiction, or the like, that is intended to give information, advertise or attract attention to a place, product, service or event.*

General Provisions

The following General Provisions of the Scheme apply to this proposal:

7.6 Access and Provision of Infrastructure Across Land in Another Zone

The proposal includes access and provision of infrastructure across land in another zone; therefore Clause 7.6 of the Scheme applies:

> *7.6.1*
>
> *If an application for use or development includes access or provision of infrastructure across land that is in a different zone to that in which the main part of the use or development is located, and the access or infrastructure is prohibited by the provisions of the different zone, the planning authority may at its discretion approve an application for access or provision of infrastructure over the land in the other zone, having regard to:*
>
> *(a) whether there is no practical and reasonable alternative for providing the access or infrastructure to the site;*
>
> *(b) the purpose and provisions of the zone and any applicable code for the land over which the access or provision of infrastructure is to occur; and*
>
> *(c) the potential for land use conflict with the use or development permissible under the planning scheme for any adjoining properties and for the land over which the access or provision of infrastructure is to occur.*

The proposal will involve accesses and infrastructure for the Park and Ride Facility that will extend over both the General Residential zone and the Community Purpose zone. In accordance with clause 7.6.1, the accesses and infrastructure forming part of the application must be considered to be discretionary.

Due to the location of the site and impact on adjoining road system the traffic impact assessment recommended the upgrade of Claremont Link Road, including the access to 61 Claremont Link Road for Claremont College, to ensure a reasonable flow of traffic around the park and ride facility.

The upgrade to Claremont Link Road and the adjoining site will improve services for the existing use and development permitted within the respective zones and will assist with reducing potential conflict for existing and future permissible uses in the relevant zones.

In this instance, the works will include the upgrade and improvement to the road system, pedestrian footpaths, and vehicular access that will provide for efficient transport and service infrastructure to benefit use in the adjoining zones and the broader community.

Zones

General Residential Zone

A portion of the land is within the General Residential zone and as such the following zone purpose statements, use table, use standards and/or development standards apply to this proposal.

Zone Purpose Statements

The applicable General Residential zone purpose statements in Clause 8.1 are as follows:

> *The purpose of the General Residential Zone is:*
>
> *8.1.3*
>
> *To provide for non-residential use that:*
>
> *(a) primarily serves the local community; and*
>
> *(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.*

The proposed Park and Ride Facility would serve the local community and surrounding area by providing additional public transport.

The facility is unlikely to cause an unreasonable loss of amenity to nearby residences and buildings for the bus shelters will be to a similar scale. A noise report and traffic impact assessment were provided to substantiate that the proposal would not have an unreasonable loss to the adjoining residential amenity while serving the local community and surrounding area. Traffic generation from the park and ride facility has been addressed by including improvements to the surrounding road system to assist with the traffic flow. Therefore, the proposal is considered to be in accordance with the zone purpose statement in Clause 8.1 of the Scheme.

Use Table

The use of Park and Ride Facility is prohibited, in accordance with the use table in Clause 8.2 of the Tasmanian Planning Scheme – Glenorchy. However, Clause 7.6.1 enables accesses to and provision of infrastructure for a development in an adjoining zone to be considered as discretionary.

It should be noted that the relocated picnic shelter adjacent Mittara Crescent has been shown extending into land that is not the subject of this application. A condition has been recommended to ensure the picnic shelter remains within the application site.

Utilities Zone

A portion of the land is within the Utilities zone and as such the following zone purpose statements, use table, use standards and/or development standards apply to this proposal.

Zone Purpose Statements

The Utilities zone purpose statements in Clause 26.1 are as follows:

> *The purpose of the Utilities Zone is:*
>
> *26.1.1*
>
> *To provide land for major utilities installations and corridors.*
>
> *26.1.2*
>
> *To provide for other compatible uses where they do not adversely impact on the utility.*

The proposed Park and Ride Facility would be compatible with the use of the road system and complement the use of existing infrastructure by improving services available to the public. Therefore, the proposal is considered to be in accordance with the zone purpose statement in Clause 26.1 of the Scheme.

Use Table

The use of Park and Ride Facility is permitted, in accordance with the use table in Clause 26.2 of the Tasmanian Planning Scheme – Glenorchy. In addition, the proposal is discretionary by virtue of Clause 26.3.1.

Use Standards

Clause 26.3.1 – Standard A1, Non-residential use

The acceptable solution at Clause 27.3.1 A1 requires the hours of operation to be 7.00 am to 9.00 pm Monday to Saturday, 8.00 am to 9.00 pm Sunday and public holidays. Whereas the proposed hours of operation are between 6.20 am and 10.20 pm (for the bus service).

As such, the proposal must be considered in accordance with the performance criteria, which states that:

> *Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living*

Zone must not cause an unreasonable loss of amenity to the residential zones having regard to:

(a) the timing, duration or extent of vehicle movements; and

(b) noise, lighting or other emissions.

Given the nature of the existing activities in the surrounding area, there is potential for loss of amenity. In accordance with the existing noise report, Council's Environmental Health Officer is supportive of the application subject to a recommended condition requiring a noise verification report to be submitted to Council within three months of the commencement of the use. As such, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard. Note that issues relating to lighting are addressed under clause 27.3.1 A2, below.

Clause 27.3.1 – Standard A2, Non-residential use

The acceptable solution at clause 27.3.1 A2 requires any lighting not to operate between the hours of 11.00 pm and 6.00 am daily, except for security lighting which must be baffled. The security lighting for the park and ride facility will not be completely baffled from nearby residences.

As such, the proposal must be considered in accordance with the performance criteria, which states that:

External lighting for a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

(a) the level of illumination and duration of lighting; and

(b) the distance to habitable rooms of an adjacent dwelling.

Council's Environmental Health Officer is supportive of the proposal for the purpose of providing a reasonable level of safety. The security lighting has been designed to reduce the potential flow on impact extending to adjoining properties and complement the residential amenity while providing lighting for safety and security to the area. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

Development Standards

The proposal complies with the acceptable solutions set out in Clause 26.4 of the Scheme (details are in the Appendix to this report).

