

**PLANNING EXHIBITED DOCUMENTS**

Ref. No: DA 0360/2018  
Date advertised: 19/12/2018

Planning Administration

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**Council Agenda - 7 February 2019 - Agenda Item 8.3  
Attachment 2 - Planning Report - 27-29 Leslie Street, South Launceston**



**Planning Submission  
27-29 Leslie Street, South Launceston  
12 Multiple Dwellings**

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- Appendix A – Certificate of Title
- Appendix B – Site Plan & Elevations, Proposed and Existing
- Appendix C – Density Assessment
- Appendix D – Traffic Impact Assessment
- Appendix E – Carpark Layout

## 1. Introduction

This submission is prepared in support of an application to construct and use 12 multiple dwellings at 27-29 Leslie Street, South Launceston. 10 multiple dwellings and a café has been approved on the site in accordance with DA0350/2015. The seven dwellings contained in the existing building are under construction, in accordance with BA0554/2017, issued 8<sup>th</sup> March 2018.

It is proposed to not proceed with the café, but to use that space for a dwelling instead and to increase the number of dwellings on the southern side of the lot from 4 to 5. This is summarised as, replacing the café and managers residence with a dwelling and increasing the dwellings on the southern side by one (10 dwellings and a café with managers residence to 12 dwellings). Additional changes to the original planning approval include:

- A change to the retaining wall on the northern boundary (Approved in BA0554/2017);
- Changes to the carparking layout, including no requirement for café carpark in the frontage. Overall carparking numbers are proposed to meet the requirements of the scheme; and
- Changes to wheelie bin location (DA0359/2015 did not provide for wheelie bin storage);

Metier Planning and Development have been engaged by Urban Design Solutions on behalf of the owners of the land to make this application.

This development application is made pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*.

## 2. Site Description

The subject site is contained in two parcels of land, Certificate of Title 47607/9 and Certificate of Title 47607/10. Copies of the titles have been provided at Appendix A of this submission. The site

### *At a Glance*

Site: 27-29 Leslie Street, South Launceston, CT47607/9 & CT47607/10

Proposal: Construction and use of 12 multiple dwellings. (Two additional units and removal of café, DA0350/2015)

**Zone:** General Residential  
 Use: Residential Multiple Dwellings are a Permitted Use.

#### **Zone Provisions:**

- 10.4.1 Residential density for multiple dwellings – P1
- 10.4.2 Setbacks and building envelope for all dwellings P3, Stage 1, Unit 1 (within existing building)
- 10.4.3 Site coverage and private open space for all dwellings – P1 total private open space and impervious surfaces.
- 10.4.6 Privacy for all dwellings - P1, Stage 1, Unit 1 only.
- 10.4.12 Earthworks and retaining walls P1 retaining walls greater than 1m

#### **Relevant Code**

Road and Railway Assets Code  
 E4.5.1 Existing road accesses and junctions P1

Car Parking and Sustainable Transport Code;  
 E6.6.2 Design and layout of parking areas – P1, 5 spaces have a width less than 2.6m.

contains a workshop on CT47607/9. This building is to be retained and repurposed to contain 8 dwellings. The site has an area of 2053m<sup>2</sup>.

The lot is relatively level but slopes up in the eastern corner towards Karla Place. The site is zoned General Residential. It is not included in any overlays.



Figure 1: Zoning Map



Figure 2: Stage 1 under construction Northern Elevation



Figure 3: Stage 1 under construction Southern Elevation



Figure 4: Stage 1 under construction Southern Elevation framing detail

### 3. Background

The previous owners of the site applied for a 10 multiple dwelling & food services – café permit.

- DA314/2015 Refused by Council at 13 July 2015 meeting; and
- DA350/2015 Approved by Council at 24 August 2015 Meeting.

Construction has commenced on the 6 dwellings contained in the existing building, as per BA0554/2017. The café will managers residence will not proceed.

### 4. Proposal

It is proposed to construct and use two additional multiple dwellings and to modify the design of three approved dwellings and the Café. The overall proposal will result in a total of 12 dwellings on the site. The proposal is summarised as following:

- Replace the approved café and managers residence (DA0350/2015) with a dwelling;
- Redesign of the four dwellings on CT47607/10 to be five dwellings;
- The 6 dwellings in Stage 1 has been approval to have one carpark contained within the dwelling and one carpark at the rear of the site;
- The retaining wall on the northern boundary was varied from the planning permit in the building permit. This has been constructed as per BA0554/2017. As a consequence carparking design is assessable in this application;
- The dwelling in place of the café will have a two car garage incorporated into the design;
- The proposed dwellings on CT47607/10 will have two car garages incorporated into the design;
- Three visitor carparking spaces are proposed; and
- A central access point to Leslie Street.

The six dwellings under construction are considered to be existing approved use and development. This application therefore deals with the assessment of 6 new multiple dwellings, including carparking design and other site works.

