

**GLENORCHY PLANNING AUTHORITY MEETING  
AGENDA  
MONDAY, 17 FEBRUARY 2025**



**GLENORCHY CITY COUNCIL**

- \* Aldermen 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 Aldermen 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 28 January 2025 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS  
(ONE EXISTING, ONE PROPOSED) - 2 NARELLE PLACE  
CLAREMONT**

**Author:** Statutory Planner (Jemma Carins)  
**Qualified Person:** Statutory Planner (Jemma Carins)  
**Property ID:** 5337497

**REPORT SUMMARY**

<b>Application No.:</b>	PLN-24-288
<b>Applicant:</b>	James Ho Architecture
<b>Owner:</b>	Q Nguyen
<b>Zone:</b>	General Residential
<b>Use Class</b>	Residential
<b>Application Status:</b>	Discretionary
<b>Discretions:</b>	8.4.3 Site coverage and private open space for all dwellings P2 8.4.6 Privacy for all dwellings P3 C2.5.1 Car parking numbers P1.2
	(The proposal meets all other applicable standards as demonstrated in the attached appendices)
<b>Level 2 Activity?</b>	No
<b>42 Days Expires:</b>	29 January 2025
<b>Existing Land Use:</b>	Single dwelling
<b>Representations:</b>	0
<b>Recommendation:</b>	Approval subject to conditions

## REPORT IN DETAIL

### PROPOSAL

The application is for two multiple dwellings (one existing one proposed) at 2 Narelle Place, Claremont. The dwellings are single storey set one behind the other with single access off Narelle Place that extends along the northern side boundary. Figure 1 shows the proposed site plan, and details of each dwelling are summarised below.

- Unit 1 – 120m<sup>2</sup>, existing three-bed, one bath, 89m<sup>2</sup> private open space,
- Unit 2 – 105m<sup>2</sup>, two-bed, one bathroom, 101m<sup>2</sup> private open space,
- 4 parking spaces are provided, 2 in the front setback for the existing dwelling and two spaces in tandem layout for the proposed dwelling. No visitor spaces are provided.

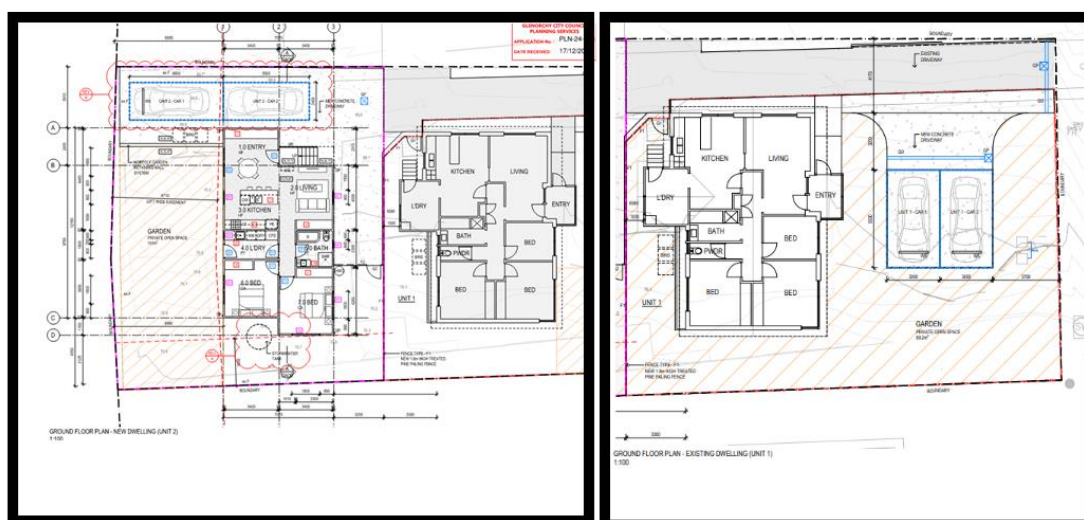


Figure 1: Proposed site plan (source: Applicant) note the image on the right shows the full floor plan of the existing dwelling and the carparking area.