Community Purpose Zone

A portion of the land is within the Community Purpose zone and as such the following zone purpose statements, use table, use standards and/or development standards apply to this proposal.

Zone Purpose Statements

The Community Purpose zone purpose statements in Clause 27.1 are as follows:

> *The purpose of the Community Purpose Zone is:*
>
> *27.1.1*
>
> *To provide for key community facilities and services including health, educational, government, cultural and social facilities.*
>
> *27.1.2*
>
> *To encourage multi-purpose, flexible and adaptable social infrastructure.*

The proposed Park and Ride Facility would be consistent with providing for the existing community facilities and services, and would encourage a social infrastructure to respond to community needs. The improvement to the road infrastructure would assist in ensuring the ongoing use of the tertiary school and provide capacity for future community based uses. Therefore, the proposal is considered to be in accordance with the zone purpose statement in Clause 27.1 of the Scheme.

Use Table

The use of Park and Ride Facility is prohibited, in accordance with the use table in Clause 27.2 of the Tasmanian Planning Scheme – Glenorchy. However, Clause 7.6.1 enables access and the provision of infrastructure to be considered as discretionary.

Codes

The following codes of the Scheme apply to this proposal:

C1.0 Signs Code

The application only includes regulatory signs, which are exempt under the Signs Code.

C2.0 Parking and Sustainable Transport Code

Clause C2.6.5 – Standard A1, Pedestrian access

The acceptable solution at Clause C2.6.5 A1 requires a pedestrian footpath with a 1 m width at a minimum distance of 2.5 m to the access ways or parking aisles with prospective devices and line marking. Whereas the proposal will not provide pedestrian footpaths within the car park.

As such, the proposal must be considered in accordance with the performance criteria, which states that:

> *Safe and convenient pedestrian access must be provided within parking areas, having regard to:*
>
> *(a) the characteristics of the site;*
>
> *(b) the nature of the use;*
>
> *(c) the number of parking spaces;*
>
> *(d) the frequency of vehicle movements;*
>
> *(e) the needs of persons with a disability;*
>
> *(f) the location and number of footpath crossings;*
>
> *(g) vehicle and pedestrian traffic safety;*
>
> *(h) the location of any access ways or parking aisles; and*
>
> *(i) any protective devices proposed for pedestrian safety.*

While no separate footpath for pedestrian access has been provided within the car park, a shared bicycle and pedestrian path has been provided around the exterior. On this basis, Council's Transport Engineer is supportive of the proposal due to the location of the pedestrian pathways provided to the parking area. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, and complies with the standard.

C3.0 Road and Railway Assets Code

Clause C3.5.1, Traffic generation at a vehicle crossing, level crossing or new junction

The acceptable solution at Clause C3.5.1 A1 requires a development to include no new accesses or increases of traffic beyond the amounts in Table C3.1. Whereas the proposal will provide new vehicular accesses and increase traffic volume beyond the amount in Table C3.1.

As such, the proposal must be considered in accordance with the performance criteria, which states that:

> *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
>
> *(a) any increase in traffic caused by the use;*

(b) *the nature of the traffic generated by the use;*

(c) *the nature of the road;*

(d) *the speed limit and traffic flow of the road;*

(e) *any alternative access to a road;*

(f) *the need for the use;*

(g) *any traffic impact assessment; and*

(h) *any advice received from the rail or road authority.*

The applicant provided a traffic impact assessment and Council's Transport Engineer is supportive of the proposal due to improvements to the road system and minimal disruption to the flow of traffic. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, and complies with the standard.

C7.0 Natural Assets Code

Waterway and coastal protection

The proposal would require assessment under this code due to the waterway and coastal protection area (Figure 4).

Figure 4: Waterway and Coastal Protection area over 61 Claremont Link Road and Claremont Link Road, Claremont, Maralinga Drive and Main Road, Berriedale, and Main Road, Granton.

Clause C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area Standard A1

The acceptable solution at Clause C7.6.1 A1 requires works to be located outside a waterway and coastal protection area. Whereas the proposal would be located within a waterway and coastal protection area.

As such, the proposal must be considered in accordance with the performance criteria, which states that:

P1.1

Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:

(a) *impacts caused by erosion, siltation, sedimentation and runoff;*

(b) *impacts on riparian or littoral vegetation;*

(c) *maintaining natural streambank and streambed condition, where it exists;*

(d) *impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;*

(e) *the need to avoid significantly impeding natural flow and drainage;*

(f) *the need to maintain fish passage, where known to exist;*

(g) *the need to avoid land filling of wetlands;*

(h) *the need to group new facilities with existing facilities, where reasonably practical;*

(i) *minimising cut and fill;*

(j) *building design that responds to the particular size, shape, contours or slope of the land;*

(k) *minimising impacts on coastal processes, including sand movement and wave action;*

(l) *minimising the need for future works for the protection of natural assets, infrastructure and property;*

(m) *the environmental best practice guidelines in the* Wetlands and Waterways Works Manual*; and*

(n) *the guidelines in the* Tasmanian Coastal Works Manual.

P1.2

Buildings and works within the spatial extent of tidal waters must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:

(a) *the need to access a specific resource in a coastal location;*

(b) *the need to operate a marine farming shore facility;*

(c) *the need to access infrastructure available in a coastal location;*

(d) *the need to service a marine or coastal related activity;*

(e) *provision of essential utility or marine infrastructure; or*

(f) *provisions of open space or for marine-related educational, research, or recreational facilities.*

The proposed works for the upgrade to the vehicular access for 61 Claremont Link Road will be in close proximity to existing development and have been designed to minimise interference with the waterway. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

C12.0 Flood-Prone Areas Hazard Code

The proposal would require assessment under this code due to riverine inundation (Figure 5).

