

# **GLENORCHY PLANNING AUTHORITY MEETING**

## **AGENDA**

**MONDAY, 13 OCTOBER 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.

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## **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 15 September 2025 be confirmed.

**5. COMBINED PLANNING SCHEME AMENDMENT – 263,271 AND 293 MAIN ROAD, AUSTINS FERRY & PLANNING PERMIT APPLICATION REQUEST – 271 AND 273 MAIN ROAD, AUSTINS FERRY – PLAM-24/02**

Author: Angela Dionysopoulos and Darshini Bangaru Hyde

Qualified Person: Strategic Planner (Angela Dionysopoulos) and Lead Strategic Planner (Darshini Bangaru Hyde)

Property ID: ECM Document Set ID 3458234

### **REPORT SUMMARY**

<b>Application No.</b>	<b>PLAM-24/02</b>
<b>Applicant</b>	<b>Valhal Properties Tasmania Pty Ltd</b>
<b>Owners</b>	<b>Valhal Properties Tasmania Pty Ltd; Kar Blar Wah, Hser La Wee &amp; Law Eh Paw; Sally Woolley &amp; Phillip Marsh; George Pongco &amp; Baby Pongco Gonzales; and Glenorchy City Council</b>
<b>Existing Zoning</b>	<b>Rural Living A, Open Space and General Residential</b>
<b>Existing Land Use</b>	<b>Single dwellings and caravan park</b>
<b>Proposal in Brief</b>	<b>To seek approval to prepare a planning scheme amendment and place it on exhibition  The amendment seeks to rezone 263, 271 &amp; 293 Main Road, Austins Ferry to a General Residential Zone and apply a Specific Area Plan to part of the land, combined with an application for 42 multiple dwellings at 271 Main Road, including associated works at 273 Main Road, Austins Ferry</b>
<b>Representations:</b>	<b>Advertising occurs after amendment is prepared</b>
<b>Recommendation:</b>	<b>Prepare and certify amendment, grant permit and exhibit for 28 days</b>

## **REPORT IN DETAIL**

### **EXECUTIVE SUMMARY**

The draft amendment is generally in accordance with the requirements of the *Land Use Planning and Approvals Act 1993* (LUPAA), and it is recommended that it be prepared. The combined permit application for 42 multiple dwellings at 271 Main Road, Austins Ferry is supported, and it is recommended that the draft planning permit for the application be granted.

The proposed amendment rezones underutilised land inside the Urban Growth Boundary to a more appropriate General Residential Zone, providing for increased housing opportunities. The amendment also applies a Specific Area Plan (SAP) to part of the land, requiring new sensitive uses, such as housing, to 'self-protect' from the impacts of industry in the adjoining Light Industrial Zone. This will protect the amenity of new residents on the residential land and ensure that light industrial uses can continue to operate on the industrial land.

The social, economic and environmental benefits of the proposed amendment are increased housing opportunities on urban land that is:

- Within the Urban Growth Boundary
- Free of natural values and hazards, and
- Well serviced by physical and social infrastructure.

In the absence of the proposed SAP, the social, economic and environmental consequences of the proposed rezoning would be:

- Potential constraints on the operation of uses in the Light Industrial Zone, and
- Potential amenity impacts to residents in the General Residential Zone.

However, the application of a SAP requiring new development for sensitive use (such as housing) to be designed to mitigate amenity impacts will reduce the potential for conflict between uses in these zones. This will both assist in maintaining the economic potential of the Light Industrial Zone and protect the amenity of new residential development.

On balance, the amendment request is a fair, orderly and sustainable amendment to the planning scheme, and it is recommended that the Glenorchy Planning Authority ('Planning Authority') prepare the amendment.

The combined planning permit application for 42 multiple dwellings at 271 Main Road, with associated works in the road reserve and at 273 Main Road, meets the applicable standards of the planning scheme as if the proposed amendment were approved, and it is recommended that the draft planning permit be granted.

This report provides details of the site and assesses the proposed amendment and planning permit application. The strategic outcomes of the amendment proposal are outlined, having regard to matters of local, regional and State importance, followed by a discussion of compliance with the legislative requirements for planning scheme amendments. The report also contains an assessment of the combined planning permit application, as if the proposed amendment were approved.

The Commission has granted an extension of time in accordance with s38(2) of LUPAA, to allow for consideration of the proposal by the Planning Authority at its October meeting.

The Planning Authority may decide to:

- Prepare the amendment and grant the planning permit (with or without modification)

- Prepare the amendment (with or without modification) and refuse the combined planning application, or
- Refuse the amendment (in which case the combined planning permit application must be refused).

If the proposed amendment is prepared, the following two outcomes must occur:

- The amendment and the combined planning permit application (and permit, if granted) will be exhibited for at least 28 days, and
- The Tasmanian Planning Commission (the Commission) will decide whether to:
  - approve the amendment (with or without modification) or reject the amendment, and
  - for the combined planning permit application, grant the permit (with or without modification) or reject the permit.

If the Planning Authority resolves not to prepare the amendment, the applicant can appeal the decision to the Commission.

Any representations relating to the amendment or the decision regarding the combined planning permit application would be considered at a future Planning Authority meeting, where modifications can be recommended. In response to any representations, the Planning Authority could also recommend that the Commission does not approve the amendment or grant the permit. If no representations are received, the senior planning staff have delegation to forward a report to that effect to the Commission.

The Commission assesses and decides on the amendment and planning permit application, based on Council Officers' assessment, the Planning Authority's decision, issues raised in representations and the outcomes of any hearings it may hold.

## PROPOSED PLANNING SCHEME AMENDMENT

The amendment seeks to:

- Rezone 263, 271 and 293 Main Road, Austins Ferry from part Rural Living A Zone and part Open Space Zone to a General Residential Zone, and
- Apply a SAP to part of the rezoned land to:
  - minimise the likelihood for sensitive uses to conflict with, interfere with or constrain uses on adjacent industrial land at Whitestone Drive, and
  - protect amenity for sensitive uses on the land.

The amendment facilitates efficient residential use through infill development, while protecting the viability of nearby industrial land.

The amendment is included in **Attachment 1** – Amendment Documents.

## PROPOSED USE AND DEVELOPMENT

The amendment is combined with a planning permit application for demolition of a previously existing dwelling (retrospective approval) and construction of 42 multiple dwelling units at 271 Main Road, Austins Ferry, with associated works in the road reserve and at 273 Main Road, Austins Ferry. The application seeks approval for construction of 17 single storey and 25 two (2) storey dwellings and a noise attenuation fence. The dwellings are primarily three bedrooms, though nine are two bedrooms.

Each dwelling is provided with two car parking spaces and 14 visitor spaces are also provided on site. Each dwelling has a minimum of 60m<sup>2</sup> of private open space. Details of the proposal are discussed in Part 2 of this report.

A copy of the plans are included in **Attachment 2** – Site Plan and Development Application Plans

## SITE AND LOCALITY

### *Site characteristics*

The proposed planning scheme amendment applies to three lots (Table 1).

*Table 1 – Title and owner information – proposed amendment*

Address	Title	Area	Owner
263 Main Road	154966/4	1.04ha	Kar Blar Wah, Hser La Wee, Law Eh Paw
271 Main Road	19088/3	1.46ha	Valhal Properties Tasmania Pty Ltd
293 Main Road	161440/2	1.15ha	Sally Woolley and Phillip Marsh

The proposed planning permit application relates to 271 Main Road, with works across 273 Main Road and within the road reserve (Table 2).

*Table 2 – Title and owner information – planning permit application*

Address	Title	Area	Owner
271 Main Road, Austins Ferry	19088/3	1.46 ha	Valhal Properties Tasmania Pty Ltd
273 Main Road, Austins Ferry	63502/1	634.41 m <sup>2</sup>	George Pongco & Baby Pongco Gonzales
Road reserve at 271 Main Road, Austins Ferry	/-9999	NA	Glenorchy City Council

The three properties proposed to be rezoned are used for residential purposes, with 293 and 263 Main Road containing single dwellings. A caravan park is also located at 293 Main Road, while a dwelling formerly at 271 Main Road has previously been demolished. The land is largely cleared of vegetation, with limited remnant vegetation and exotic gardens (Figure 1 to Figure 4 – site photos). The land traverses a low, south-east to north-west ridgeline, with a gradient ranging from approximately 1 in 35 at the ridge peak to approximately 1 in 5 on the northern slope.



*Figure 1 – Site photos looking north-west towards 293 Main Road (left) and north (right) from 271 Main Road*





Figure 2 – Site photos looking north-east (left) and east (right) across 271 Main Road



Figure 3 – Access to 271 Main Road (Google Streetview)



Figure 4 – Site photos looking east (left) and south-east (right) to 293 Main Road from 271 Main Road

The total area of the three sites is 3.65 ha (Figure 5 – Aerial photo).





*Figure 5 Aerial photo showing the land subject to the proposed amendment – Council database 2025*

The property at 293 Main Road includes a separate title (Figure 6). This lot is already in the General Residential Zone and does not form part of the planning scheme amendment application.



Figure 6 – Lot 161440/1 – part of 293 Main Road, Austins Ferry, excluded from the amendment application – theLIST

### Adjoining land

The locality is characterised by a variety of uses and varying degrees of development. To the west and south-west is established residential development, primarily for single dwellings on suburban lots, with some larger lots containing fragmented remnant pasture and vegetation. Large tracts of Council reserve and public open space are located to the north and north-west, including Gould's Lagoon Sanctuary and Whitestone foreshore, while smaller Council reserves are located at Brendan Crescent, to the south-west, and at 19-21 Stony Point Drive, to the south-east. Ongoing development of a large residential subdivision at Whitestone Point is located to the east and south-east.

An area of light industrial use and development for warehouses, factories and contractors' yards separates the site from the railway corridor to the north and north-east.

Council-owned land at 261 Main Road, Austins Ferry is located to the south-east of the subject site. This large parcel of generally undeveloped land currently contains a single dwelling, public open space and outdoor materials storage.

### Planning scheme controls

The lots at 263 and 293 Main Road are split-zoned Open Space and Rural Living A zones, while 271 Main Road is split-zoned Open Space, Rural Living A and General Residential zones (Figure 7). The Open Space Zone comprises a 10m-wide strip on the north-eastern boundary adjoining the Light Industrial Zone, while the General Residential Zone applies to the section of 271 Main Road fronting the road, between 267 and 273 Main Road.



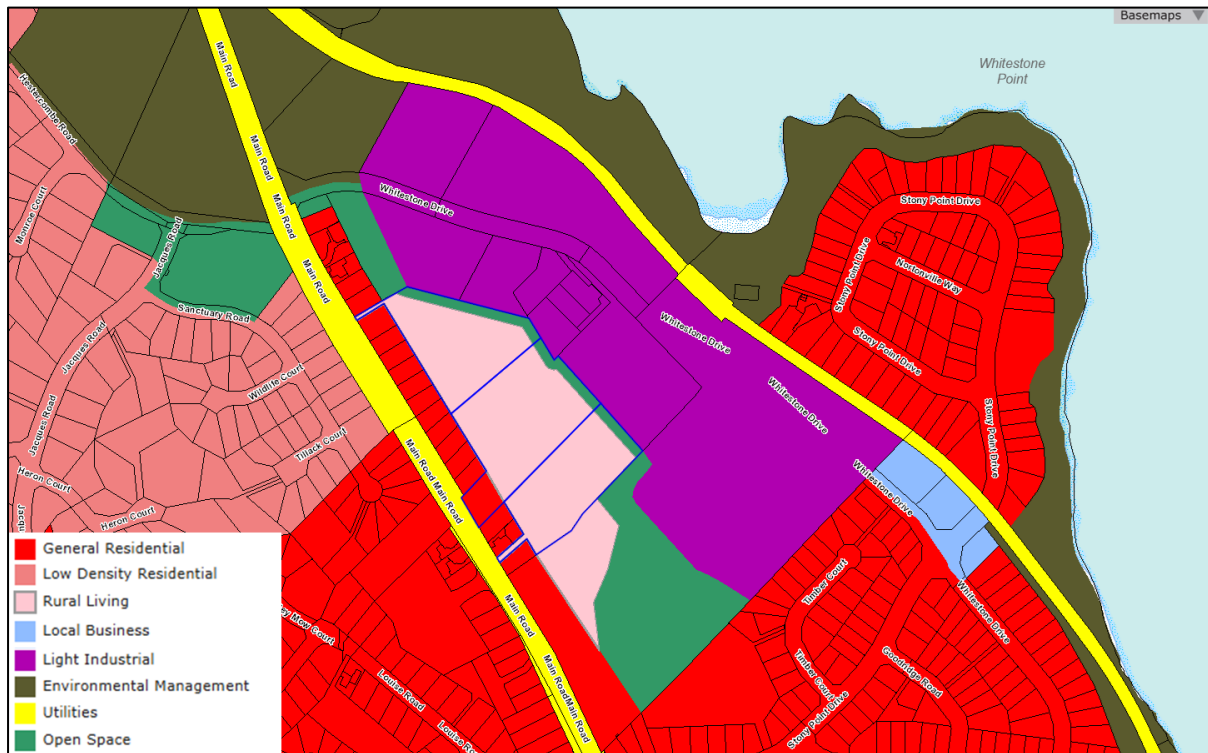


Figure 7 – Zoning of the site and surrounds under the Tasmanian Planning Scheme - Glenorchy (theLIST)

The land to which the amendment applies adjoins land in the General Residential Zone to the south-west, and the Light Industrial Zone to the north and north-east. There is an area in an Open Space Zone to the north-west, and Council's adjoining land to the south-east is split-zoned Light Industrial, Open Space and Rural Living A zones. A Local Business Zone is further to the east. The Utilities Zone applies to Main Road, which runs to the west of the land, and to the rail corridor to the east.

The majority of the land in the surrounding area is in a General Residential Zone, with an Environmental Management Zone over Gould's Lagoon Sanctuary and along the coastline, and land to the west, upstream of Gould's Lagoon, in a Low Density Residential Zone.

Small portions of the land are affected by the Landslip Hazard Code and the Flood-prone Hazard Areas Code (Figure 8).



Figure 8 – Medium landslip hazard band (orange hatch) and flood-prone areas (blue hatch) – LISTmap

The land is also subject to the Attenuation Code. Although not mapped on the planning scheme overlay, 500 m attenuation areas for existing uses, including metal fabrication at 1 Whitestone Drive, apply to the whole of the subject land (Figure 9).



Figure 9 – Attenuation areas for existing uses at Whitestone Drive – applicant’s Planning Report (AllUrbanPlanning)

### Infrastructure

The land is in an area serviced by reticulated water, sewer, stormwater and electricity services and each lot has a frontage to Main Road.

Transport infrastructure comprises a Council-owned arterial road, serviced by public bus routes, and forming part of Council’s future cycling infrastructure vision<sup>1</sup>. The rail corridor is nearby, and the land is serviced by footpaths connecting to Council’s walking track network. A Metro Tasmania bus stop is located near the access strip for 293 Main Road.

In terms of social infrastructure, the land is within the intake area for Austins Ferry Primary School, with public high schools located at Rosetta and Bridgewater, and a public secondary college located in the adjoining suburb of Claremont. The land is approximately 300m from St Virgils College secondary school.

Public community health facilities are located at Glenorchy and Bridgewater, while the Claremont Activity Centre provides neighbourhood services and amenities. An as-yet undeveloped parcel of land in the Local Business Zone at Whitestone Point provides for a nearby future local shopping strip.

### Environmental Values

The subject land is largely modified from its natural state and is classified as ‘FUR’ modified land under the TASVEG 4.0 database. There are no threatened native vegetation communities, and no recorded instances of threatened fauna or flora species on the subject land.

### Social and Economic Values

Current development of the land equates to 0.55 dwellings per hectare, vastly less than the *Southern Tasmania Regional Land Use Strategy 2010-2035* (STRLUS) target of a minimum net density of 15

<sup>1</sup> Draft *Glenorchy Cycling Infrastructure Plan* – on public consultation at:  
<https://letstalk.gcc.tas.gov.au/glenorchy-cycling-infrastructure-plan>

dwellings per hectare within the Urban Growth Boundary<sup>2</sup>. The land has substantial latent social value for housing, subject to the proposed controls to mitigate potential amenity impacts from industry.

Similarly, there may be latent economic value associated with the potential additional resident population, which could support the economic function of future services within the nearby Local Business Zone as well as the Claremont Activity Centre.

#### *Heritage Values*

The land does not contain any heritage places, and a search of the Aboriginal Heritage Tasmania website did not identify the presence of any Aboriginal relics.

### **BACKGROUND**

A similar combined planning scheme amendment and planning permit application (PLS43A-21/03)<sup>3</sup> was previously supported by the Planning Authority, but rejected by the Commission in 2023. A copy of the Commission's decision is available online<sup>4</sup>. In summary, the Commission was not satisfied that the proposal adequately addressed the potential for conflict between housing and industrial uses. In particular, concerns were identified regarding:

- The acoustic amenity of external living spaces, and internal living spaces with windows open
- Impacts from industrial emissions other than noise
- Potential fettering of industrial activity at Whitestone Drive, and
- A lack of clarity regarding the strategic direction for the Whitestone Drive industrial area and the adjoining Council land at 261 Main Road, Austins Ferry.

The applicant has since undertaken further work to address the concerns relating to amenity, emissions and the potential for fettering of industrial activity. This work forms part of the current application and is considered as part of its assessment.

In terms of the strategic direction for the Whitestone Drive area, statewide strategic planning work is underway to review Tasmania's, and the region's, industrial lands. It is not anticipated that the review will identify any specific recommendations in relation to the land at Whitestone Drive. Council officers consider that the area has limited further industrial potential, due to its relative isolation from other industrial land; indirect access to road freight routes via residential streets; lack of access to sea-freight facilities; limited vehicle manoeuvring area within the existing cul-de-sac; and proximity to land in an Environmental Management Zone, including Goulds Lagoon Sanctuary. However, noting the ongoing importance of Glenorchy's industrial land supply and the absence of non-conforming uses on Whitestone Drive industrial land, no strategic imperative to consider alternative use of the land has been identified.

In relation to 261 Main Road, Council has progressed work to analyse the opportunities and constraints of the land, in preparation for further strategic planning work and rezoning, subject to a potential land disposal process. Site analysis identified areas of site contamination, which have now been remediated; areas of geotechnical instability; an area of archaeological potential; and areas suitable for residential use and development. While further work is required, a broad strategic direction has been identified, comprising future structure planning, zoning changes and listing of part of the site as a place of archaeological potential, subject to a land disposal process to determine whether Council will seek to dispose of any part of the site. More detail of the high-level strategic

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<sup>2</sup> Southern Tasmania Regional Land Use Strategy 2010-2035, pp. 91, 97

<sup>3</sup> It is noted that the land at 293 Main Road, Austins Ferry was identified in the previous application as 295 Main Road, Austins Ferry. This reflects an historic addressing anomaly. The land is identified in the LIST as 293 Main Road.

<sup>4</sup> <https://www.austlii.edu.au/cgi-bin/viewdoc/au/cases/tas/TASPComm/2023/4.html>

direction for this land is available at Appendix A – Strategic Direction for Council land at 261 Main Road, Austins Ferry.

The applicant has been briefed on the high-level strategic direction for Council's land, and has determined to proceed with the current amendment application on that basis.

A copy of the applicant's documents are included in **Attachment 3** – Application Documents

## **PLANNING SCHEME AMENDMENT ASSESSMENT AND STRATEGIC OUTCOMES**

### **Amendment summary**

The proposed amendment will rezone 3.52ha of land within the Urban Growth Boundary from part Rural Living A Zone (91%) and part Open Space Zone (9%) to a General Residential Zone (100%). A small portion of the site (1,317m<sup>2</sup> at 271 Main Road) is already in the General Residential Zone and is not proposed to be rezoned.

In addition to the rezoning, a SAP is proposed to mitigate the potential for use conflict by requiring sensitive use and development to 'self-protect' against amenity impacts. Specifically, standards are proposed for:

- Ensuring sensitive use does not constrain nearby industrial activities (GLE-S16.6.1 A1/P1)
- Minimising further development for sensitive use on land that cannot reasonably achieve noise mitigation at 293 Main Road, (GLE-16.6.1 A2/P2)
- Noise mitigation for habitable rooms (GLE-S16.7.1 A1/P1)
- Noise mitigation for private open spaces (GLE-S16.7.1 A2/P2), and
- Ensuring new lots for sensitive use can support residential amenity while not constraining nearby industrial activities (GLE-S16.8.1 A1/P1).

### **Amendment Impacts**

#### *Infrastructure Impacts*

The land can be serviced via connections to water, sewer and electricity infrastructure along Main Road. TasWater and TasNetworks were consulted on the proposal and did not identify any objection to the planning scheme amendment and the potential to increase residential densities in the area. The land is not serviced by gas infrastructure and is not within the Declared Gas Pipeline Planning Corridor.