### SITE and LOCALITY

The site is 2 Narelle Place, Claremont, with title reference 54722/10 as shown in Figure 2. The site is 832.81m<sup>2</sup> in area, on a regular shaped block with vehicle access to Narelle Place. There is an existing dwelling on site and the lot has an east/west orientation. Existing outbuildings are proposed to be demolished as part of the proposal.

The site is surrounded by generally detached single dwelling residential development (see Figure 2).

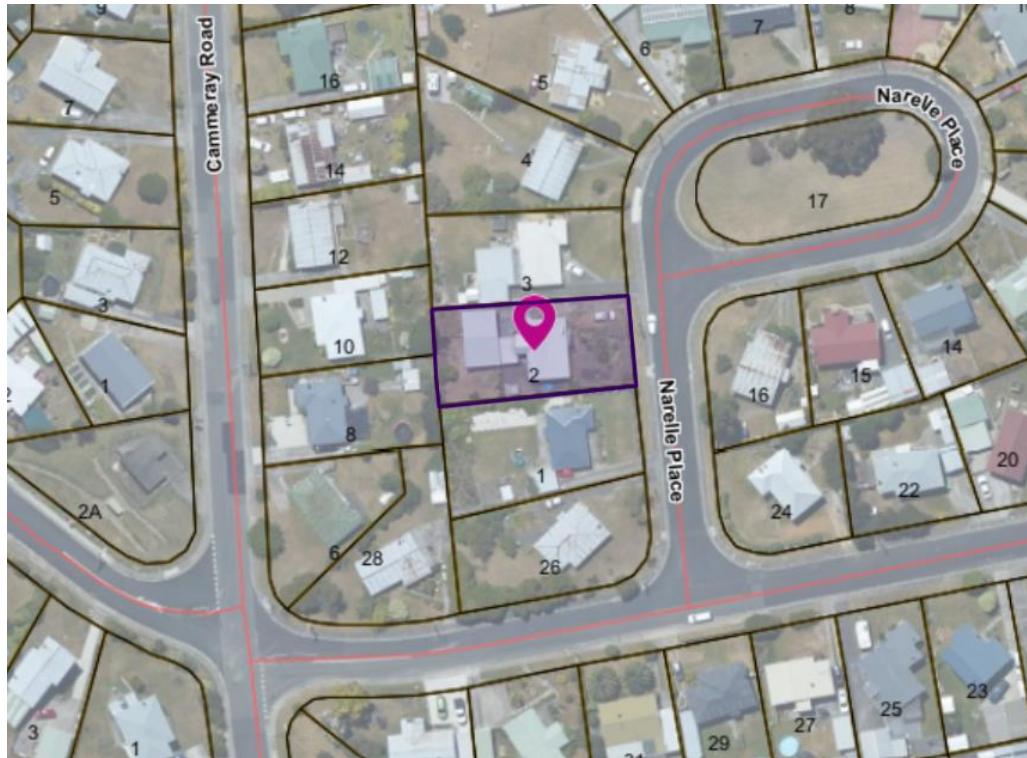


Figure 2: Aerial image of site

## ZONE

The site is in the General Residential Zone and borders land in the same zone. The zoning for the site and surrounding area is shown in Figure 3.



Figure 3: Zoning map

## **BACKGROUND**

There is no relevant background for this application.

## **ASSESSMENT**

### **STATE POLICIES, OBJECTIVES of LUPAA**

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

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

## **TASMANIAN PLANNING SCHEME - GLENORCHY 2021**

### **State Planning Provisions (SPP)**

#### **Administration**

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

The application is for multiple dwellings which is in the Residential use class. The use is defined in Table 6.2 Use Classes as follows:

##### *Residential*

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

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

##### *Multiple dwellings:*

*means 2 or more dwellings on a site.*

##### *Dwelling:*

*means a building, or part of a building, used as a self-contained residence and which includes food preparation facilities, a bath or shower, laundry facilities, a toilet and sink, and any outbuilding and works normally forming part of a dwelling.*