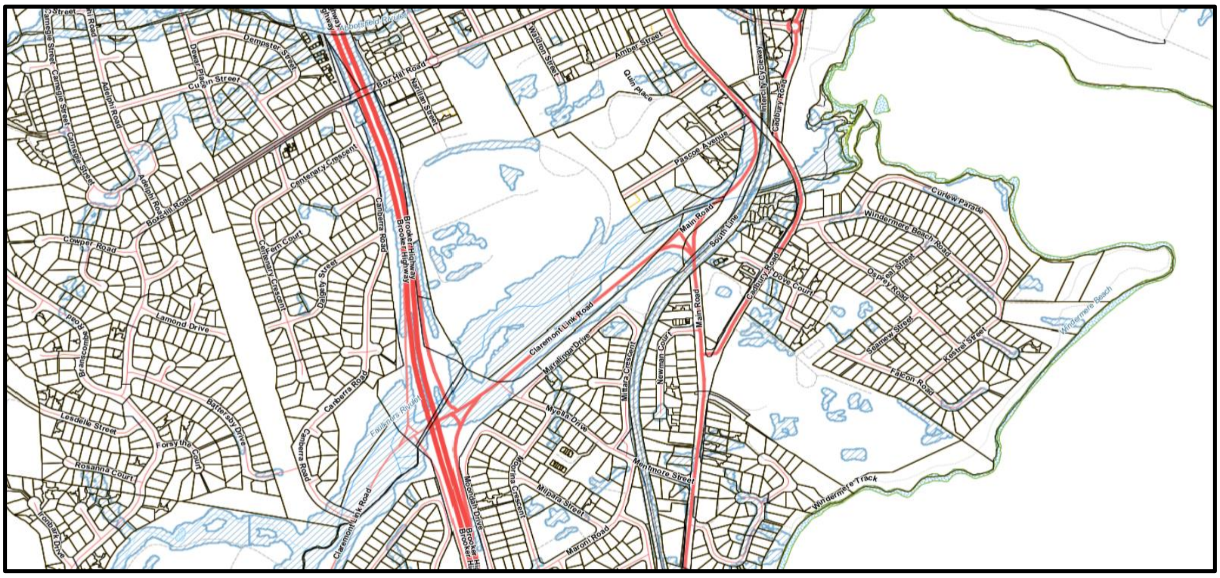

Figure 5: Flood-prone area over 61 Claremont Link Road and Claremont Link Road, Claremont, Maralinga Drive and Main Road, Berriedale, and Main Road, Granton.

Clause C12.6.1 – Standard A1, Buildings and works within a flood-prone area

The acceptable solution at Clause C12.6.1 A1 requires works to be located outside a flood prone area. Whereas the proposal would be located within a flood prone area.

As such, the proposal must be considered in accordance with the performance criteria, which states that:

P1.1

Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

(a) the type, form, scale and intended duration of the development;

(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;

(c) any advice from a State authority, regulated entity or a council; and

(d) the advice contained in a flood hazard report.

P1.2

A flood hazard report also demonstrates that the building and works:

(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and

(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Council's Development Engineer has assessed the application and is supportive on the basis that the proposal would not have an unreasonable impact on the flood level for adjoining properties. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, and complies with the standard.

Glenorchy Local Provisions Schedule (GLPS)

Local Area objectives

No local area objectives of the Scheme apply.

Particular Purpose Zones

No particular purpose zones of the Scheme apply.

Specific Area Plans

No specific area plans of the Scheme apply.

GLE-Site Specific Qualifications

No site specific qualifications of the Scheme apply.

GLE-Code lists

No code lists of the Scheme apply.

INTERNAL REFERRALS

Development Engineer

The proposal was referred to Council's Development Engineer who provided the following:

The proposed park and ride facility in Claremont is a well laid out facility with adequate parking and movement on site for daily users. The applicant has adequately addressed any performance solutions required regarding parking and access.

This planning application concept is supported by Councils Development Engineering department with substantial conditions.

C2.0 Parking and Sustainable Transport Code

The proposed parking area is well laid out with adequate room for safe manoeuvring and in general accordance with AS 2890.1-2004 Parking Facilities Part 1-Off-street car parking.

C3.0 Road and Railway Assets Code

Claremont Link Road and Maralinga Drive will have an access each to the facility. Site distances have been met, and each access has been assessed for the increase in intensity to the road network and deemed suitable for use based on the traffic impact assessment by Pitt & Sherry.

Other

C7.0 Natural Assets Code

N/A

C12.0 Flood-Prone Areas Hazard Code

Flood hazard report has been submitted addressing risks, noting that some low-risk flooding is possible, however most of any flooding will be controlled on the opposite side of Claremont Link Road. Detailed design of the car park before construction will allow for control of overland flow.

C15.0 Landslide Code

N/A

Transport Engineer

The proposal was referred to Council's Transport Engineer who provided the following:

The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by Pitt & Sherry dated 6 May 2025. The TIA addresses the performance criteria C3.5.1 P1 traffic generation at a vehicle crossing, level crossing or new junction due to the increase in traffic and C2.6.5 P1 pedestrian access within the car park.

The developer proposes to construct a park and ride facility between Claremont Links Road and Maralinga Drive opposite Clarmont College, as shown on the attached concept plan.

The facility will provide a total of 245 car parking spaces of which 6 will be accessible parking spaces. There will be 176 spaces in the northern car park and 63 spaces in the southern car park. Additionally, there will be 12 motorcycle parking spaces, 57 undercover bicycle parking spaces and two bus stops. The parking complies with the acceptable solutions in the planning scheme.

As part of the development, the existing Claremont Link Road access to the College will become a 4-way junction to provide access / egress to the northern car park and accommodate buses exiting towards the north. There will be a slip lane onto Clarmont Link Road, to accommodate buses exiting towards the south. Additionally, buses heading south along Claremont Link Road will use to slip lane to access the bus stop. The remaining buses will enter the site via Maralinga Drive and exit via Claremont Link Road.

The northern car park will be accessed from Claremont Link Road or a new driveway access onto Maralinga Drive/ Mittara Crescent. Access to the southern car park, will be from a new driveway access onto Maralinga Drive. The increase in traffic and new driveway accesses, triggers the performance criteria C3.5.1 P1 – traffic generation at a vehicle crossing, level crossing or new junction.

A shared use paths for pedestrians and cyclists will be provided around both car parks and have links to the bus stops and the Intercity Cycleway. However, there are no pedestrian paths within the car park, triggering the performance criteria C2.6.5 P1 - pedestrian access.