The proposal was referred to Ambulance Tasmania and the Department of Police, Fire and Emergency Management in consideration of the potential additional demand on public safety services, and no concerns were raised.

The proposal was also referred to Metro Tasmania and no concerns were raised. In addition, Council's Traffic Engineer has reviewed the proposed amendment and did not identify any concerns.

The combined planning permit application illustrates the potential infrastructure implications of development enabled by the proposed amendment. Details are provided in the planning permit assessment section of this document.

#### *Environmental Impacts*

The land contains no priority vegetation under the C7.0 Natural Assets Code, no threatened native vegetation communities, and no recorded instances of threatened fauna or flora species. There are no negative local environmental impacts arising from the proposal.

The land is subject to small areas of code overlays that ensure consideration of potential impacts on flood prone or landslip hazard areas.

### *Social and Economic Impacts*

The proposed rezoning provides a positive social impact through substantially greater opportunities for housing, in the context of ongoing housing stress in the region<sup>5</sup>. Mathematically, the existing zoning allows for a maximum of 1.2 dwellings per hectare<sup>6</sup>, and an absolute minimum lot size of 8,000m<sup>2</sup> under Performance Criteria. In contrast, the General Residential Zone allows for up to 30.7 dwellings per hectare<sup>7</sup>, and a minimum lot size of 450m<sup>2</sup> as an Acceptable Solution.

As the land adjoins a Light Industrial Zone, the opportunity for intensification of residential use also entails potential intensification of land use conflict. Specifically, there is potential for residential amenity impacts from neighbouring industrial uses, and conversely, increased constraints on industrial operations. While the presence of Residential use on the land already infers constraints on the adjoining industrial land, the intensification of sensitive use would substantially increase the potential for land use conflict. The proposed rezoning therefore has potential to impact on the viability of the Whitestone Drive area as industrial employment land.

The proposed SAP mitigates the potential use conflict by requiring new sensitive uses to incorporate noise attenuation measures. The new SAP addresses concerns identified in the Commission's decision on the previous amendment application, through additional modelling and revised standards to ensure acoustic amenity including for private outdoor spaces and rooms with opened windows.

The application also considers the potential for impacts from other industrial emissions (light, odour and air quality), finding that the likelihood of unreasonable impacts is low. Council's Environmental Health Officer has reviewed the proposed amendment and associated reports, and supports the proposal (see **Appendix D** – Comments from Referral Bodies). On this basis, no additional planning controls are recommended regarding emissions other than noise, and the proposed amendment is not expected to have any negative economic impacts by constraining use of the adjacent industrial land.

The proposed rezoning also includes a 10 m wide strip of land in the Open Space Zone, which may originally have been intended to function as a buffer between residential use on the land in the Rural Living Zone A, and the adjoining industrial land. The proposed SAP addresses potential conflict. However, as land in the Open Space Zone is typically intended to provide for the open space needs of the community, consideration is also given to the potential social impact of rezoning this land to a General Residential Zone. The land is within privately-owned lots, and Council's Property Officer has advised it is unsuitable for use as a walkway connection due to steep topography, poor amenity and poor passive surveillance. Therefore, the proposed rezoning would not cause any negative social impacts in regard to the loss of land in an Open Space Zone.

### *Heritage Impacts*

Given that no heritage values apply to the land, the proposal will not result in any heritage impacts. While no Aboriginal heritage values are identified on the land, any development proposal, including the current combined planning permit application, would be subject to the *Aboriginal Heritage Act 1975*, *Guidelines*, and *Unanticipated Discovery Plan*.

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<sup>5</sup> Southern Tasmania Regional Planning Project, (2024), *Southern Tasmania Regional Land Use Strategy State of Play Report*, p. 63.

<sup>6</sup> Multiple dwellings are Prohibited in the zone. The zone subdivision standards provide an absolute minimum lot size of 0.8ha (under standard *11.5.1 Lot design P1*); setting aside ownership and other constraints, 3.52ha of land therefore yields a maximum of 4 lots. With the current lot configuration, 3 dwellings would be the maximum.

<sup>7</sup> Multiple dwellings are Permitted in the General Residential Zone, with a minimum site area per dwelling of 325m<sup>2</sup> (standard *8.4.1 Residential density for multiple dwelling A1*).



## Local Strategy and Policy

The *Glenorchy Strategic Plan 2023–2032* guides Council’s direction and activities in line with the *City of Glenorchy Community Plan 2015-2040*. The proposed amendment aligns with several of the Strategic Plan’s objectives and strategies that implement the Community Plan’s goals. Specifically, the rezoning would enable more housing in an area well-served by transport options, while supporting the ongoing viability of local jobs through the SAP measures to protect the functioning of the industrial land at Whitestone Drive. This aligns with objectives and strategies to deliver the community goals of *making lives better*, *being open for business*, *leading our community* and *valuing our environment*, as detailed at **Appendix B – Statutory Assessment of Planning Scheme Amendment**.

The local strategic context for this proposal also includes strategic planning for Council’s adjoining land at 261 Main Road, and the strategic direction for the industrial land at Whitestone Drive. These are outlined in the Background section of this document, and at **Appendix A**.

In summary, the proposed amendment aligns with the local strategic context, as:

- There is no plan to change the zoning of the industrial land at Whitestone Drive; therefore, the proposed SAP is necessary to mitigate the risk of land use conflict through amenity impacts to the residential land, and operational impacts to the employment land.
- While Council’s high level strategic direction for 261 Main Road is not yet finalised:
  - The identified direction prioritises potential for residential use on developable land; and
  - Irrespective of any potential rezoning of Council’s land, site investigations for the property have identified a substantial area of geotechnical instability that would prevent development of the land currently in the Light Industrial Zone, in proximity to subject site.

This means there is no anticipated conflict with the proposed zoning for residential use, and no imperative for the proposed SAP to consider any potential future industrial use or development on the adjoining Council land to the east.

The proposal aligns with the relevant Council policies:

- The *Statement of Commitment on Housing* includes a commitment, as a planning authority, to ‘seek opportunities to zone land so it can provide for a diverse range of housing developments, and efficiently assess rezoning, housing and subdivision proposals.’ Council officers support the rezoning for increased residential development opportunities.
- Council’s *Stormwater Management Policy*, *Waste Services Policy* and *Footpaths Policy*, while not directly relevant to the planning scheme amendment, apply to any future development proposals as well as the current combined planning permit application (refer to the ‘Assessment of Planning Permit’ section of this document).

## Regional Strategy and Policy

Regional planning strategy and policy is contained in the *Southern Tasmania Regional Land Use Strategy 2010-2035* (STRLUS).

The amendment is consistent with STRLUS, as it will:

- Rezone land within the Urban Growth Boundary to a zone that facilitates urban density development opportunities
- Assist Glenorchy to reach its infill development targets at appropriate density levels, and

- Ensure that the industrial area can continue to operate and provide employment without having a negative impact on the new residential development.

The STRLUS is currently undergoing review and update<sup>8</sup>. As part of this process, a State of Play Report<sup>9</sup> has been prepared to understand the status of key issues in the region. The State of Play Report reinforces the importance of achieving compact, efficient urban growth with suitable housing options on land that optimises infrastructure efficiencies, is close to employment opportunities and services, is not subject to natural hazards and doesn't impact on natural assets or heritage values. The proposed amendment provides an opportunity for more housing on land that meets all of these criteria.

### State Strategy and Policy

LUPAA provides the legislative framework for the Tasmanian Planning System, with the overarching strategic objectives embodied in Schedule 1. The amendment furthers the LUPAA Schedule 1 Objectives by promoting sustainable and orderly development through the more efficient use of underutilised, serviced, urban land, while ensuring a healthy living environment and protecting the ongoing viability of industrial employment land.

The planning system is also required to be consistent with the State Policies, which articulate strategic policy directions on matters of State significance. There are three State Policies in effect, relating to agricultural land, coastal values and water quality management. The proposed amendment will not convert agricultural land, does not impact on any coastal values, and does not directly affect water quality, noting that the combined development application and any future development would be subject to the requirements of the *Urban Drainage Act 2013*.

In addition, the *National Environment Protection Measures* (NEPMs) are taken to be State Policies in Tasmania. The relevant NEPMs are:

- *Ambient Air Quality*, which specifies the level of air pollution that allows for the adequate protection of human health and well-being, and
- *Assessment of Site Contamination*, which governs site contamination assessment to provide adequate protection of human health and the environment.

An Air Quality Assessment for the proposal concludes that there is a very low risk of industrial air emissions (including odour) unreasonably impacting the site. There are no known contamination concerns for the site. Council's Environmental Health Officer has reviewed the relevant documentation and supports the proposal (see the referral at **Appendix D**).

### Technical requirements

#### *Legislative requirements*

Section 32 of LUPAA provides for the contents of Local Provisions Schedules, and Section 34 outlines the LPS Criteria. The amendment is considered to satisfy all of the listed considerations.

In particular, inclusion of the SAP is consistent with the requirements of Section 32(4) of LUPAA as:

- The area has particular environmental, social, economic and spatial qualities that need unique provisions; specifically:
  - The industrial noise environment adjoining residential land
  - The opportunity for increased housing on well serviced land located close to existing industrial uses, and the need to ensure residential amenity in this context

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<sup>8</sup> <https://www.shapingtasmania.com.au/>

<sup>9</sup> Southern Tasmania Regional Planning Project, (2024), *Southern Tasmania Regional Land Use Strategy State of Play Report*

- The need to protect the viability of limited, but well-functioning industrial land providing employment opportunities close to residential land, and
- The location and topography of the land contributing to the existing noise environment and the scope for attenuation measures.
- The use and development that would be facilitated by the SAP would provide a significant social benefit by greatly increasing the capacity of the land for housing, helping to mitigate persistent housing stress in the municipality and the Greater Hobart region.

Consistent with the Commission's consideration<sup>10</sup> of the previous planning scheme amendment application, protection of these qualities justifies the additional controls being applied.

**Appendix B** provides a detailed assessment of the amendment against the requirements of the Contents of LPSs and LPS Criteria provisions of LUPAA.

#### *Section 8A Guidelines*

Section 8A of LUPAA allows for the Commission to issue guidelines for the purpose of assisting planning authorities in respect of:

- (a) the preparation of draft LPSs and draft amendments of LPSs; and
- (b) the implementation and operation of the Tasmanian Planning Scheme.

To date, one guideline has been issued: *Section 8A Guideline No 1 – Local Provisions Schedule (LPS): zone and code application*<sup>11</sup>. The application of the General Residential Zone to the land accords with the zone application guidelines, as detailed at **Appendix B**.

The guideline has recently been amended to require a Precinct Structure Plan to support the application of a 'higher-order' urban zone (including the General Residential Zone) within Greater Hobart, unless there is a concurrent development application. The *Section 8A Guidelines* provide guidance to Councils but do not form part of the LPS Criteria (s34 of LUPAA).

Precinct Structure Plans 'guide the management of settlements and land use and development changes by integrating and coordinating future land uses, development and infrastructure provision at a local level in a sustainable and orderly manner'<sup>12</sup>.

In this instance, the proposal includes a concurrent development application for part of the land. The development proposal is considered to fulfil the function of a Precinct Structure Plan in the context of the proposed rezoning, as:

- The proposed multiple dwelling development at 271 Main Road is recommended for approval, and clearly demonstrates the capacity for the land to support development of a suitable density that aligns with the purpose of the General Residential Zone:
  - accommodating a range of dwelling types where full infrastructure services are available; and
  - providing for the efficient utilisation of available social, transport and other service infrastructure

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<sup>10</sup> See paragraphs 8 and 9 of the decision at:

<https://www.austlii.edu.au/cgi-bin/viewdoc/au/cases/tas/TASPCComm/2023/4.html>

<sup>11</sup> Tasmanian Planning Commission, (2025), *Guideline No. 1 Local Provisions Schedule (LPS): zone and code application*, (<https://www.planning.tas.gov.au/assessment-resources/section-8a-guidelines>).

<sup>12</sup> State Planning Office, (2022), *Draft Structure Plan Guidelines*, Department of Premier and Cabinet ([https://www.stateplanning.tas.gov.au/data/assets/pdf\\_file/0007/540646/Appendix-A-Draft-Structure-Plan-Guidelines-Consultation-Draft-November-2022.pdf](https://www.stateplanning.tas.gov.au/data/assets/pdf_file/0007/540646/Appendix-A-Draft-Structure-Plan-Guidelines-Consultation-Draft-November-2022.pdf))

- The land at 263 Main Road shares similar characteristics with 271 Main Road and is likely to support a proportionally similar scale of development, noting the access strip width of 6.1m exceeds the minimum 5.5m requirement for internal access way width for multiple dwellings, in accordance with Table C2.2 of the planning scheme.
- The proposed SAP will appropriately limit future development of the majority of the remaining land at 293 Main Road for sensitive use given the inability to mitigate noise impacts; therefore, no additional structure planning is relevant for this lot.
- The land is already in a suburban area serviced by roads, water, sewer and stormwater infrastructure.
- The provision of suitable road and services connections for future development is governed under the subdivision standards for the General Residential Zone that is proposed for the land.

Therefore, no separate Precinct Structure Plan is warranted for this proposal.

### **Conclusions on the amendment**

The amendment seeks to rezone land within the Urban Growth Boundary to facilitate increased housing opportunities. The amendment will allow for increased housing supply with minimal impacts on the environment, local infrastructure and the operation of adjoining land uses. The Rural Living A and Open Space zones that currently apply do not enable the best use of this urban site. A General Residential Zone reflects the zoning of the surrounding area; has been applied in line with the Commission's guidelines on the application of the State Planning Provisions; furthers the objectives of the Act; and is consistent with local policy, the Southern Tasmanian Regional Land Use Strategy and State Policies.

The SAP meets the test for inclusion in the LPS as it has particular environmental (noise environment), social (opportunity for increased housing and ensuring residential amenity), economic (employment opportunities) and spatial (location and topographical) qualities that must be protected. It is considered that protection of these qualities justifies the additional controls being applied.

For the above reasons, it is assessed that the proposed amendment is consistent with the objectives and other requirements of the *Land Use Planning and Approvals Act 1993* and should be prepared.

## **PLANNING PERMIT APPLICATION ASSESSMENT**

### **Proposal in detail**

The application seeks approval for demolition (retrospective approval) of a previously existing dwelling and construction of 42 dwellings (17 single storey and 25 two - storey dwellings) at 271 Main Road, Austins Ferry. The dwellings are a mix of 2 and 3 bedrooms. Each dwelling is provided with two car parking spaces and 14 visitor spaces are also provided on site. Each dwelling has a minimum of 60m<sup>2</sup> of open space (see Figure 10 – proposed site plan). A complete set of the plans is included in **Attachment 2**.

In the previous planning application (PLS43A-21/03), TasWater required an additional 6.1m<sup>3</sup> of emergency storage capacity at the Hestercombe Road Sewage Pumping Station to service the proposed dwellings. This upgrade was to be provided on Council land at 400 Main Road, Granton.

For the current application, however, TasWater has advised that the proposal has been assessed under its updated policy. As a result, the developer will not be required to directly upgrade the Hestercombe Road Sewage Pumping Station, located on Council-owned land. Instead, the necessary works are now addressed through the Developer Charge for sewerage infrastructure, which is

included as a permit condition issued by TasWater and will form part of any planning permit granted under this application.

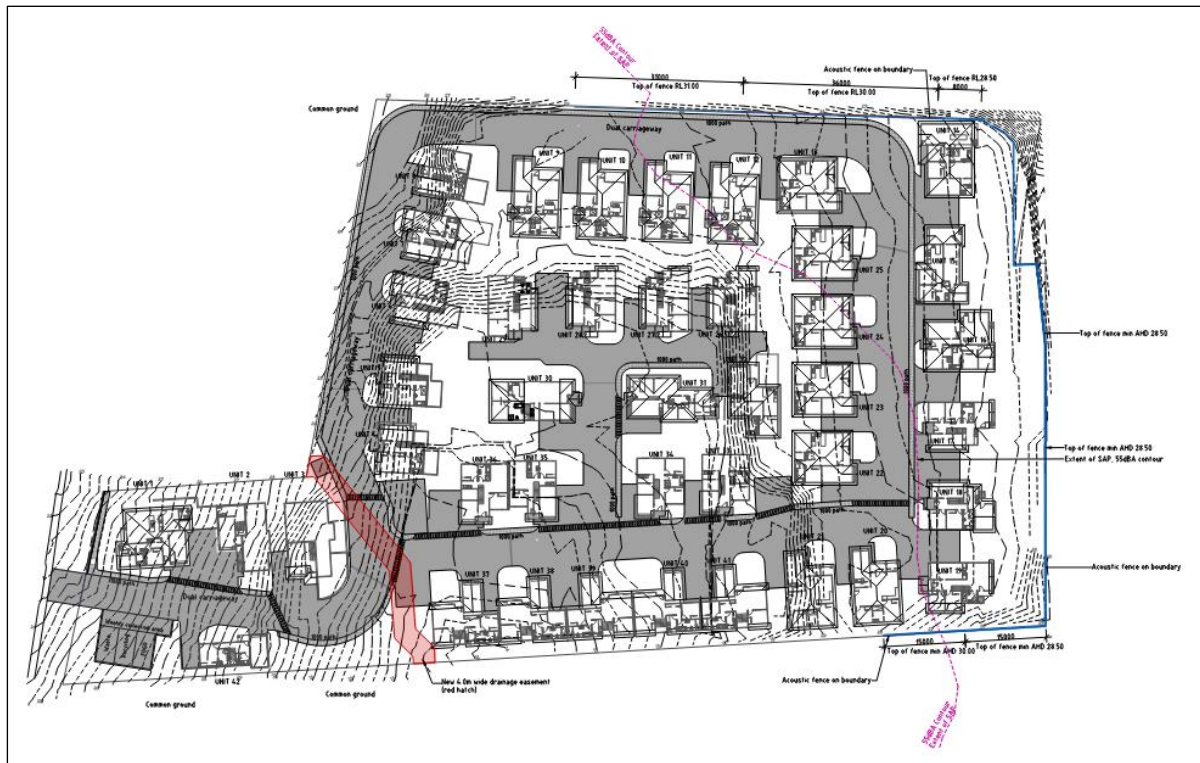


Figure 10: Proposed site plan

### ***Use class and permissibility with the zone***

The proposal is for a Residential use (land for self-contained or shared accommodation, which includes multiple dwellings). The proposal provides for 42 multiple dwellings and is considered consistent with the zone purpose statements by providing for residential development.

Multiple dwellings are a permitted use under Clause 8.2 Use Table of the General Residential Zone.

The proposal requires discretionary consideration as it relies on performance criteria to comply with some applicable standards under the zone, the proposed specific area plan and codes applying to the land and redevelopment of the site. Assessment against these standards is discussed below. A complete assessment of the proposal against all relevant provisions of the *Tasmanian Planning Scheme – Glenorchy* is included in **Appendix C** – Statutory assessment of planning permit application. Full details of internal and external referrals are included in **Appendix D** – Comments from referral bodies.

### ***Discretions – General Residential Zone***

#### ***8.4.2 Setback and building envelope for all dwellings P3***

The proposal includes acoustic fencing along sections of the north-western and south-eastern boundaries, as well as the full length of the north-eastern boundary. As the fencing extends for more than 9m, it cannot be contained within the permissible building envelope. The fencing ranges in height from 2.1m to 4.14m above existing ground level and therefore does not meet the relevant exemption

at clause 4.6.4 of the planning scheme, as the exemption allows for a maximum height of 2.1m above existing ground level.

Under section 3 of LUPAA, the definition of “development” includes a building, and the definition of a “building” includes fences. Within the planning scheme, a dwelling is defined as a building. Accordingly, the proposed acoustic fencing is subject to assessment against Clause 8.4.2 P3.

All other units maintain compliant setbacks from their boundaries and satisfy Acceptable Solution A3.

Therefore, the proposal must be assessed against the requirements of the performance criteria that provides:

*The siting and scale of a dwelling must:*

- (a) *not cause an unreasonable loss of amenity to adjoining properties, having regard to:*
  - (i) *reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;*
  - (ii) *overshadowing the private open space of a dwelling on an adjoining property;*
  - (iii) *overshadowing of an adjoining vacant property; or*
  - (iv) *visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and*
- (b) *provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.*
- (c) *not cause an unreasonable reduction in sunlight to an existing solar energy installation on:*
  - (i) *an adjoining property; or*
  - (ii) *another dwelling on the same site*

The proposed acoustic fence is intended to mitigate noise impacts on residential amenity arising from uses within the adjoining Light Industrial Zone to the north-east. Figure 11 and Figure 12 illustrate the fence elevations and height levels above natural ground level (NGL), showing the top of the fence at or over AHD 28.5, consistent with the recommendations of the acoustic report.