*Streetscape:*

*means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setback of buildings and structures from the property boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve. For the purposes of determining streetscape for a particular site, the above matters are relevant when viewed from either side of the same street within 100m of each side boundary of the site, unless for a local heritage precinct or local historic landscape precinct listed in the relevant Local Provisions Schedule, where the extent of the streetscape may be determined by the relevant precinct provisions.*

**Discretionary Use or Development**

The application is discretionary under Clause 6.8.1 as follows:

*The planning authority has discretion to refuse or permit a use or development if:*

- (a) the use is within a use class specified in the applicable Use Table as being a use which is discretionary;*
- (b) the use or development complies with each applicable standard but relies upon a performance criterion to do so; or*
- (c) it is discretionary under any other provision of the planning scheme,*

The proposal is discretionary under (b) above as it relies on Performance Criteria as follows:

- **8.4.3 Site coverage and private open space for all dwellings P2**
- **8.4.6 Privacy for all dwellings P3**
- **C2.5.1 Car parking numbers P1.2**

**General Provisions**

Clause 7.9 – Demolition applies as outbuildings will be demolished as part of the redevelopment of the site.

7.9.1 Unless approved as part of another development or Prohibited by another provision in this planning scheme, or the Local Historic Heritage Code applies, an application for demolition is Permitted and a permit must be granted subject to any conditions and restrictions specified in clause 6.11.2 of this planning scheme.



## 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*

### Comment

The proposal accords with the zone purpose. The proposal would provide for multiple dwellings where full infrastructure services are provided and would make efficient use of them.

### Use Table

The Residential use class for multiple dwellings is 'permitted' in the General Residential Zone in clause 8.2 Use Table.

### Use Standards

There are no use standards applicable to the proposal. The use standards in clause 8.3 apply to discretionary uses and visitor accommodation.

### Development Standards for dwellings

The proposal accords with the relevant acceptable solutions as demonstrated in the attached Appendix, except as follows:

#### **8.4.3 Site coverage and private open space for all dwellings P2**

The open space for the existing dwelling is located in the front setback, and while it does have a northern aspect, the site frontage is orientated east/west.

Therefore, the proposal relies on the performance criteria as follows:

*A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:*

- (a) conveniently located in relation to a living area of the dwelling; and*
- (b) orientated to take advantage of sunlight.*

#### *Comment*

The private open space area is within the front setback and so can be accessed from the entrance of the dwelling, noting the living room is adjacent the front entrance on the current floor plan. The 'convenience' of access to the living room therefore needs consideration. The site is relatively flat, and the open space is in close proximity to the entrance / living area, its proximity to the living area and relative ease of access could be considered as 'convenient'.

The private open space area of the front dwelling, noting that it is located to the south of the proposed car parking areas, has a northerly aspect, would receive adequate sunlight and is of a reasonable dimension to enable children's play and outdoor relaxation.

While the location of the open space area in relation to the dwelling is not ideal, it is of a significant size, can be considered convenient to access and has good solar access. It is considered that the proposal meets the performance criteria and can be considered to satisfy the standard.

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

The proposal includes a shared driveway and parking spaces that are less than 1m from habitable room windows of dwellings. It is unclear from the submitted plans if the window sill heights of these windows are not less than 1.7m above the shared driveway. Therefore, the proposal relies on the performance criteria as follows:

*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.*

#### *Comment*

A condition will be required to ensure that it can be demonstrated that the sill heights of the northern kitchen and living room windows are a minimum of 1.7m above the shared driveway or adequate screening is provided.

## Codes

The following codes of the Scheme apply to this proposal:

### **C2.0 Parking and Sustainable Transport Code**

The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix, except as follows:

#### **C2.5.1 Car parking numbers P1.2**

The proposal provides car parking area for two car spaces each dwelling (4 spaces for the entire site) however no visitor spaces are provided, creating a shortfall of 1 parking space. Therefore, the proposal does not meet the acceptable solution and must be assessed against the performance criteria which provides:

*P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:*

- (a) the nature and intensity of the use and car parking required;*
- (b) the size of the dwelling and the number of bedrooms; and*
- (c) the pattern of parking in the surrounding area.*

The proposal is for a second two-bedroom dwelling behind the existing 3 bedroom dwelling. Council's Development Engineer considers the proposal would satisfy the Performance Criteria due to the small shortfall and availability of the on-street parking. For more detail refer to the referral below.