The site plan and elevations are provided at Appendix B of this submission. Also included in Appendix B are the building approval floor plans and elevations for the six dwellings of Stage 1.

## 5. Launceston Interim Planning Scheme 2015

The application is made in accordance with the provisions of the Scheme set out below:

### *10.0 General Residential Zone*

#### *10.1 Zone Purpose*

##### *10.1.1 Zone Purpose Statements*

###### *10.1.1.1*

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

###### *10.1.1.2*

*To provide for compatible non-residential uses that primarily serve the local community.*

###### *10.1.1.3*

*Non-residential uses are not to adversely affect residential amenity, through noise, activity outside of business hours, traffic generation and movement, or other off-site impacts.*

###### *10.1.1.4*

*To encourage residential development that respects the existing and desired neighbourhood character.*

###### *10.1.1.5*

*To encourage residential use and development that facilitates solar access, integrated urban landscapes, and utilisation of public transport, walking and cycling networks.*

## **10.2 Use Table**

The use of Residential – Multiple Dwellings is permitted within the zone.

## **10.3 Use Standards**

**10.3.1 Hours of operation – Not applicable to residential use.**

**10.3.2 Mechanical plant and equipment – Not applicable to residential use.**

**10.3.3 Light spill and illumination – Not applicable to residential use.**

**10.3.4 External storage of goods – Not applicable to residential use.**

**10.3.5 Commercial vehicle parking – Not applicable to residential use.**

## **10.4 Development Standards**

### **10.4.1 Residential density for multiple dwellings**

**Objective:**

To provide for suburban densities for multiple dwellings that:

- (a) make efficient use of suburban land for housing; and
- (b) optimise the use of infrastructure and community services.

Acceptable Solution	Performance Criteria	Assessment
<p>A1            Multiple dwellings must have a site area per dwelling of not less than:</p> <ul style="list-style-type: none"> <li>(a) 325m<sup>2</sup> or</li> <li>(b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.</li> </ul>	<p>P1            Multiple dwellings must only have a site area per dwelling that is less than 325m<sup>2</sup>, or that specified for the applicable density area in Table 10.4.1, if the development will not exceed the capacity of infrastructure services and:</p> <ul style="list-style-type: none"> <li>(a) is compatible with the density of the surrounding area; or</li> <li>(b) provides for a significant social or community housing benefit and is in accordance with at least one of the following:               <ul style="list-style-type: none"> <li>(i) the site is wholly or partially within 400m walking distance of a public transport stop;</li> <li>(ii) the site is wholly or partially within 400m walking distance of a business, commercial, urban mixed use, village or inner residential zone.</li> </ul> </li> </ul>	<p>The subject site has an area of 2053m<sup>2</sup>. 12 multiple dwellings are proposed, this results in a density of one unit per 171m<sup>2</sup>. The proposal relies upon the performance Criteria P1(a)</p> <p><b>P1 (a) Infrastructure</b>            The site has been previously assessed to be capable of supporting 10 dwellings and a café. This proposal removes the Café and replaces it with two additional dwellings.</p> <p><b>P1(a) Compatibility with density of surrounding area.</b> A detailed discussion on the proposals compatibility with the surrounding density is contained in Appendix C. This assessment concludes that the density is compatible with the surrounding area. The proposal makes very efficient use of residential land and maximises the use of existing infrastructure in a central location.</p> <p><b>P1(b)</b>            This clause is not relevant however it is worth pointing out the favourable location of the subject site.</p>



		<p>Distance to public transport stop is approximately 248m (adjacent to 355 Wellington Street) and 400m (adjacent 60 Meredith Crescent.</p> <p>Proximity to hospital and Glen Dhu primary school makes this part of south Launceston very desirable to live in.</p>
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Figure 5: Density Investigation Area

#### 10.4.2 Setbacks and building envelope for all dwellings

<p>Objective:</p> <p>To control the siting and scale of dwellings to:</p> <ul style="list-style-type: none"> <li>(a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and</li> <li>(b) assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes; and</li> <li>(c) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and</li> <li>(d) provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.</li> </ul>
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Acceptable Solution	Performance Criteria	Assessment
<p>A1            Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:</p> <p>(a) if the frontage is a primary frontage, at least 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; or</p> <p>(b) if the frontage is not a primary frontage, at least 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; or</p> <p>(c) if for a vacant site with existing dwellings on adjoining sites 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</p> <p>(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.</p>	<p>P1            A dwelling must:</p> <p>(a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and</p> <p>(b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.</p>	<p>A1(a)            The existing building on the site is built to the Leslie Street frontage. The proposed units are not set back less than the existing building on the site.</p> <p><b>The proposal complies with A1.</b></p>
<p>A2            A garage or carport must have a setback from a primary frontage of at least:</p>	<p>P2            A garage or carport must have a setback from a primary frontage that is compatible with the</p>	<p>A2 (a)            The garage for Unit 1 is setback greater than 5.5m from the front setback. All</p>