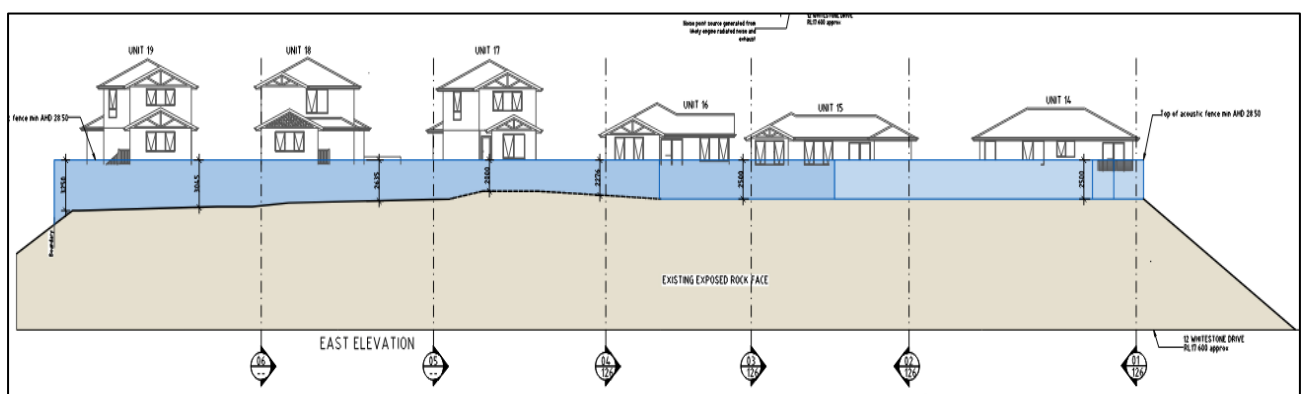


Figure 11: Elevation of the acoustic fence along the north-eastern rear boundary

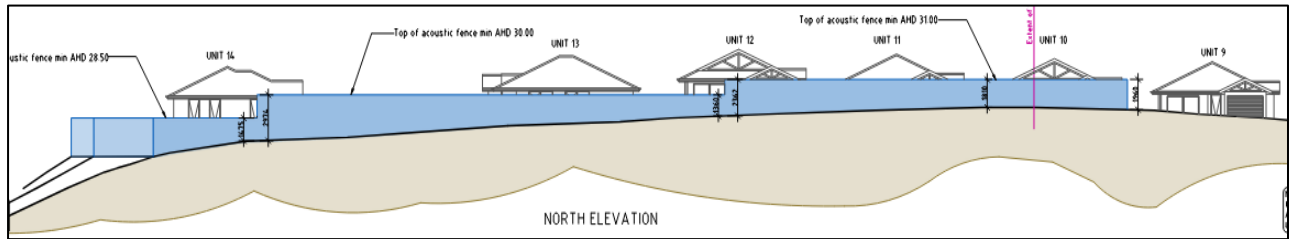


Figure 12: Elevation of the acoustic fence along the northwestern side boundary

As shown in the aerial image of the site at Figure 1, the existing dwelling at 295 Main Road is located approximately 55m from the rear boundary and set back more than 6m from the north-western side boundary where the acoustic fence is proposed. To the rear, the site adjoins Light Industrial Zoned land, which contains no sensitive uses and sits at a significantly lower level (Figure 13).

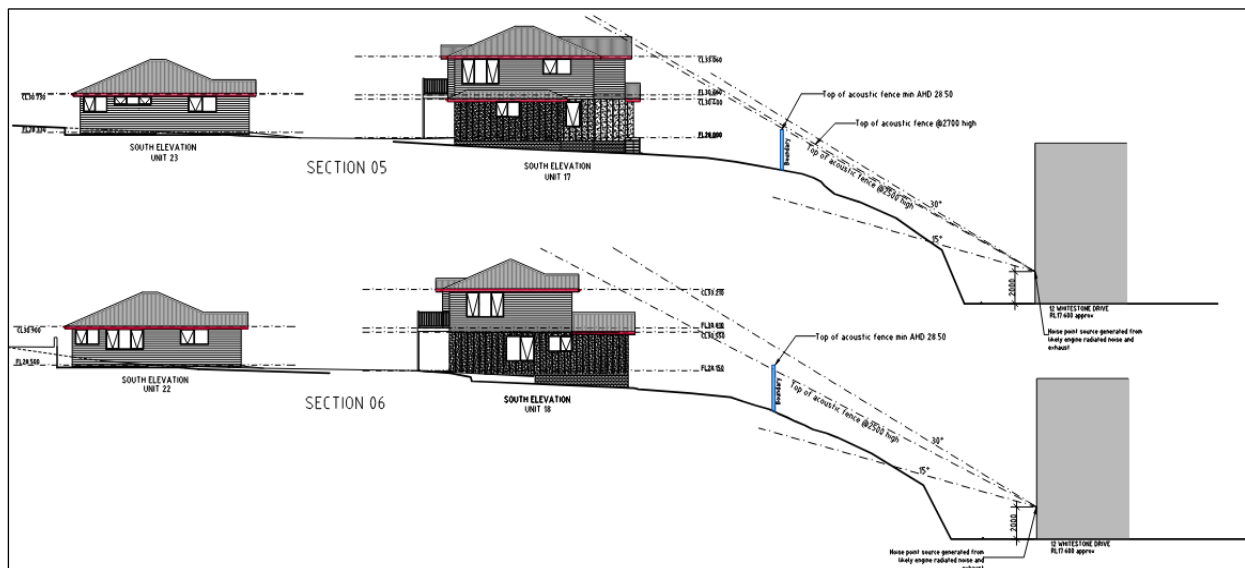


Figure 13: Elevation showing the level of land where the residential development is proposed and the level of the adjoining Light Industrial Zone to the rear

Given this context, the siting and scale of the acoustic fencing are not expected to cause an unreasonable loss of amenity to adjoining properties. In particular, it will not result in an unacceptable reduction of sunlight to habitable rooms at 293 Main Road, nor unreasonable overshadowing of that property's private open space, noting that the fence is located to its south. While some overshadowing of the vacant lot at 263 Main Road may occur, the scale of the fence is not expected to cause significant or unreasonable amenity impacts on any future development of that site.

In terms of visual impact, the discretion sought is unlikely to generate adverse effects in relation to scale, bulk, or proportion, as shown in the elevations at Figure 11 and Figure 12. The subject site is considerably larger than typical residential properties in the locality, making direct comparison under subclause (b) less straightforward. Nonetheless, within the area south of Whitestone Drive and east of Main Road, there are several existing unit developments with minimal side and rear setbacks, and the proposed separation is consistent with this established development pattern. There are no nearby solar energy installations to consider.

Accordingly, the proposal is assessed as meeting the relevant performance criteria and is considered to comply with the standard.



#### **8.4.6 Privacy for all dwellings P3**

Under Clause 8.4.6 A3, windows or glazed doors to habitable rooms must be separated from shared driveways or parking spaces by at least 2.5m, unless screening, sill height, or obscure glazing of at least 1.7m is provided.

The proposal includes several units with bedroom or kitchen windows located within 2.5m of driveways or parking spaces. In these cases, a 1.2m high fence is proposed in front of the windows, which does not comply with A3. This applies to Units 4 (Bedroom 3), 22–25, 31 (Bedroom 1), 33, and 34. Other affected windows (Units 1, 4 (Bedroom 2), 8, 15, 27–28, 31 (Kitchen, Dining and Living rooms) and 38–41) are, or will be, fitted with frosted/opaque glazing or fixed external screening, which complies subject to permit conditions requiring the privacy measures to be maintained. Unit 29 complies with A3 through the provision of a 1.8m high fence. Further details are provided in **Appendix C** – Statutory assessment of planning permit application.

For those windows that do not meet A3, assessment against the performance criteria is required. The performance criteria under P3 provides:

*A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.*

Windows in Units 4 (Bedroom 3), 22–25 (Kitchens), 31 (Bedroom 1), 33 (ground floor Bedroom), and 34 (ground floor Bedroom W7) are within 2.5m of the shared driveway and screened only by a 1.2m fence (rather than the 1.7m required under A3). A condition is recommended to require a suitable privacy treatment for the affected windows. The proposal is considered compliant with the Performance Criterion on this basis.

Accordingly, the proposal is assessed as meeting the performance criteria and is considered to comply with the standard.

#### **8.4.7 Frontage fences for all dwellings P1**

Under Clause 4.6.3, fences within 4.5m of a frontage are exempt if they do not exceed 1.2m in height when solid, or up to 1.8m in height where the portion above 1.2m is at least 30% transparent.

The proposal includes a 1.2m high slat screen fence along the southern side of the access at the front boundary, and a 1m high solid masonry wall with letterboxes along the northern side of the access. Therefore the fencing along the front boundary complies with the exemption.

However, the side boundary fence is proposed at 1.8m in height, including the portion within 4.5m of the frontage, and therefore does not qualify for exemption.

As there is no acceptable solution under Clause 8.4.7 A1, the proposal must be assessed against the corresponding performance criteria P1.

The performance criteria provides:

*A fence (including a free-standing wall) within 4.5m of a frontage for a dwelling must:*

- (a) provide for security and privacy, while allowing for passive surveillance of the road; and*
- (b) be compatible with the height and transparency of fences in the street, having regard to:*
  - (i) the topography of the site; and*

- (ii) *traffic volumes on the adjoining road.*

The private open space of Unit 1 is located in line with the front of the building and at a distance of 3m from the frontage at the side boundary. It is considered that a higher front fence in this section is appropriate to protect the privacy and security of the residents.

The higher fence will not impede driver sightlines from the site or adjoining properties given the substantial separation in excess of 6m from the kerb to the front boundary.

Accordingly the proposal is assessed as satisfying the performance criteria and complies with the standard.

**Discretions – GLE-S15.0 Ten Mile Ridge Specific Area Plan**

***GLE-S15.7.1 Development for Sensitive Use P1***

The acceptable solution A1 requires habitable rooms of sensitive uses within the SAP area to have a finished floor level at or below 28.5AHD.

Units 11, 12, 13, 14, 15, 16, 24, and 25 are single storey with a finished floor level (FFL) of 28.5 AHD and therefore comply with A1.

However, Units 17, 18, and 19 are double storey, with an upper FFL exceeding RL 28.5m AHD and consequently require assessment against P1.

The performance criteria provides:

*A habitable room for a sensitive use with a finished floor level above RL 28.5 AHD must be sited and designed to achieve a reasonable level of amenity and avoid unreasonably interfering with, or constraining, activities on land in the Light Industrial Zone at Whitestone Drive, Granton, having regard to:*

- (a) the siting, layout and construction of habitable rooms to minimise exposure to environmental noise;*
- (b) the type, intensity and frequency of existing or likely noise emissions from activities in the Light Industrial Zone;*
- (c) the effectiveness of acoustic treatments incorporated into the design; and*
- (d) the recommendations of an environmental noise report prepared by a suitably qualified person.*

The location of the proposed Units 17, 18, and 19 are highlighted below.



Figure 14: Units 17, 18, 19 that are double storey highlighted in red

The application is supported by an Environmental Noise Assessment prepared by Tarkarri Engineering. The assessment measured existing noise levels and recommended mitigation measures for the broader site, including the construction of an acoustic fence, taking into account the characteristics of the local noise environment. Specific design considerations were also identified for the Units 17 - 19 to ensure residential amenity is maintained.

Council's Environmental Health Officer has reviewed the proposal with regard to the Noise Assessment and advised that these units will be subject to construction mitigation requirements identified in the report. In particular, the second storey of the units require construction treatments to maintain internal noise levels in line with *AS/NZS 2107:2016 (Acoustics – Recommended design sound levels and reverberation times for building interiors)*. Further discussion has been provided in the Noise Assessment to address concerns regarding internal amenity when windows are open. The assessment predicts that internal noise levels for the development at the subject site will remain within acceptable limits and comply with AS/NZS 2107:2016.

Tarkarri Engineering recommended measures relating to glazing, wall construction, and roof/ceiling treatments. Council's Environmental Health Officer has advised that these recommendations be incorporated into the planning permit as conditions.

In addition, the layouts of the proposed Units 17, 18 and 19 locate the more noise-sensitive spaces (for bedrooms) at the western end of each dwelling, reducing exposure to potential industrial noise sources to the east.

Accordingly, the proposal is capable of meeting the performance criteria and is considered to comply with the standard, subject to the permit conditions.

**GLE-S15.7.1 Development for Sensitive Use P2**

The acceptable solution A2 requires private open space for sensitive uses within the SAP area to not be above 28.5 AHD.

Units 17 and 18 include upper-level decks with a FFL exceeding 28.5 AHD and therefore requiring assessment against the performance criteria P2. All other POS areas for the remaining units within the SAP area comply with A2.

The performance criteria provides:

*Private open space for a sensitive use with a finished surface level above RL 28.5 AHD must be located and designed to achieve a reasonable level of amenity and avoid unreasonably interfering with, or constraining, activities on land in the Light Industrial Zone at Whitestone Drive, Granton, having regard to:*

- (a) the siting, layout, orientation and screening of private open space to reduce exposure to environmental noise;*
- (b) the type, intensity and frequency of existing or likely noise emissions from activities in the Light Industrial Zone;*
- (c) the proximity of the private open space to noise sources;*
- (d) any acoustic barriers or other physical measures proposed to mitigate noise impacts;*
- (e) the recommendations of an environmental noise assessment prepared by a suitably qualified person.*

The upper-level external deck for Unit 17 is proposed to the south-west, and for Unit 18 to the south, both facing away from the adjoining Light Industrial Zone. As noted above, the application is supported by an Environmental Noise Assessment prepared by Tarkarri Engineering, which measured existing noise levels and recommended site-wide mitigation measures, including the construction of an acoustic fence. Specific design considerations were also identified for the upper-level decks of Units 17 and 18 to ensure residential amenity is maintained.

Council's Environmental Health Officer has reviewed the proposal with regard to the Noise Assessment. Consideration was given to the private open space of the development, with details confirming that the proposed noise mitigation fence across 271 and 263 Main Road (Precincts 1 and 2 of the SAP area) will reduce external noise from the Whitestone Light Industrial Estate. In addition, the construction of new structures across the site will provide further localised shielding.

Accordingly, the proposal is considered to satisfy the performance criteria and complies with the standard.

**Discretions – Codes****C2.0 Parking and Sustainable Transport Code****C2.5.3 Motorcycle parking numbers**

Standard C2.5.3 applies to multiple dwelling use and development (per clause C2.2.2). Acceptable Solution A1 requires no less than the number of motorcycle car parking spaces specified in Table C2.4 (Figure 15).

Table C2.4 Motorcycle Parking Space Requirements	
Number of car parking spaces required for a use	Number of motorcycle parking spaces required for a use
0-20	No requirement
21-40	1 space
41 or more	1 space for every additional 20 car parking spaces required

Figure 15: Motorcycle parking requirements – Tasmanian Planning Scheme

The proposal includes 2 car parking spaces for each of the 42 dwellings plus 14 visitor spaces throughout the site. This equates to 98 car parking spaces, generating a requirement for 4 motorcycle parking spaces. No motorcycle parking spaces are proposed; therefore, the proposal is assessed under Performance Criterion P1.

Performance Criterion P1 requires that motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:

- (a) the nature of the proposed use and development;
- (b) the topography of the site;
- (c) the location of existing buildings on the site;
- (d) any constraints imposed by existing development; and
- (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.

A Traffic Impact Assessment (TIA) in support of the application advises that motorcycle parking is not needed for the development, noting that motorcycles can occupy a standard car parking space. Council's Development Engineer concurs with the TIA (see the referral response in **Appendix D**). In addition, Council's Transport Engineer has reviewed the proposal and did not identify any concerns on this basis. It is noted that no car parking discretion is proposed.

The proposal is assessed as meeting Performance Criterion P1 and complies with the standard.

### **C3.0 Road and Railway Assets Code**

#### **C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction P1**

According to the TIA the proposed development is expected to increase vehicular traffic to and from the site to 265 vehicle movements per day which exceeds the amount of acceptable increase in Table C3.1. Therefore, the development is unable to comply with the acceptable solution and hence triggers the assessment against the performance criteria C3.5.1 P1.

The performance criteria provides:

*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 TIA submitted with the application was assessed by Council's Traffic Engineer and details of that assessment are included in their referral response in **Appendix D**.

The TIA assesses the existing traffic conditions, traffic efficiency and traffic safety of the surrounding networks, using the parking survey, the speed limit, operating speed, and crash data for the last 5 years, to evaluate the impact from traffic generated by the proposed development. The local networks studied are Main Road 250m both sides of the proposed access.

Based on the assessment, the TIA concludes that the additional vehicle movements along Main Road generated by the development are not expected to cause any adverse impact in level of service now or in 10 years' time based on a traffic growth rate of 2% and there is sufficient capacity within Main Road to absorb additional traffic movement without adversely impacting on the local road network. Therefore, the performance criteria for C3.5.1 P1 is met. Sight distance at the driveway with Main Road was assessed in the TIA and meets the required safe intersection sight distance.

Accordingly, the proposal is assessed as satisfying the performance criteria and is considered to satisfy this standard.

## **C9.0 Attenuation Code**

### **C9.5.2 Sensitive use within an Attenuation area P1**

A metal fabrication business is located at 1 Whitestone Drive, about 250m from the subject land, and therefore the development site is within the 500m attenuation distance created by this use. There is no acceptable solution for this standard.

The performance criteria provides:

*Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to:*

- (a) *the nature of the activity with potential to cause emissions including:*
  - (i) *operational characteristics of the activity;*
  - (ii) *scale and intensity of the activity; and*
  - (iii) *degree of hazard or pollution that may be emitted from the activity;*
- (b) *the nature of the sensitive use;*
- (c) *the extent of encroachment by the sensitive use into the attenuation area;*
- (d) *measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity;*
- (e) *any advice from the Director, Environment Protection Authority; and*
- (f) *any advice from the Director of Mines.*

Council's Environmental Health Officer has assessed the application, (full referral response provided in **Appendix D**) and advised that within the Whitestone Industrial Estate, current industries with an associated attenuation area include metal fabrication businesses such as Steeline, LouvreTec, and Hammer Aluminium. Metal fabrication is identified as a Level 1 Activity under the *Environmental Management and Pollution Control Act 1994*, with an attenuation distance of 500 metres, reflecting its potential to cause environmental harm.

In response to the requirements of the *Tasmanian Planning Scheme* and to address the Commission's previous concerns, the applicant was requested to provide an updated Environmental Noise Assessment Report, an Air Quality Assessment, and an Obtrusive Lighting Report.

The Air Quality and Obtrusive Lighting reports both found no issues likely to adversely impact residents should the application be approved and concluded that no further mitigation is required for these matters. The Environmental Noise Assessment measured existing noise levels and recommended site-wide mitigation measures, including the construction of an acoustic fence. Specific design considerations were also identified for Units 17–19 which are double storey within the SAP area to maintain residential amenity. These recommendations have been incorporated into the planning permit conditions.

Accordingly, the proposal is considered capable of meeting the performance criteria and is assessed as complying with the standard, subject to the recommended permit conditions.

## **C12.0 Flood-Prone Areas Hazard Code**

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

A portion of the acoustic fence is located within a flood prone area and must be considered under clause C12.6.1. As this clause has no acceptable solution, the fence is assessed against the performance criteria which provides:

*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 and hydraulics engineers reviewed the site and noted that the mapping is the result of localised ponding issues, possibly from the earthworks and road formations, with internal drainage in place, and that has not been taken into account in Council's flood model, on which the flood mapping in the scheme is based.



In this regard, the proposal is unlikely to cause or contribute to any potential flooding on site or increase the flood risk. The proposal is considered to meet the performance criteria and therefore satisfies the standard.

### **Conclusion**

The proposal is relying on performance criteria to comply with some applicable standards. The proposal is assessed as satisfying the performance criteria and complies with those standards as discussed above. The proposal is assessed as satisfying the acceptable solutions of the other relevant standards in the General Residential Zone, GLE-S15.0 Ten Mile Ridge Specific Area Plan, the Parking and Sustainable Transport Code, the Road and Railway Assets Code, the Attenuation Code and the Flood-Prone Areas Code as detailed in **Appendix C**.

### **Recommended Planning Permit Conditions**

For combined planning scheme amendments and planning permits, if a permit is granted, a draft permit is exhibited with the planning scheme amendment documents.

The proposed use and development is assessed to be consistent with the requirements of the *Tasmanian Planning Scheme - Glenorchy*, the objectives of the *Land Use Planning and Approvals Act 1993*. The proposed conditions also ensure compliance with relevant State Policies.