It is considered that the modest shortfall of one visitor parking space is reasonable and the performance criteria can be satisfied. The proposal is therefore considered to meet the standard.

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

The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix. For more detail refer to the referral section below.

### **Glenorchy Local Provisions Schedule (GLPS)**

There are no applicable provisions.

## **INTERNAL REFERRALS**

### **Development Engineer**

The development application seeks an approval for two multiple dwellings (one existing and one additional). The works include extension to the driveway and works associated with stormwater management and drainage.

Runoff is proposed to be drained via an OSD system to the existing Stormwater connection. The General Manager's consent to interfere with stormwater infrastructure can be granted.

### **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 vehicular access, onto the driveway and parking areas. 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 1 visitor parking space. The applicant proposes to provide car parking area for two car spaces each dwelling (or the total of 4 spaces for the entire site) and not providing any visitor space. Therefore, a shortfall of 1 parking space. It is however considered acceptable under the Performance Criteria due to the small shortfall and availability of the on-street parking. There are no requirements for accessible car parking, motorcycle parking spaces, bicycle parking spaces and commercial vehicle applicable to the development application. The layout of parking area complies with the standard AS2890.1:2004. The turning swept path is provided demonstrate compliance to the standard. The surface treatment of the driveway is proposed to be concrete. Surface runoff is proposed to be captured and directed to the Council's stormwater system.

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

The proposed development is not expected to increase vehicle movements over 20% or 40 vehicle trips per day. The site can be accessed off the existing vehicle crossing, and no new access is proposed. Therefore, the proposed development complies with the code requirements.

#### **Other**

### **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 are no Flooding issues identified through Council's records that affect the application.

## **EXTERNAL REFERRALS**

### **TasWater**

The proposal was referred to TasWater who indicated no objection to the proposal subject to conditions.

## **REPRESENTATIONS**

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

## **CONCLUSION**

The proposal is for the construction of a modest two bedroom dwelling behind the existing 3 bedroom dwelling and relies on performance criteria to comply with applicable standards. The proposal is assessed as satisfying the performance criteria and complies with those standards. The proposal is assessed as complying with all other use and development standards in the General Residential zone, as well as the applicable standards of the Parking and Sustainable Transport code and Road and Railway Assets code. The application was publicly advertised for the statutory 14-day period and no representations were received. It is concluded that the proposal is consistent with the Scheme's provisions and is satisfactory.

### **Recommendation:**

That a permit be granted for the two multiple dwellings at 2 Narelle Place, Claremont subject to the following conditions:

### **Planning**

1. Use and development must be substantially in accordance with planning permit application No. PLN-24-288 and Drawings submitted on 17/12/2024, 7 pages, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2024/01239-GCC dated 23/10/2024, form part of this permit.
3. Prior to the submission of building plans for approval, plans must be submitted to the satisfaction of the Senior Statutory Planner demonstrating either:

- (a) The northern kitchen and living room windows of Unit 1 (existing dwelling) have a sill height of not less than 1.7m above the shared driveway, or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or
- (b) A screen of not less than 1.7m in height above the shared driveway, is provided between the southern side of the shared driveway and the northern kitchen and living room windows of Unit 1 (existing dwelling).

## Engineering

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

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

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

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

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

5. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.
6. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects

and recover the expenses reasonably incurred in doing so from the property owner.

7. The design and construction of the parking, access and turning areas must comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway and parking must comply with the following:-
  - Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 20% or 1 in 5;
  - Vertical alignment shall include transition curves (or straight sections) at all grade changes greater than 12.5%;
  - Total of Four (4) clearly marked car parking spaces (2 spaces per each dwelling) must be provided in accordance with the approved plan received by Council and always kept available for these purposes;
  - All runoff from paved and driveway areas must be discharged into Council's stormwater system;
  - The gradient of any parking areas must not exceed 5% and
  - Minimum carriageway width is to be no less than 3.0 metres.All works required by this condition must be installed prior to the occupancy of the new dwelling.
8. A maintenance schedule for the ongoing maintenance of the on-site stormwater detention infrastructure must be provided to Council's Development Engineer for approval prior to the commencement of the use and/or the issuing of the plumbing approval. When approved, the maintenance schedule forms part of this permit.
9. The landowner must maintain the on-site stormwater detention in accordance with the approved maintenance schedule.