<p>(a) 5.5 m, or alternatively 1 m behind the façade of the dwelling;        or        (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport;        or        (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.</p>	<p>existing garages or carports in the street, taking into account any topographical constraints.</p>	<p>other garages are built behind the façades of dwellings.</p> <p><b>The proposal complies with A2.</b></p>
<p>A3        A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:        (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:        (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and        (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and</p>	<p>P3        The siting and scale of a dwelling must:        (a) not cause unreasonable loss of amenity by:        (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or        (ii) overshadowing the private open space of a dwelling on an adjoining lot; or        (iii) overshadowing of an adjoining vacant lot; or        (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and        (b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.</p>	<p>A3        Dwellings 1 to 5 are setback a minimum of 3m from the southern side boundary.</p> <p>Unit 5 is the closest unit to the rear setback. It is setback 8.04m.</p> <p>The proposal meets the Acceptable Solutions except for Unit 1 Stage 1.</p> <p>Unit 1 Stage 1 is contained within an existing building, however this exceeds the envelope.</p> <p>The dwelling is located on the southern side of the shared boundary with 23-25 Leslie Street. The dwellings constructed on 23-25 are built to the shared boundary, therefore there are no issues of overshadowing, over looking or visual impact.</p> <p><b>The proposal is consistent with P3.</b></p>

<p>(b) only have a setback within 1.5 m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or</p> <p>(ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).</p>		
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10.4.3 Site coverage and private open space for all dwellings

<p>Objective:          To provide:</p> <p>(a) for outdoor recreation and the operational needs of the residents; and</p> <p>(b) opportunities for the planting of gardens and landscaping; and</p> <p>(c) private open space that is integrated with the living areas of the dwelling; and</p> <p>(d) private open space that has access to sunlight.</p>		
Acceptable Solution	Performance Criteria	Assessment
<p>A1          Dwellings must have:</p> <p>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m); 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 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(c) a site area of which at least 25% of the site area is free from impervious surfaces.</p>	<p>P1          Dwellings must have:</p> <p>(a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:</p> <p>(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and</p> <p>(ii) operational needs, such as clothes drying and storage; and</p>	<p>A1(a)          The combined gross floor area is 1055.45m<sup>2</sup>. (approved 418.17m<sup>2</sup>; former café 132.34m<sup>2</sup> and new build 504.94)</p> <p>The lot area is 2053m<sup>2</sup></p> <p>This is a site coverage of 51%.</p> <p>Private open space is located at the front and back of each dwelling. The private open space is comprised of a patio with green space and a deck on the first floor.</p> <p>Stage 1:          Unit 1          Patio 3.96m<sup>2</sup>          Roof deck 36.9m<sup>2</sup></p>

	<p>(b) reasonable space for the planting of gardens and landscaping.</p>	<p>Stage 2:          Unit 1          Courtyard 35.76m<sup>2</sup>          Deck 19.81m<sup>2</sup>          Plus green space.          Total &gt;60m<sup>2</sup></p> <p>Unit 2          Patio 22.14m<sup>2</sup>          Deck 19.81m<sup>2</sup>          Total 41.95m<sup>2</sup></p> <p>Unit 3          Patio 22.14m<sup>2</sup>          Deck 19.81m<sup>2</sup>          Total 41.95m<sup>2</sup></p> <p>Unit 4          Patio 22.14m<sup>2</sup>          Deck 19.81m<sup>2</sup>          Total 41.95m<sup>2</sup></p> <p>Unit 5          Patio 22.14m<sup>2</sup>          Deck 19.81m<sup>2</sup>          Plus green space          Total &gt;60m<sup>2</sup></p> <p>The proposal does not meet A1(b) for Stage 1, unit 1 and Stage 2, units 2-4.</p> <p>The subject site is located within a 300m walk to open space on Meredith Crescent, 290m to Watts Oval and 490m from Coronation Park.</p> <p>The proposal has demonstrated that all operational needs can be meet.</p>
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		<p>Sufficient area across the site is allowed for landscaping.</p> <p>A1(c)          The site has an impervious area of 250m<sup>2</sup>. This is 10% of the site.</p>
<p>A2          A dwelling must have an area of private open space that:</p> <ul style="list-style-type: none"> <li>(a) is in one location and is at least:             <ul style="list-style-type: none"> <li>(i) 24m<sup>2</sup>; or</li> <li>(ii) 12m<sup>2</sup>, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and</li> </ul> </li> <li>(b) has a minimum horizontal dimension of:             <ul style="list-style-type: none"> <li>(i) 4m; or</li> <li>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and</li> </ul> </li> <li>(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and</li> <li>(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and</li> <li>(e) is located between the dwelling and the</li> </ul>	<p>P2          A dwelling must have private open space that:</p> <ul style="list-style-type: none"> <li>(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:             <ul style="list-style-type: none"> <li>(i) conveniently located in relation to a living area of the dwelling; and</li> <li>(ii) orientated to take advantage of sunlight.</li> </ul> </li> </ul>	<p>P2          Each dwelling is not 'entirely' above 1.8m as each has a bedroom located on the ground floor.</p> <p>Each unit will have a deck, facing north that has a dimension greater than 12m<sup>2</sup>, directly accessible from the dining room.</p> <p>Each deck has an area greater than 2m by 2m. The decks will serve as an extension to the living areas, and ensure appropriate solar orientation.</p> <p>In addition to the deck spaces each dwelling has a patio area.</p> <p><b>The proposal is consistent with P2.</b></p>