Should the amendment be prepared, it is recommended that a planning permit be granted for the proposed use and development of forty-two (42) multiple dwellings and associated infrastructure works at 271 and 273 Main Road, Austins Ferry and the adjacent road reservation subject to the conditions below (and set out in the draft planning permit included in **Attachment 4**):

#### **Planning**

1. Use and development must be substantially in accordance with combined planning scheme and planning permit application No PLAM-24/02 and the endorsed documents 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 2025/00145-GCC, dated 19 September 2025, form part of this permit.
3. The development must occur in the stages as set out in the endorsed staging plan.
4. Acoustic fencing must be constructed along the boundaries as shown in Figure GLE-S15.1 of GLE-S15.0 Ten Mile Ridge Specific Area Plan prior to the issue of Occupancy Permits for any of the dwellings within the GLE-S15.0 – Ten Mile Ridge Specific Area Plan overlay. The fencing must be constructed as a continuous mass barrier using a panel system, to the lengths and heights specified in Figure GLE-S15.1.
5. Privacy screening must be installed to the decks associated with Units 7 and 32 as shown on the endorsed plans prior to the issue of the Occupancy Permits for these units. The screening must

be permanently fixed to a height of not less than 1.7 metres above the finished surface or floor level and must have a uniform transparency of no more than 25%.

6. Privacy treatment measures shown on the endorsed plans, including obscure glazing, sill heights of 1.7m above the finished surface or floor level, and fixed external screening to a height of 1.7m and uniform transparency of not more than 25%, must be installed prior to the issue of the Occupancy Permits for the relevant units. The privacy treatment measures must be maintained for each dwelling for the duration of the use.
7. Privacy treatment measures such as obscure glazing, sill heights of 1.7m above the finished surface or floor level, or fixed external screening to a height of 1.7m and uniform transparency of not more than 25%, to the satisfaction of Council's Lead Statutory Planner, must be installed prior to the issue of the Occupancy Permits for the following windows:
  - Unit 4 – W7 (Bedroom 3)
  - Units 22–25 – W6 (Kitchen windows)
  - Unit 31 – W6 (Bedroom 1), and
  - Unit 33-34 – W7 (Ground Floor Bedroom).

The privacy treatment measures must be maintained for each dwelling for the duration of the use.

8. Internal fencing must be installed in accordance with the endorsed Landscape Plan for each dwelling, and completed prior to the issue of the Occupancy Permit for that dwelling under the relevant stage of development.
9. Fencing within 4.5 metres of the front boundary, including any fencing along the side boundaries within this area, must not exceed the heights shown on the endorsed Landscape Plan.
10. The waste storage area must be constructed as shown in endorsed plans prior to the issue of the Occupancy Permit for any of the dwellings and be:
  - a) Setback at least 4.5m from the front boundary;
  - b) Setback more than 5.5m from any dwelling; and
  - c) Screened from the front boundary and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.

## **Engineering**

### **General**

11. Prior to the issuing of a Building Approval for each stage 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/](http://www.derwentestuary.org.au/stormwater/)

12. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.
13. 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.
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. Provide written certification from a licensed civil engineer certifying that all civil works have been completed in accordance with the engineering drawings approved by Council's Development Engineer and to the applicable Australian Standards prior to the commencement of the use or within 20 days of completion of the works whichever occurs sooner
16. Arrange a compliance inspection with Council of the civil works that have been approved by Council's Development Engineer prior to the commencement of the use or within 20 days of completion of the works whichever occurs sooner. Note that a minimum of five (5) business days notice must be given to Council for a compliance inspection.
17. 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 for condition endorsement or the issuing of the building approval (whichever occurs first). Under Council Schedule of fees and charges 2025/2026, the engineering drawings approval fee is \$265 per dwelling unit. 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.
18. The applicant must pay Council the amount of \$275.30 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.
19. The as-constructed drawing prepared by a suitably qualified person must be submitted to Council and approved by Council's Development Engineer prior to the issuing of a Completion Certificate under the Building Act 2016 and the final sign off.

#### **Traffic and parking**

20. Parking and driveway must be installed and completed in the following order:

- a) Stage 1: provide two (2) car parking spaces each for unit 1 to unit 8 and unit 42, six (6) visitor car parking spaces and the temporary turning area at the end of the driveway.
- b) Stage 2: provide two (2) car parking spaces each for unit 9 to unit 20, two (2) car parking spaces each for unit 22 to unit 25, four (4) visitor car parking spaces and the temporary turning area at the end of the driveway.
- c) Stage 3: provide two (2) car parking spaces each for unit 21 and unit 26 to unit 41 and four (4) visitor car parking spaces.

Prior to the occupancy of the dwellings in each stage, parking and driveway areas and associated drainage works must be provided and approved by Council's Development engineer.

21. The design and construction of the parking, access and turning areas must generally 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. 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 at each stage. The proposed driveway and parking must comply with the following-:

- a) Be constructed to a sealed finish and the finished gradient must not exceed the maximum gradient of 20%.
- b) A total of ninety-eight (98) clearly marked car parking spaces must be provided. Each dwelling must be provided with 2 car parking spaces.
- c) Of the proposed number of car parking spaces, fourteen (14) visitor parking spaces must be provided, clearly line-marked and always kept available for these purposes.
- d) Vertical alignment must include transition curves (or straight sections) at all grade changes greater than 12.5%.
- e) A 1-metre-wide pedestrian path must be provided, signed and line-marked at points of crossing.
- f) All runoff from paved and driveway areas must be discharged into Council's stormwater system.
- g) Parking areas must be provided with adequate lightings in accordance with the standard requirements.
- h) For the relevant units, the garages openings must be in accordance with the vehicle turning drawing no. 15 of 143 dated 11/07/2025 drawn by G. Tilley.
- i) The gradient of any parking areas must not exceed 5% and
- j) Minimum carriageway width is to be no less than 5.5 metres.

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit. All works required by this condition must be installed prior to the occupancy of the dwellings for each stage.

22. A 6m wide vehicle crossing must be constructed in accordance with the Tasmanian standard drawing TSD-R09-v3, TSD-R11-v3 and TSD-R14-v3 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the occupancy. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval for stage 1. The developer must contact Council's Development Engineers to arrange

an inspection of the driveway formwork prior to the pouring of any concrete. A minimum of 48 hours' notice is required.

Prior to the commencement of any work within the road reservation by a private contractor, the contractor must obtain a Road Opening Permit from the Council's Compliance Officer. This permit shall include items such as hours of work, road safety, reinstatement, soil and water management, etc. The Road Opening Permit Application Form is available via Council's website <https://www.gcc.tas.gov.au/council/documents-and-publications/forms/>

23. 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 of the dwelling(s).

### Hydraulics

24. The development must incorporate both on-site detention (OSD) the nominated Water Sensitive Urban Design (WSUD) element(s) or equivalent, as set out in the Stormwater Management Plan. Detailed design demonstrate compliance to the requirements must be submitted for approval as part of the condition endorsement. Both elements must be installed and completed prior to a Certificate of Occupancy being issued for any of the dwellings.
25. Prior to the commencement of the use or development, detailed design plans for the stormwater connection must be submitted to and approved by Council. These plans must demonstrate compliance with the following requirements:
  - a) A new stormwater connection, equivalent to a 3000mm diameter pipe, must be installed from the property boundary to Council's public stormwater system in accordance with the approved plans.
  - b) The stormwater connection must be constructed by a suitably qualified person, inspected by Council's Plumbing Surveyor, and completed to the satisfaction of Council. The applicant must notify the relevant Council officer for an inspection prior to backfilling.
  - c) Stormwater connections to underground mains must comply with TSD-SW25-v3, TSD-SW26-v3, and TSD-SW27-v3.

No works must commence until the detailed design plans have been approved by Council. This condition requires further information to be submitted with a Condition Endorsement process.

*Advice:* If the stormwater connection works are not left exposed for inspection, Council may require the Applicant to undertake a CCTV inspection at the Applicant's cost. A digital copy of the CCTV inspection video, along with the associated report(s), must be submitted to Council prior to the issuance of any Certificate of Completion.

26. Engineering design drawings must be submitted and approved, prior to the construction or the issue of Building/Plumbing Permit, whichever occurs first. The engineering drawings must:
  - a) be certified by a qualified and experienced Engineer;
  - b) Clearly distinguish between public and private infrastructure;
  - c) Show any existing connections. Any redundant connections must be sealed by the Council at the owner's expense prior to sealing of the final plan;
  - d) 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;

- e) Provide details of the design measures to safely convey overland flows for major rain event;
- f) Provide details of the proposed On-site detention device (OSD) including inlet, outlet, orifice control, overflow mechanism and access points for maintenance;
- g) Provide details of the proposed Stormwater quality treatment devices including inlet, outlet, orifice control, overflow mechanism/ hi flow bypass and access points and path for maintenance.
- h) Public infrastructure 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.

27. Prior to the construction or the issue of Building/Plumbing Permit, whichever occurs first, submit an updated stormwater report and a relevant DRAINS model result file incorporating following design inputs;
  - a) Add a pit blockage factor for all grated and sag pits
  - b) Update and verify the design levels with all model nodes and pit/pipe inverts
  - c) Verify overland flow routes to ensure the grades are representative of site design.
28. The development must incorporate the On-Site Detention (OSD) as part of the development as presented in the Concept Stormwater Management report by Aldanmark dated 20.08.2025 and Concept Engineering Plans dated 20.18.2025. The onsite detention elements and its associated components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to the issue of occupancy certificate/ Completion Certificate. Any alternative design of upgrading the downstream public stormwater network in-lieu of OSD will need to be approved by Council's Senior Civil Engineer. This may also trigger an amendment, or a new planning permit and the applicant will require undertaking all necessary modelling works as well as administrative works should a new application or amendment is required.
29. The development must incorporate the Water Sensitive Urban Design (WSUD) as part of the development as presented in the Stormwater report by Aldanmark Engineers; Revision C dated 20.08 2025. The WSUD components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to the issue of occupancy certificate/ Completion Certificate.
30. Prior to the commencement of the use or development, a new stormwater connection as shown on approved concept engineering plans by Aldanmark, must be installed from the property boundary to Council's public stormwater network. The detailed design of the connection must comply with the LGAT drawing and be submitted for approval prior to the issuing of the building permit or the commencement of works (whichever occurs first). Any existing stormwater connections that are abandoned must be decommissioned and sealed at the owner's expense.
31. The applicant must ensure ongoing compliance with the approved WSUD Maintenance Scheme included in the Stormwater report by Aldanmark dated 20.08.2025.
32. Stormwater detention must be installed and retained on site as per the GENERAL MANAGER'S CONSENT – S.14 URBAN DRAINAGE ACT 2013 issued on 18 June 2025. Alternative stormwater detention measures may be installed provided equal capacity is retained and the works do not trigger the need for further approvals under the Land Use Planning and Approvals Act 1993.

### Environmental Health

33. A Noise Verification Report must be submitted to Council's Senior Environmental Health Officer within:

- four weeks of an Occupancy Permit being issued for any of the units with respect to the acoustic fence, and
- four weeks of the occupancy permit being issued for Units 17, 18 or 19.

The report must assess the noise in the habitable rooms of the second storeys of Units 17, 18 & 19 and the noise received within the acoustic boundary fence.

The report must demonstrate and certify that:

- (a) the acoustic fence provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above; and
- (b) second storey habitable room of Units 17, 18 and 19 meet AS2107:2016 –Acoustics - (Recommended Design Sound Levels and Reverberation Times for Building Interiors).

Should further noise mitigation measures be recommended to achieve the stated sound levels (as per Tarkarri Engineering, Environmental Noise Assessment, 16 July 2025) these measures must be installed within eight weeks of the date of the report.

A further noise verification check must be undertaken and submitted to the satisfaction of Council's Senior Environmental Health Officer. Noise mitigation treatments must be shown to be effective.

34. The construction of the acoustic fence as designed and specified by Tarkarri Engineering must be installed prior to the occupation of any of the dwellings at 271 Main Road, Austins Ferry.
35. Second Storey decks and balconies are to be kept to the south and west only and assessment of the construction by an acoustic engineer to ensure internal noise levels in accordance with AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors.
36. For the double storey units (17-19) proposed at 271 Main Road, Austins Ferry the upper level is to meet the requirements within the Environmental Noise Assessment by Tarkarri Engineering, including:
- a) Glazing – For the second storey glazing elements in the northern, southern and eastern facades glazing is to be a minimum  $R_w 37 + C_{tr} -5$ . A system such as the following:
    - (i) Exterior Glazing: 6.38 mm Laminated Glass
    - (ii) Thermal Gap: 12 mm Insulated Argon Gas Gap
    - (iii) Interior Glazing: 4 mm Toughened Glass
  - b) Walls
    - (i) Upgrade the plasterboard internal lining on the second storey external walls to 13 mm Frycheck plasterboard or equivalent (with a surface mass of 10.5 kg.m<sup>2</sup>) mounted to a resilient rail.
  - c) Roof / Ceiling
    - (i) For utility and living spaces (dining / living / kitchen) on the second storey upgrade the plasterboard ceiling to 13 mm Frycheck plasterboard or equivalent (with a surface mass of 10.5 kg/m<sup>2</sup>) mounted to a resilient rail. For bedrooms



and walk in robes x2 layers of 13 mm Frycheck plasterboard or equivalent (each layer with a surface mass of 10.5 kg/m<sup>2</sup>) mounted to a resilient rail.

### **Waste Services**

37. The design for the bin enclosure must comply with the following:

- a) it must be built on a flat surface with a concrete base/pad and surround of a brick or painted block enclosure or other suitable material to Council's approval.
- b) It must have concrete at the entrance to the bin enclosure.
- c) There must be no lip on the concrete slab of the bin enclosure.
- d) It is recommended the bin enclosure be built as a three bay partitioned enclosure, one bay for each bin type, waste, recycling and FOGO, each bay to house fourteen (14) bins.
- e) Each bay must suit fourteen (14) x 240L wheelie bins of size 1100 height x 600mm wide x 800mm deep and must allow for 300mm space in between each bin.
- f) Recommended minimum height of the bin enclosure is 1200mm and minimum recommended depth is 930mm.
- g) The front of the bin enclosure should face the internal access driveway and be left open throughout the length of the bin enclosure, it may be fenced and/or gated, but must enable wheelie bins to be removed, and returned in a safe and efficient manner.

Prior to occupancy of the dwellings the bin enclosure must be constructed to the satisfaction of Council's Waste Services Co-ordinator.

### **Advice to Applicant**

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

### **Engineering**

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, Dial Before You Dig or visit [www.dialbeforeyoudig.com.au](http://www.dialbeforeyoudig.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.

### **Waste Services**

The proposed multiple dwellings would be eligible for a maximum of forty two (42) x 240L wheelie bins. Fourteen (14) x 240L Waste Bins (Red lids), Fourteen (14) x 240L Recycling Bins (yellow lids), Fourteen (14) x 240L FOGO bins (lime green lids), collected weekly to be shared by all forty two (42) dwellings.

#### *Storage and Collection of Shared Waste, Recycling and FOGO Bins*

It is recommended bins are be stored in a three bay partitioned bin enclosure and not taken to individual dwellings. Each bin bay will house one bin type.

The bin enclosure would be built within the property boundary preferably at the entrance of the property allowing a 4.5 metre distance from the entrance to prevent impacting on sight distances for vehicles leaving the site.

It is recommended that no bin enclosure be built closer than a minimum of 5.5 metres to any residence to avoid odour and nuisance issues arising.

There would be a concrete bin collection area built in front of the bin bays for the placement and collection of fourteen x 240L shared wheelie bins for each bin type collection.

Councils Waste Services Contactor will enter the site for the collection of the shared wheelie bins from the concrete collection pad.

A Deed of Release between the Developer and Council must be signed prior to the collection vehicles entering the site.

#### **RECOMMENDATION ON PLANNING SCHEME AMENDMENT AND PLANNING PERMIT APPLICATION**

- A. That pursuant to Section 40D (a)(i) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority agrees to prepare Amendment PLAM-24/02 (as shown in **Attachment 1**) to the Glenorchy Local Provisions Schedule to rezone 263, 271 and 293 Main Road, Austins Ferry to a General Residential Zone and apply a specific area plan to part of the land.
- B. That having decided to prepare the amendment, the Planning Authority certifies pursuant to Section 40F of the *Land Use Planning and Approvals Act 1993* that the draft amendment meets the *Land Use Planning and Approvals Act 1993*.
- C. That in accordance with Section 40Y of the *Land Use Planning and Approvals Act 1993*, the Planning Authority agrees to grant a permit for forty-two (42) multiple dwellings and associated infrastructure works at 271 and 273 Main Road, Austins Ferry (as shown in **Attachment 4**), subject to the conditions identified in this report.
- D. That, in accordance with Section 40G of the *Land Use Planning and Approvals Act 1993*, the Planning Authority places the amendment and permit on public exhibition for a period of 28 days.

#### **Attachments/Annexures**

**Attachment 1** – Amendment Documents

**Attachment 2** – Site Plan and Development Application Plans

**Attachment 3** – Application Documents

**Attachment 4** – Draft Permit and TasWater recommended conditions

## **APPENDIX A – STRATEGIC DIRECTION FOR COUNCIL LAND AT 261 MAIN ROAD, AUSTINS FERRY**

A previous amendment request (PLS43A-21/03) to rezone the subject land and apply a Specific Area Plan (SAP) was rejected by the Commission in 2023. Among the reasons for the decision<sup>13</sup> was a lack of clarity regarding the strategic direction for the adjoining Council land at 261 Main Road, Austins Ferry.

261 Main Road is an 8.4 ha lot (C.T. 52246/1) owned by Glenorchy City Council, located to the south-east of the land that is proposed for rezoning (at 263, 271 and 295 Main Road, Austins Ferry). The Council land is split-zoned Light Industrial, Open Space and Rural Living A zones, and is subject to Code overlays for bushfire-prone areas, flood-prone areas, priority vegetation areas and the medium landslip hazard band (Figure 16). A large portion of the site was formerly used as a quarry and landfill, while current uses comprise a single dwelling and informal public open space.



Figure 16 Aerial photograph (left – Council database 2023), zoning map (centre - LISTmap) and TPS overlays (right – LISTmap) of Council land at 261 Main Road Austins Ferry, PID 7657902, C.T. 52246/1

At its meeting of 28 March 2022, Council resolved to undertake preliminary investigations on the suitability of disposal of 261 Main Road to assist in providing more land for housing. This involved engaging specialist consultants to undertake contamination and natural and cultural values assessments to identify any concerns about the potential disposal. This work has identified some constraints on future use and development, due to geotechnical risks, archaeological potential and site contamination.

In particular, a substantial portion of the land is unsuitable for development, due to the presence of deep, uncontrolled fill that poses significant engineering challenges. This area is anticipated to be retained for ongoing use as public open space.

Areas of contamination on the remainder of the land have now been remediated, including the removal of an old underground petroleum storage tank in accordance with the relevant Australian Standard<sup>14</sup>. On this basis, the area of land that is not constrained by geotechnical risk has been deemed not to pose a risk to human health or the environment.

Work has also been undertaken to determine the extent of areas of archaeological potential. It is expected that this work will form the basis of a potential future listing for relevant part of the site as a place of archaeological potential under the C6.0 Local Historic Heritage Code. However, the extent of this potential listing is not expected to preclude future development, subject to meeting the standards of the Code once the listing is applied.

<sup>13</sup> <https://www.austlii.edu.au/cgi-bin/viewdoc/au/cases/tas/TASPCComm/2023/4.html>

<sup>14</sup> AS 4976:2008 *The Removal and Disposal of Underground Petroleum Storage Tanks - Tasmania*

In addition, consideration has been given to the qualities of the area of the site specified as priority vegetation. An independent Priority Vegetation Assessment has assessed the vegetation and determined that there are no remaining environmental values warranting ongoing protection of the vegetation under the planning scheme. It is expected that removal of the priority vegetation overlay would be sought as part of a future planning scheme amendment request.

Within this context, a high level direction has been identified for the potential future use of the land. The southern portion of the site is expected to be suitable for residential use; the central portion would form public open space; and the north-eastern portion may have potential for residential use, with suitable measures to account for the industrial land at Whitestone Drive. The north-west portion would likely continue to be used for light industry. Consideration may also be given to the location of land in the Local Business Zone, servicing the area.

Council does not typically act as a land developer, outside of providing public infrastructure. Therefore, the strategic direction for 261 Main Road Austins Ferry will now inform Council's consideration of whether any part of the land should potentially be sold, in order to best realise its value to the community. Consideration of whether the land should be sold will involve extensive community consultation, which has not yet begun. The policy and process for deciding whether to dispose of Council land is detailed on Council's website at <https://letstalk.gcc.tas.gov.au/council-land-disposals>.

If a future decision is made to pursue a land disposal process for the site, further work would then be required to consider the planning implications in more detail, including finalising any proposed rezoning and determining whether additional controls such as a specific area plan are warranted.

Until the land disposal process is completed, there is no proposed or anticipated change to the existing use and development of the land. This process is anticipated to take six to 12 months to complete. If the land disposal does not proceed then Council will reconsider the future use of the land taking into consideration any reasons why the land was not disposed.

