GLENORCHY PLANNING AUTHORITY MEETING

AGENDA

MONDAY, 14 JULY 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, 16 June 2025 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - NEW BUILDING FOR SPORT AND RECREATION - 61 CLAREMONT LINK ROAD CLAREMONT

Author: Planning Officer (Helen Ayers)

Qualified Person: Planning Officer (Helen Ayers)

Property ID: 2191752

REPORT SUMMARY

Application No:	**PLN-25-078**
Applicant:	**All Urban Planning**
Owner:	**Department of Education and Young People**
Zone:	**Community Purpose Zone**
Use Class:	**Community Meeting and Entertainment**
Application Status:	**Discretionary**
Discretions:	**27.4.1 Non Residential Use,** **27.4.1 Building height,** **C1.6.1 Design and siting of signs,** **C1.6.2 Illuminated signs,** **C2.6.5 Pedestrian access,** **C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction, and** **C12.6.1 Buildings and works within a flood-prone hazard area.**
Level 2 Activity?	**No**
42 Days Expires:	**16 July 2025**

Existing Land Use:	**Educational and Occasional Care (Secondary School)**
Representations:	**1**
GPA Delegation:	**Exceeds financial delegation of $2,000,000**
Recommendation:	**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The proposal is for a multi-sports, multi-user facility. The facility would include four indoor courts that may be used for futsal, netball, basketball, and volleyball. The facility will also be able to host pickleball and a range of wheelchair sports including wheelchair AFL, basketball, and rugby. The facility will include change rooms and amenities, storage facilities, and reception and office for administration. Multi-purpose spaces to accommodate club activities are also proposed.

The proposed building would have a footprint of approximately 5500m² and a maximum height of approximately 12.27m. The building would have a roughly rectangular shaped footprint with dimensions of approximately 120m by 48m. Proposed external materials include Colorbond sheet cladding and roofing. A retaining wall up to 3.1m is proposed around the northern part of the building, as excavation is proposed to allow the floor level to be less than natural ground within this part of the building.

A car park including 68 spaces, bicycle storage, loading bay, and bus drop off zone is proposed on the southern side of the building. As the car parking would be where an existing footpath is located, a new footpath would be provided at the southern edge of the car park, between it and Claremont Link Road. Separate entry and exit points to the car park are proposed off this road.

A sign close to the Claremont Link Road/Claremont College access intersection is proposed to be replaced as part of the proposal. This sign advertises Claremont College. The replacement sign would be illuminated and advertise the college as well as the proposed facility. The proposal also includes illuminated lettering at the main entrance to the building identifying the name of the facility.

The proposal also includes works for a water service connection to a TasWater water main on Maralinga Road, on the southern side of Claremont Link Road, including works within CT 11678/10, CT 9496/1, and CT 129937/1.

SITE and LOCALITY

The site is within the south-eastern part of the property that is occupied by Claremont College. The college buildings are within the north-western and western parts of the property. The proposed development site is currently cleared, vacant land. There is some remnant native vegetation within the property, to the east and south-west of where the proposed building would be located.

The subject property has an area of 17.35ha. The property has frontage and access to Claremont Link Road on its south-eastern boundary. The property also has frontage to the Brooker Highway on its western boundary and to Box Hill Road on its northern boundary. The property is surrounded by residential areas.

Faulkners Rivulet passes through the southern part of the property, from a point close to its southern corner to a point close to its easternmost corner. There is a relatively flat area within the south-eastern part of the property where the proposed development would be located. There is a pronounced slope to the north and west of this area. The Claremont College campus is located above this slope (see figure 1).

Figure 1: aerial view of site (shaded in blue) and surrounding area.

ZONE

The subject property is within the Community Purpose Zone. The adjoining land to the north and north-east is within the Inner Residential Zone. The land within the Claremont Link Road and Brooker Avenue reservations, to the south-east and west of the site, is within the Utilities Zone. The land further to the south-east and west, beyond these reservations, is within the General Residential Zone (see figure 2).

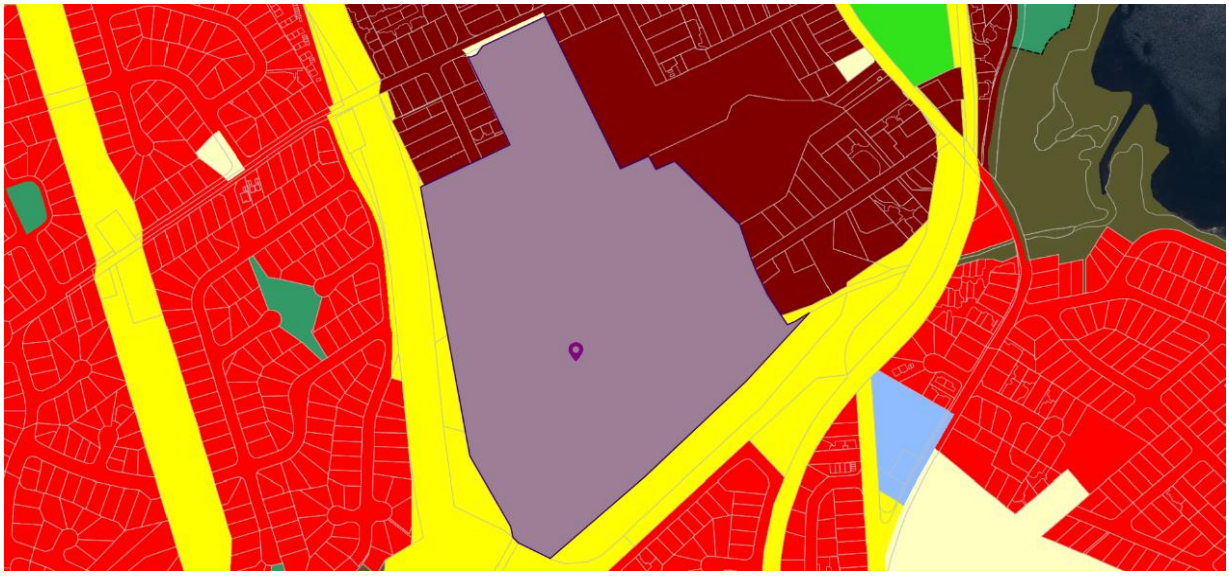

Figure 2: aerial view of site (shaded in blue) and surrounding area overlaid with zoning layer.

