

GLENORCHY PLANNING AUTHORITY MEETING

AGENDA

MONDAY, 10 NOVEMBER 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 13 October 2025 be confirmed.

5. PROPOSED USE AND DEVELOPMENT – RESIDENTIAL (CHANGE OF USE DWELLING TO ASSISTED HOUSING) – 111 AMY STREET, WEST MOONAH

Author: Planning Officer: Adam Smee
Qualified Person: Planning Officer: Sylvia Jeffreys
Property ID: 7643981

REPORT SUMMARY

Application No:	PLN-25-179
Applicant:	Richmond Futures Limited
Owner:	Housing Tasmania
Zone:	General Residential Zone
Use Class:	Residential
Application Status:	Discretionary
Discretions:	C2.5.1 P1.1 Car parking numbers
	(The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	Extension of time until 11 Nov 2025
Existing Land Use:	Residential (single dwelling)
Representations:	0
Recommendation:	Approval, subject to conditions
GPA Delegation:	Officers do not have delegation to determine applications with residential car parking discretions

REPORT IN DETAIL

PROPOSAL

The proposal is to change the use of the dwelling on the site to allow it to be used for assisted housing. The dwelling is two storey and the submitted plans show five bedrooms. No development, such as external building work for example, is proposed to facilitate the proposed change of use. Car parking for the proposed use would be provided within an existing garage attached to the dwelling and the driveway that provides access to this garage.

The information provided for the application indicates that the dwelling includes five bedrooms, while accommodation is provided for up to six people in a home environment, with support provided 24 hours a day, 7 days a week by way of on-call assistance or sleepover staff available (maximum of one) to support emergency needs overnight.

It is noted that the number of bedrooms (five) does not match the information provided on the number of users (up to six people plus one staff member). There is a possibility accommodation includes shared bedrooms. In any instance, 5 bedrooms are shown on the plans and the carparking requirement has been assessed on this basis.

SITE and LOCALITY

The site is a residential lot within the suburb of West Moonah. The lot has an area of 731m². The lot is a corner lot with frontage to Amy Street on its southern boundary and Dorothy Court on its western boundary. Vehicular access to the site is via a crossover at the eastern end of the Amy Street frontage. The dwelling on the site occupies a central position on the property. The site is surrounded by established residential use and development, including several multiple dwelling developments.



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

ZONE

The site and the surrounding residential area are within the General Residential Zone.

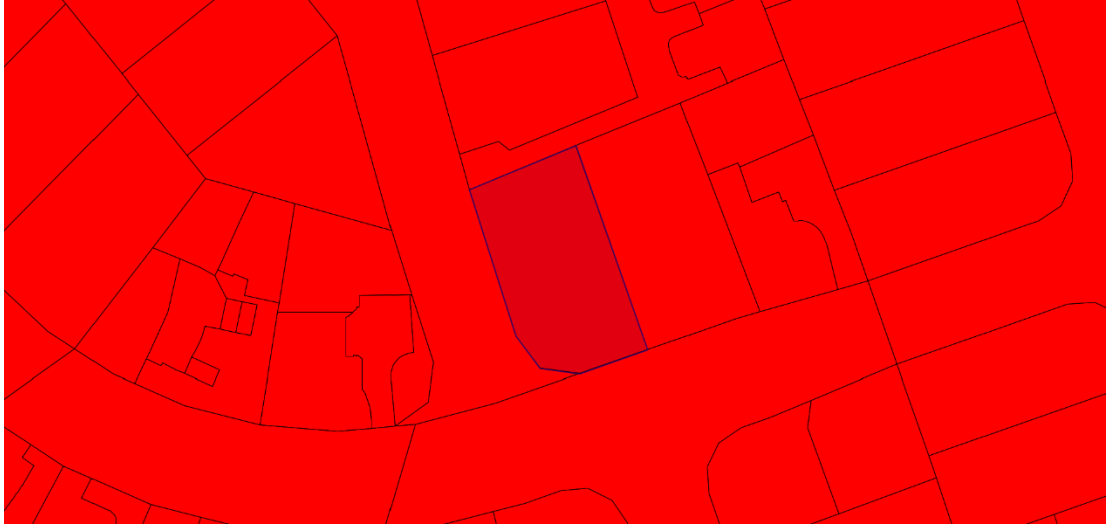


Figure 2: Zoning of site (shaded) and surrounding area (General Residential Zone shown in red).