On Claremont Link Road, along with the new junction there will be two pedestrian crossing points with median refuge islands. The College access will also be widened to formalise an extended left turn lane. A condition by the development engineer is proposed to be placed on

the permit to ensure detailed design, light assessment and line marking and signage plans on Council roads and access to them, are approved prior to works occurring.

Traffic Assessment

The TIA undertook traffic surveys to establish the current traffic volumes and the peak hours. The surveys showed that the current peak traffic is from 8am to 9am and 2.45pm to 3.45pm, due to the College. The TIA then estimated the increase in traffic and the peak hours, with an additionally peak created from the park and ride facility from 4.30pm to 5.30pm.

The increase in traffic from the park and ride is based on number of parking spaces being 245 plus 12 motorcycle spaces. The bus numbers are based on car parking spaces with 1.4 person per vehicle along with people cycling/walking to the site and a bus capacity of 32 people. The existing bus services on Claremont Link Road and Myella Drive will be diverted to service the facility and other bus services will be added.

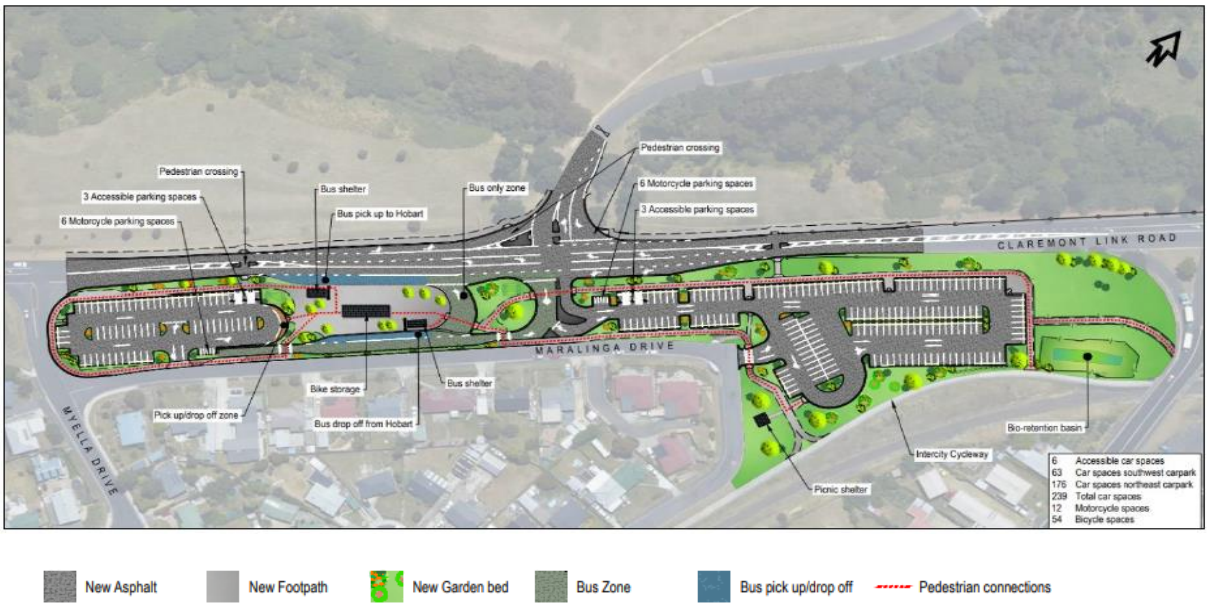

Figure A – Claremont Park and Ride Site Layout

The proposed increase in traffic is detailed below.

AM Peak Hour

- *12 buses required, will utilise 4 existing services.*
- *253 light vehicle trips during the peak hour assuming:*
- *90% of the total parks are filled during the AM peak hour; and*
- *10% of vehicles exit the facility during the AM peak hour – this accounts for vehicles which are dropping off passengers and continuing.*

PM Peak Hour School

• 4 buses required, will utilise 3 existing services.

• 76 light vehicle trips during the peak hour assuming:

• 5% of total PM vehicles arriving during the PM school peak – this accounts for vehicles which are collecting passengers and continuing; and

• 25% of total PM vehicles exit the facility during the PM school peak.

PM Peak Hour Commuter

• 10 buses required, will utilise 4 existing services.

• 215 light vehicle trips during the peak hour assuming:

• 10% of total PM vehicles arriving during the PM commuter peak – this accounts for vehicles which are collecting passengers and continuing; and

• 75% of total PM vehicles exit the facility during the PM school peak.

Vehicles to the northern car park will enter and leave via Claremont Link Road or Myella Drive and Maralinga Drive. Vehicles to the southern car park will enter and leave via Myella Drive and Maralinga Drive. Buses will enter the site via Myella Drive and Maralinga Drive or if heading south on Claremont Link Road use the slip lane. Buses will leave the facility via Claremont Link Road.

The TIA has estimated the number of vehicles post development within the affected streets, shown below in Table 1. The traffic volumes show that the increase in traffic for each street is below the recommended average annual daily traffic (AADT) volumes as per the Local Government Road Hierarchy.

Table 1 – Mid-block Traffic Estimates Post Development

Road	Classification	Parking permitted	Midblock capacity	AADT post development
Maralinga Drive	Local Access	Yes	50-1,000vpd	302[7]
Mittara Crescent	Local Access	Yes	50-1,000vpd	55
Myella Drive (north of Maralinga Drive)	Link	No	1,000-3,000vpd	1,500 (approx.)
Myella Drive (south of Maralinga Drive)	Link	Yes	50-1,000vpd	800 (approx.)
Claremont Link Road	Collector	No	3,000-10,000vpd	8,000 (approx.)

[7] Comprising 50 existing trips and 252 new trips

Modelling was undertaken in the TIA of the traffic generated by the park and ride facility and impact on junctions, now and in 10 years' time. The future traffic modelling included the traffic from another proposed development being the Claremont sports facility coming off the College access.

The modelling showed that the new junction on Claremont Link Road and existing junctions at Claremont Link Road / Myella Drive and Myella Drive / Maralinga Drive, are expected to continue to operate well post development with minimal queues and delays experienced on all approaches. The junction of Myella Drive / Mittara Crescent and Mentmore Street / Main Road was not modelled due to the very low increase in vehicles using these junctions.