BACKGROUND

Council issued a Planning Permit for the park and ride facility referred to in the consultant planning report provided with the application on 16 June 2025 (see PLN-24-362). The consultant's report suggests that the while the current proposal for a multi-sports facility would benefit from the upgrade of the Claremont Link Road/Claremont College access intersection, it is not dependent upon this upgrade occurring. The Traffic Impact Assessment provided with the application confirms that the existing intersection is capable of accommodating the additional traffic that would be generated by the proposed development.

There are several approvals on file relating to various development within the Claremont College campus.

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)

No exemptions apply.

Planning Scheme Operation

A General Provision, SAP, or Code does not override the relevant Zone provisions,

Use Class Description (Table 6.2):

Sports and Recreation use class means:

use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, children's play centre, swimming pool, race course, sports ground, and major sporting facility.

General Provisions

No General Provisions of the Scheme apply to this proposal.

Zones

The land is within the Community Purpose Zone and the following zone purpose statements, use table, use standards and/or development standards apply to this proposal:

Zone Purpose Statements

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 proposal is considered to be consistent with the above zone purpose statements at 27.1.1 because it is for what would be a key community facility. The proposal would provide a social facility centred around community sport. In addition to the proposed sports courts, the proposed facility would include multi-purpose rooms that could be used for social functions.

Use Table

The sports and recreation use class is a discretionary use in the Community Purpose Zone.

Use Standards

27.3.1 Non-residential use

Clause 27.3.1 P2 required all external lighting (excluding security lighting) of sites within 50m of a residential zone to be switched off between 9pm and 6am. The site currently abuts the Inner Residential Zone, noting that the intent is to subdivide the Multi-sports facility from the college land in the future. The application seeks approval to operate within the hours of 6am to 11pm, 7 days a week, which will require external lighting of entries and parking areas outside of the acceptable solution operating hours. As such, the proposal must be assessed against the performance criteria.

The performance criteria for 27.3.1 P2 provides:

> *External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, within 50m of a General Residential Zone, Inner Residential Zone, and Low Density Residential 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) distance to habitable rooms of an adjacent dwelling*

The area of the proposed new sports centre is sufficiently removed from the adjacent residentially zoned land to the east and northeast that there will be no unreasonable loss of amenity due to the external lighting of the facility. This is further assisted through the topography of the site and surrounds, whereby the facility will be at a lower grade that the residential properties, reducing the visual impact of any lighting. Lastly, there is both existing and proposed vegetation on site that will act to buffer the external building lighting and minimise spill from the site.

As such, the application is considered to satisfy the performance criteria.

Development Standards for Buildings or Works

27.4.1 - Building height

The acceptable solution for clause 27.4.1 requires building height to be no more than 10m. The proposal does not comply with this acceptable solution because a building height of more than 10m is proposed. The proposed building would have a maximum height of approximately 11.27m. The proposal therefore relies upon the performance criterion for this clause, which states that:

> *Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:*
>
> *(a) the topography of the site;*
>
> *(b) the height, bulk and form of existing buildings on the site and adjacent properties;*
>
> *(c) the bulk and form of proposed buildings;*
>
> *(d) the apparent height when viewed from the road and public places;*
>
> *(e) any overshadowing of adjoining properties or public places; and*
>
> *(f) the need to locate the building on the site.*

With regard to the above sub-clause (a), the proposal is considered to be an adequate response to the topography of the site and surrounding land. As noted earlier, the proposed development would be located within a relatively flat area that is below the level of the land within the northern and western parts of the subject property. The submitted plans suggest that the floor level of the proposed building would be at 18m AHD. The land within the northern and western parts of the subject property, where the Claremont College buildings are located, is entirely above the 35m contour. Therefore, the proposed building would be below the level of this land.

As a result of the topography of the site and surrounding land, the proposed building is unlikely to be visible when viewed from the adjoining land to the north and west. The building would be seen against the pronounced slope that separates the site from the land that contains the college buildings, which would reduce its visual impact when viewed from the south and east.

With regard to the above sub-clauses (b) and (c), the existing buildings on the subject property have a bulk to similar to that of the proposed building. While the existing buildings are mostly single storey, they occupy a significant footprint, resulting in significant bulk. Therefore, while the proposed building would have a greater height than the existing buildings on the site, it would have similar bulk.

The buildings on the residential properties surrounding have much less bulk, reflecting a residential form rather than a public form. However, the separation that would exist between the proposed building and these properties is considered to ensure that the proposal is not incompatible with the relevant streetscape. The proposed building would be more than 100m from the nearest residential property. The Claremont College access does not provide access to any other properties and is not considered to be a road for the purpose of considering streetscape impacts. There is remnant vegetation between the access and the residential properties to the north-east of the site. There is also vegetation between the access and Claremont Link Road to the south-east of the site.

Given the separation between the proposed development and existing development, the streetscape impact of the proposal would largely be limited to the visual impact of the development when viewed from the Claremont Link Road/Claremont College access intersection. Therefore, while the proposed building would have substantially greater height and bulk and a different built form to the existing residential development within the surrounding area, this is not considered likely to have a significant impact upon streetscape or character.

With regard to sub-clause (d), as noted above, the proposed development would be viewed against the higher land to the north and west of the site, when viewed from the south and east. While the full height of the development would be visible from Claremont Link Road and the Claremont College access, the visual impact of the development would be reduced, as it would be below the top of the pronounced slope between the site and land which contains the college buildings. The development would also be set back approximately 90m from the frontage with Claremont Link Road and separated by a minimum of 50m from the Claremont College access, which would further reduce its visual impact upon these public places.