<p>frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and          (f) has a gradient not steeper than 1 in 10; and          (g) is not used for vehicle access or parking.</p>		
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10.4.4 Sunlight and overshadowing for all dwellings

<p>Objective:          To provide:          (a) the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and          (b) separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.</p>		
Acceptable Solution	Performance Criteria	Assessment
<p>A1          A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).</p>	<p>P1          A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).</p>	<p>The living room of each dwelling faces north.   <b>The proposal complies with A1.</b></p>
<p>A2          A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c):          (a) The multiple dwelling is contained</p>	<p>P2          A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing a window of a habitable room (other than a bedroom), of another dwelling on the same site, that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).</p>	<p>The dwellings to the north are separated from the dwellings to the south by more than 8m. Therefore no unacceptable overshadowing will occur.   <b>The proposal complies with A2.</b></p>



<p>within a line projecting (see Diagram 10.4.4B):</p> <ul style="list-style-type: none"> <li>(i) at a distance of 3m from the window; and</li> <li>(ii) vertically to a height of 3m above natural ground level and then at an angle of 45 degrees from the horizontal.</li> </ul> <p>(b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.</p> <p>(c) That part, of a multiple dwelling, consisting of:</p> <ul style="list-style-type: none"> <li>(i) an outbuilding with a building height no more than 2.4m; or</li> <li>(ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.</li> </ul>		
<p><b>A3</b>          A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (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 Diagram 10.4.4C):</li> <li>(i) at a distance of 3 m from the northern edge of the private open space; and</li> <li>(ii) vertically to a height of 3 m above natural ground level and then at an</li> </ul>	<p><b>P3</b>          A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3.</p>	<p><b>The proposal complies with A3.</b></p>

<p>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 9.00 am and 3.00 pm on 21st June.</p> <p>(c) That part, of a multiple dwelling, consisting of:</p> <p>(i) an outbuilding with a building height no more than 2.4 m; or</p> <p>(ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.</p>		
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**10.4.5 Width of openings for garages and carports for all dwellings**

<p><b>Objective:</b> To reduce the potential for garage or carport openings to dominate the primary frontage.</p>		
<p><b>Acceptable Solution</b></p>	<p><b>Performance Criteria</b></p>	<p><b>Assessment</b></p>
<p><b>A1</b> A garage or carport 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 6 m or half the width of the frontage (whichever is the lesser).</p>	<p><b>P1</b> A garage or carport must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>	<p><b>The proposal complies with A1.</b></p>

**10.4.6 Privacy for all dwellings**

<p><b>Objective:</b> To provide reasonable opportunity for privacy for dwellings.</p>		
<p><b>Acceptable Solution</b></p>	<p><b>Performance Criteria</b></p>	<p><b>Assessment</b></p>
<p><b>A1</b> A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the</p>	<p><b>P1</b> A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the</p>	<p><b>A1</b> Stage 1 - Unit 1, The balcony is adjacent to the front setback. It is also adjacent to the side</p>

<p>dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:</p> <p>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3m from the side boundary; and</p> <p>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4m from the rear boundary; and</p> <p>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6m:</p> <p>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</p> <p>(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.</p>	<p>dwelling) that has a finished surface or floor level more than 1 m above natural ground level, must be screened, or otherwise designed, to minimise overlooking of:</p> <p>(a) a dwelling on an adjoining lot or its private open space; or</p> <p>(b) another dwelling on the same site or its private open space; or</p> <p>(c) an adjoining vacant residential lot.</p>	<p>boundary to the North. This relies on P1. It is submitted that the deck will not overlook the building on the adjoining site as it is built to the boundary, therefore the deck will overlook the roof only.</p> <p><b>The proposal is consistent with P1.</b></p> <p>Stage 2 – Unit 1 -4 have balcony's with a finished floor level above 1m.</p> <p>A1(c) is relevant. The balconies are separated from dwellings on the same site by 8.72m.</p> <p><b>The proposal meets A1.</b></p>
<p>A2          A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):</p>	<p>P2          A window or glazed door, to a habitable room of dwelling, that has a floor level more than 1 m above the natural ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p>	<p>The two sets of dwellings are separated by 8.72m.</p> <p>Units 1-4 are setback 3m from the side boundary.</p> <p>Unit 4 is setback 8m from the rear boundary.</p>