In 10 years, with the possible development of the Claremont Sports facility included, there is expected to be slight delays out of the facility onto Claremont Link Road and moderate delays exiting the College access between 3pm to 3.15pm. To assist, a 50m long left turn lane from the College access onto Claremont Link Road has been provided. As the delays are only expected to last for a short 15-minute period after school, this is considered acceptable.

The TIA reviewed driver sight lines and swept paths of vehicles at the new crossovers and junctions, which meet the requirements of the Australian Standards AS2890.1. To ensure vehicles can safely enter and leave facility along Maralinga Drive which is approximately 6.2m wide, parking may have to be restricted on the non-residential side of the road, alongside the facility.

The current crash data and traffic modelling was assessed in the TIA, in which it was concluded that the increased traffic generated by the proposed development is not expected to result in any safety or operational issues on the road network surrounding the site.

The TIA is accepted, and it is concluded that the additional traffic should not have an unreasonable impact on the safety or efficiently of the road network. The performance criteria for C3.5.1 P1 is met.

Pedestrians Access Within the Car Park

The park and ride facility are proposing to have a perimeter shared use path around the two car park areas with links to the bus stops and cycleway. The accessible parking spaces will be located alongside this shared path and close to the bus stops. As there are no pedestrian paths within the car park areas, the performance criteria is addressed in the TIA.

The TIA outlines that the car parks will be a shared areas for pedestrians and vehicles. The layout of the car park ensures that vehicles will be travelling at slow speeds within the site. Pedestrians will only cross the car park, to access vehicles park cars in the central module and the slow vehicle speeds and good visibility along the parking aisles means this is considered a low-risk movement.

The TIA is accepted, and it is concluded that the proposed car park layout is safe. The performance criteria for C2.6.5 P1 is met.

Representation

One representation was received regarding being able to get out onto Claremont Link Road from Myella Drive and from Mentmore Street onto Main Road, due the increase in traffic and asking for traffic lights or a roundabout.

Traffic modelling was undertaking in the TIA for the junction of Claremont Link Road and Myella Drive which showed that the junction is expected to continue to operate well post development with minimal queues and delays experienced on all approaches. The junction of Mentmore Street and Main Road was not modelled due to the very low increase in vehicles using this junction.

As the junctions are expected to perform satisfactory post development, there are no plans for the installation of traffic lights or a roundabout.

CONCLUSION

Based on the TIA, the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency, parking or road safety. There is no objection to the development on traffic engineering or road safety grounds.

Environmental Health Officer

The proposal was referred to Council's Environmental Health Officer who provided the following:

The application is for a park and ride facility with signage that falls within the Utilities Zoning. The proposed site is directly opposite (and across the road from) several residential dwellings on the southern side of Maralinga Drive with Claremont College located approximately 200m to the north.

The proposed facility will provide two new bus stops, 239 car parking spaces [excluding the 6 DDA spaces]*, 12 motorcycle parking spaces, bike storage, and associated civil and landscaping works.*

The Tasmanian Planning Scheme – Glenorchy, Section 26.3 Use Standards (Utility Zone) Clause 26.3.1 All uses Performance Criteria P1 and P2 were considered for this development. Any activity that operates between 9 pm and 7 am weekdays or 9 pm and 8 am on Sundays or public holidays, that are located within 50m of a residential zone need to address noise and light emissions. In both cases, P1 and P2 must not cause an unreasonable loss of residential amenity to residential zones.

To address Performance Criteria P1 and P2, the applicant engaged Pitt & Sherry to demonstrated that this application can comply with 26.3.1 All uses (Utility Zone).

P1 – The applicant engaged Pitt and Sherry to undertake a Noise Assessment and the methodology typically yields an accurate result, when compared with onsite noise logging, of

plus or minus 0 to 2 dB(A) which is regarded sufficient for assessing the impact of traffic noise on residential amenity.

However, the noise assessment submitted by Pitt & Sherry as part of the application was based on assumptions, estimations, predictions and modelling that have been calculated using SoundPlan. This resulted in no live real time data being used to form the basis of their conclusion. While modelling is commonly used to support a development, it is recommended that a condition for noise monitoring is to be conducted following the completion of this development to validate Pitt & Sherry's modelling. Should it be require that any mitigation measures be identified they are to be implemented within specified time-frames

P2 – Pitt & Sherry completed an obtrusive lighting assessment was completed along the Maralinga Drive residential boundary. The design ensures compliance with a maximum vertical illuminance of 2 lux at the property boundaries and is intended to balance operational safety, crime prevention, visual quality and the protection of residential amenity. The design is in accordance with AS/NZS 4282 Environmental Zone A3 (Medium District Brightness).

EXTERNAL REFERRALS

Department of State Growth

The application was referred to Department of State Growth which supported the application.

Metro

The application was referred to Metro which supported the application.

Tas Gas

The application was referred to Tas Gas which supported the application.

Tas Networks

The application was referred to Tas Networks which supported the application.

Tas Rail

The application was referred to Tas Rail which supported the application.

TasWater

The application was referred to TasWater which was supportive of the proposal with recommended conditions. The *Water and Sewerage Industry Act 2008* requires the Planning Authority to include conditions from TasWater if a permit is approved.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with 3 representations being received. The issues raised are as follows:

Traffic

The representors have raised concerns regarding traffic safety due to an increase of traffic, particularly in relation to entering and exiting Claremont Link Road. The potential impact of the current speed on Claremont Link Road with the increase of traffic. All three representors raised the issue of the impact from the increase in traffic flow, and one representor raised concern that traffic noise would impact amenity.

Planner's Comment:

The traffic issues have been considered above by Council's Transport Engineer, specifically having regard to traffic safety concerns and traffic flow. Similarly, the issue of noise has been considered above by Council's Environmental Health Officer, having regard to potential impacts from traffic noise.

In summary the applicant has addressed concerns regarding traffic flow and safety in the submitted traffic impact assessment and with the upgrade to the impacted section of Claremont Link Road. In addition, a noise impact assessment was provided by the applicant to address noise from the proposal. Therefore, the park and ride facility has been designed to address these issues in accordance with the Scheme.