With regard to sub-clause (e), given the large setback proposed from the site's southern boundary, the proposal would not result in overshadowing of any adjoining properties or public places.

With regard to sub-clause (f), there is understood to be a clear need for additional indoor sports facilities in the Hobart area, particularly for courts suitable for basketball and other ball sports. Any building designed to accommodate indoor ball sports is likely to have a significant footprint given that it must allow for playing courts and other facilities such as amenities and changerooms. There are likely to be few sites within public ownership that could accommodate the required footprint. The proposed development site is considered to be the ideal location for a community sports facility given that it is surrounded by, but sufficiently separated from, residential areas. The site is also close to the main transport link provided by Brooker Avenue. There is considered to be sufficient need to locate the proposed building on the site.

The proposal complies with the above performance criterion for clause 27.4.1.

Development Standards for Subdivisions

The Development Standards for Subdivisions provided for the Community Purpose Zone do not apply to the proposal because a subdivision is not proposed. The "proposed boundary line" shown on the submitted plan represents the boundary of land that will be transferred from the administration of the Department of Education, Children, and Young People to the Department of State Growth. This transfer does not require planning approval.

Codes

The following codes of the Scheme apply to this proposal:

C1.0 Signs Code

C1.6.1 - Design and siting of signs

The acceptable solution at Clause C1.6.1 A1 requires signs to be of a type that is permitted in the relevant zone, and of a dimension that is specified for the sign type in Table C1.6. For a pole sign this means that the sign must not project more than 1.2m into a road, not have more than 2 faces, have a maximum 5m2 area per face, have a maximum height of 5m, and have a minimum clearance of 2.4m between the sign face and the ground.

The application proposes an internally illuminated pole sign with a maximum height of 5.3m, with a clearance of 2.5m below the 2.8m high by 1.8m wide internally illuminated sign to be shared between the Claremont College (top half) and the Glenorchy Sports Centre (bottom half) at the front site boundary, adjacent to the internal access road.

The application therefore does not meet the acceptable solution due to the overall height, and must be considered against the corresponding performance criteria.

The performance criteria a Clause C1.6.1 P1.1 requires:

A sign must:

(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and

(b) be compatible with the streetscape or landscape, having regard to:

(i) the size and dimensions of the sign;

(ii) the size and scale of the building upon which the sign is proposed;

(iii) the amenity of surrounding properties;

(iv) the repetition of messages or information;

(v) the number and density of signs on the site and on adjacent properties; and

(vi) the impact on the safe and efficient movement of vehicles and pedestrians.

The proposed pole sign is a permitted sign type in the zone. The sign proposes to incorporate identification of the two uses of the site in a single sign to eliminate visual clutter and minimise the impact on the streetscape.

The sign is located adjacent to the internal access road for the site and has a face for each direction of traffic in the adjacent road, such that the message is not directly facing any nearby residential properties, but rather is located in such a manner as to assist in the safe movement of pedestrians and vehicles to and from the site through clear messaging of the location of the entry point.

Given the large frontage of the site, and its location on a wide, busy street, with no other commercial properties requiring signage in close proximity, there is no proliferation of signage in the wider streetscape to consider.

The proposal complies with the above performance criterion for clause C1.6.1.

C1.6.2 – Illuminated signs

There is no acceptable solution at Clause C1.6.2A1.

The application proposes an internally illuminated sign.

As there is no acceptable solution the application must be considered against the corresponding performance criteria.

The performance criteria at Clause C1.6.2 P1 requires:

> *An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:*
>
> *(a) the location of the sign;*
>
> *(b) the size of the sign;*
>
> *(c) the intensity of the lighting;*
>
> *(d) the hours of operation of the sign;*
>
> *(e) the purpose of the sign;*
>
> *(f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;*
>
> *(g) the intended purpose of the changing message of the sign;*
>
> *(h) the percentage of the sign that is illuminated with changing messages;*
>
> *(i) proposed dwell time; and*
>
> *(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.*

The proposed sign is located and oriented at an angle that is unlikely to cause any direct light spill onto any nearby residential properties.

The sign is proposed to only be illuminated during the opening hours of the proposal, and a condition is proposed to ensure compliance with this to prevent the sign being illuminated all day and all night.

Council's Traffic Engineer has provided a condition of approval for the proposed sign to ensure that it does not cause any road safety issues through the intensity or function of the illumination.

The sign is intended to identify the location and function of two key community facilities and given the likely hours of operation of these facilities, it is appropriate to have some level of illumination to ensure that the site is readily identifiable for unfamiliar users.

The sign will display a fixed message, and is not located near any traffic control devices, such as traffic lights, that it might affect the operation of.

The proposal complies with the above performance criterion for clause C1.6.2.

C2.0 Parking and Sustainable Transport Code

The application has been considered by Council's Development Engineer, and is considered to satisfy the Acceptable Solutions of the Parking and Sustainable Transport Code, except as detailed below:

C2.6.5 - Pedestrian Access

The acceptable solution at Clause C2.6.5 A1.1 requires a 1m wide footpath that is separated from the access ways or parking aisles to accommodate the safe movement of pedestrians within the site.

The application does not include pedestrian footpaths for the central row of car parking spaces.

The application therefore does not meet the acceptable solution and must be considered against the corresponding performance criteria.

The performance criteria a Clause C2.6.5 P1 requires:

> *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.*

Council's Development Engineer has reviewed the proposal, and provided the following assessment:

> *Pedestrian accessways ranging from 1.0 to 1.5 metres in width are proposed throughout the car parking area surrounding the building, which complies with Council's requirements. However, pedestrian pathways are not provided for those spaces within the central row, and therefore the proposal does not fully comply with the acceptable solution. However, it is common in developments of this nature for pedestrian movement to be accommodated within shared accessways and driveways. Given the nature of the proposed use, as well as the provision of adequate sightlines and*

manoeuvring space, the design is considered to provide a safe environment for pedestrians and satisfies the relevant performance criteria.

The proposal complies with the above performance criterion for clause C2.6.5.