<p>(a) The window or glazed door:        (i) is to have a setback of at least 3 m from a side boundary; and        (ii) is to have a setback of at least 4 m from a rear boundary; and        (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and        (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site.</p> <p>(b) The window or glazed door:        (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or        (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or        (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.</p>	<p>(a) window or glazed door, to a habitable room of another dwelling; and</p> <p>(b) the private open space of another dwelling; and</p> <p>(c) an adjoining vacant residential lot.</p>	<p><b>The proposal complies with A2.</b></p>
<p>A3</p>	<p>P3</p>	<p>A3 Stage 1 6 dwellings</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 at least:</p> <ul style="list-style-type: none"> <li>(a) 2.5 m; or</li> <li>(b) 1 m if:           <ul style="list-style-type: none"> <li>(i) it is separated by a screen of at least 1.7 m in height; or</li> <li>(ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.</li> </ul> </li> </ul>	<p>A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>	<p>Windows on the southern elevation have a sill height greater than 1.7m. Please refer to Figure 6 below and plans contained in Appendix B.</p> <p>Stage 1        Unit 1        Windows to habitable rooms have a sill height of 1.7m above the driveway.</p> <p>Stage 2        Units 1-4        All units have windows that have a sill height 1.7m above the driveway.</p> <p>Please refer to figure 6 below</p> <p><b>The proposal complies with A3.</b></p>
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Figure 6: Southern Elevation of Stage 1 dwellings (under construction)

10.4.7 Frontage fences for all dwellings

<p>Objective:        To control the height and transparency of frontage fences to:</p> <ul style="list-style-type: none"> <li>(a) provide adequate privacy and security for residents; and</li> <li>(b) allow the potential for mutual passive surveillance between the road and the dwelling; and</li> <li>(c) provide reasonably consistent height and transparency.</li> </ul>
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Acceptable Solution	Performance Criteria	Assessment
<p>A1            A fence (including a free-standing wall) within 4.5m of a frontage must have a height above natural ground level of not more than:            (a) 1.2m if the fence is solid; or            (b) 1.8m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).</p>	<p>P1            A fence (including a free-standing wall) within 4.5 m of a frontage must:            (a) provide for the security and privacy of residents, while allowing for mutual passive surveillance between the road and the dwelling; and            (b) be compatible with the height and transparency of fences in the street, taking into account the:            (i) topography of the site; and            (ii) traffic volumes on the adjoining road.</p>	<p>A1            The front fence is designed in accordance with A1(B). A 1.8m vertical slatted timber fence with a uniform transparency of 30% is proposed.   <b>The proposal meets the Acceptable Solution.</b></p>

10.4.8 Waste storage for multiple dwellings

<p>Objective:            To provide for the storage of waste and recycling bins for multiple dwellings.</p>		
Acceptable Solution	Performance Criteria	Assessment
<p>A1            A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m<sup>2</sup> per dwelling and is within one of the following locations:            (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or            (b) in a communal storage area with an impervious surface that:            (i) has a setback of at least 4.5m from a frontage; and            (ii) is at least 5.5m from any dwelling; and            (iii) is screened from the frontage and any dwelling</p>	<p>P1            A multiple dwelling development must provide storage, for waste and recycling bins, that is:            (a) capable of storing the number of bins required for the site; and            (b) screened from the frontage and dwellings; and            (c) if the storage area is a communal storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.</p>	<p>Each dwelling has 1.5m of bin storage. The existing approved dwellings will have bin storage at the rear of the site. The proposed dwellings will have bin storage within the garage.   <b>The proposal meets A1.</b></p>



by a wall to a height of at least 1.2m above the finished surface level of the storage area.		
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#### 10.4.9 Site facilities for multiple dwellings

Objective: To provide adequate site and storage facilities for multiple dwellings.		
Acceptable Solution	Performance Criteria	Assessment
A1 Each multiple dwelling must have access to 6 cubic metres of secure storage space not located between the primary frontage and the facade of a dwelling.	P1 Each multiple dwelling must provide storage suitable to the reasonable needs of residents, having regard to: (a) the location, type, and size of storage provided; (b) proximity to the dwelling and whether the storage is convenient and safe to access; (c) any impacts on the amenity of adjacent sensitive uses; and (d) the existing streetscape.	A1 Each dwellings has 6m <sup>3</sup> of secure storage located at the rear of each garage and a lockable cupboard in the outdoor private space.  <b>The proposal complies with A1.</b>
A2 Mailboxes must be provided at the frontage.	P2 Mailboxes must be provided for each dwelling, having regard to: the convenience and (a) safety of the location; and (b) the siting and access needs for mail delivery.	A2 An area for mailboxes is set-aside at the southern end of the frontage.  <b>The proposal complies with A2.</b>

#### 10.4.10 Common property for multiple dwellings

Objective: To ensure that common areas are easily identified.		
Acceptable Solution	Performance Criteria	Assessment
A1 Site drawings must clearly delineate private and common areas, including: (a) driveways;	P1 No performance criteria.	The proposal clearly delineates each dwellings curtilage, including parking spaces.