Construction

Two representors have raised concern regarding the impact, including noise, from construction of the development.

Planner's Comment:

Unfortunately, this issue is not a planning issue that can be considered as part of this application because it relates to the *Building Act 2016*.

Further to this, Council's Environmental Health Officer has advised that "the proposed construction works are within the permitted hours".

Odour

A representor has raised concern regarding the potential odour from the retention basin.

Planner's Comment:

Unfortunately, this issue is not a planning issue that can be considered as part of this application. However, Council's Senior Civil Engineer has advised that "the proposed bioretention basin is intended as a temporary water ponding feature (Retarding basin) to manage and treat surface runoff from minor rainfall events, rather than functioning as a permanent water body or swamp".

CONCLUSION

The proposal is relying on performance criteria to comply with the provisions the Scheme in relation to: discretionary uses, pedestrian access, traffic generation at a vehicle crossing, level crossing or new junction, buildings and works within a waterway and coastal protection area or a future coastal refugia area, and buildings and works within a flood-prone hazard area.

The proposal is assessed as satisfying the performance criteria and complies with the applicable standards.

The proposal is assessed as complying with all other use and development standards in the Utilities zone, as well as the relevant standards of the Road and Railway Assets Code, Parking and Sustainable Transport Code, Natural Assets Code and Flood-prone Areas Hazard Code.

The application was publicly advertised for the statutory 14-day period and three representations were received raising concerns regarding traffic, construction and odour.

It is concluded that the proposal is consistent with the Scheme's zone and code purpose statements and is satisfactory.

Recommendation:

That a permit be granted for the Park and Ride Facility with signage (Transport Depot and Distribution) with works at 61 Claremont Link Road and Claremont Link Road, Claremont, Maralinga Drive and Main Road, Berriedale, Main Road Granton, at Maralinga Drive Berriedale subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-24-362 and Drawings submitted on 20 December 2024, 31 pages, and Drawings submitted on 12 May 2025, 29 pages, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2025/00257-GCC dated 23 May 2025, form part of this permit.
3. The relocated picnic shelter adjacent Mittara Crescent must be wholly contained within the title CT 95295/1.

Environmental Health

4. Within three (3) months from the commencement of the use as a park and ride facility, a noise verification report is required to be submitted to Council to validate the accuracy of the noise modelling relied upon for this development in the report titled Noise Assessment Claremont Park – and - Ride. Where levels are found to exceed the

predicted values, recommendations are required to be submitted to Council for any potential remediation works necessary to mitigate the effect of any exceedances on residential amenity. Once approved, these works are to be undertaken on site.

Engineering

5. Prior to the issuing of a Building Approval or the commencement of works on site, including demolition (whichever occurs first), submit an Erosion and Sediment Control (ESC) plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer.

   The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways, or adjoining properties.

   The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council.

   The approved Erosion and Sediment Control plan (ESC) forms part of this permit and must be complied with.

   Advice:

   For further information please refer to Erosion and Sediment Control (ESC) Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentestuary.org.au/stormwater/

6. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.

7. Prior to the approval of engineering plans, a detailed cost estimate for all civil works must be provided. This estimate will be used to calculate the engineering assessment fee. Under Council Schedule of fees and charges, the engineering drawings approval fee is 2.1% of the value of the civil works. This amount is subject to annual adjustment in accordance with the Council Fees and Charges Register. This fee must be paid prior to the issuing of the approved engineering plans.

8. The developer shall undertake and submit detail engineering design plans, signage and line marking plans and lighting plan including lux diagram, for works on Council roads and access to them, to the satisfaction of the Director of Infrastructure and Works. The works shall be installed as per the plans by the developer prior to the commencement of use.

   Advise:

   Claremont Link Road lighting to be undertaken to category V3 in accordance with AS1158.1.1 and pedestrian crossings to AS1158.4.

9. The total number of car parking spaces approved is two hundred and forty-five (245), six (6) of these spaces must be allocated and line marked in accordance with DDA requirements. The number of motorcycle parking spaces required on site is twelve (12).

   All parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS2890.1 2004 and/or AS/NZS2890.6: 2009 prior to commencement of use.

10. Prior to the issue of building approval and/or commencement of works (whichever occurs first), plans showing the driveway and parking details must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Senior Development Engineer. The design and construction of the parking, access and turning areas must comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004 and the following:

    (a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 25% or 1 in4;

    (b) Vertical alignment shall include transition curves (or straight sections) at all grade changes greater than 12.5%;

    (c) Total of 245 clearly marked car parking spaces, six (6) of which must be allocated and line marked in accordance with DDA, must be provided in accordance with the approved plan received by Council and always kept available for these purposes;

    (d) 12 motorcycle parking spaces to Australian Standard must be provided;

    (e) Wheel stops must be installed for all parking spaces and must not limit the width of the parking aisle and turning areas approved under the permit. All works required by this condition must be installed prior to commencement of use.

    (f) All runoff from paved and driveway areas must be discharged into Council's stormwater system;

    (g) Footpath with minimum width of 1m with appropriate separation must be provided;

(h) The crossfall along the footpath must not exceed 4%;

(i) The gradient of any parking areas must not exceed 5%;

(j) Minimum carriageway width is to be no less than 6.0 metres; and

(k) Line marking and carpark signage plan to be provided.

All works required by this condition must be installed prior to the occupancy of the dwellings in each stage.

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

11. A barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater.

12. Prior to the issue of building approval and/or commencement of works (whichever occurs first), detailed engineering design drawings of the stormwater management for the site including WSUD, must be submitted and approved as a Condition Endorsement, to the satisfaction of Council's Manager Asset, Engineering & Design. The engineering drawings must:

(a) be consistent with the consent issued under Section 14 of the Urban Drainage Act 2013.

(b) be certified by a qualified and experienced engineer.

(c) show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows rates, velocities, hydraulic grade lines, clearances, location related to other services, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, and inspection openings.

(d) clearly distinguish between public and private infrastructure.

(e) be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013.