BACKGROUND

Council received an enquiry from a member of the public in August 2023 regarding the use of the property. In response to this enquiry, Council's Compliance section determined that the property was being used for assisted housing without the required planning approval. The current application is the result of this compliance action.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

TASMANIAN PLANNING SCHEME - GLENORCHY 2021

State Planning Provisions (SPP)

Administration

Exemptions

There are no relevant exemptions.

Planning Scheme Operation

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

Use Class Description (Table 6.2):

*Residential: 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):

assisted housing: means housing provided by an organisation for higher needs tenants or residents, including those with physical or intellectual disabilities, and may include associated support services.

General Provisions

None of the General Provisions of the Scheme apply to this proposal.

Zones

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

Zone Purpose Statements

The purpose of the General Residential Zone is:

- 8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.*
- 8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.*
- 8.1.3 To provide for non-residential use that:*
 - (a) primarily serves the local community; and*
 - (b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.*
- 8.1.4 To provide for Visitor Accommodation that is compatible with residential character.*

The proposal is considered to be consistent with the above Zone Purpose Statements because it is for residential use.

Use Table

The Residential use class is listed as a permitted use in the General Residential Zone with the qualification "if not listed as No Permit Required". This use class is listed as No Permit Required with the qualification "if for a single dwelling". The proposal for assisted housing is therefore a permitted use in the zone.

Use Standards

The use standards provided for the General Residential Zone are not relevant because neither a discretionary use nor visitor accommodation is proposed.

Development Standards for dwellings

The development standards provided for the General Residential Zone are not applicable because no development, such as building work for example, is proposed.

Codes

The following codes of the Scheme apply to this proposal:

C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

Three on-site parking spaces are proposed.

The acceptable solution for clause C2.5.1 requires the number of on-site car parking spaces to be no less than the number specified in Table C2.1. This table specifies that one car parking space per bedroom, or two spaces per three bedrooms plus one visitor space for every 10 bedrooms (rounded up), must be provided for residential uses other than single or multiple dwellings in the General Residential Zone.

For a residence with five bedrooms, five on site car parking spaces would be required using either calculation under Table C2.1. This would result in a proposed shortfall of two spaces.

The proposal is unable to meet the Acceptable Solution and relies upon the relevant performance criterion P1.1 for clause C2.5.1, which states that:

The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

- (a) the availability of off-street public car parking spaces within reasonable walking distance of the site;*
- (b) the ability of multiple users to share spaces because of:*
 - (i) variations in car parking demand over time; or*
 - (ii) efficiencies gained by consolidation of car parking spaces;*
- (c) the availability and frequency of public transport within reasonable walking distance of the site;*
- (d) the availability and frequency of other transport alternatives;*
- (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*

- (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*
- (g) the effect on streetscape; and*
- (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.*

Comment

The application is seeking approval to formally change the use of a single dwelling to assisted housing. As detailed in the application documents, the residents do not drive vehicles. Rather, the carers provide all necessary transportation as required. A maximum of six carers attend the site throughout the day, but not at the same time. Only one carer sleeps overnight. For this reason, it is expected that generally only two carers will be at the site at any given time, with two separate vehicles on-site. The provision of three car parking spaces therefore amply meets the reasonable needs of the use.

Council's Development Engineers assessed the above operation of the use and determined that the shortfall is considered acceptable and meets the Performance Criteria.

Accordingly, the standard is met.

C3.0 Road and Railway Assets Code

The proposal accords with the relevant acceptable solutions as demonstrated in the attached Appendix. Please refer to engineering assessment in **Attachment 2 – Internal Referral Reports**.