<p>(b) parking spaces, including visitor parking spaces;          (c) landscaping and gardens;          (d) mailboxes; and          (e) storage for waste and recycling bins.</p>		<p><b>The proposal meets the Acceptable Solution.</b></p>
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**10.4.11 Outbuildings, swimming pools and fences**

<p>Objective:          To ensure that:          (a) outbuildings, swimming pools and fences:          (i) do not detract from the character of the surrounding area; and          (ii) are appropriate to the site and respect the amenity of neighbouring lots;          (b) dwellings remain the dominant built form.</p>		
Acceptable Solution	Performance Criteria	Assessment
<p>A1.1          The combined gross floor area of outbuildings must be no greater than 45m<sup>2</sup>; and          A1.2          Outbuildings (other than for single or multiple dwellings) must meet the setback and building envelope acceptable solutions of Clause 10.4.2, as if the development were for a dwelling.</p>	<p>NA</p>	<p>A1.1 &amp; A1.2 are not relevant to the proposal.</p>
<p>A2          A swimming pool must be located:          (a) no closer to the primary frontage than the main building; or          (b) in the rear yard.</p>	<p>NA</p>	<p>A2 is not relevant to the proposal.</p>
<p>A3          Fences must be no higher than 2.1m on a side or rear boundary adjoining a public reserve.</p>	<p>NA</p>	<p>A3 is relevant to the proposal. Fences are not proposed to be higher than 2.1m.</p>

**10.4.12 Earthworks and retaining walls**

<p>Objective:</p>
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To ensure that earthworks and retaining walls are appropriate to the site and respect the amenity of adjoining lots.		
Acceptable Solution	Performance Criteria	Assessment
<p>A1          Earthworks and retaining walls requiring cut or fill more than 600mm below or above existing ground level must:</p> <p>(a) be located no less than 900mm from each lot boundary;</p> <p>(b) be no higher than 1m (including the height of any batters) above existing ground level;</p> <p>(c) not require cut or fill more than 1m below or above existing ground level;</p> <p>(d) not concentrate the flow of surface water onto an adjoining lot; and</p> <p>(e) be located no less than 1m from any registered easement, sewer main or water main or stormwater drain</p>	<p>P1          Earthworks and retaining walls must be designed and located so as not to have an unreasonable impact on the amenity of adjoining lots, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the appearance, scale and extent of the works;</p> <p>(c) overlooking and overshadowing of adjoining lots;</p> <p>(d) the type of construction of the works;</p> <p>(e) the need for the works;</p> <p>(f) any impact on adjoining structures;</p> <p>(g) the management of groundwater and stormwater; and</p> <p>(h) the potential for loss of topsoil or soil erosion.</p>	<p>P1          Retaining walls have been carefully designed. The retaining walls are required as the subject site is significantly lower than the land to the north, east and south east. Consequently the retaining walls will not impact the adjoining sites in relation to appearance or scale and will not cause overshadowing or overlooking. The maximum height of the retaining wall at the rear of the site 2.8m, this tapers to 2m, as per the notation of the site plan. The retaining walls will be suitable designed in relation to management of water and to minimise any loss of soil. An image of the retaining walls constructed as part of Stage 1 BA.</p> <p><b>The proposal is consistent with P1.</b></p>



Figure 8: Picture of Retaining Walls

### 10.4.13 Location of car parking

<p>Objective:          To:</p> <ul style="list-style-type: none"> <li>(a) provide convenient car parking for residents and visitors;</li> <li>(b) protect residents from vehicular noise within sites; and</li> <li>(c) minimise visual impact on the streetscape.</li> </ul>		
Acceptable Solution	Performance Criteria	Assessment
<p>A1          Shared driveways or car parks of residential buildings (other than for single dwellings) must be located no less than 1.5m from the windows of habitable rooms.</p>	<p>P1          Shared driveways or car parking spaces (other than for single dwellings) must be located to not unreasonably impact on the amenity of the adjoining habitable rooms, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the width of the driveway;</li> <li>(b) the location of the existing dwellings and habitable rooms;</li> <li>(c) the location of car parking spaces;</li> <li>(d) the number of car spaces served by the driveway; and</li> <li>(e) any noise mitigation measures including screening or landscaping.</li> </ul>	<p>A1          No windows of habitable rooms are located within 1.5m of the shared driveway or carparks, all windows are located on the first floor and are therefore separated vertically by at least 2.5m.</p> <p><b>The proposal complies with the Acceptable Solution.</b></p>
<p>A2.1          Car parking must not be located in the primary front setback, unless it is a tandem car parking space in a driveway located within the setback from the frontage.</p> <p>A2.2          Turning areas for vehicles must not be located within the primary front setback.</p>	<p>P2          The location of car parking and turning areas must be safe, convenient and minimise the visual impact on the streetscape having regard to:</p> <ul style="list-style-type: none"> <li>(a) the visual impact of the car parking location viewed from the road;</li> <li>(b) access for users of the site;</li> <li>(c) pedestrian and vehicular traffic safety;</li> <li>(d) the nature and characteristics of the street;</li> </ul>	<p>A2.1          A visitor carparking space is proposed in front on Stage 2, Unit 1. This is behind the building line of Stage 1, unit 1, which is considered to be the primary front setback.</p> <p>A2.2          The turning area are not within the front setback.</p> <p><b>The proposal complies with A2.1 &amp; A2.2.</b></p>