C3.0 Road and Railway Assets Code

The application has been considered by Council's Traffic Engineer, and is considered to satisfy the Acceptable Solutions of the Parking and Sustainable Transport Code, except as detailed below:

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

The acceptable solution at Clause C3.5.1 A1.4 requires the traffic using an existing vehicle crossing to not increase by more than 20%.

The application proposes an estimated increase in traffic greater than 20% of the existing level.

The application therefore does not meet the acceptable solution and must be considered against the corresponding performance criteria.

The performance criteria a Clause C3.5.1 P1 requires:

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.

Council's Traffic Engineer has reviewed the proposal, and provided the following assessment:

According to the Traffic Impact Assessment (TIA), the proposed use is expected to generate over 20% vehicle movement per day and therefore not meeting the acceptable solution. The TIA addresses the traffic generation performance criteria, considering factors such as the nature of the use and development, traffic increase, road characteristics, traffic flow, and road network and capacity and etc. It concludes that

the surrounding road network can safely accommodate the additional traffic, with no anticipated safety issues or adverse impacts from the proposed development.

The proposal complies with the above performance criterion for clause *C3.5.1.*

C7.0 Natural Assets Code

The application has been considered by Council's Development Engineer and is considered to satisfy the Acceptable Solutions of the Natural Assets Code.

C12.0 Flood-Prone Areas Hazard Code

The application has been considered by Council's Hydraulic Engineer, and is considered to satisfy the Acceptable Solutions of the Parking and Sustainable Transport Code, except as detailed below:

C12.5.1 - Uses within a flood-prone hazard area

There is no acceptable solution at Clause C12.5.1 A1.

The application proposes works within the mapped overland flood path.

As there is no acceptable solution the application must be considered against the corresponding performance criteria.

The performance criteria a Clause C12.5.1 P1.2 requires:

A flood hazard report also demonstrates that:

(a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or

(b) the use 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.

The assessment against this standard has been consolidated with the discussion on C12.6.1 below.

C12.6.1 - Buildings and works within a flood-prone hazard area

There is no acceptable solution at Clause C12.6.1 A1.

The application proposes works within a mapped flood prone area.

As there is no acceptable solution the application must be considered against the corresponding performance criteria.

The performance criteria a Clause 12.6.1 requires:

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 Hydraulic Engineer has reviewed the proposal, and provided the following assessment of these performance criteria:

Flood Hazard Report has been prepared by Flussig Engineers to address the performance criteria under C12.5.1 Uses within a flood prone area and C12.6.1. Building and works within a flood prone area. Objectives of the above two criteria is to demonstrate whether the proposed development and the use can achieve and maintain a tolerable risk during a 1% AEP flood event with provision for the climate change scenario.

Flood hazard is generally categorised based on the combined impacts of expected flood depths and velocities as per Australian Disaster and Resilient Handbook. Below graphical representation indicates the 6 categories from H1 to H6.

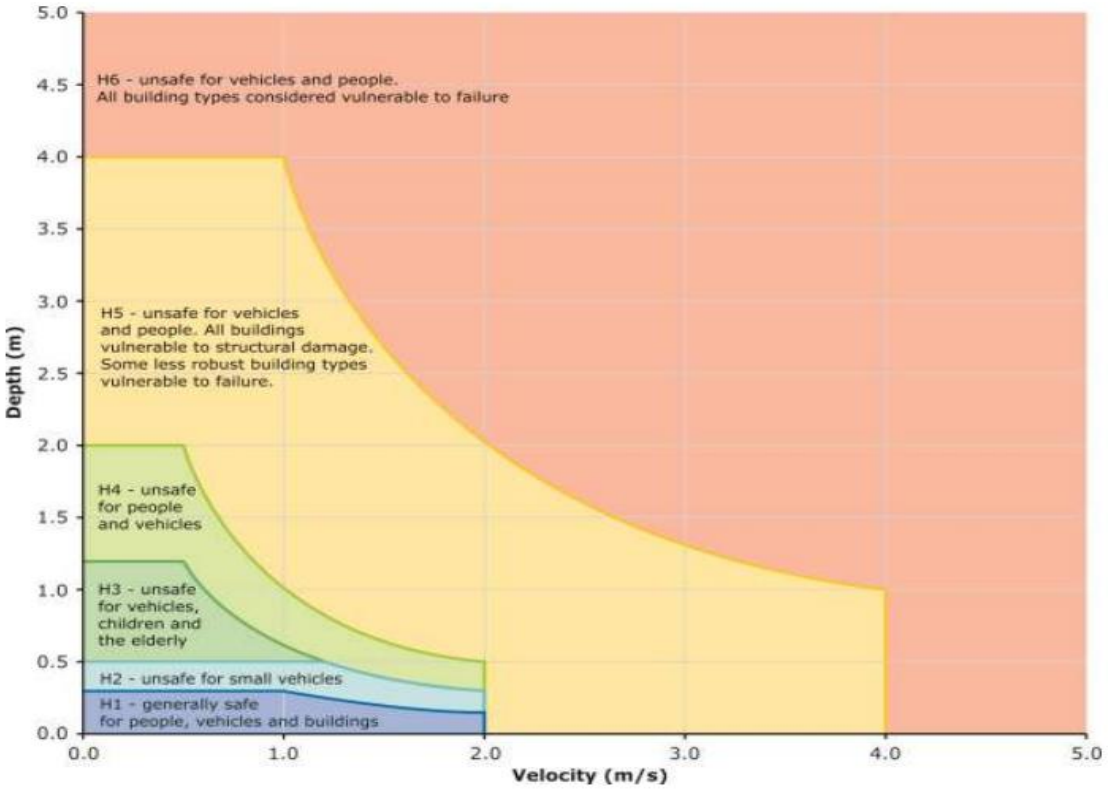

Figure 1 General flood hazard vulnerability curves

Flussig report has identified that the proposed developed of the multi-sport centre at 61 Claremont Link Road is susceptible to a fast moving and deep flood flow, with the surrounding region classified in the range H1-H6 hazard rating in the 1 % AEP + climate change event. This means some areas of the site are considered generally unsafe for people and vehicles.