Council officers consider that the existing status and potential future direction of the site do not conflict with the proposed amendment on the neighbouring land at 263, 271 and 293 Main Road Austins Ferry.

## **APPENDIX B – STATUTORY ASSESSMENT OF PLANNING SCHEME AMENDMENT**

Section 34(2) of the *Land Use Planning and Approvals Act 1992* (LUPAA) requires a relevant planning instrument to meet all of the following criteria:

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

The draft amendment seeks to rezone the land and uses one of the suite of zones available under the SPPs. The proposed application of the General Residential Zone aligns with *Section 8A Guideline No 1- Local Provisions Schedule (LPS): zone and code application*.

The application of a General Residential Zone is appropriate as:

GRZ1: The land is not targeted for inner residential densities given its distance from municipal activity centres; and it can be connected to a reticulated water supply and sewerage system, as demonstrated in the combined planning permit application for 271 Main Road.

GRZ2: The land is not identified as ‘future urban’.

GRZ3: The land is not constrained by natural values or hazards; the impacts of the adjoining Light Industrial Zone are resolved through the application of the SAP to the land.

### ***(b) is in accordance with [section 32](#)***

This section identifies the technical aspects of a LPS such as inclusion of zone maps and overlay, and what additional local provisions can be included, if permitted to do so, to add to or override the SPPs.

Section 32(4) identifies that an LPS may only include a Specific Area Plan (SAP) where:

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

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

The draft amendment includes applying a Specific Area Plan (SAP) to the land.

The Light Industrial Zone standards governing industrial use and development in proximity to residential land are already triggered by the current Rural Living zoning of the subject land. However, the proposed rezoning will substantially increase the intensity of residential use on the site, introducing increased potential for land use conflict. In addition, although the Attenuation Code addresses the potential for conflict between some uses, its scope does not include

all the existing or potential uses in the industrial area. Therefore, new planning controls are needed to ensure that the industrial land does not become fettered by the proposed intensification of residential use.

Inclusion of the SAP is consistent with the requirements of Section 32(4) of LUPAA as:

- The use and development that would be facilitated by the SAP would provide a significant social benefit by greatly increasing the capacity of the land for housing, helping to mitigate persistent housing stress in the municipality and the Greater Hobart region.
- The area has particular environmental, social, economic and spatial qualities that need unique provisions:

- *Environmental: the industrial noise environment adjoining residential land*

The proposed intensification of sensitive use necessitates specific controls to mitigate land use conflict between the subject site and adjoining land.

- *Social: the opportunity for increased housing on well serviced land located close to existing industrial uses, and the need to ensure residential amenity in this context*

The social qualities of the land relate to its latent potential for housing in a well-serviced urban location close to schools, shops, transport and public open space. With the increasing challenges of finding land to provide for housing within the Urban Growth Boundary, the site can no longer be considered as appropriately zoned to meet current local, regional and State housing objectives. However, the particular qualities of the area as it adjoins industrial land means unique provisions are needed to ensure a pleasant living and recreation environment for future residents.

- *Economic: the need to protect the viability of limited, but well-functioning industrial land providing employment opportunities close to residential land*

Preliminary strategic assessment of the operational efficiency of the industrially zoned land in Whitestone Drive has found that although the area is not suitable for expansion or substantial intensification, its ongoing retention for economic productivity and employment should be supported. Specific controls are needed to require sensitive uses to avoid fettering the industrial land.

- *Spatial: the location and topography of the land contributing to the existing noise environment and the scope for attenuation measures*

Ideally, residential land would not abut land in an industrial zone. However, the historical development of the area (initially as a brickworks and a timber mill) has resulted in the current land use pattern. The positioning of the site predominantly along a ridge above the industrial area allows for an acoustic fence or other measures to establish a suitable noise environment for residential use on part of the land, while the area at 293 Main Road is unable to achieve appropriate noise mitigation. Tailored controls to optimise the use and development of the land are therefore required.

**(c) furthers the objectives set out in Schedule 1 of LUPAA**

Assessment of the amendment against the Schedule 1 objectives is provided in the following table.

Part 1 Objectives	Comment
<b>(a)</b> <i>to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;</i>	The amendment enables the efficient development of underutilised urban land by including land within the Urban Growth Boundary in a General Residential Zone. This reduces pressure for urban encroachment on undeveloped land that supports ecological processes and genetic diversity.
<b>(b)</b> <i>to provide for the fair, orderly and sustainable use and development of air, land and water;</i>	<p>The current Rural Living zoning of the site reflects previous zoning of the land since the <i>Glenorchy Planning Scheme 1992</i>, but is anomalous in its current, increasingly urbanised context. The site has access to existing infrastructure and contains minimal natural constraints. Including the site in a zone appropriate for urban areas promotes orderly and sustainable development.</p> <p>It is noted that a portion of adjoining land at 261 Main Road, Austins Ferry is also included in a Rural Living A Zone. This land forms part of a larger parcel owned by Glenorchy City Council, and does not form part of the current amendment application.</p> <p>As detailed at <b>Appendix A</b>, Council is currently progressing investigation into the potential for future sale of the land, with associated rezoning. Inclusion of the Rural Living A portion of land in the subject amendment is considered premature at this stage, as community consultation on the potential land disposal has not yet been undertaken.</p> <p>While leaving this small parcel of isolated Rural Living A Zone land might be considered inconsistent with the objectives of orderly planning, strategic work to date has identified the future direction for rezoning being for suburban residential use, which is consistent with the current proposal. If a decision is made not to proceed with land disposal, geotechnical instability would nevertheless prevent the area of land currently within the Light Industrial Zone in proximity to the subject site from being developed.</p> <p>Therefore, the exclusion of the Council land does not undermine fair, orderly and sustainable land use.</p>

<p><b>(c)</b> <i>to encourage public involvement in resource management and planning;</i></p>	<p>The statutory process for amendment requests involves a public notification period. Any representations received will be considered by the planning authority. The planning authority is required to report on any representations to the Commission, which in turn may hold public hearings into representations.</p> <p>In addition, the applicant has undertaken informal consultation with neighbouring owners and operators of industrial uses in the Whitestone industrial estate.</p>
<p><b>(d)</b> <i>to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c);</i></p>	<p>The rezoning will allow for additional housing. An increase in population supports the viability of local businesses including the Neighbourhood Centre at Claremont as well as potential local shops in the nearby Local Business Zone, and contributes to local labour supply.</p>
<p><b>(e)</b> <i>to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State;</i></p>	<p>In light of the substantial increase in residential development capacity that would result from the amendment, the proposal was referred to TasWater, TasNetworks, Ambulance Tasmania, Department of Police, Fire &amp; Emergency Management and Metro Tasmania. None of the referral agencies indicated any objection to the amendment or the combined planning permit application.</p> <p>Community, industry and other government agencies will have the opportunity to comment on the amendment controls during the exhibition process.</p>
<p>Part 2 Objectives</p>	
<p><b>(a)</b> <i>to require sound strategic planning and co-ordinated action by State and local government;</i></p>	<p>The amendment represents sound strategic planning as it enables more efficient use of serviced urban residential land within the Urban Growth Boundary, while protecting adjacent employment lands.</p>
<p><b>(b)</b> <i>to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;</i></p>	<p>The amendment uses a zone from the suite of zones available under the SPPs, and the zone is applied in accordance with the regional strategy and the Section 8A Guidelines.</p> <p>The SAP is also a planning control allowed for under the Act and is appropriate as it addresses the requirements of Section 32(4) of LUPAA as discussed above.</p>



<p>(c) <i>to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;</i></p>	<p>This urban infill site contains no watercourse or priority vegetation, so its redevelopment will have minimal impact on the environment. As noted above, providing increased housing opportunities within an urban area will reduce pressure on undeveloped land.</p>
<p>(d) <i>to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;</i></p>	<p>The rezoning of the land will facilitate increased housing options within the metropolitan area and is considered to align with land use management policies at a State, regional and local level.</p>
<p>(e) <i>to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;</i></p>	<p>The proposal is a combined planning scheme amendment and planning permit application. The proposal was referred to TasWater, who indicated they have no objection to the amendment, and support the grant of the planning permit application subject to conditions.</p>
<p>(f) <i>to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation;</i></p>	<p>The proposal enables the provision of additional housing stock within the urban area, making efficient use of existing urban infrastructure, including physical services such as roads and reticulated water, sewer and stormwater, and social services such as schools, emergency services and transport.</p> <p>The proposal demonstrates that the rezoning ensures a pleasant and safe environment for residential use. In particular, supporting information establishes that residential use will not be unreasonably impacted by potential emissions from the adjacent industrial land, as:</p> <ul style="list-style-type: none"> <li>• The risk of air quality impacts from dust or odour emissions is low (refer to <i>Austins Ferry land rezoning air quality assessment</i> at <b>Attachment 4</b>);</li> <li>• The level of obtrusive light intrusion onto the land from all sources is insignificant and would be further reduced by the proposed acoustic fence (refer to <i>Obtrusive Light Impact Assessment Report</i> at <b>Attachment 4</b>); and</li> <li>• The proposed SAP controls will mitigate the potential for noise impacts (refer to <i>Austins Ferry land rezoning environmental noise assessment</i> at <b>Attachment 4</b>).</li> </ul>

	Council's Environmental Health Officer has reviewed the noise and lighting technical reports and agrees with the findings of the reports (see <b>Appendix D</b> ).
(g) <i>to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;</i>	<p>There are no known or listed cultural heritage values on the site.</p> <p>A search of the Tasmanian Aboriginal Heritage Register did not identify any registered Aboriginal relics or apparent risk of impacting registered Aboriginal relics. Any development on the site would be subject to the <i>Aboriginal Heritage Act 1975</i>.</p>
(h) <i>to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;</i>	<p>TasWater has indicated no objection to the rezoning, and while it has identified that the increase in dwellings at 271 Main Road will require upgrades to services (pump station at corner of Main &amp; Hestercombe Road), this has not been identified as prohibitive to the redevelopment. The TasWater Submission to Planning Authority Notice for the combined planning permit application accounts for the upgrade requirement, as detailed in the permit application assessment part of this report.</p> <p>The proposal has been referred to TasNetworks, Ambulance Tasmania, Department of Police, Fire &amp; Emergency Management and Metro Tasmania, with no objections raised.</p> <p>It is considered that redevelopment of this urban land can occur efficiently and in a co-ordinated manner without having a negative impact on public facilities.</p>
(i) <i>to provide a planning framework which fully considers land capability.</i>	<p>The current Rural Living zoning prevents the land being utilised to its full capability.</p> <p>The proposal includes a planning permit application, which demonstrates that the site is able to support residential use and development at suburban densities.</p>

**(d) is consistent with each State policy;**

Assessment of the amendment against the State Policies is provided in the following table.

State Policy	Comment
<i>State Policy on the Protection of Agricultural Land 2009.</i>	The proposal does not involve the conversion of prime agricultural land to non-agricultural use, noting that the land is not identified in LISTmap as having agricultural capability. Promoting infill development helps to ease pressure on urban expansion and conversion of agricultural land. The amendment is therefore consistent with this Policy.
<i>State Policy on Water Quality Management 1997</i>	The proposed amendment <i>per se</i> would not result in an increase in sediment transport to surface waters.  The combined development application and any future development are subject to the requirements of the <i>Urban Drainage Act 2013</i> .
<i>State Coastal Policy 1996.</i> The key principles of the policy are: <ul style="list-style-type: none"> <li>• Natural and Cultural values of the coast shall be protected.</li> <li>• The coast shall be used and developed in sustainable manner</li> <li>• Integrated management and protection of the coastal zone is a shared responsibility.</li> </ul>	The subject land is about 213m from the River Derwent and therefore is within the 1km coastal zone.  However, the land lies within an urban setting without riparian values or identified Aboriginal heritage or cultural heritage values, has ample elevation above sea level (between 16 m and 36 m AHD) to mitigate the risk of potential sea level rise, and is generally free from natural hazard overlays. Increased residential density enabled by the proposed amendment therefore does not conflict with the principles of the <i>State Coastal Policy</i> .
<i>National Environmental Protection Measures</i>  National Environment Protection Measures (NEPM) are automatically adopted as State Policies under section 12A of the <i>State Policies and Projects Act 1993</i> and are administered by the Environment Protection Authority.	<u>Air Toxics</u> Relates to improving the information base regarding ambient air toxics in order to facilitate development of standards – not relevant to the proposal.  <u>Air quality</u>

<p>The NEPMs relate to:</p> <ul style="list-style-type: none"> <li>▪ Air Toxics</li> <li>▪ Ambient Air Quality</li> <li>▪ Assessment of Site Contamination</li> <li>▪ Deisel Vehicle Emissions</li> <li>▪ Movement of Controlled Waste</li> <li>▪ National Pollutant Inventory</li> <li>▪ Used Packaging</li> </ul>	<p>Relates to achieving air quality standards as assessed in accordance with specific monitoring protocol. The desired outcome is ambient air quality that allows for adequate protection of human health and wellbeing.</p> <p>An Air Quality Assessment for the proposal concludes that there is a very low risk of industrial air emissions unreasonably impacting the site, as detailed in Council’s Environmental Health Officer referral (<b>Appendix D</b>).</p> <p><u>Assessment of Site Contamination</u></p> <p>Relates to establishing a national approach to the assessment of site contamination. There are no known contamination issues associated with the land, noting that:</p> <ul style="list-style-type: none"> <li>• Council’s database does not identify the land as being potentially contaminated: and</li> <li>• The adjoining industrial land is not known to have been used for any potentially contaminating activity listed in <i>Table C14.2 Potentially Contaminating Activities</i>.</li> </ul> <p><u>Deisel Vehicle Emissions</u></p> <p>Relates to reducing exhaust emissions from diesel vehicles – not relevant to the proposal.</p> <p><u>Movement of Controlled Waste</u></p> <p>Relates to interstate transport of controlled wastes. The proposed rezoning will not facilitate uses that generate or manage hazardous waste, as such uses are prohibited in the General Residential Zone.</p> <p><u>National Pollutant Inventory</u></p> <p>Relates to collecting and disseminating information relating to emissions and transfer of specified substances – not relevant to the proposal.</p> <p><u>Used Packaging</u></p> <p>Relates to encouraging re-use and recycling of used packaging. Recycling and Waste Disposal is a prohibited use class in the General Residential Zone. However, the zone includes standard <i>8.4.8 Waste storage for multiple dwellings</i>, which supports recycling by mandating sufficient storage for waste and recycling bins.</p>
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***(da) satisfies the relevant criteria in relation to the TPPs;***

The Tasmanian Planning Policies have not been implemented.

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

The regional land use strategy for Glenorchy is the *Southern Tasmanian Regional Land Use Strategy 2010-2035* (STRLUS). Comments against the relevant STRULS strategies are provided below.

Relevant STRLUS strategies	Comment
<b>Biodiversity and Geodiversity</b>  BNV 1.1: Manage and protect significant native vegetation at the earliest possible stage of the land use planning process. Where possible, avoid applying zones that provide for intensive use or development to areas that retain biodiversity values that are to be recognised and protected by the planning scheme.	<p>The subject land is largely modified from its natural state and is classified as 'FUR' modified land under the TASVEG 4.0 database. There are no threatened native vegetation communities, and no recorded instances of threatened fauna or flora species on the subject land. The land is not subject to the Natural Assets Code.</p> <p>Redevelopment of the land for residential purposes at suburban densities does not conflict with this strategy.</p>
<b>Water Resources</b>  WR1.2: Incorporate total water cycle management and water sensitive urban design principles in land use and infrastructure planning to minimise stormwater discharge to rivers, (particularly subdivision).  WR1.4: Ensure development that includes vegetation clearance and/or soil disturbance is undertaken in accordance with construction management plans to minimise soil loss and associated sedimentation of waterways and wetlands.	<p>Under the General Residential Zone, any subdivision of the land would be subject to standard 8.6.3 Services, which includes consideration of connection to a public stormwater system. In contrast, there are no standards relating to stormwater services in the Rural Living Zone that currently applies to the land.</p> <p>In addition, any potential development, including for the combined development proposal for 42 multiple dwellings, would be subject to the <i>Urban Drainage Act 2013</i> and Council's <i>Stormwater Management Policy</i>.</p> <p>The draft amendment is consistent with this strategy.</p>

<p><b>The Coast</b></p> <p>C1.1: Ensure use and development avoids clearance of coastal native vegetation.</p> <p>C 2.2: Ensure growth is located in areas that avoid exacerbating current risk to the community through local area or structure planning for settlements and the Urban Growth Boundary for metropolitan area of Greater Hobart.</p>	<p>The land is within the coastal area subject to the <i>State Coastal Policy 1996</i>, as detailed above. However, the land does not contain any coastal native vegetation and is within the Urban Growth Boundary. The draft amendment is consistent with this strategy.</p>
<p><b>Managing Risks and Hazards</b></p> <p>MRH 2.1: Provide for the mitigation of flooding risk at the earliest possible stage of the land use planning process (rezoning or if no rezoning required; subdivision) by avoiding locating sensitive uses in flood prone areas.</p> <p>MRH 3.3: Allow use and development in areas at risk of land instability only where risk is managed so that it does not cause an undue risk to occupants or users of the site, their property or to the public.</p> <p>MRH 4: Protect land and groundwater from site contamination and require progressive remediation of contaminated land where a risk to human health or the environment exists.</p>	<p>The land is subject to small areas of pooling identified in the flood-prone areas overlay on the planning scheme maps, primarily located at 293 Main Road, where the proposed SAP would prohibit new habitable buildings. The portion of the overlay that encroaches into 271 Main Road extends less than 3 m from the from the side boundary, and the combined planning permit application demonstrates that the proposed development complies with the Flood-Prone Areas Hazard Code.</p> <p>There is a small area of Medium Landslip Hazard Area adjoining the northern boundary of 293 Main Road. The existing use for a caravan park is allowable in the Open Space Zone currently applying to the land, and would also be allowable under the proposed General Residential Zone. Any future use or development proposal would be subject to the C15.0 Landslip Hazard Code, which could entail demonstrating appropriate risk management.</p> <p>The adjoining Council land at 261 Main Road formerly contained an historic landfill area and underground fuel tanks, along with more minor contaminants. The property has been assessed for site contamination and remediated in accordance with the recommendations of a report prepared by a suitably qualified person, as discussed at <b>Appendix A</b>. The final report clears the land of risk to human health or the environment.</p> <p>The draft amendment is consistent with this strategy.</p>

<p><b>Cultural Values</b></p> <p>CV 1.3: Avoid the allocation of land use growth opportunities in areas where Aboriginal cultural heritage values are known to exist.</p>	<p>No Aboriginal cultural heritage values, historic cultural heritage values or archaeological sites are identified on the land.</p> <p>The draft amendment is consistent with this strategy.</p>
<p><b>Recreation and Open Space</b></p> <p>ROS 1.5: Ensure residential areas, open spaces and other community destinations are well connected with a network of high quality walking and cycling routes.</p> <p>ROS 1.6: Ensure subdivision and development is consistent with principles outlined in ‘Healthy by Design: A Guide to Planning and Designing Environments for Active Living in Tasmania’.</p>	<p>The part of the subject land within the Open Space Zone consists of a 10 m wide strip along the north-eastern boundary adjoining the industrial area, and is located entirely on private land. Council’s Property Services area has indicated there is no intention to use this land as a link to other recreational areas in the locality, noting topographical constraints and lack of passive surveillance opportunities.</p> <p>The land is serviced by several open space and recreation spaces within the vicinity of the site, which can be accessed via the existing footpath network and proposed cycling routes<sup>15</sup>. These include Goulds Lagoon and Whitestone Point reserves and playground facilities. A substantial portion of Council’s adjoining land at 261 Main Road is also expected to be retained as public open space (refer to <b>Appendix A</b>).</p> <p>The combined planning permit application includes pedestrian footpaths within the complex, and any other future development proposal would be subject to Council’s <i>Footpaths Policy</i>.</p> <p>The draft amendment is consistent with this strategy.</p>
<p><b>Social Infrastructure</b></p> <p>SI 1.2: Match location and delivery of social infrastructure with the needs of the community and, where relevant, in sequence with residential land release.</p>	<p>The land is within an existing urban area and is serviced by nearby schools, health facilities and neighbourhood services and amenities. The proposal was also referred to Ambulance Tasmania and the Department of Police, Fire and Emergency Management in consideration of the potential additional demand on public safety services, and no concerns were raised.</p>

<sup>15</sup> Draft *Glenorchy Cycling Infrastructure Plan*.