	<p>(e) the need for the location;</p> <p>(f) any landscaping of the car parking or turning area location; and</p> <p>(g) construction methods and pavement types.</p>	
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- 10.4.14 Development for discretionary uses - Not applicable.**
- 10.4.15 Lot size and dimensions - Not applicable.**
- 10.4.16 Frontage and access - Not applicable.**
- 10.4.17 Discharge of stormwater - Not applicable.**
- 10.4.18 Water and sewerage services - Not applicable.**
- 10.4.19 Integrated urban landscape - Not applicable.**
- 10.4.20 Walking and cycling network - Not applicable.**
- 10.4.21 Lot diversity - Not applicable.**
- 10.4.22 Solar orientation of lots - Not applicable.**
- 10.4.23 Neighbourhood road network - Not applicable.**
- 10.4.24 Public transport network - Not applicable.**

**Part E Codes**

**E1.0 Bushfire-Prone Areas Code - Not applicable**

**E2.0 Potentially Contaminated Land Code - Not applicable**

**E3.0 Landslide Code - Not applicable**

**E4.0 Road and Railway Assets Code**

**E4.5 Use Standards**

**E4.5.1 Existing road accesses and junctions**

<p><b>Objective:</b>          To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.</p>		
<b>Acceptable Solution</b>	<b>Performance Criteria</b>	<b>Assessment</b>
<p>A1          The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area</p>	<p>P1          Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be</p>	<p>The overall development will result in approximately 60- 96 traffic movements. It must be remembered that this proposal varies the</p>

<p>subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>	<p>safe and minimise any adverse impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the increase in traffic caused by the use;</li> <li>(b) the nature of the traffic generated by the use;</li> <li>(c) the nature of the road;</li> <li>(d) the speed limit and traffic flow of the road;</li> <li>(e) any alternative access to a road;</li> <li>(f) the need for the use;</li> <li>(g) any traffic impact assessment; and</li> <li>(h) any written advice received from the road authority.</li> </ul>	<p>approve DA by removing the café and adding two additional dwellings, ultimately resulting in less overall movements than the Approved development.</p> <p>A traffic impact assessment has been proposed, which demonstrates that P1 can be meet.</p>
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**E4.6.4 Sight distance at accesses, junctions and level crossings**

<p><b>Objective:</b>          To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</p>		
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>	<p>Assessment</p>
<p>A1          Sight distances at:          (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and          (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p>	<p>P1          The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:          (a) the nature and frequency of the traffic generated by the use;          (b) the frequency of use of the road or rail network;          (c) any alternative access;          (d) the need for the access, junction or level crossing;          (e) any traffic impact assessment;</p>	<p>A1(a)          The access complies with Table E4.6.4</p> <p>The traffic impact assessment notes that the site distances are 214 and 181m respectively. The Table to the clause requires at least 80m.</p> <p><b>The proposal complies with A1.</b></p>



	(f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority.	
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**E5.0 Flood Prone Areas Code – Not applicable**

**E6.0 Parking and Sustainable Transport Code**

**E6.5 Use Standards**

**E6.5.1 Car parking numbers**

Objective: To ensure that an appropriate level of car parking is provided to meet the needs of the use.		
Acceptable Solution	Performance Solution	Assessment
<p><b>A1</b>          The number of car parking spaces must:          (a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or          (b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or          (c) not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or          (d) be in accordance with an acceptable solution contained within a parking precinct plan.</p>	<p><b>P1.1</b>          The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to:          (a) the availability of off-road public car parking spaces within reasonable walking distance;          (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) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p>	<p><b>A1</b>          The dwellings contain 2 or 3 bedrooms, therefore each dwelling is required to be provided with two carparking spaces.          1 visitor space per 4 dwellings is also required.          3 Visitors car parking spaces are provided.  <b>The proposal complies with A1.</b></p>