State Planning Provisions - Applied, Adopted or Incorporated Documents

There are no relevant applied, adopted, or incorporated documents.

Glenorchy Local Provisions Schedule (GLPS)

Local Area objectives

There are no local area objectives of the Scheme that apply to this proposal.

Particular Purpose Zones

There are no particular purpose zones of the Scheme that apply to this proposal.

Specific Area Plans

There are no specific area plans of the Scheme that apply to this proposal.

GLE-Site Specific Qualifications

There are no site-specific qualifications of the Scheme that apply to this proposal.

GLE-Code lists

There are no code lists of the Scheme that apply to this proposal.

GLE-Applied, Adopted and Incorporated Document

There are no relevant applied, adopted, or incorporated documents.

INTERNAL REFERRALS

Refer to Attachment 2 – Internal Referral Reports.

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater. TasWater advised that a submission to planning authority notice was not required in response to the referral.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with no representations being received.

CONCLUSION

The proposal is to change the use of the dwelling on the site to allow it to be used for assisted housing. This results in an increased requirement for car parking spaces for which there is a discretion of 2 spaces. The proposal accords with the relevant performance criteria and does not raise any other issues.

In conclusion, the proposal is assessed to substantially comply with the requirements of Schedule 1 of the *Land Use Planning and Approvals Act 1993* and the *Tasmanian Planning Scheme – Glenorchy*, subject to the recommended conditions.

Recommendation:

That a permit be granted for the Residential (Change of Use Dwelling to Assisted Housing) at 111 Amy Street, West Moonah subject to the following condition:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-25-179 and endorsed documents.

Attachments/Annexures

Attachment 1 – Site Plan and Application Plans

Attachment 2 – Internal Referral Reports

Appendix

8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
8.3 Use Standards			
The use standards do not apply because neither a discretionary use nor visitor accommodation is proposed.			

8.4 Development Standards for Dwellings			
The development standards are not applicable because no development, such as building work for example, is proposed.			

C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
C2.5.1 Car parking numbers	A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:	The proposal provides 3 on-site parking places. Planning scheme requires 5 carparking spaces. However, the carers provide all necessary transportation, as required. A maximum of 6 carers attend the site throughout the day, but not at the	Reliant on Performance Criteria – see Report for assessment

Standard	Acceptable Solution	Proposed	Complies?
	(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development 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:	same time. Only 1 carer sleeps overnight. For this reason, it is expected that generally only 2 carers will be there at any given time, with 2 separate vehicles on-site. Accordingly, the shortfall is considered acceptable under the Performance Criteria.	

Standard	Acceptable Solution	Proposed	Complies?
	$N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.		
C2.5.2 Bicycle parking numbers	A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	Table C2.1 does not require any bicycle parking for assisted housing.	Not applicable
C2.5.3 Motorcycle parking numbers <i>This applies to:</i> <i>Business and Professional Services;</i>	A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and	The standard does not apply to Residential use for assisted housing and Table C2.4 does not require any motorcycle parking for uses requiring 20 car parking spaces or fewer.	Not applicable

Standard	Acceptable Solution	Proposed	Complies?
<i>Community Meeting and Entertainment;</i> <i>Custodial Facility;</i> <i>Crematoria and Cemeteries;</i> <i>Educational and Occasional Care;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Hospital Services;</i> <i>Hotel Industry;</i> <i>Pleasure Boat Facility;</i> Residential if for a communal residence, multiple dwellings or hostel use; <i>Sports and Recreation;</i> <i>and</i> <i>Tourist Operation.</i>	(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.		
C2.5.4 Loading bays <i>This applies to:</i> <i>Bulky Goods Sales;</i> <i>General Retail and Hire;</i> <i>Manufacturing and Processing; and</i>	A1 A loading bay must be provided for uses with a floor area of more than 1000m ² in a single occupancy.	The standard does not apply to Residential use.	Not applicable