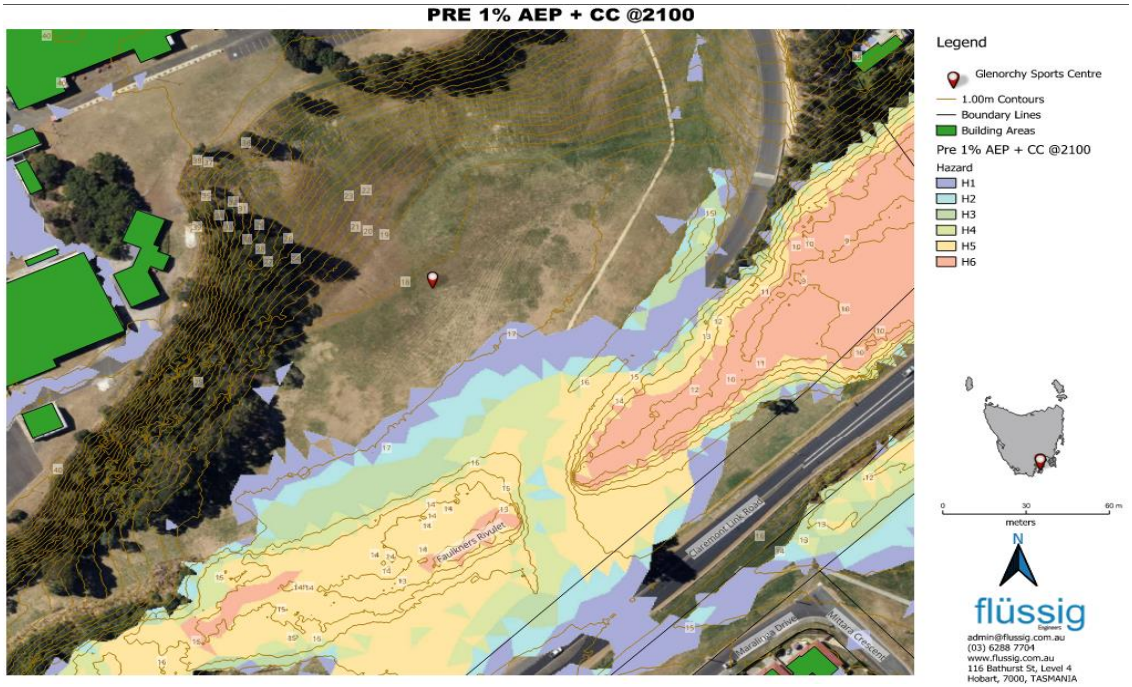

Figure 2 Pre-development Flood Hazard Extents

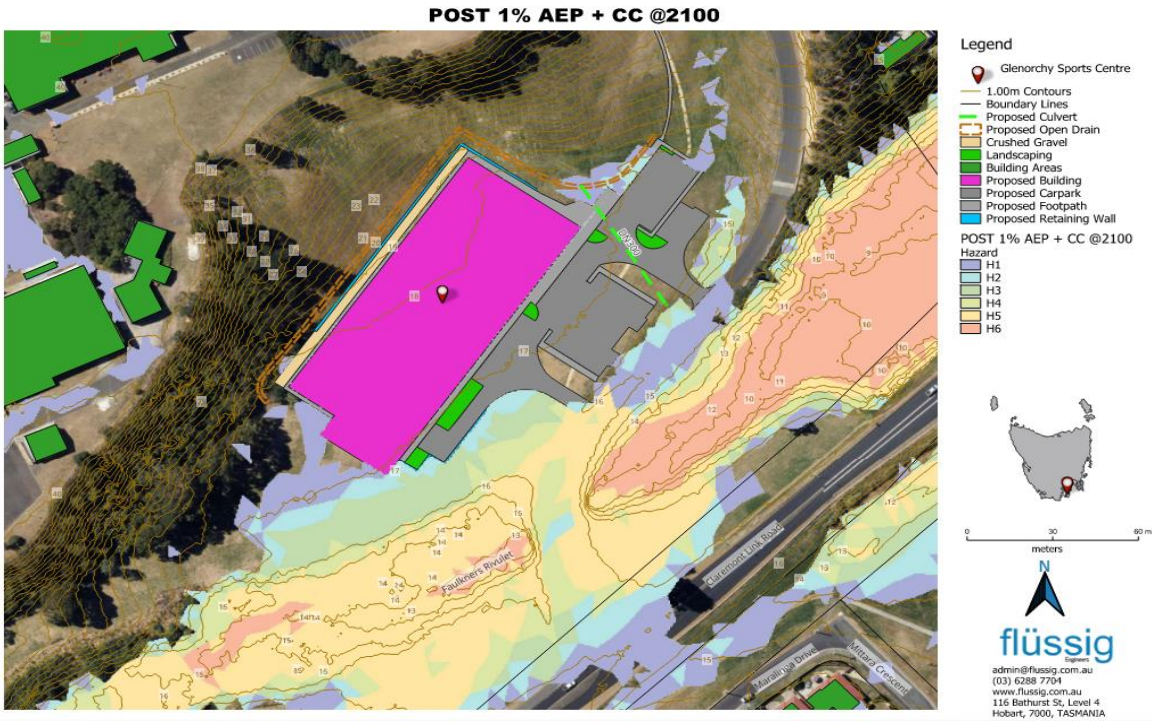

Figure 3 Post Development Flood Hazard Extents

Therefore, Flussig report has provided a range of recommendations including:

- *Raising the finished floor levels higher than the 1% AEP flood in accordance with Building regulations;*
- *Adoption and maintenance of flood management plans to all on-site facility users;*
- *No additional solid structures be constructed around the property without further flood assessment;*
- *Construct a new cutoff drain along the western side of the proposed facility, positioned at the top of the proposed retaining wall;*
- *Install a new DN300 pipe and associated pits to facilitate dewatering of the northern corner of the facility area, or implement any other structures that can achieve similar results; and*
- *Landscaping around the driveways and carpark areas should consist of stabilised, non-erosive materials.*

The Flussig report suggests that the proposed sports facility and associated infrastructure do not displace overland flow onto neighbouring properties. The design effectively addresses potential flood-related risks within the site, supporting its long-term resilience and functionality. The development's infrastructure effectively directs and controls runoff, reducing potential risks associated with increased surface water accumulation and ensuring compliance with local flood management guidelines.