### **Advice to Applicant**

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

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

information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

*General Managers Consent for Stormwater Management*

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-24-288, dated 16 January 2024, are to be read in conjunction with this permit.

*Other Permits*

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

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

**Attachments/Annexures**

1. GPA Attachment – Plans and Documents – 5 Narelle Place, Claremont



**APPENDIX**

**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		NA
	<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.		NA
	<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 (c) nil on Sunday and public holidays.		NA
	<b>A4</b> No acceptable solution.		NA
<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.		NA

	<p><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.</p>		NA
<p><b>8.4 Development Standards for Dwellings</b></p>			
<p><b>8.4.1 Residential density for multiple dwellings</b></p>	<p><b>A1</b>                  Multiple dwellings must have a site area per dwelling of not less than 325m<sup>2</sup>.</p>	<p>Site area 832.81m so – 416.4m<sup>2</sup> per dwelling</p>	Yes
<p><b>8.4.2 Setbacks and building envelopes for all dwellings</b></p>	<p><b>A1</b>                  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> </ul>	<p>The front setback of the existing dwelling is approximately 13m. Only carparking spaces will be provided in the front setback.</p>	Yes

	<p>(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.</p>		
	<p><b>A2</b>                  A garage or carport for a dwelling must have a setback from a primary frontage of not less than:                  (a) 5.5m, or alternatively 1m behind the building line;                  (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or                  (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.</p>	<p>No garages or carports are proposed</p>	<p>yes</p>
	<p><b>A3</b>                  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:                  (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:                  (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                  (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</p>	<p>The existing front dwelling is about 13m from the front setback, and the proposed dwelling is a minimum of 6m from the rear. The minimum side setback of the proposed dwelling is 3.1m from the southern side boundary.                  The new dwelling is 5.5m in height.</p>	<p>yes</p>

	<p>a 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><b>8.4.3</b> <b>Site coverage and private open space for all dwellings</b></p>	<p><b>A1</b> Dwellings must have:</p> <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>24.6% site coverage</p> <p>The existing dwelling has in excess of 89m<sup>2</sup> of private open space and the proposed dwelling in excess of 101m<sup>2</sup></p>	<p>Yes</p>
	<p><b>A2</b> A dwelling must have private open space that:</p> <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 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>Each dwelling is allocated with an area of private open space greater than 24m<sup>2</sup> with minimum width no less than 4m.</p> <p>The open space areas for both units have gradients no steeper than 1 in 10</p> <p>The open space for the existing dwelling is located in the front setback, and while it does have a northern aspect, the site frontage is orientated east/west</p>	<p><b>No – see report</b></p>

	<ul style="list-style-type: none"> <li>(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);</li> <li>(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</li> <li>(d) has a gradient not steeper than 1 in 10.</li> </ul>		
<p><b>8.4.4</b>  <b>Sunlight to private open space of multiple dwellings</b></p>	<p><b>A1</b>  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> <ul style="list-style-type: none"> <li>(a) the multiple dwelling is contained within a line projecting (see Figure 8.4): <ul style="list-style-type: none"> <li>(i) at a distance of 3m from the northern edge of the private open space; and</li> <li>(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;</li> </ul> </li> <li>(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</li> <li>(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: <ul style="list-style-type: none"> <li>(i) an outbuilding with a building height not more than 2.4m; or</li> <li>(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</li> </ul> </li> </ul>	<p>Both open space areas face north and are not to the south of other dwellings on the site</p>	<p>Yes</p>
<p><b>8.4.5</b></p>	<p><b>A1</b></p>		

<p><b>Width of openings for garages and carports for all dwellings</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>No garages are proposed</p>	<p>Yes</p>
<p><b>8.4.6 Privacy for all dwellings</b></p>	<p><b>A1</b>                  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 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>No decks are proposed, and the car parking areas area below existing ground level</p>	<p><b>Yes</b></p>