	<p>(e) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(f) an assessment of the actual car parking demand determined in light of the nature of the use and development;</p> <p>(g) the effect on streetscape; and</p> <p>(h) the recommendations of any traffic impact assessment prepared for the proposal; or</p> <p>P1.2        The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:</p> <p>(a) the intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the locality; or</p> <p>P1.3        The number of car parking spaces complies with any relevant parking precinct plan.</p>	
<p>A2        The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part</p>	<p>P2        No performance criteria.</p>	<p>A2        The proposal complies with the National Construction Code 2016, which does not require this class of building to provide</p>

D3 of the National Construction Code 2014, as amended from time to time.		accessible car parking spaces.  A2 is not relevant.
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## E6.6 Development Standards

### E6.6.1 Construction of parking areas

Objective: To ensure that parking areas are constructed to an appropriate standard.		
Acceptable Solution	Performance Criteria	Assessment
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.	P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing and line marking.	A1 All parking spaces have the correct grade, paved and drained to the stormwater system.  <b>The proposal complies with A1.</b>

### E6.6.2 Design and layout of parking areas

Objective: To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.		
Acceptable Solution	Performance Criteria	Assessment
A1.1 Car parking, access ways, manoeuvring and circulation spaces must:	P1 Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and	A1.1 (a) cars can enter and exit the site in a forward direction.

<p>(a) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</p> <p>(b) have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2;</p> <p>(c) have parking space dimensions in accordance with the requirements in Table E6.3;</p> <p>(d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are 3 or more car parking spaces; and</p> <p>(e) have a vertical clearance of not less than 2.1 metres above the parking surface level.</p> <p>A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.</p> <p>A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are 6 spaces or more.</p> <p>A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-</p>	<p>efficient to use, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the proposed slope, dimensions and layout;</p> <p>(c) vehicle and pedestrian traffic safety;</p> <p>(d) the nature and use of the development;</p> <p>(e) the expected number and type of vehicles;</p> <p>(f) the nature of traffic in the surrounding area; and</p> <p>(g) the provisions of Australian Standards AS 2890.1 - Parking Facilities, Part 1: Off Road Car Parking and AS2890.2 Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.</p>	<p>A1.1 (b) The requirements of Table 6.2 are exceeded.</p> <p>A1.1(c) The proposal relies upon P1. 5 of the carparking spaces have a width of 2.4m rather than the 2.6m by Table E6.3. I am advised that the carparking spaces meet the Australian Standard, as per the notes on the carparking layout contained in Appendix E. The 5 carparking spaces with a width of 2.4m are the second carparking spaces of the 6 dwellings under construction. As such they will be used as resident long-term parking. It is considered that the construction of these carparking spaces will be suitable for resident's familiar with them. It is important to note that the visitor carparking spaces do comply with Table E6.3 and are visible to visitor's entering the site.</p> <p>A1.1(d) access and manoeuvring widths comply with Table E6.3. As per the advice of the project engineer.</p> <p>A1.1(e) All parking spaces comply with the vertical clearance requirement.</p> <p>A1.2 Not applicable.</p> <p>A1.3 Not applicable.</p>
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street parking for people with disabilities.		<b>The proposal complies with all relevant AS. The proposal is consistent with P1 in relation to A1.1(c).</b>
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- E7.0 Scenic Management Code - Not applicable**
- E8.0 Biodiversity Code - Not applicable**
- E9.0 Water Quality Code - Not applicable**
- E10.0 Open Space Code - Not applicable**
- E11.0 Environmental Impacts and Attenuation Code - Not applicable**
- E12.0 Airports Impact Management Code - Not applicable**
- E13.0 Local Historic Heritage Code - Not applicable**
- E14.0 Coastal Code - Not applicable**
- E15.0 Telecommunications Code - Not applicable**
- E16.0 Invermay/Inveresk Flood Inundation Area Code - Not applicable**
- E17.0 Cataract Gorge Management Area Code - Not applicable**
- E18.0 Signs Code - Not applicable. Text changes to the existing signs are proposed.**
- E19.0 Development Plan Code - Not applicable**

## 6. Conclusion

The proposal relies on the performance criteria in relation to density, private open space for some units, impervious area and traffic generation. In each of these instances the proposal can demonstrate that it is consistent with the relevant performance criteria. The design of the site has paid careful attention to issues of privacy. The outcome will be a multiple dwelling development that provides a very high level of amenity for future residents with a very low on-going maintenance burden. The proposal also has minimal impact on the existing neighbours.

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Appendix A: Certificate of Title



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## Appendix B: Site Plan & Elevations

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## Appendix C: Density Assessment

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## Appendix D: Traffic Impact Assessment

**PLANNING EXHIBITED DOCUMENTS**

Ref. No: DA 0360/2018  
Date advertised: 19/12/2018

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## Appendix E: Car Parking Layout

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