Conclusion

In summary, I have no objections with the proposal from a hydraulics perspective [subject to conditions].

The proposal complies with the above performance criterion for clauses C12.5.1 and C12.6.1.

C15.0 Landslip Hazard Code

The application has been considered by Council's Development Engineer who has confirmed the applicant's advice that whilst the site is subject to the Landslip Hazard Code, there are no works to occur within the mapped extent of this code, and therefore the code is not applicable to the assessment of this application.

State Planning Provisions - Applied, Adopted or Incorporated Documents

N/A

Glenorchy Local Provisions Schedule (GLPS)

Local Area objectives

N/A

Particular Purpose Zones

N/A

Specific Area Plans

N/A

GLE-Site Specific Qualifications

N/A

GLE-Code lists

N/A

GLE-Applied, Adopted and Incorporated Document

N/A

INTERNAL REFERRALS

Development Engineer

The application was referred to Councils Development Engineer, who has assessed the works against the relevant Planning Scheme provisions and has advised that they are satisfactory, subject to the below nominated conditions.

A full copy of their Assessment is provided at Attachment 2

Traffic Engineer

The application was referred to Councils Traffic Engineer, who has assessed the works against the relevant Planning Scheme provisions and has advised that they are satisfactory.

A full copy of their Assessment is provided at Attachment 2

Hydraulic Engineer

The application was referred to Councils Hydraulic Engineer, who has assessed the works against the relevant Planning Scheme provisions and has advised that they are satisfactory, subject to the below nominated conditions.

A full copy of their Assessment is provided at Attachment 2

Natural Areas Environment Officer

The application was referred to Council's Natural Areas Environment Officer, who has advised that they are satisfied with the proposal.

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater for assessment. TasWater have provided conditions for inclusion in any permit issued through SPAN TWDA 2025-00392-GCC, dated 26/05/2025.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with one (1) representation being received. The issues raised are as follows:

Height and Bulk

The representor is concerned that the maximum building height of 11.27m will result in an unreasonable loss of amenity to nearby residential properties to the north of the application site (in particular, the heritage property known as Claremont House) and has asked that screening planting in the form of Tasmanian Blackwood trees be provided to mitigate this concern. The representor has further stated that this would assist in mitigating light and noise spill from the site.

Planner's Comment:

Whilst there is sympathy for the representor given that the current view is of an open grassy hillside, the proposed building would be more than 100m from the nearest residential property to the northwest. As detailed above, this is sufficient separation to mitigate any perception of building bulk from the adjoining residential properties, and as such the requested screening plantings cannot be reasonably required through condition.

Notwithstanding this, the applicant has been informed of the representation and, with the consent of the representor, has undertaken to engage separately with them to see if any resolution can be offered to alleviate this concern.

CONCLUSION

Application is made for a new building to be use for a sport and recreation complex at 61 Claremont Link Road. The proposed use and development satisfy the relevant standards of the Planning Scheme, and as such, the application is recommended for conditional approval.

Recommendation:

That a permit be granted for the New Building for Sport and Recreation at 61 Claremont Link Road Claremont subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-25-078 and the Endorsed Drawings, 30 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 2025/00392-GCC dated 26/05/2025, form part of this permit.

3. The illuminated signage must be switched off outside of the opening hours of the sports centre.

4. The illuminated sign for the college and sport centre at the junction of the access road and Claremont College must:

   (a) Have a maximum intensity of lighting in accordance with the Australian Standards AS1158 and Austroads Guide to Traffic Management Part 10;

   (b) Have maximum luminance levels not exceeding those of any other sign or illuminated infrastructure in the near vicinity or create a road safety issue such as glare from the sign;

   (c) The sign must have no motion, no illusion of movement, no flashing lights or message that may imitate traffic control devices (ie halt, stop or give way).

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 loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.

7. 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.

8. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost. It must be the developer's responsibility to obtain and submit with the Building Application, a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction. The photographic record shall be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works shall be deemed to be the responsibility of the developer and shall be repaired at the developer's cost.

9. A detailed estimate for the works must be provided and payment of the engineering drawing approval fee must be made prior to the issue of approved engineering drawings or the issuing of the building approval. Under Council Schedule of fees and charges 2023/2024, 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. Construction must not commence until the approved engineering plans have been issued.

10. The applicant must pay Council the amount of $291.40 to complete the measure up and record 'as constructed' data for all assets to be taken over by council prior to the completion. This amount is subject to annual adjustment with the Council Fees and Charges Register.

Traffic and parking

11. 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, to the satisfaction of the Council's Development Engineer. Engineering Drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway and parking must comply with the following-:

    a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 25% or 1 in 4.
    b) Vertical alignment shall include transition curves (or straight sections) at all grade changes greater than 12.5%.
    c) Total of 68 clearly marked car parking spaces (including 3 DDA spaces) must be provided in accordance with the approved plan received by Council and always kept available for these purposes.
    d) Wheel stops must be installed and must not limit the width of the parking aisle and turning areas approved under the permit.
    e) 2 motorcycle parking spaces to Australian Standard must be provided.
    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 gradient of parking areas must not exceed 5% and no more than 3% for DDA spaces
    i) Minimum carriageway width is to be no less than 6.0 metres; and
    j) Appropriate signage and driveway line-markings must be installed to ensure the safe, efficient and convenient traffic for all users.

To comply with the above requirements, the developer must submit drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit and/or the commencement of works (whichever occurs first). All works required by this condition must be installed prior to the commencement of the use.