	<p><b>A2</b>  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> <p>(a) the window or glazed door:</p> <ul style="list-style-type: none"> <li>(i) is to have a setback of not less than 3m from a side boundary;</li> <li>(ii) is to have a setback of not less than 4m from a rear boundary;</li> <li>(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</li> <li>(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.</li> </ul> <p>(b) the window or glazed door:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(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</li> </ul>	<p>Side setbacks are in excess of 3m and the rear setback is in excess of 6m.</p> <p>The kitchen window of the existing dwelling and the living room windows and bedrooms of the proposed dwelling are in excess of 6m away and are offset.</p> <p>The open space areas of the two dwellings are in excess of 6m distance from any window or glazed door of the other dwelling</p>	<p>Yes</p>
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	<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 uniform transparency of not more than 25%.</p>		
	<p><b>A3</b>                  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:                  (c) 2.5m; or                  (d) 1m if:                  (i) it is separated by a screen of not less than 1.7m in height; or                  (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>	<p>The shared driveway extends along the northern side of the site past the living and kitchen windows of the existing dwelling. The driveway is less than 1m from these windows.</p> <p>No elevations of these windows were provided in the submitted plans.</p>	<p><b>No – see report</b></p>
<p><b>8.4.7                  Frontage Fences for all dwellings</b></p>	<p><b>A1</b>                  No Acceptable Solution<sup>1</sup>.   <i>(<sup>1</sup> An exemption applies for fences in this zone – see Table 5.6 in Exemptions)</i></p>	<p>The plans do not indicate a front fence</p>	<p>yes</p>
<p><b>8.4.8                  Waste Storage for multiple dwellings</b></p>	<p><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:</p>	<p>Each units have individual waste storage as indicated on site plan.</p>	<p><b>Yes</b></p>



	<p>(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</p> <p>(b) a common storage area with an impervious surface that:</p> <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>		
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**C2.0 Parking and Sustainable Transport Code**

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
<p>C2.5.1 Car parking numbers</p>	<p>A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <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> <li>(d) it relates to an intensification of an existing use or development or a change of use where:                             <ul style="list-style-type: none"> <li>(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</li> <li>(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:</li> </ul> </li> </ul>	<p>5 spaces required; 4 spaces proposed.</p>	<p>No – see report</p>

Standard	Acceptable Solution	Proposed	Complies?
	$N = A + (C - B)$ <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> <p>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>		
<p>C2.5.2 Bicycle parking numbers</p>	<p>A1</p> <p>Bicycle parking spaces must:</p> <p>(a) be provided on the site or within 50m of the site; and</p> <p>(b) be no less than the number specified in Table C2.1.</p>	<p>Not required</p>	<p>NA</p>
<p>C2.5.3 Motorcycle parking numbers <i>This applies to: Business and Professional Services; Community Meeting and Entertainment; Custodial Facility; Crematoria and Cemeteries;</i></p>	<p>A1</p> <p>The number of on-site motorcycle parking spaces for all uses must:</p> <p>(a) be no less than the number specified in Table C2.4; and</p> <p>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking</p>	<p>Not required</p>	<p>NA</p>

Standard	Acceptable Solution	Proposed	Complies?
<p><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>  <i>Residential if for a communal residence, multiple dwellings or hostel use;</i>  <i>Sports and Recreation; and</i>  <i>Tourist Operation.</i></p>	<p>spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</p>		
<p>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>  <i>Storage.</i></p>	<p>A1                       A loading bay must be provided for uses with a floor area of more than 1000m<sup>2</sup> in a single occupancy.</p>	<p>Not required</p>	<p>NA</p>
<p>C2.5.5                      Number of car parking spaces within the General Residential Zone and Inner Residential Zone  <i>This applies to:</i>  <i>Business and Professional Services;</i>  <i>Community Meeting and Entertainment;</i></p>	<p>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<sup>2</sup> floor area or 30 seats, whichever is the greater; and</p>	<p>Not required</p>	<p>NA</p>