(f) include a minor stormwater drainage system including On-Site Detention designed to accommodate a 5% AEP storm event, details of which including model data must be submitted in with the engineering drawing.

(g) include a major stormwater drainage system including an adequate overland flow path(s) must be designed considering full development and individual stages, such that flows are excluded from the dwellings and not redirected onto third-party land, for the 1% AEP as at 2100 (including climate change loading) storm event. The

detailed design drawings and associated documentation of the overland flow path must include the followings:

i. detail overland flow paths including supporting cross sections and flow calculations for each individual stage. Also provide associated stormwater model and output data.

ii. be designed to accommodate a storm with a 1% AEP plus climate change loading and

iii. demonstrate no diversion of the overland flows onto third-party property.

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

13. Prior to the commencement of the use and/or the issuing of the plumbing approval (whichever occurs first), a maintenance schedule for the ongoing maintenance of the on-site stormwater detention infrastructure and the water sensitive urban design infrastructure must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Senior Development Engineer. When approved, the maintenance schedule forms part of this permit.

    The landowner must maintain the on-site stormwater detention and water sensitive urban design infrastructure in accordance with the approved maintenance schedule.

    Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

14. No civil works related to or associated with the use or development approved by this permit are to occur on or external to the site unless these works are in accordance with engineering drawings that have been approved by Council's Development Engineer. Changes to the design and/or location of civil works will require the submission of amended engineering drawings prepared by a licensed civil engineer for approval by Council's Engineer.

15. Design of any excavation and/or any earth retaining structures (e.g. roadworks, embankments, cuttings, retaining walls) and associated structural certificates for any structures must be submitted to council for condition endorsement.

    The design must:

    a. Be in accordance with AS4678

    b. Take into account any additional surcharge loadings as required by relevant Australian Standards.

    c. Take into account and reference accordingly any Geotechnical findings.

    d. Detail any mitigation measures required.

    e. The structure certificated and/or design should note accordingly the above.

f. Include a safe design of structures assessment in accordance with the Safe Design of Structures Code of Practice 2018.

Reservation.

All work required by this condition must be constructed and undertaken in accordance with the approved engineering drawings.

16. Compaction of infill area to be at 98%. State clearly on plans that all earthworks are to be completed under level 1 supervision and testing by a licensed geotechnical authority, provision of supervision report and copies of compaction tests to be provided to the Council prior to the issuing of any Completion Certificate under the Building Act 2016.

17. Digital copies of a pre-construction CCTV video of the Council stormwater main(s) [diameter, material and location] must be undertaken and submitted to Council prior to the commencement of work.

    Digital copies of a post construction CCTV video of the Council stormwater main(s) [diameter, material and location] must be undertaken and submitted to Council prior to the issuing of any Completion Certificate under the Building Act 2016.

    The post construction CCTV will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council pre-construction CCTV video of the Council's infrastructure, then any damage to the Council infrastructure identified in the post construction CCTV will be deemed to be the responsibility of the owner.

    Reason:

    To ensure that any of the Council infrastructure and/or site-related service connections affected by the proposal will be protected and/or altered and/or reinstated at the owner's full cost.

18. Where the works require the temporary closure of footpaths or roads, a traffic management plan must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Senior Development Engineer. This plan must be in accordance with AS1742.3 – 2002, Manual of Uniform Traffic Control Devices Part 3: Traffic Control Devices for Works on Roads. Traffic management on and adjacent to the site must conform to this approved plan.

    Advice:

    This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

19. Prior to the issue of building approval and/or commencement of works (whichever occurs first), including demolition and excavation, a Construction Management Plan, must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Senior Statutory Planner. The plan must provide details of the following:

(a) Hours for construction activity in accordance with any other condition of this permit;

(a) Measures to control noise, dust, water and sediment laden runoff;

(b) Measures relating to removal of hazardous or dangerous material from the site, where applicable;

(c) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay;

(d) A Traffic Management Plan showing truck routes to and from the site;

(e) Swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;

(f) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;

(g) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the construction management plan;

(h) Contact details of key construction site staff;

(i) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support site sheds on Council road reserves; and

(j) Any other relevant matters

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

20. As constructed drawings must be prepared by a suitably qualified person to the satisfaction of Glenorchy City Council prior to the issuing of Completion Certificate under the building Act 2016.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

General Manager's Consent for Stormwater Management

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-24-362 dated 5 June 2025, is associated with this permit.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Tasmanian Planning Scheme - Glenorchy. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with.

In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

Attachments/Annexures

Attachment – 61 Claremont Link Road, Claremont and Maralinga Drive, Berriedale and Main Road, Granton

APPENDIX 1

26.0 Utilities Zone

Standard	Acceptable Solution	Proposed	Complies?
26.3 Use Standards			
26.3.1 **All uses**	**A1** Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.		No Refer to discussion in the report.
	A2 External lighting for a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must: (a) not operate within the hours of 11.00pm and 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property.		No Refer to discussion in the report.

Standard	Acceptable Solution	Proposed	Complies?
	A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	Not applicable.	NA
26.3.2 **Discretionary uses**	**A1** No Acceptable Solution.	Not applicable.	NA
26.4 Development Standards for Buildings and Works			
26.4.1 **Building Height**	**A1** Building height must be not more than: (a) 10m; or (b) 15m if for a structure, such as a tower, pole or similar.	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	A2 Building height, excluding a structure such as a tower, pole or similar: (a) within 10m of an adjoining property in a General Residential Zone, Low Density Residential Zone or Rural Living Zone, must be not more than 8.5m; or (b) within 10m of an adjoining property in an Inner Residential Zone, must be not more than 9.5m.		
26.4.2 **Setbacks**	**A1** Buildings, excluding a structure such as a tower, pole or similar, must have a setback from all boundaries of not less than: (a) 5m; or (b) an existing building on the lot.		N/A
	A2 Air extraction, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, Low Density Residential Zone and Rural Living Zone.		N/A
26.4.3 **Fencing**	**A1** A fence (including a free-standing wall) within 4.5m of a frontage and where adjoining a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone must have a height above existing ground level of not more than: (a) 1.2m if the fence is solid; or	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) 2.1m, if any part of the fence that is within 4.5m of a frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30%.		
	A2 Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone must: (a) have a height above existing ground level of not more than 2.1m; and (b) not use barbed wire.	Complies.	Yes
26.4.4 **Outdoor storage areas**	**A1** Outdoor storage areas, excluding any goods for sale, must not be visible from any road or public open space adjoining the site.	Not applicable.	NA