12. Lighting is to be provided to all car parking and driveways areas in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car parks" of AS/NZ 1158.3.1: 2005. The illumination of the proposed light standards is to be activated prior to the occupancy.

13. 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, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy.

14. Any retaining structure must be design and certified by a suitably qualified Engineer. The form and certification must be submitted to and approved by Council prior to the issuing of a Building Permit.

Hydraulics and engineering

15. Engineering design drawings must be submitted and approved, prior to the construction of issue of Building Permit, whichever occurs first. The engineering drawings must:

    a) be certified by a qualified and experienced Engineer.
    b) show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, and inspection openings.
    c) Finish floor levels (FFL) of the habitable areas must align with the recommendations outlined in Table 6 of the Flood Hazard Report FE_24098_02 dated 07/02/2025 by Flussig, which specifies an 18m AHD elevation.
    d) Provide details of the cutoff drain as recommended in Flussig Flood Hazard Report FE_24098_02 stated 07/02 2025. Drain lining material must be designed to convey flows safely without exposing for erosion. Include Flood Warning Sings and Safe Zone Areas plan as recommended in the FLOOD INUNDATION RISK MANAGEMENT PLAN FE_24098_02 dated 18/02 2025 by Flussig Engineers.
    e) Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013

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

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-25-078 dated 11 June 2024, 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.

The proponent's Building Surveyor must forward copies of the following documents to Council's Environmental Health department prior to any works being undertaken on site (including the installation of fixtures and fittings) that relate to the proposed food premises:

1. a request in an approved form (Form 42) for an Environmental Health Officer report;
2. any relevant drawings, specifications or other documents submitted with the application; and
3. details provided by the owner of the nature of the foods to be prepared, handled, stored or sold and the types of manufacturing processes to be undertaken on the premise
4. Council's Environmental Health department may require the premises to meet equipment and fit out specifications which exceed those required by the National Construction Code 2016, before the premises can be registered and the food business licensed pursuant to the Food Act 2003.

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Before You Dig or visit https://www.byda.com.au/ for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Attachments/Annexures

Attachment 1 – site plan, advertised plans and TasWater referral

Attachment 2 – Referral officer reports

27.0 Community Purpose Zone

Standard	Acceptable Solution	Proposed	Complies?
27.3 Use Standards			
27.3.1 **Non-residential use**	**A1** Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: (a) 8.00am to 8.00pm Monday to Friday; (b) 9.00am to 6.00pm Saturday; and (c) 10.00am to 5.00pm Sunday and public holidays.	Proposed use is more than 50m from a nearby residential zone.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	A2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must: (a) not operate between 9:00pm and 6:00am, excluding any security lighting; and (b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property.	The proposal seeks to operate between the hours of 6 am and 11pm 7 days a week	No
	A3 Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not operate between 9.00pm and 6.00am.	There is no flood lighting proposed, plus, the proposed use is more than 50m from a nearby residential zone.	N/A
	A4 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital	Proposed activity is more than 50m from a nearby residential zone.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: (a) 7.00am to 6.00pm Monday to Friday; and (b) 9.00am to 5.00pm Saturday, Sunday and public holidays.		
27.4 Development Standards for Buildings and Works			
27.4.1 **Building Height**	**A1** Building height must be not more than 10m.	The maximum proposed building height is 11.27m	No
27.4.2 **Setback**	**A1** Buildings must have a setback from a frontage of: (a) not less than 5m; or (b) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, whichever is the lesser.	All works are significantly set back from all boundaries.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	A2 Buildings must have a setback from side and rear boundaries adjoining a General Residential Zone, Inner Residential Zone or Low Density Residential Zone not less than: (a) 3m; or (b) half the wall height of the building, whichever is the greater.	All works are significantly set back from all boundaries.	Yes
	A3 Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone.	Proposed development is more than 50m from a nearby residential zone.	Yes

Standard	Acceptable Solution	Proposed	Complies?
17.5 Development Standards for Subdivision			
27.5.1 Lot design	**A1** Each lot, or lot proposed in a plan of subdivision, must: (a) have an area of not less than 600m² and: (i) be able to contain a minimum area of 10m x 15m, with a gradient not steeper than 1 in 5, clear of: a.all setbacks required by clause 27.4.2 A1 and A2; and b.easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 27.4.2 A1 and A2; (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities; or (c) be for the consolidation of a lot with another lot provided each lot is within the same zone.	No Subdivision is proposed	N/A
	A2	No Subdivision is proposed	N/A

Standard	Acceptable Solution	Proposed	Complies?
	Each lot, or lot proposed in a plan of subdivision, must have a frontage or legal connection to a road by a right of carriageway of not less than 10m.		
	A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	No Subdivision is proposed	N/A
27.5.2 Services	A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must: (a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service; or (b) be connected to a limited water supply service if the frontage of the lot is within 30m of a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.	No Subdivision is proposed	N/A

Standard	Acceptable Solution	Proposed	Complies?
	A2 Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	No Subdivision is proposed	N/A
	A3 Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	No Subdivision is proposed	N/A

C1.0 Signs Code

Standard	Acceptable Solution	Proposed	Complies?
C1.4 Development Exempt from this Code			

Standard	Acceptable Solution	Proposed	Complies?
C1.4.1	A sign listed in Table C1.4 is exempt from this code, provided it complies with the relevant requirements.	Pole Sign exceeding exemptions.	No
C1.4.2	A sign within a building or site that cannot be, or is not intended to be, seen from outside of the building or site is exempt from requiring a permit.	N/A	
C1.4.3	Changes to the graphics of a sign that was lawfully displayed on or after the effective date, including text, graphic design and colour, is exempt provided that: (a) the sign has not changed in dimension, proportion or location; and (b) if an illuminated sign, the method of illumination has not changed.	N/A	
C1.6 Development Standards for Buildings and Works			
C1.6.1 Design and siting of signs	**A1** A sign must:	Proposed pole signs exceeds the standards set out under (b)	No