Standard	Acceptable Solution	Proposed	Complies?
<i>Educational and Occasional Care; Emergency Services; Food Services; General Retail and Hire; Sports and Recreation; and Utilities, if not for minor utilities.</i>	(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.		
C2.6 Development Standards for Building Works			
C2.6.1 Construction of parking areas	A1  All parking, access ways, manoeuvring and circulation spaces must:  (a) be constructed with a durable all weather pavement;  (b) be drained to the public stormwater system, or contain stormwater on the site; and  (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, 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
C2.6.2 Design and layout of parking areas	A1.1	Layout and gradients are provided in accordance with the AS2890.1	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <ul style="list-style-type: none"> <li>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> <li>(iii) have an access width not less than the requirements in Table C2.2;</li> <li>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</li> <li>(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;</li> <li>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</li> <li>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</li> </ul> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>.</p>		

Standard	Acceptable Solution	Proposed	Complies?
	<p>A1.2</p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> <li>(a) be located as close as practicable to the main entry point to the building;</li> <li>(b) be incorporated into the overall car park design; and</li> <li>(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]</li> </ul>		
<p>C2.6.3 Number of accesses for vehicles</p>	<p>A1</p> <p>The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> <li>(a) be no more than 1; or</li> <li>(b) no more than the existing number of accesses, whichever is the greater.</li> </ul>		<p>Yes</p>
	<p>A2</p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>		<p>NA</p>

Standard	Acceptable Solution	Proposed	Complies?
<p>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</p>	<p>A1</p> <p>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>.</p>		<p>NA</p>
<p>C2.6.5 Pedestrian access</p>	<p>A1.1</p> <p>Uses that require 10 or more car parking spaces must:</p> <p>(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:</p> <p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p>		<p>NA</p>



Standard	Acceptable Solution	Proposed	Complies?
	<p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2</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>C2.6.6 Loading bays</p>	<p>A1</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: Offstreet commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>		<p>NA</p>
	<p>A2</p> <p>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</i>,</p>		

Standard	Acceptable Solution	Proposed	Complies?
	<i>Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.</i>		
<p>C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</p>	<p>A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>		NA
	<p>A2  Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <ul style="list-style-type: none"> <li>(i) 1.7m in length;</li> <li>(ii) 1.2m in height; and</li> <li>(iii) 0.7m in width at the handlebars;</li> </ul> <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>		NA

Standard	Acceptable Solution	Proposed	Complies?
<p>C2.6.8 Siting of parking and turning areas</p>	<p>A1</p> <p>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.</p>		<p>NA</p>
	<p>A2</p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> <li>(a) have no new vehicle accesses, unless an existing access is removed;</li> <li>(b) retain an active street frontage; and</li> <li>(c) not result in parked cars being visible from public places in the adjacent roads.</li> </ul>		<p>NA</p>
<p>C2.7 Parking Precinct Plan</p>			
<p>C2.7.1 Parking Precinct Plan</p>	<p>A1</p> <p>Within a parking precinct plan, onsite parking must:</p>		<p>NA</p>

Standard	Acceptable Solution	Proposed	Complies?
	(a) not be provided; or (b) not be increased above existing parking numbers.		

**Footnotes**

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

**C3 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.5 Use Standards</b>			
<b>C3.5.1</b> <b>Traffic generation at a vehicle crossing, level crossing or new junction</b>	<p><b>A1.1</b> For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</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>	Vehicular traffic is not increased by 40 vpd.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	<p><b>A1.3</b></p> <p>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></p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <p>(a) the amounts in Table C3.1; or</p> <p>(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></p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>		
<p><b>C3.6 Development Standards for Buildings and Works</b></p>			

Standard	Acceptable Solution	Proposed	Complies?
<p><b>C3.6.1</b></p> <p><b>Habitable buildings for sensitive uses within a road or railway attenuation area</b></p>	<p><b>A1</b></p> <p>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:</p> <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;</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>		<p>NA</p>
<p><b>C3.7 Development Standards for Subdivision</b></p>			
<p><b>C3.7.1</b></p> <p><b>Subdivision for sensitive uses within a road or railway attenuation area</b></p>	<p><b>A1</b></p> <p>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.</p>		<p>NA</p>