<p>SI 2.1: Provide flexibility in planning schemes for a variety of housing types (including alternative housing models) in residential areas.</p>	<p>The current zoning of the land prevents use for multiple dwellings, thereby restricting the variety of allowable housing types. The proposed application of a General Residential Zone would allow for a wider variety of housing typologies as residential infill.</p> <p>The draft amendment is consistent with this strategy.</p>
<p><b>Physical Infrastructure</b></p> <p>PI 1.1: Preference growth that utilises under-capacity of existing infrastructure through the regional settlement strategy and Urban Growth Boundary for metropolitan area of Greater Hobart.</p>	<p>The amendment seeks to rezone land within the Urban Growth Boundary to a zone that facilitates urban density development opportunities. The proposal was referred to TasNetworks, TasWater and TasGas, who did not indicate any objection to the rezoning. The combined planning permit application proposes upgrades to TasWater infrastructure to facilitate residential redevelopment at 271 Main Road.</p> <p>The draft amendment is consistent with this strategy.</p>
<p><b>Land Use and Transport Integration</b></p> <p>LUTI 1.1 Give preference to urban expansion that is in physical proximity to existing transport corridors and the higher order Activity Centres rather than Urban Satellites or dormitory suburbs.</p> <p>LUTI 1.2 Allow higher density residential and mixed use developments within 400, and possibly up to 800 metres (subject topographic and heritage constraints) of integrated transit corridors.</p> <p>LUTI 1.8 Ensure new development incorporates buffer distances to regional transport corridors identified in Map 4 to minimise further land use conflict.</p>	<p>The proposal facilitates residential development at suburban densities on land serviced by exiting local road infrastructure, on a public bus route, and connected to existing and proposed active transport infrastructure.</p> <p>The land is within 400 m of the rail corridor, and outside the road or railway attenuation area in accordance with the C3.0 Road and Railway Assets Code.</p> <p>The draft amendment is consistent with this strategy.</p>



<b>Productive Resources</b>  PR 1.2: Avoid potential for further fettering from residential development by setting an acceptable solution buffer distance of 200 metres from the boundary of the Significant Agriculture Zone, within which planning schemes are to manage potential for land use conflict.	<p>The subject land is not located within 200 m of any agricultural land. By providing greater opportunities for residential development within the Urban Growth Boundary, the proposal assists in alleviating potential demand for growth in areas that conflict with productive land.</p> <p>The draft amendment is consistent with this strategy.</p>
<b>Industrial Activity</b>  IA 1: Identify, protect and manage the supply of well-sited industrial land that will meet regional need across the 5, 15 and 30 year horizons.	<p>The industrial land to the north provides valuable employment opportunities to the local area. Rezoning the subject land for increased residential development has the potential to constrain the neighbouring industrial uses.</p> <p>Activities with potential to cause emissions are subject to the Attenuation Code. The proposed amendment does not alter the application of the Attenuation Code, noting that the relevant standard (C9.5.1 Activities with potential to cause emissions) applies to uses in proximity to a Rural Living Zone A (the existing zoning of the subject land), as well as to a General Residential Zone (the proposed zoning). Similarly, the standards in the Light Industrial Zone place constraints on use and development within 50 m of land in a Rural Living Zone, as well as within 50 m of a General Residential Zone. The relevant Zone and Code standards apply to the existing and potential future industrial uses, regardless of whether the subject land is in the Rural Living Zone or the proposed General Residential Zone.</p> <p>The proposed SAP is designed to manage the interface between residential and industrial activities, by placing the onus on future residential development to self-protect from potential amenity impacts. The controls aim to achieve a healthy living environment for residents, while ensuring the operation of the industrial land is not compromised. The application of the proposed SAP to any future residential development on the subject land would provide inbuilt measures to mitigate potential impacts from industrial emissions. This could also assist future industrial uses to meet the requirements of the Light Industrial Zone and the Attenuation Code, that would apply regardless of the proposed rezoning.</p> <p>The draft amendment is consistent with this strategy.</p>

<p><b>Activity Centres</b></p> <p>AC 1.4: Promote a greater emphasis on the role of activity centres, particularly neighbourhood and local activity centres, in revitalising and strengthening the local community.</p> <p>AC 3.1: Actively encourage people to walk, cycle and use public transport to access Activity Centres.</p>	<p>The land is well-connected by public transport to the Neighbourhood Activity Centre at Claremont. The proposal would allow for an additional resident population which may also help support the viability of potential future use in the nearby Local Business Zone.</p> <p>The draft amendment is consistent with this strategy.</p>
<p><b>Settlement and Residential Development</b></p> <p>SRD 1.5: Ensure land zoned residential is developed at a minimum of 15 dwellings per hectare (net density).</p> <p>SRD 2.1: Ensure residential growth for Greater Hobart occurs through 50% infill development and 50% greenfield development.</p> <p>SRD 2.6: Increase densities to an average of at least 25 dwellings per hectare (net density) within a distance of 400 to 800 metres of Integrated transit corridors and Principal and Primary Activity Centres, subject to heritage constraints.</p> <p>SRD 2.7: Distribute residential infill growth across the existing urban areas for the 25 year planning period as follows: Glenorchy LGA 40 % (5300 dwellings).</p> <p>SRD 2.9: Encourage a greater mix of residential dwelling types across the area with a particular focus on dwelling types that will provide for demographic change including an ageing population.</p> <p>SRD 2.10: Investigate the redevelopment to higher densities potential of rural residential areas close to the main urban extent of Greater Hobart.</p> <p>SRD 2.11: Increase the supply of affordable housing.</p>	<p>The amendment provides for new residential development opportunities within the Urban Growth Boundary and will assist Glenorchy to reach its infill development targets at an appropriate density level. The proposed General Residential Zone would allow for densities exceeding the targeted minimum of 15 dwellings per hectare, and provide opportunities for greater densities within the rail corridor catchment, whereas the Rural Living Zone currently applying to the land restricts density to less than 1 dwelling per hectare.</p> <p>The subject land is more appropriate to be zoned for General Residential densities (rather than Rural Living densities) given it is surrounded by residential development at suburban densities, can be connected to reticulated services, is adjacent to existing road infrastructure, is largely free from hazards, and contains no significant natural or heritage values.</p> <p>Rezoning the land to facilitate residential densities more appropriate to its urban location will assist in reducing urban sprawl, and provide more opportunities for a variety of residential typologies. In comparison, the current zoning restricts residential use of the land to single dwellings.</p> <p>While house prices are subject to a wide range of influences, increasing the supply of housing also assists in improving housing affordability.</p> <p>The draft amendment is consistent with this strategy.</p>

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

The amendment is consistent with the following goals, objectives and strategies from the *Glenorchy Strategic Plan 2023-2032*.

<b><i>Glenorchy Strategic Plan 2023-2032</i></b> <b>Goals, Objectives and Strategies</b>	<b>Comment</b>
<b>Making Lives Better</b> We champion greater opportunities for our community: <ul style="list-style-type: none"> <li>• Work with others to improve access to housing and transport choice for our community.</li> </ul>	The amendment facilitates opportunities for more housing, including potential for diverse housing typologies, which could increase housing choice and availability for the community, in an area well serviced by transport options.
<b>Open for Business</b> We value our community by delivering positive experiences: <ul style="list-style-type: none"> <li>• Work constructively with the development sector and our community to enable acceptable development opportunities.</li> </ul> We encourage responsible growth for our City: <ul style="list-style-type: none"> <li>• Maintain a progressive approach that encourages investment and jobs.</li> <li>• Plan for the orderly future growth of our City, with particular focus on structure planning for the Northern Suburbs Transit Corridor and at Granton.</li> </ul>	The proposed amendment is a developer-led request, supported by Council's planning officers.  The proposed SAP protects the functioning of the adjoining industrial land, while the potential additional population facilitated by the rezoning could help support the viability of the nearby Local Business Zone, providing opportunities for additional local jobs.  Intensification of residential use around the NTSC would help to support the business case for this important long-term infrastructure initiative.
<b>Leading Our Community</b> We are a leader and partner that acts with integrity and upholds our community's best interests:	If 'prepared,' the amendment will progress to public consultation, ensuring an open and transparent process that takes community views into account.

<b>Glenorchy Strategic Plan 2023-2032</b> <b>Goals, Objectives and Strategies</b>	<b>Comment</b>
<ul style="list-style-type: none"> <li>• Make informed decisions that are open and transparent and in the best interests of our community.</li> <li>• Ensure our City is well planned and prepared to minimise the impact of emergency events and is resilient in responding to and recovering from them.</li> </ul>	<p>The proposal has been referred to the Department of Police, Fire &amp; Emergency Services, and to Ambulance Tasmania. Neither authority has identified any concerns with the proposal. Tasmania Fire Service's written response is included in the referrals at <b>Appendix D</b>.</p>
<p><b>Valuing Our Environment</b></p> <p>We improve the quality of our urban and rural areas as places to live, work and play:</p> <ul style="list-style-type: none"> <li>• Working proactively with providers, manage the City's transport infrastructure sustainably to secure accessible, safe and reliable transport options for everyone.</li> </ul>	<p>The land is located on an arterial road serviced by key bus routes; is within the 400 m catchment of the rail corridor; is serviced by footpaths connecting to Council's walking track network; and adjoins an identified future secondary cycling route in the draft <i>Glenorchy Cycling Infrastructure Plan</i>. Increased housing in this location would improve access to these transport options.</p>

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

The site is at the northern end of the Glenorchy municipality, in proximity to the Derwent Valley and Brighton Local Government Areas, which each have applicable LPSs. Neither LPS includes controls specifically seeking to facilitate residential amenity while protecting industrial land. The Derwent Valley *DER-S1.0 Residential Use - Small Agriculture Lots Specific Area Plan* includes analogous controls providing for Residential use in proximity to agricultural use; however, the characteristics of industrial and agricultural uses and the characteristics of the land differ, and warrant tailored controls. The impacts of the proposed rezoning will be local and will not conflict with land use controls in neighbouring municipalities.

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

The site is not located in the vicinity of the TasGas Networks Declared Pipeline.

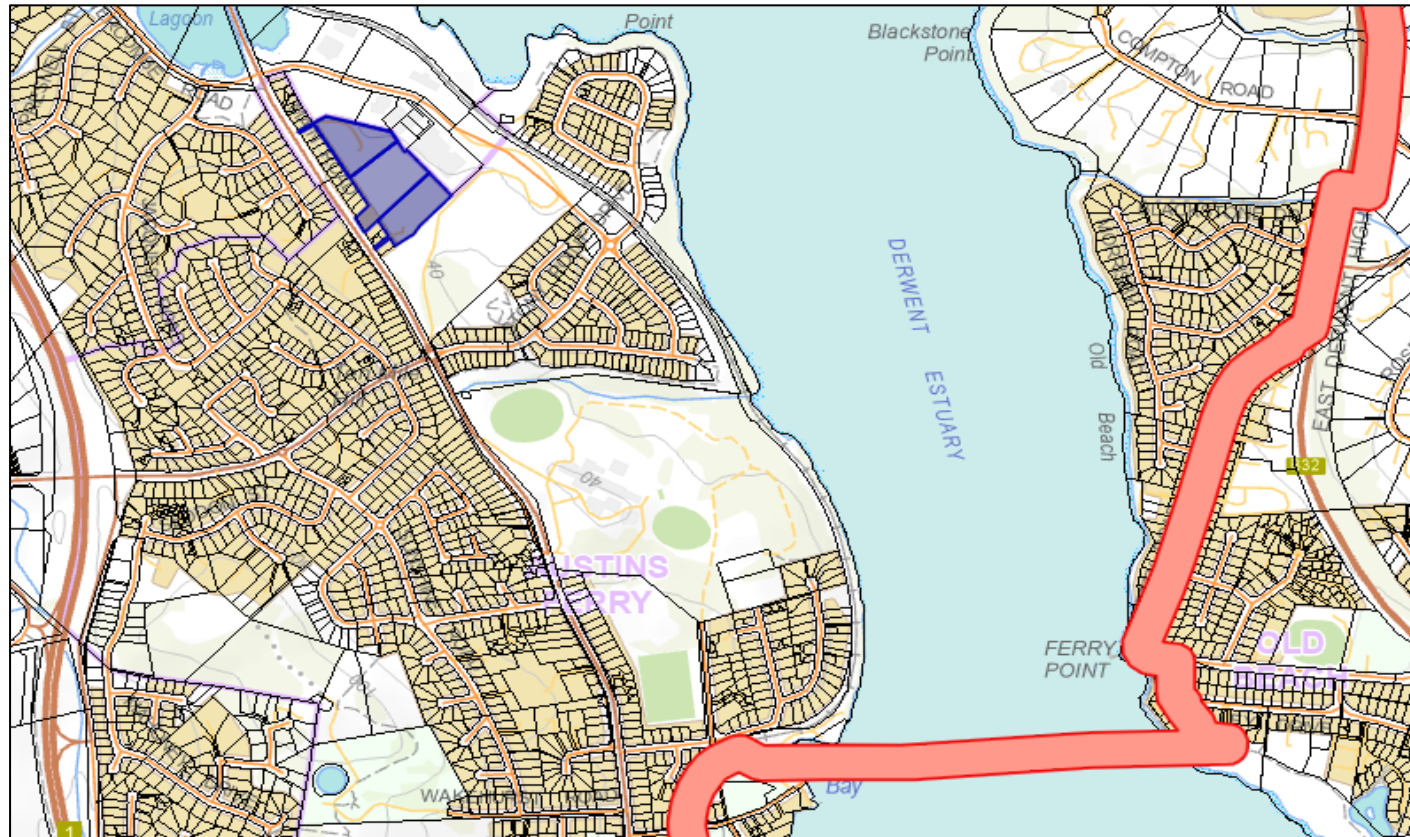


Figure 17: Declared gas pipeline (red) relative to subject site (blue) – LISTmap

Appendix C – Statutory assessment of planning permit application

### **State Policies and objectives of 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*.

There are no inconsistencies with any other State policies or with the objectives of LUPAA.

### **Tasmanian Planning Scheme – Glenorchy**

#### ***Exemptions (Tables 4.1 – 4.6)***

There are no exemptions relevant to the application.

#### ***Planning Scheme Operation (Does a General Provision, Specific Area Plan (SAP), Site-Specific Qualification (SSQ) or Code override Zone provisions?)***

No SSQ or Code provisions override Zone provisions in this assessment.

The proposed GLE-S15.0 Ten Mile Ridge Specific Area Plan under this planning scheme amendment request is in addition to controls under the General Residential Zone and the Attenuation Code and is assessed in the relevant sections of this report. The Parking and Sustainable Transport Code, Road and Railway Assets Code, Attenuation Code and Flood-Prone Areas Hazard Code also apply.

#### ***General Provisions (Clause 7.9)***

As per Clause 7.9.1, the (retrospective) application for demolition is considered permitted.

#### ***Use Class Description (Table 6.2)***

**Residential** means use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based child care, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.

#### ***Other relevant definitions (Clause 3.0)***

**Applicable standard** means as defined in subclause 5.5.2, which is a standard in a zone, specific area plan or code, is an applicable standard if:

- (a) the proposed use or development will be on a site within a zone or the area to which a specific plan relates, or is a use or development to which the code applies; and
- (b) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.

**Frontage** means a boundary of a lot which abuts a road.

**Standard** means, in any zone, code or specific area plan, the objective for a particular planning issue and the means for satisfying that objective through either an acceptable solution or performance criterion presented as the tests to meet the objective.

**Road** means land over which the general public has permanent right of passage, including the whole width between abutting property boundaries, all footpaths and the like, and all bridges over which such a road passes.

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

### **Zones**

The land is within a **General Residential Zone** and the following zone purpose statements, use table, use standards and/or development standards apply to this proposal:

#### **Zone Purpose Statements**

*9.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.*

*9.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.*

*9.1.3 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.*

*9.1.4 To provide for Visitor Accommodation that is compatible with residential character.*

The proposal for 42 multiple dwellings is in keeping with the purpose statements of the General Residential Zone as the proposal would provide for a range of dwelling types where full infrastructure and services can be provided.

#### **Use Table**

Residential use (multiple dwellings) is a 'permitted' use within the General Residential Zone. However, the application requires discretionary consideration because it relies on performance criteria to comply with applicable standards.

**Compliance with Use, Development and Subdivision Standards and relevant Codes are identified in the following tables.**



## 8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
<b>8.3 Use Standards</b>			
<b>8.3.1 Discretionary uses</b>	<b>A1</b> Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm	N/A – Residential use is not a discretionary use in the zone.	N/A
	<b>A2</b> External lighting for a use listed as Discretionary: (a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.	N/A – Residential use is not a discretionary use in the zone.	N/A
	<b>A3</b> Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of: (a) 7:00am to 7:00pm Monday to Friday; (b) 9:00am to 12 noon Saturday; and	N/A – Residential use is not a discretionary use in the zone.	N/A

	(c) nil on Sunday and public holidays.		
	<b>A4</b> No acceptable solution.	N/A – Residential use is not a discretionary use in the zone.	N/A
<b>8.3.2 Visitor Accommodation</b>	<b>A1</b> Visitor Accommodation must: (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m <sup>2</sup> per lot.	N/A – the proposal is for Residential (Multiple Dwellings)	N/A
	<b>A2</b> Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.	N/A – the proposal is for Residential (Multiple Dwellings)	
<b>8.4 Development Standards for Dwellings</b>			
<b>8.4.1 Residential density for multiple dwellings</b>	<b>A1</b> Multiple dwellings must have a site area per dwelling of not less than 325m <sup>2</sup> .	The proposal is for 42 multiple dwellings on a site that has an area of 1.437ha, which equates to 342m <sup>2</sup> per dwelling.	Complies

<p><b>8.4.2</b></p> <p><b>Setbacks and building envelopes for all dwellings</b></p>	<p><b>A1</b></p> <p>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> <li>(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;</li> <li>(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</li> <li>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or</li> <li>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</li> </ul>	<p>The closest unit to the primary frontage on Main Road is Unit 1, which is proposed to be setback 4.695m from the Main Road frontage. Therefore the proposal complies with A1 (a).</p>	<p>Complies</p>
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	<p><b>A2</b></p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <ul style="list-style-type: none"> <li>(a) 5.5m, or alternatively 1m behind the building line;</li> <li>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</li> <li>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</li> </ul>	<p>The closest unit to the primary frontage on Main Road is Unit 1, which is proposed to have a garage to the east of the dwelling, behind the building line, at approximately 15m from the Main Road frontage and does not face the frontage. Therefore the proposal meets A2.</p>	<p>Complies</p>
	<p><b>A3</b></p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <ul style="list-style-type: none"> <li>(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: <ul style="list-style-type: none"> <li>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</li> <li>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a</li> </ul> </li> </ul>	<p>The proposal includes acoustic fencing along sections of the north-western and south-eastern boundaries, as well as the full length of the north-eastern boundary. As the fencing exceeds 9m in length, it cannot be contained within the permissible building envelope. The fencing height varies between 2.1m and 4.14m above NGL.</p> <p>For Unit 14, a building length of 9m is set back 0.9 metres from the north-western side boundary. The remainder of the building is set back a minimum of 1.5m from this boundary. Accordingly, Unit 14 complies with the setback requirements.</p>	<p><b>Does not comply</b></p>

	<p>building height of not more than 8.5m above existing ground level; and</p> <p>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>	<p>For Unit 42, a building length of 3.2m is set back 0.9m from the south-western side boundary, with the balance of the building setback more than 1.5 metres. On this basis, Unit 42 complies.</p> <p>All other units maintain adequate setbacks from the boundaries and satisfy Acceptable Solution A3.</p>	
<b>8.4.3</b>  <b>Site coverage and private open space for all dwellings</b>	<b>A1</b>  Dwellings must have: <p>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 60m<sup>2</sup> associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</p>	<p>The proposal includes:</p> <p>(a) a site coverage of 24.76%.</p> <p>(b) all dwellings with private open space greater than 60m<sup>2</sup> per dwelling as shown in the Landscape Plan.</p>	Complies
	<b>A2</b>  A dwelling must have private open space that: <p>(a) is in one location and is not less than:</p> <p>(i) 24m<sup>2</sup>; or</p> <p>(ii) 12m<sup>2</sup>, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than</p>	<p>The plans submitted indicate that all dwellings would have a private open space that is 24m<sup>2</sup> space in one location, with a minimum horizontal dimension of 4m, not located between the</p>	Complies

	<p>1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(b) has a minimum horizontal dimension of not less than:</p> <p>(i) 4m; or</p> <p>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	dwelling and frontage and with a gradient not steeper than 1 in 10.	
<p><b>8.4.4</b></p> <p><b>Sunlight to private open space of multiple dwellings</b></p>	<p><b>A1</b></p> <p>A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):</p> <p>(a) the multiple dwelling is contained within a line projecting (see Figure 8.4):</p> <p>(i) at a distance of 3m from the northern edge of the private open space; and</p>	<p>All units and their associated POS, with the exceptions noted below, comply with A1(a).</p> <ul style="list-style-type: none"> <li>Unit 5 is set back 1.455m from the northern edge of Unit 4's POS.</li> <li>Unit 7 is set back 2.010m from the northern edge of Unit 6's POS.</li> <li>Unit 10 is set back 2.170m from the northern edge of Unit 28's POS.</li> </ul>	Complies