Standard	Acceptable Solution	Proposed	Complies?
	(a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and (b) meet the sign standards for the relevant sign type set out in Table C1.6, excluding for the following sign types, for which there is no Acceptable Solution: (i) roof sign; (ii) sky sign; and (iii) billboard.		
	A2 A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.	Sign is over 100m from a boundary with a residentially zoned lot.	yes
	A3 The number of signs for each business or tenancy on a road frontage of a building must be no more than: (a) 1 of each sign type, unless otherwise stated in Table C1.6;	One sign proposed	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) 1 window sign for each window; (c) 3 if the street frontage is less than 20m in length; and (d) 6 if the street frontage is 20m or more, excluding the following sign types, for which there is no limit: (i) name plate; and (ii) temporary sign.		
	A4 An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.	Sign is over 100m from a boundary with a residentially zoned lot.	N/A
C1.6.2 Illuminated signs	**A1** No Acceptable Solution.	Sign will only be illuminated during opening hours	No
	A2 An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.	Sign illumination is static, with no flashing or moving parts.	Yes

Standard	Acceptable Solution	Proposed	Complies?
C1.6.3 Third party sign	No Acceptable Solution.	N/A	
C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts	**A1** A sign located on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code, must: (a) be not more than 0.2m²; (b) not be an illuminated sign; and (c) there must be not more than 1 sign per site.	N/A	

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:	50 spaces are required – 68 spaces proposed.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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 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		

Standard	Acceptable Solution	Proposed	Complies?
	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 required	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** *This applies to:* *Business and Professional Services;* *Community Meeting and Entertainment;* *Custodial Facility;* *Crematoria and Cemeteries;* *Educational and Occasional Care;* *Food Services;* *General Retail and Hire;* *Hospital Services;* *Hotel Industry;* *Pleasure Boat Facility;*	**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.	2 spaces required and proposed.	Yes

Standard	Acceptable Solution	Proposed	Complies?
Residential if for a communal residence, multiple dwellings or hostel use*;* *Sports and Recreation; and* *Tourist Operation.*			
C2.5.4 **Loading bays** *This applies to:* *Bulky Goods Sales; General Retail and Hire; Manufacturing and Processing; and Storage.*	**A1** A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	Not required	NA
C2.5.5 **Number of car parking spaces within the General Residential Zone and Inner Residential Zone** *This applies to:* *Business and Professional Services; Community Meeting and Entertainment;*	**A1** 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	Not required	NA

Standard	Acceptable Solution	Proposed	Complies?
Educational and Occasional Care; Emergency Services; Food Services; General Retail and Hire; Sports and Recreation; and Utilities, if not for minor utilities.	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,	Parking and driveway area proposed to be paved surface and surfaced water are to be drained to the stormwater connection.	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;	Layout and gradients are provided in accordance with the AS2890.1	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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; (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:		

Standard	Acceptable Solution	Proposed	Complies?
	(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: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.		Yes
	A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		NA

Standard	Acceptable Solution	Proposed	Complies?
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*.		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:	Pedestrian path provided over the parking area however not for those spaces in the middle row on parking.	No

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		NA

Standard	Acceptable Solution	Proposed	Complies?
	with *Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities*, for the type of vehicles likely to use the site.		
	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 in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Off-street 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.		NA
	A2 Bicycle parking spaces must:		NA

Standard	Acceptable Solution	Proposed	Complies?
	(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 (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.		NA

Standard	Acceptable Solution	Proposed	Complies?
	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.		NA
C2.7 Parking Precinct Plan			
C2.7.1 **Parking Precinct Plan**	**A1** Within a parking precinct plan, onsite parking must: (a) not be provided; or (b) not be increased above existing parking numbers.		NA

Footnotes

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

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.	A1.2 – met, no new vehicle crossing to public road proposed. A1.4 – not met - Vehicular traffic expected to increase over 20%	No

Standard	Acceptable Solution	Proposed	Complies?
	A1.3 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.		

Standard	Acceptable Solution	Proposed	Complies?
C3.6 Development Standards for Buildings and Works			
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 sen		NA

Standard	Acceptable Solution	Proposed	Complies?
	(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*.		
C3.7 Development Standards for Subdivision			
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.		NA

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** Buildings 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 works are relevant only to the bridge crossing – for the proposed stormwater connection	yes
	A2 Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.		N/A
	A3	No new stormwater connection to waterways or creeks proposed as part	yes

Standard	Acceptable Solution	Proposed	Complies?
	Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.	of the application, therefore, the acceptable solution, A3, C7.6.1 is met.	
	A4 Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.		N/A
	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.		N/A
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.		N/A
C7.7 Development Standards for Subdivision			

Standard	Acceptable Solution	Proposed	Complies?
C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area	**A1** Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must: (a) be for the creation of separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area.		N/A
C7.7.2 Subdivision within a priority vegetation area	**A1** Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must: (a) be for the purposes of creating separate lots for existing buildings;		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.		

C12 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.	Proposed development use is located within overland flood extent and performance criteria applied. Flood Hazard Report provided with recommendations to achieve a tolerable risk to habitable rooms	No
C12.5.2	**A1** No Acceptable Solution.	NA	

Standard	Acceptable Solution	Proposed	Complies?
Critical use, hazardous use or vulnerable use	**A2** No Acceptable Solution.	NA	
	A3 No Acceptable Solution.	NA	
	A4 No Acceptable Solution.	NA	
C12.6 Development Standards for Buildings and Works			
C12.6.1 **Buildings and works within a flood-prone hazard area**	**A1** No Acceptable Solution.	Proposed works are within a flood-prone area. Performance criteria addressed by a Flood Hazard Report with comprehensive assessment and feasible recommendations to achieve and maintain a tolerable risk.	No
C12.7 Development Standards for Subdivision			
C12.7.1 **Subdivision within a flood-prone hazard area**	**A1** Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must:	NA	

Standard	Acceptable Solution	Proposed	Complies?
	(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area; (b) be for the creation of separate lots for existing buildings; (c) be required for public use by the Crown, a council or a State authority; or (d) be required for the provision of Utilities.		