Standard	Acceptable Solution	Proposed	Complies?
<i>Storage.</i>			
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone <i>This 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>	A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m ² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m ² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.	The standard does not apply to Residential use.	Not applicable
C2.6 Development Standards for Building Works			

Standard	Acceptable Solution	Proposed	Complies?
C2.6.1 Construction of parking areas	A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement	Sealed access, no change proposed.	yes
C2.6.2 Design and layout of parking areas	A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;	The development engineer has assessed the proposed additional parking space on the driveway and determined that it is compliant with the Acceptable Solution.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6. A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with Australian/New Zealand Standard		

Standard	Acceptable Solution	Proposed	Complies?
	AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.		
C2.6.3 Number of accesses for vehicles	A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	No change	Not applicable
	A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	Not in a relevant area	Not applicable
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in <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> .	Not in a relevant zone	Not applicable

Standard	Acceptable Solution	Proposed	Complies?
C2.6.5 Pedestrian access	A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from	A1.1 The use requires fewer than 10 car parking spaces. A1.2 No accessible parking is proposed.	Not applicable

Standard	Acceptable Solution	Proposed	Complies?
	those spaces to the main entry point to the building.		
C2.6.6 Loading bays	A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i> , for the type of vehicles likely to use the site.	No loading bay is required or proposed.	Not applicable
	A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities</i> .	No commercial vehicle movements are proposed	Not applicable
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from an entrance;	No bicycle parking is required or proposed.	Not applicable

Standard	Acceptable Solution	Proposed	Complies?
	(c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces -- Pedestrian area (Category P) lighting -- Performance and design requirements.		
	A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.	No bicycle parking is required or proposed.	Not applicable
C2.6.8 Siting of parking and turning areas	A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or	The site is not within the relevant zones.	Not applicable

Standard	Acceptable Solution	Proposed	Complies?
	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.		
	A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads.	The site is not within the Central Business Zone	Not applicable
C2.7 Parking Precinct Plan			
C2.7.1 Parking Precinct Plan	A1 Within a parking precinct plan, on-site car parking must: (a) not be provided; or (b) not be increased above existing parking numbers.	No Parking Precinct Plan applies to the site.	Not applicable

Footnotes

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

C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to	A1.1 – not applicable A1.2 – not applicable A1.3 – not applicable A1.4: As the proposed change of use may entail altered traffic movements using the existing access, standard A1.4 is considered. Table C3.1 allows for a traffic increase of up to 20% or 40 vehicle movements per day, whichever is the greater. According to the NSW Guide to Traffic Generating Developments¹, Residential	Yes

¹ TDT 2013/04a – Updated traffic surveys (where available) and TTR-002 (2002) where no updated data is published in the former document

Standard	Acceptable Solution	Proposed	Complies?
	serve the use and development has been issued by the road authority. A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.	traffic generation in regional areas is as follows: • Low density dwellings – 7.4 trips per dwelling • Dwelling houses – 9 trips per dwelling • Housing for seniors – 2.1 trips per dwelling • Housing for aged and disabled persons – 1-2 trips per dwelling. Although there is no specific traffic generation rate for assisted housing, the NSW Guide data illustrates that traffic generation for housing for disabled persons is generally less than for other dwellings. On this basis there is no anticipated increase in traffic associated with the proposed change of use. It is acknowledged that the specific proposal anticipates up to six carers attending the site on a given day,	

Standard	Acceptable Solution	Proposed	Complies?
		implying at least 6 vehicle movements to and from the site. The total number of vehicle movements is therefore substantially less than the increase allowed under A1.4. A1.5 – no change to the existing parking or access are proposed; therefore, consideration of onsite turning capacity is not applicable.	
C3.6 Development Standards for Buildings and Works			
C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	A1 Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;	No new habitable building is proposed and the site is not within a road or railway attenuation area.	Not applicable

Standard	Acceptable Solution	Proposed	Complies?
	(b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; or (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i>.		
C3.7 Development Standards for Subdivision			
C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area	A1 A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	No subdivision is proposed.	Not applicable