	<p>(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;</p> <p>(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and</p> <p>(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:</p> <p>(i) an outbuilding with a building height not more than 2.4m; or</p> <p>(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</p>	<p>Although these units do not meet A1(a), they satisfy A1(b), as follows:</p> <ul style="list-style-type: none"> <li>At least 50% of Unit 4's POS receives sunlight from approximately 11.30am – 2.30pm.</li> <li>At least 50% of Unit 6's POS receives sunlight from approximately 11am – 3pm.</li> <li>At least 50% of Unit 28's POS receives sunlight from approximately 10am- 1pm.</li> </ul> <p>Accordingly, each of the above POS areas receives a minimum of 3 hours of sunlight between 9am and 3pm on 21 June. Detailed shadow diagrams are provided in the drawing set.</p>	
<p><b>8.4.5</b></p> <p><b>Width of openings for garages and carports for all dwellings</b></p>	<p><b>A1</b></p> <p>A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p>There are no garages or carports within 12m of the primary frontage, facing the frontage.</p>	N/A
<p><b>8.4.6</b></p> <p><b>Privacy for all dwellings</b></p>	<p><b>A1</b></p> <p>A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a</p>	<p>(a) All units with balconies or decks located more than 1m above the existing NGL are set back at least 3m from the side boundaries.</p> <p>(b) All units with balconies or decks located more than 1m above the existing NGL are</p>	Complies

	<p>uniform transparency of not more than 25%, along the sides facing a:</p> <ul style="list-style-type: none"> <li>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</li> <li>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</li> <li>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: <ul style="list-style-type: none"> <li>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</li> <li>(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.</li> </ul> </li> </ul>	<p>set back at least 4m from the rear boundary.</p> <p>(c) A portion of the deck for Unit 7 is more than 1m above the NGL and within 6m of the dining room window of Unit 29. Similarly, Unit 32 includes a deck above 1m from the NGL, within 6m of the living room window of Unit 26 and the bedroom window of Unit 23. Both decks have been proposed to have a 1.7m high screen with 25% transparency. It is recommended that a condition requiring these screens be included on any planning permit issued.</p>	
	<p><b>A2</b></p> <p>A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</p> <ul style="list-style-type: none"> <li>(a) the window or glazed door: <ul style="list-style-type: none"> <li>(i) is to have a setback of not less than 3m from a side boundary;</li> </ul> </li> </ul>	<p>With respect to (a)(i)–(ii):</p> <ul style="list-style-type: none"> <li>• Unit 42 contains a habitable room window with a floor level more than 1m above NGL. However, the sill height of this window is more than 1.7m above the finished floor level FFL.</li> <li>• Unit 14 includes windows on the north-west elevation within 3m of the boundary;</li> </ul>	Complies



	<p>(ii) is to have a setback of not less than 4m from a rear boundary;</p> <p>(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</p> <p>(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.</p> <p>(b) the window or glazed door:</p> <p>(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;</p> <p>(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or</p> <p>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a</p>	<p>however, these windows do not have a floor level 1m or more above the NGL.</p> <ul style="list-style-type: none"> <li>All other units are set back more than 3m from side boundaries and 4m from rear boundaries, thereby complying with A2(a)(i)–(ii).</li> </ul> <p>With respect to (a)(iii):</p> <ul style="list-style-type: none"> <li>Units 39 and 40 each contain habitable room (dining area) windows more than 1m above the NGL, facing the POS of the other. Obscure glazing to a height of 1.7m above the FFL is proposed to mitigate overlooking.</li> <li>All other windows and glazed doors are either adequately set back from those of other dwellings or from POS areas, ensuring compliance with the relevant privacy requirements.</li> </ul>	
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	uniform transparency of not more than 25%.		
	<p><b>A3</b></p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p>(i) it is separated by a screen of not less than 1.7m in height; or</p> <p>(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</p>	<ul style="list-style-type: none"> <li>Unit 1: The southern bedroom window is 2.1m from the shared driveway. Compliant external screening is proposed.</li> <li>Unit 4 (Bedroom 3): The southern bedroom window is 1.1m from visitor parking space VP3. Fence F2 is proposed in front, with a height of 1.2m. This does not comply with A3.</li> <li>Unit 4 (Bedroom 2): The bedroom windows are 1.3m from the shared driveway and fitted with frosted glazing, which complies. A condition is recommended on the permit to ensure glazing is maintained.</li> <li>Unit 8: Bedrooms 2 and 3 have northern windows 0.8m–1.3m from the shared driveway. Compliant external screening is proposed.</li> <li>Unit 15: Bedrooms 2 and 3 are 1.8m from the shared driveway and provided with frosted opaque glazing, which complies. A condition is recommended on the permit to this effect.</li> <li>Units 22, 23, 24 and 25: Kitchen windows do not have a sill height of 1.7m above FFL and adjoin the parking spaces of Units 23, 24, 25 and 13 respectively. Fence F2 is proposed in front of each, with a height of</li> </ul>	<p><b>Does not comply</b></p>

		<p>only 1.2m. These therefore do not comply with A3.</p> <ul style="list-style-type: none"><li>• Units 27 and 28: Bedroom 2 windows are 2.1m–2.3m from the shared driveway. Frosted opaque glazing is proposed, which complies. A condition is recommended on the permit to this effect.</li><li>• Unit 29: Bedroom 2 windows to the south are 2m from visitor parking space VP11. Fence F is proposed in front, with a height of 1.8m. This complies.</li><li>• Unit 31: The Bedroom 1 window is within 2.5m of the parking space allocated to Unit 32. Fence F2 is proposed in front, with a height of only 1.2m. This does not comply with A3.</li><li>• Unit 31: The kitchen, dining and living room windows (W1, W2 and W3) are within 2.5m of the shared driveway. Compliant external screening is proposed.</li><li>• Unit 33: The lower-level bedroom window W7 adjoins visitor parking space VP9. Fence F2 is proposed in front, with a height of only 1.2m. This does not comply with A3.</li><li>• Unit 34: The lower-level bedroom window W7 adjoins the parking space allocated to Unit 33. Fence F2 is proposed in front, with a height of only 1.2m. This does not comply with A3.</li><li>• Units 38–41: Lower-level bedroom windows are within 2.5m of parking spaces allocated to adjoining units.</li></ul>	
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		Frosted glazing is proposed, which complies. A condition is recommended on the permit to this effect.	
<b>8.4.7</b> <b>Frontage Fences for all dwellings</b>	<b>A1</b> No Acceptable Solution <sup>1</sup> .  <i>(<sup>1</sup> An exemption applies for fences in this zone – see Table 4.6 in Exemptions)</i>	<p>The proposal includes a 1.2m high slat screen fence along the southern side of the access at the front boundary, and a 1m high solid masonry wall with letterboxes along the northern side of the access. Therefore the fencing along the front boundary complies with the exemption.</p> <p>However, the side boundary fence is proposed at 1.8m in height, including the portion within 4.5m of the frontage, and therefore does not qualify for exemption.</p> <p>As there is no acceptable solution under A1, the proposal must be assessed against the requirements of P1.</p>	<b>Does not comply</b>
<b>8.4.8</b> <b>Waste Storage for multiple dwellings</b>	<b>A1</b> A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m <sup>2</sup> per dwelling and is within one of the following locations:  (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) a common storage area with an impervious surface that:	<p>Communal waste storage area of 109m<sup>2</sup> which is greater than 1.5m<sup>2</sup> per dwelling that:</p> <ul style="list-style-type: none"> <li>- has a setback of 4.5m from the primary frontage,</li> <li>- is greater than 5.5m from any dwelling; and</li> <li>- is screened from the frontage and any dwelling by a wall to a height not less than</li> </ul>	Complies

	<ul style="list-style-type: none"><li>(i) has a setback of not less than 4.5m from a frontage;</li><li>(ii) is not less than 5.5m from any dwelling; and</li><li>(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.</li></ul>	<p>1.2m above the finished surface level of the storage area. Therefore, complies.</p>	
<p><b>Clause 8.5 Development Standards for Non-dwellings – N/A</b></p> <p>The proposal is for Residential multiple dwellings.</p>			
<p><b>Clause 8.6 Development Standards for Subdivision – N/A</b></p> <p>The proposal does not include subdivision.</p>			

## GLE-S15.0 Ten Mile Ridge Specific Area Plan

Standard	Acceptable Solution	Proposed	Complies?
<b>GLE-S15.6 Use Standards</b>			
<b>GLE-S15.6.1 Use Standards for Sensitive Use</b>	<b>A1</b> A sensitive use in Precinct 1 or Precinct 2 must include an acoustic fence: (a) constructed as a continuous mass barrier using a panel system; (b) capable of achieving a sound transmission loss of not less than 20 dB at frequencies from the 125 Hz 1/1-octave band and above; (c) built to the height specified in Figure GLE-S15.1 along the boundary or boundaries of the site as shown; and (d) with a minimum height of 2.1 metres above existing ground level.	The proposal within Precinct 2 includes a continuous acoustic fence along the site boundaries with the minimum lengths shown in Figure GLE-S15.1. The fence will be constructed to the heights specified in the figure, with a minimum height of 2.1 metres above the existing ground level.  A condition is recommended to ensure compliance.	Complies
	<b>A2</b> Sensitive use on land in Precinct 3 is only permitted if it is for: (a) a non-habitable building; or (b) alterations or additions to an existing building used for a sensitive use, provided the gross floor area does not increase by more than 50% or 100m <sup>2</sup> , whichever is the greater, from that existing at the effective date of this Specific Area Plan.	No changes to the existing use or development are proposed within Precinct 3.	N/A

GLE-S15.7 Development Standards			
Parts of Units 11, 12, and 24, as well as all of Units 13 to 19 and Unit 25, are located within Precinct 2 of the SAP area. Accordingly, the following assessment relates specifically to these units.			
<b>GLE-S15.7.1 Development for Sensitive Use</b>	<b>A1</b>  A habitable room for a sensitive use in Precinct 1 or Precinct 2 must have a finished floor level at or below RL 28.5 AHD.	Units 11, 12, 13, 14, 15, 16, 24, and 25 are single storey with a FFL of 28.5 AHD and therefore comply with A1.  However, Units 17, 18, and 19 are double storey, with an upper FFL exceeding RL 28.5m AHD and consequently require assessment against P1.	<b>Does not comply</b>
	<b>A2</b>  Private open space areas for a sensitive use in Precinct 1 or Precinct 2 must not have a finished surface level above RL 28.5 AHD.	Units 17 and 18 include upper-level decks with a FFL exceeding 28.5 AHD and therefore require assessment against P2. All other POS areas for the remaining units within the SAP area comply with A2.	<b>Does not comply</b>
GLE-S15.8 Development Standards for Subdivision			
<b>GLE-S15.8.1 Lot Design</b>	<b>A1</b>  Each lot, or a lot in a plan of subdivision, must:	The proposal does not include subdivision.	N/A

	<ul style="list-style-type: none"> <li>(a) be for the creation of separate lots for existing buildings; or</li> <li>(b) be for the creation of a lot where a building area for a sensitive use can be located entirely outside the area of the Specific Area Plan shown on the overlay maps; or</li> <li>(c) not be for the creation of a lot intended for a sensitive use.</li> </ul>		
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**C2.0 Parking and Sustainable Transport Code**

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.5 Use Standards</b>			
<b>C2.5.1</b>  <b>Car parking numbers</b>	<b>A1</b>  The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: <ul style="list-style-type: none"> <li>(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;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> </ul>	2 spaces each dwelling plus 14 visitor spaces throughout the site.	Yes



Standard	Acceptable Solution	Proposed	Complies?
	<p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(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</p> <p>(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:</p> $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p>		

Standard	Acceptable Solution	Proposed	Complies?
	C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.		
<b>C2.5.2</b>  <b>Bicycle parking numbers</b>	<b>A1</b>  Bicycle parking spaces must: <ul style="list-style-type: none"> <li>(a) be provided on the site or within 50m of the site; and</li> <li>(b) be no less than the number specified in Table C2.1.</li> </ul>	Not required	NA
<b>C2.5.3</b>  <b>Motorcycle parking numbers</b>	<b>A1</b>  The number of on-site motorcycle parking spaces for all uses must: <ul style="list-style-type: none"> <li>(a) be no less than the number specified in Table C2.4; and</li> <li>(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.</li> </ul>	The proposal includes 2 spaces for each of the 42 dwellings plus 14 visitor spaces throughout the site. This equates to 98 car parking spaces, generating a requirement for 4 motorcycle parking spaces. No motorcycle parking spaces are proposed.  <i>(This standard applies to: 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; <b>Residential if for a communal residence, multiple dwellings</b> or hostel use; Sports and Recreation; and Tourist Operation).</i>	<b>Does not comply</b>

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.5.4</b>  <b>Loading bays</b>	<b>A1</b>  A loading bay must be provided for uses with a floor area of more than 1000m <sup>2</sup> in a single occupancy.	Not required  <i>(This standard applies to: Bulky Goods Sales; General Retail and Hire; Manufacturing and Processing; and Storage.)</i>	NA
<b>C2.5.5</b>  <b>Number of car parking spaces within the General Residential Zone and Inner Residential Zone</b>	<b>A1</b>  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 100m <sup>2</sup> floor area or 30 seats, whichever is the greater; and  (b) General Retail and Hire uses up to 100m <sup>2</sup> floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.	Not required  <i>(This standard applies to: Business and Professional Services; Community Meeting and Entertainment; Educational and Occasional Care; Emergency Services; Food Services; General Retail and Hire; Sports and Recreation; and Utilities, if not for minor utilities.)</i>	NA

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.6 Development Standards for Building Works</b>			
<b>C2.6.1</b>  <b>Construction of parking areas</b>	<b>A1</b>  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, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	Parking and driveway area proposed to be paved surface and surfaced water are to be drained to the stormwater connection	Yes
<b>C2.6.2</b>  <b>Design and layout of parking areas</b>	<b>A1.1</b>  Parking, access ways, manoeuvring and circulation spaces must either:  (a) comply with the following:	Layout and gradients are provided in accordance with the AS2890.1	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</p> <p>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</p> <p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(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;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890-Parking facilities, Parts 1-6</i>.</p> <p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p>		

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 <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i> . [S35]		
<b>C2.6.3</b>  <b>Number of accesses for vehicles</b>	<b>A1</b>  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.	One access	Yes
	<b>A2</b>  Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>C2.6.4</b>  <b>Lighting of parking areas within the General Business Zone and Central Business Zone</b>	<b>A1</b>  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 <i>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</i> .	N/A	N/A
<b>C2.6.5</b>  <b>Pedestrian access</b>	<b>A1.1</b>  Uses that require 10 or more car parking spaces must: <ul style="list-style-type: none"> <li>(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:               <ul style="list-style-type: none"> <li>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</li> </ul> </li> </ul>	1m wide pedestrian access will be provided	N/A

Standard	Acceptable Solution	Proposed	Complies?
	<p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p><b>A1.2</b></p> <p>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.</p>		
<p><b>C2.6.6</b></p> <p><b>Loading bays</b></p>	<p><b>A1</b></p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	N/A	N/A



Standard	Acceptable Solution	Proposed	Complies?
	<b>A2</b>  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 <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.</i>	N/A	N/A
<b>C2.6.7</b>  <b>Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</b>	<b>A1</b>  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.	N/A	N/A
	<b>A2</b>  Bicycle parking spaces must:  (a) have dimensions not less than: (i) 1.7m in length;	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
	<p>(ii) 1.2m in height; and</p> <p>(iii) 0.7m in width at the handlebars;</p> <p>(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</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</p>		
<b>C2.6.8</b>  <b>Siting of parking and turning areas</b>	<b>A1</b>  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.	N/A	N/A
	<b>A2</b>  Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:	N/A	N/A

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

**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?
<b>C3.5 Use Standards</b>			
<b>C3.5.1</b>	<b>A1.1</b>  For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:	A1.2 – not met. New access is proposed.	<b>Does not comply – the</b>

Standard	Acceptable Solution	Proposed	Complies?
<p><b>Traffic generation at a vehicle crossing, level crossing or new junction</b></p>	<p>(a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.</p> <p><b>A1.2</b> 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.</p> <p><b>A1.3</b> 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.</p> <p><b>A1.4</b> 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 <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p> <p><b>A1.5</b> Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>A1.4 – not met. Vehicular traffic is expected to increase over 40 vpd</p>	<p>TIA addresses the traffic generation, sight distances and the impact to the road network and concludes the performance criteria are satisfied.</p>

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.6 Development Standards for Buildings and Works</b>			
<b>C3.6.1</b> <b>Habitable buildings for sensitive uses within a road or railway attenuation area</b>	<b>A1</b> 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: <ul style="list-style-type: none"> <li>(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;</li> <li>(b) an extension which extends no closer to the existing or future major road or rail network than:               <ul style="list-style-type: none"> <li>(i) the existing habitable building; or</li> <li>(ii) an adjoining habitable building for a sensitive use; or</li> </ul> </li> <li>(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 <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i>.</li> </ul>	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.7 Development Standards for Subdivision</b>			
<b>C3.7.1</b> <b>Subdivision for sensitive uses within a road or railway attenuation area</b>	<b>A1</b> 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.	N/A	N/A

**C9.0 Attenuation Code**

Standard	Acceptable Solution	Proposed	Complies?
<b>C9.5 Use Standards</b>			
<b>C9.5.1</b> <b>Activities with Potential to Cause emissions</b>	<b>A1</b> The attenuation area of an activity listed in Tables C9.1 or C9.2 must not include:  (a) a site used for a sensitive use which is existing; (b) a site that has a planning permit for a sensitive use; or (c) land within the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone	The proposal is for a sensitive use, specifically Residential use.	N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>C9.5.2 Sensitive use within an attenuation area</b>	<b>A1</b>  No acceptable solution	The proposal is for a sensitive use, specifically Residential use. No acceptable solution so an assessment against the performance criteria is required.	<b>Does not comply</b>
<b>C9.6 Development Standards for subdivision</b>			
<b>C9.6.1</b>  <b>Lot design</b>	<b>A1</b>  Each lot, or a lot proposed in a plan of subdivision, within an attenuation area must: <ul style="list-style-type: none"> <li>(a) be for the creation of separate lots for existing buildings;</li> <li>(b) be for the creation of a lot where a building for a sensitive use can be located entirely outside the attenuation area; or</li> <li>(c) not be for the creation of a lot intended for a sensitive use.</li> </ul>	The proposal does not include subdivision.	N/A

**C12.0 Flood-Prone Areas Hazard Code**

Standard	Acceptable Solution	Proposed	Complies?
<b>C12.5 Use Standards</b>			
<b>C12.5.1</b> <b>Uses within a flood-prone hazard area</b>	<b>A1</b> No Acceptable Solution.		n/a
<b>C12.5.2</b> <b>Critical use, hazardous use or vulnerable use</b>	<b>A1</b> No Acceptable Solution.		n/a
	<b>A2</b> No Acceptable Solution.		n/a
	<b>A3</b> No Acceptable Solution.		n/a
	<b>A4</b> No Acceptable Solution.		n/a



Standard	Acceptable Solution	Proposed	Complies?
<b>C12.6 Development Standards for Buildings and Works</b>			
<b>C12.6.1</b>  <b>Buildings and works within a flood-prone hazard area</b>	<b>A1</b>  No Acceptable Solution.	Part of the acoustic fence is within a flood prone area	Does not comply
<b>C12.7 Development Standards for Subdivision</b>			
<b>C12.7.1</b>  <b>Subdivision within a flood-prone hazard area</b>	<b>A1</b>  Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must:  (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.		n/a

## **APPENDIX D – COMMENTS FROM REFERRAL BODIES**

### **INTERNAL REFERRALS**

#### **Traffic Engineer**

##### *Introduction*

The developer proposes to rezone the land and then construct 42 units. Most of the units proposed are three bedrooms with only five of the units being two bedrooms. All the units have two parking spaces and there will be 14 visitor car parking spaces provided on site.

The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by Hubble Traffic dated December 2021. The TIA addresses performance criteria C3.5.1 P1 traffic generation at a vehicle crossing, level crossing or new junction; along with the acceptable solution for C2.5.1 A1 for car parking numbers and the acceptable solution for C2.6.5 A1.1 pedestrian access.

##### *Parking Supply*

The development is proposing two parking spaces per unit and 14 visitor parking spaces spread through the development site. The planning scheme requires 2 spaces per dwelling for 2 or more bedrooms and 1 visitor park per 3 dwellings as it's an internal lot. This equates to 14 visitor parks.

The development complies with the acceptable solution for parking, under C2.5.1. Based on the parking being supplied by the development, it is not envisaged that parking will be an issue. However, if there is overflow parking there on-street parking on both sides of Main Road.