Appendix 2

C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
C2.5.1 **Car parking numbers**	**A1** The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed	245 Spaces are to be provided 238 Required	Yes

Standard	Acceptable Solution	Proposed	Complies?
	use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.		
C2.5.2 **Bicycle parking numbers**	**A1**	Not applicable.	NA

Standard	Acceptable Solution	Proposed	Complies?
	Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.		
C2.5.3 **Motorcycle parking numbers**	**A1** The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	Not applicable.	NA
C2.5.4 **Loading bays**	**A1** A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	Not applicable.	NA
C2.5.5 **Number of car parking spaces within the General Residential Zone and Inner Residential Zone**	**A1**	Not applicable.	NA

Standard	Acceptable Solution	Proposed	Complies?
	Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.		
C2.6 Development Standards for Building Works			
C2.6.1 **Construction of parking areas**	**A1** All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete,	Plans show sealed and drained surface.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.		
C2.6.2 **Design and layout of parking areas**	**A1.1** Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;	Parking and access plans meet AS2890.1 a (i to vii)	A1.1 Yes A1.2 Yes

Standard	Acceptable Solution	Proposed	Complies?
	(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6.* **A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.* [S35]		
C2.6.3 **Number of accesses for vehicles**	**A1** The number of accesses provided for each frontage must:	Only one access from each road frontage.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.		
	A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	Not applicable.	NA
C2.6.4 **Lighting of parking areas within the General Business Zone and Central Business Zone**	**A1** In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements*.	Not applicable.	NA
C2.6.5 **Pedestrian access**	**A1.1** Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:	The proposal will not provide pedestrian access in the parking area and therefore relies on performance criteria.	No Refer to discussion in the report.

Standard	Acceptable Solution	Proposed	Complies?
	(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.		
C2.6.6 **Loading bays**	**A1** The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities*, for the type of vehicles likely to use the site.	Not applicable.	NA
	A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction	Not applicable.	NA

Standard	Acceptable Solution	Proposed	Complies?
	in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.*		
C2.6.7 **Bicycle parking and storage facilities within the General Business Zone and Central Business Zone**	**A1** Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Not applicable.	NA
	A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and	Not applicable.	NA

Standard	Acceptable Solution	Proposed	Complies?
	(c) include a rail or hoop to lock a bicycle that satisfies *Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking*.		
C2.6.8 **Siting of parking and turning areas**	**A1** Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.	Not applicable.	NA
	A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads.	Not applicable.	NA
C2.7 Parking Precinct Plan			
C2.7.1 **Parking Precinct Plan**	**A1**	Not applicable.	NA

Standard	Acceptable Solution	Proposed	Complies?
	Within a parking precinct plan, onsite parking must: (a) not be provided; or (b) not be increased above existing parking numbers.		

Footnotes

[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

Appendix 3

C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			
C3.5.1 **Traffic generation at a vehicle crossing, level crossing or new junction**	**A1.1** For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. **A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **A1.3**	The proposal will provide a new driveway access onto Maralinga Drive/ Mittara Crescent for the northern carpark, and increase traffic volume beyond the amount in Table C3.1. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.

Standard	Acceptable Solution	Proposed	Complies?
	For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.		
C3.6 Development Standards for Buildings and Works			

Standard	Acceptable Solution	Proposed	Complies?
C3.6.1 **Habitable buildings for sensitive uses within a road or railway attenuation area**	**A1** Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; (b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the *Noise Measurement Procedures Manual, 2nd edition, July 2008*.	Not applicable.	NA
C3.7 Development Standards for Subdivision			

Standard	Acceptable Solution	Proposed	Complies?
C3.7.1 **Subdivision for sensitive uses within a road or railway attenuation area**	**A1** A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	Not applicable.	NA

APPENDIX 4

C7.0 Natural Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C7.6 Development Standards for Buildings and Works			
C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area	**A1** Building and works within a waterway and coastal protection area must: (a) be within a building area on a sealed plan approved under this planning scheme; (b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or (c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date.	The proposal is located within the waterway and coastal area. Compliance will require the proposal to be located outside the waterway and coastal area. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report
	A2 Building and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.	Not applicable.	NA
	A3 Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new	Not applicable.	NA

Standard	Acceptable Solution	Proposed	Complies?
	stormwater point discharge into a watercourse, wetland or lake.		
	A4 Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.	Not applicable.	NA
	A5 Coastal protection works or watercourse erosion or inundation protection works must not occur within a waterway and coastal protection area or a future coastal refugia area.	Not applicable.	NA
C7.6.2 **Clearance within a priority vegetation area**	**A1** Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.	Not applicable.	NA
C7.7 Development Standards for Subdivision			
C7.7.1 **Subdivision within a waterway and coastal protection area or a future coastal refugia area**	**A1** Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.	Not applicable.	NA
C7.7.2 **Subdivision within a priority vegetation area**	**A1** Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.	Not applicable.	NA

APPENDIX 5

C12.0 Flood-Prone Areas Hazard Code

Standard	Acceptable Solution	Proposed	Complies?
C12.5 Use Standards			
C12.5.1 **Uses within a flood-prone hazard area**	**A1** No Acceptable Solution.	Not applicable.	NA
C12.5.2 **Critical use, hazardous use or vulnerable use**	**A1** No Acceptable Solution.	Not applicable.	N/A
	A2 No Acceptable Solution.	Not applicable.	N/A
	A3 No Acceptable Solution.	Not applicable.	N/A
	A4 No Acceptable Solution.	Not applicable.	N/A
C12.6 Development Standards for Buildings and Works			
C12.6.1 **Buildings and works within a flood-prone hazard area**	**A1** No Acceptable Solution.	The proposal is located within the flood prone area. Compliance will require the proposal to be located outside the flood prone area. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.