##### *Internal Road Layout*

The developer is proposing one driveway access for the 42 units off Main Road which will be 6m wide for two-way traffic flow. There is then one main internal loop roadway, wide enough for two-way traffic. Waste will be collected at the entrance to the main internal road. The waste vehicle will reverse in, collect the waste and then drive out forward facing.

Off the main loop road there is a minor road that will accommodate access to seven of the units. The minor road has been designed with passing areas and for cars to be able to turn around at the end of the road.

A pedestrian path 1m wide is located around the main internal loop and the minor road, as required under the acceptable solution C2.6.5 A1.1.

Based on the TIA it is accepted that the proposed driveway access and internal road layout is safe.

##### *Traffic Generation*

The traffic generated by the development is expected to be 265 daily trips with 27 trips in peak hour based on medium density residential units as per the Roads and Maritime Services, Road Traffic Authority (RTA) NSW Guide to Traffic Generation Development. Based on this the Acceptable Solution is not met for C3.5.1 and the performance criteria P1 is addressed in the TIA.

The TIA undertook a peak hour traffic survey on Main Road on Tuesday 1 June 2021. The survey has not been re-done as the Bridgewater Bridge project has affected traffic volumes. The survey was undertaken prior to the Bridgewater Bridge project and represents what traffic volumes will represent after the bridge project is completed.

The survey showed that the morning peak was between 7.45am and 8.45 with a total of 403 vehicles. In the afternoon, the peak was between 4pm to 5pm with a total of 582 vehicles. Based on the survey, Main Road likely carries around 5,000 vehicles per day as peak hour represents 10% of the total volume. This is acceptable for an arterial road, that can carry up to 10,000 vehicles per day.

The impact of the increase in traffic during peak hours from the development was modelled in the TIA. The TIA concluded from the modelling that traffic entering and leaving Main Road will not adversely impact other drivers. In the morning peak motorist leaving the site are not expected to incur any notable delays. In the evening peak, there are sufficient gaps in the southbound traffic on Main Road to enable motorists to turn into the site without queuing or experiencing a delay.

The crash data reported to the Police over the last 5 years was assessed in the TIA on Main Road 250m either side of the proposed driveway access. In this period there have been two property damage crashes being loss of control and a car rolling back, and one minor injury crash due to a rear-end. These crashes are not considered significant or represents an issue in the road network.

Sight distance at the driveway access with Main Road was assessed in the TIA. Main Road has a posted speed limit of 60km/h. Sight lines to the south of the driveway is 175m and to the north of the driveway 200m. This is above the safe intersection sight distance required of a junction.

The TIA is accepted, and it can be concluded that the additional traffic should not unreasonably impact on the safety or efficiency of the road network. The performance criteria for C3.5.1 P1 is met.

### **Conclusion**

As 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, I have no objection to the development on traffic engineering or road safety grounds.

The application is recommended for approval, subject to the conditions outlined in the recommendation section of this report.

### **Development Engineer**

The development application seeks an approval for a planning scheme amendment to rezone the subject sites to general residential and to construct 42 -unit multi-residential dwellings with a total of 98 car parking spaces. Each dwelling is provided with two (2) car parking spaces and there will be 14 visitor car parking spaces spread throughout the development site.

The development is also referred to Council's senior Civil Engineer who provided comments and recommended conditions in the Hydraulics Referral documents. These conditions will be part of the recommended conditions in the following section and shall be met prior to the occupancy of the dwellings. The requirement to provide stormwater detention and stormwater quality treatment under Council's Stormwater Management Policy are included.

The Traffic Impact Assessment (TIA) undertaken by Hubble Traffic dated December 2021 addresses the impact to the traffic network, is submitted as a supporting document. The TIA have been referred to Council's Transport Engineer to review, provide comments and recommend the conditions as required. Please refer to a Traffic Engineer referral for a detailed discussion on Traffic Generation and parking supply.

The layout of unit development can be seen in the extract of the set of civil plans in the figure below.



## C2.0 Parking and Sustainable Transport Code

The development complies with the Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

The site can be accessed off the existing vehicle crossing which will be widened to 6m wide for two-way traffic, onto the driveway and parking areas. The motorists leaving or entering the site will have sufficient sight distance. The requirement under the C2.5.1 and table C2.1, A1 requires the total of two (2) car parking spaces for each residential dwelling and a total of 14 visitor spaces. The applicant proposes to comply with the requirements providing a total of 98 spaces for the entire site which comprises of 2 spaces for each unit and 14 visitor parking spaces throughout the site. There are no requirements for accessible car parking, bicycle parking spaces and commercial vehicle applicable to the development application.

The TIA addressed that the need for motorcycle parking spaces is not required for a residential unit development and they can occupy a standard car parking space if needs be. I concur with the statement.

The layout of all parking, access ways, manoeuvring and turning area are in accordance with the Australian Standard AS2890.1:2004 and will be constructed to a sealed surface where surface runoff will be collected and discharged to the approved outlet. The gradient

of parking, driveway and turning areas are in accordance with Standard and will be clearly line-marked. A turning facility sufficient to accommodate a small rigid vehicle (SRV). The 35 units will be served by one main internal loop roadway that will accommodate two-way vehicle movements, while other 7 units will be served by a short cul-de-sac roadway.

Pedestrian access within parking areas will be provided with a one metre wide concrete pathways, that will be separated from the vehicle access ways by 140mm high kerbing, and this kerbing is expected to provide adequate separation. A pedestrian pathway will be line marked with a pedestrian crossing and with appropriate traffic signage.

### **C3.0 Road and Railway Assets Code**

The development complies with the Code.

According to the TIA the proposed development is expected to increase vehicular traffic to and from the site to 265 vehicle movements per day which exceeds the amount of acceptable increase in Table C3.1. Therefore, the development is unable to comply with the acceptable solution and hence triggers the assessment against the performance criteria C3.5.1 P1. The TIA assesses the existing traffic conditions, traffic efficiency and traffic safety of the surrounding networks, using the parking survey, the speed limit, operating speed, and crash data for the last 5 years, to evaluates the impact from traffic generated by the proposed development. The local networks studied are Main Road 250m both sides of the proposed access.

Based on the assessment, the TIA concludes that Main Road is posted with a 60 km/h speed limit functioning as a collector road, the additional vehicle movements along generate by the proposed development is not expected to cause any adverse impact in level of service and there is sufficient capacity within the Main Road to absorb additional traffic movement without adversely impact on the local road network. Therefore, the performance criteria for C3.5.1 P1 is met. Sight distance at the driveway with Main Road was assessed in the TIA and meets the required safe intersection sight distance.

### **Other Codes**

#### **C15.0 Landslide Code**

There are no landslide issues identified through Council's records that affect the application.

#### **C7.0 Natural Assets Code**

There are no Natural assets issues identified through Council's records that affect the application.

#### **C12.0 Flood-Prone Areas Hazard Code**

There is no impact from the flood overlay for the proposed acoustic fencing.

These impacts are marginal and localised ponding issues, possibly from the earthworks and road formations and already have internal drainage in place which is not taken into account in Council's flood model.



The application is recommended for approval, subject to the conditions outlined in the recommendation section of this report.

### Environmental Health

This application is for a combined Planning Scheme Amendment for the zoning of 293, 271 and 263 Main Road, Austins Ferry and an application for the construction of a multiple dwelling development at 271 Main Road, Austins Ferry.

The Planning Scheme Amendment is for the rezoning of the properties of 263, 271 and 293 Main Road, Austins Ferry from Rural Living Zone to General Residential Zone. The properties are adjacent to the Light Industrial Zone of Whitestone Drive, Granton.

Several of the industries within the Light Industrial Zone are attenuating activities under Tasmanian Planning Scheme C9.0. The purpose of the Attenuation Code is to 1) minimise adverse impacts on the health, safety and amenity of sensitive use from the activities which have the potential to cause emissions and, 2) minimise the likelihood for sensitive use to conflict with, interfere with, or constrain, activities which have the potential to cause emissions.

The current attenuating industries within the Whitestone Industrial Estate include metal fabrication companies such as Steeline, LouvreTec and Hammer Aluminium. Metal Fabrication has an attenuation distance of 500m for Level 1 Activities. Level 1 Activities are defined within the Environmental Management and Pollution Control Act 1994 with consideration that they may cause environmental harm.

An application for the proposal (PLS43A-21/03) has previously been considered by the Planning Commission Tasmania (the Commission) in 2022. In their response, they had concerns relating to the future residential amenity including the external living environment. Within their decision they had concerns that future residents will not be able to enjoy a reasonable level of amenity in their private open space areas or be able to open

windows without experiencing noise annoyance. The Commission considered that such concerns could be managed by suitable attenuation and mitigation treatments.

Considering the requirements of the Tasmanian Planning Scheme and to satisfy the previous concerns of the Commission, the applicant was requested to provide an updated Environmental Noise Assessment Report, an Air Quality Assessment as well as an Obtrusive Lighting Report to form part of this current application.

The reports were assessed individually in relation to the Development Application and the Planning Scheme Amendment. The findings of the Air Quality Report and the Obtrusive Lighting Report identified that there were no areas of concern that would likely have an adverse impact on residents should the Development Application be granted. Therefore, these potential impacts do not require consideration within the Planning Scheme Amendment as it is not envisaged that they will impact amenity.

The Development Application and the Planning Scheme Amendment are assessed individually with consideration to the relevant reports and conditions recommended should the application be approved.

As per the Planning Report, (section 7.6), the land is not known to have been used for potentially contaminating activities. Adjoining land (3/10 Whitestone Drive and 12 Whitestone Drive) are also considered as not being used for contaminating activities listed in Table C14.2 of the Potentially Contaminated Land Code (C14.0). Thus, C14.0 has not been considered as part of this assessment.

#### **Development Application:**

##### *Air Quality Assessment:*

The Air Quality Assessment was conducted by Tarkarri Engineering Pty Ltd (dated 16 July 2025). The report discusses the potential air emissions, in particular dust and odour from the Light Industrial Zone and the risk of unreasonable amenity loss on the land proposed for rezoning.

The Environment Protection Policy (Air Quality) 2004 and the National Environment Protection (Ambient Air Quality) Measure (Air NEPM) have been referenced when assessing the air emissions for the industries within the zone.

Consideration has been given to emissions / environmental pollutants with the potential to cause environmental harm and an impact on general health.

The emissions that have been identified and considered within the report include dust and odour.

The report identifies that the most significant potential source of dust is from vehicle entrainment, however all yard areas where vehicle movements occur are sealed with either concrete or bitumen, providing a level of control of dust emissions from vehicle movement.

Odour producing activities have been identified as predominantly occurring within buildings on the Light Industrial Zone. Odour producing activities include cutting of materials, grinding and welding.

The writer has concluded that there is a very low risk of unreasonable loss of amenity on the Land from air emissions from the Light Industrial Zone and that the rezoning of the land of 623, 271 and 293 Main Road Austins Ferry, 'shouldn't constrain the operation of existing and potential activities within the Light Industrial Zone'.

*Obtrusive Light Impact Assessment Report:*

The Obtrusive Light Impact Assessment Report has been provided by Techlume Australia (dated 7 May 2025). The aim of the report is to assess ambient lighting conditions, evaluate potential impacts under AS4282:2023, Control of the obtrusive effects of outdoor lighting, and recommend mitigation measures where appropriate to protect future residential amenities.

The report assesses the vertical illuminance (light spill) onto boundaries; effect of the night sky (sky glow); management of glare and direct line-of-sight impacts; and background ambient light conditions (applicable environmental zone).

Under the provisions of the Standard, it was identified that the proposed development falls within the A3 Environmental Zone, medium district brightness. These are areas such as suburban areas in towns and cities, having regard to street lighting.

The method for assessment was in accordance with the guidance for Field Measurement outlined in AS 4282:2023. The assessment considers a) ambient light levels (background readings) as well as b) Light Spill Measurements Along Boundary. In accordance with the Standard the acceptable illuminance level for the site is 2 lux.

The readings obtained along the boundary confirm that any light spill is generally low and within the permitted limit. It had been determined that the construction of the proposed acoustic fence (as specified in the Environmental Noise Assessment, dated 18 August 2025) will also assist in blocking excess light onto the proposed residential properties. It was determined that there was limited outward spill towards the subject site with little to no impact of direct illumination onto residential properties.

The upward waste light could not be determined due to the lack of photometric data. Observations were made in relation to this matter and the findings identified that there is a noncompliance with the upward waste light being omitted from the light industrial zone. This noncompliance is currently not a consideration to be addressed under this application. The Planning Report (page 10) considers that any changes are not necessary to support the proposed rezoning.

It has been determined that there are no mitigation measures required in relation to the lighting from the Light Industrial Estate.

*Environmental Noise Assessment:*

The Environmental Noise Assessment was conducted by Tarkarri Engineering Pty Ltd (dated 18 August 2025). The report references the Environment Protection Policy (Noise) 2009 (Noise EPP), as it sets out criteria, objectives and principles for noise control with human health as a value to be protected.

Noise measurement data was logged between 4 and 14 April 2025 using calibrated equipment and a windsock to protect the microphone. The image below denotes the location of the noise monitoring equipment for obtaining background readings:





Figure 3-1: Aerial view with the ambient noise measurement location marked.

The assessment criteria considers the following criteria to protect environmental values and therefore amenity:

Monday to Saturday: (0700 – 1900 hrs), Sunday and Public Holidays (0800 – 1900 hrs):

55 dBA LAeq, 10min

Outside the above hours:

44 dBA LAeq, 10min

60 dBA LAeq, 10min

Tarkarri Engineering provided overlay models depicting the LAeq, 10min noise contours giving readings for day and nighttime criteria. The magenta line identifies the levels of 55dBA (day) and 45 dBA (night). Images are as follows:

Day time predicted noise contours:



Nighttime predicted noise contours:



The modelling identified that noise levels are in excess of the criteria levels on areas of the land proposed for rezoning due to the activities at the Whitestone Industrial Estate and that mitigation methods are required. By implementing mitigation methods, it minimises the potential for unreasonable loss of amenity for the proposed residential development.

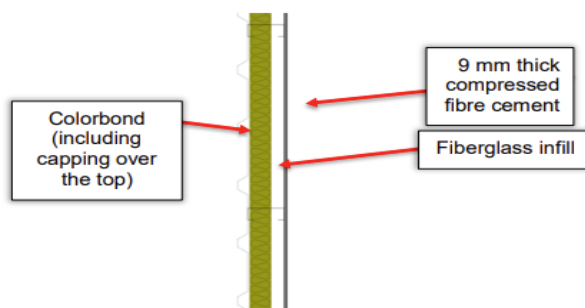
Noise mitigation methods are considered and their implementation form part of the proposed conditions.

It is being proposed that a noise mitigation fence be constructed along the boundaries of 271 and 263 Main Road, Austins Ferry and Whitestone Light Industrial Estate to assist with the noise being emitted from the Light Industrial Zone. The construction of such will aid in the protection of amenity for outdoor spaces (during the day) and indoor spaces during the night.

Tarkarri Engineering provides two separate scenarios depending on the proposed residential developments for 263 (precinct 1) and 271 (precinct 2) Main Road. The scenarios discuss the length and height of the fence that would be required to achieve acceptable noise levels. Tarkarri Engineering have determined that the height of the fence to achieve desired attenuation is to be based on a RL 28.5 AHD habitable floor level (minimum height of 2.1m above existing ground level), providing the acceptable solution threshold in GLE-S15.7.1.

With regard to 293 Main Road, it is not considered practicable to mitigate noise impacts for the site, therefore limiting development of habitable buildings outside the 55dBA contour.

The construction of the noise mitigation fence has been specified within the report. The fence needs to be constructed from a panel system as specified within the report including the following requirements:



Tarkarri Engineering have stamped plans depicting the location and height of the proposed acoustic fence to verify that they are in accordance with the requirements within the Environmental Noise Assessment.

It has been recommended that for any double storey dwelling on 271 and 263 Main Road that is constructed where predicted noise levels are above LAeq, 10min 55dBA, any second storey deck and balcony spaces should be kept to the south and west only. They have also recommended that an assessment of the proposed construction be certified by an acoustic engineer to ensure that the internal noise levels are maintained in accordance with AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors).

The proposed unit development on 271 Main Road, Austins Ferry includes the construction of three two-storey units (units 17-19). These units will be impacted by construction mitigation requirements. It has been identified that the second storey of these units require consideration to construction to assist with maintaining internal noise levels. Consideration has been given to AS/NZS 2107:2016 (Acoustics – Recommended design sound levels and reverberation times for building interiors). Tarkarri Engineering Pty Ltd have made recommendations with regard to the installation of glazing, wall construction and roof / ceiling construction. These recommendations form part of the proposed conditions for the application.

Consideration has also been given to the private open space for the proposed development and details have been provided that the proposed noise mitigation fence across the properties of 271 and 263 Main Road (Precinct 1 & 2) will reduce external noise levels emanating from the Whitestone Light Industrial Estate for these properties. It is also considered that the construction of new structures across the properties would provide additional local shielding.

Discussion has also been provided to address concerns raised about the internal amenity should windows be open. It has been predicted that internal noise levels for properties developed at 271 and 263 Main Road will be within an acceptable range and in accordance with AS/NZS 2107:2016.

Tarkarri Engineering have stated that with the rezoning and subsequent use of the land at 293, 271 and 263 Main Road for residential purposes it is highly unlikely that the change in the use of the land would constrain the existing use of Whitestone Light Industrial Estate.

#### **Proposed Planning Scheme Amendment:**

##### *GLE-S15.0 – Ten Mile Ridge Specific Area Plan:*

The purpose of the area plan is to minimise the potential use conflict between the proposed General Residential Zone and the Light Industrial Zone located at Whitestone Drive, Granton. The SAP focuses on the noise generated within the Light Industrial Zone

and implements strategies to protect health, safety and residential amenity by the implementation of mitigation methods for noise emissions. The strategies aim to prevent sensitive uses from interfering with or constraining activities within the Light Industrial Zone at Whitestone Drive, Granton.

As previously stated, given the findings within the Obtrusive Light Impact Assessment Report and the Air Quality Assessment, the SAP does not need to consider these potential impacts.

The proposed Acceptable Solution and Performance Criteria identified with the components of the SAP adopt strategies of noise mitigation that have been identified within the Environmental Noise Assessment, provided by Tarkarri Engineering Pty Ltd. It includes consideration to the development of Precincts 1, 2 and 3 which are in align with the Environmental Noise Assessment.

The SAP also specifies the construction and location of the proposed acoustic fence in alignment with the Environmental Noise Assessment. The construction of the acoustic fence along the boundary of 263 and 271 Main Road (Precinct 1 and 2), is in accordance with the recommendations.

Given the recommendations that have been made to mitigate the potential impact of noise emissions from the activities on the adjoining Light Industrial Zone, the application is recommended for approval subject to recommended conditions.

The application is recommended for approval, subject to the conditions outlined in the recommendation section of this report.

### **Waste Management**

Waste Services to the proposed forty two (42) multiple dwelling development at the above addresses would be Councils shared bin service, collected weekly. There will be a total number of forty two (42) x 240L Shared Wheelie Bins.

The wheelie bins would be stored in a three bay partitioned bin enclosure within the property boundary and are not to be taken to individual units. All shared wheelie bins should be placed on the internal concrete collection pad in front of the bin enclosures in the entrance driveway for collection.

The application is recommended for approval, subject to the conditions outlined in the recommendation section of this report.

### **Property Services**

No comments

## **EXTERNAL REFERRALS**

### **TasWater**

TasWater advised that the new permit has been assessed under current TasWater policy and the developer will not be required to undertake upgrades to our Hestercombe Road sewage Pump Station located on Council owned land as the works are now covered by the Developer Charge for sewerage infrastructure under condition 20 of the SPAN.



TasWater issued the Submission to Planning Authority Notice with permit conditions and advised that a copy of the attached document should be referenced in and appended to the council permit.

### **TasNetworks**

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any multiple dwellings of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to this development.

It is recommended that the customer or their electrician submit an application via our website portal found here <https://www.tasnetworks.com.au/Connections/Connections-Hub> to upgrade the electricity supply connection to support this development.

### **Tasmanian Fire Service (TFS)**

TFS commented that the proposed rezoning and development is not within a designated bushfire-prone area. TFS has no concerns to raise from a bushfire risk perspective, noting that accommodating residential growth as infill development within (non-bushfire-prone) urban areas has the advantage of avoiding exposure to bushfire hazards.

Intensification of use and development naturally can be expected to increase demand for emergency services. Provided the development is serviced with access and water infrastructure in accordance with the Tasmanian Planning Scheme and TasWater design requirements, TFS has no concerns to raise with respect to the planning application.

TFS also provided the following comments with respect to the proposed amendment:

*As identified in Council's referral, the proposed rezoning and development is not within a designated bushfire-prone area. TFS has no concerns to raise from a bushfire risk perspective. I note that accommodating residential growth as infill development within (non-bushfire-prone) urban areas has the advantage of avoiding exposure to bushfire hazards.*