

Council Meeting - 10 December 2020 - Agenda Item 9.2
Attachment 4 - Plans to be endorsed - 357-361 Hobart Road Youngtown

From: Ashley Brook
Sent: Wed, 18 Nov 2020 17:47:58 +1100
To: Duncan Payton
Cc: Contact Us
Subject: Draft Amendment 61 & Permit DA0698/2019 - Amended Permit Application
Attachments: Cover Letter - 357-361 Hobart Road, Youngtown - Amended Permit Application.pdf, Planning Submission - 357-361 Hobart Road, Youngtown - Amended Permit Application.pdf, Development Plans - 357-361 Hobart Road, Youngtown - Amended Permit Application.pdf, TIA Supplement - 357-361 Hobart Road, Youngtown - Amended Permit Application.pdf

Hi Duncan,

Further to our recent discussions, please see attached an amended permit application in relation to the above. This includes:

1. Cover Letter.
2. Planning Submission.
3. Development Plans.
4. TIA Supplement.

Please do not hesitate to contact me should you have any queries.

Regards,
Ashley



Ashley Brook

Planning Consultant
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Measured form and function

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Our Ref: 19.070

Measured form and function



18 November 2020

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**DRAFT AMENDMENT 61 & DA0698/2019 – 357-361 HOBART ROAD,
YOUNGTOWN – AMENDED PERMIT APPLICATION**

6ty° Pty Ltd lodged the combined application involving Draft Amendment 61 and permit application DA0698/2019 on above on behalf our client CatholicCare Tasmania and landowner Launceston City Mission Inc.

In light of Council's refusal of the permit application, I enclose an amended permit application for a modified use and development involving a reduction in the dwelling yield from 24 to 18 multiple dwellings.

The modified proposal has been prepared to address the issues identified in Council's refusal.

Draft Amendment 61 and permit application DA0698/2020 have not yet been considered by the Tasmanian Planning Commission. It is intended that the amended permit application would enable approval to be issued for the modified housing development in conjunction with the rezoning of the site. For that reason, accompanying planning submission should be read in conjunction with the planning submission prepared for the original combined application (Project No. 19.070, Issue 01, Dated 29/11/2019).

Please do not hesitate to contact me should you have any queries in relation to this application.

Yours faithfully
6ty° Pty Ltd

Ashley Brook
Planning Consultant



Planning Submission

Amended Permit Application - 18 Multiple Dwellings and Associated Works

357-361 Hobart Road, Youngtown

Prepared for:

City of Launceston



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Issue	01-A
Date	18 November 2019
Project Name	Combined Request for a Planning Scheme Amendment and Permit Application for Multiple Dwellings - 359-361 Hobart Road, Youngtown
Project Number	19.070
Author	Ashley Brook
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1.0 Introduction

1.1 Purpose of the Report

This planning submission has been prepared to provide details of an amended permit application involving 18 multiple dwellings at 357-361 Hobart Road, Youngtown and to undertake an against the provisions of the *Launceston Interim Planning Scheme 2015* (the “Scheme”).

1.2 Background

1.2.1 Associated Draft Amendment 61

6ty^o Pty Ltd lodged a combined application on 2 December 2019 for a proposed amendment to the Scheme, involving a rezoning of the site from Commercial to General Residential, and a permit for 24 multiple dwellings.

At its meeting on 14 May 2020, Council’s planning authority resolved to initiate and certify the Scheme amendment (Draft Amendment 61). However, it refused the associated permit application DA0698/2019. The grounds for the refusal were:

- (a) *that, contrary to clause 10.4.1, the density of the development is not compatible with that of the surrounding area and the proposal has not demonstrated sufficient social or community housing benefit;*
- (b) *that, contrary to clause 10.4.2, the siting and scale of units 1 - 6 will cause an unreasonable loss of amenity to the adjoining residence through their visual impact caused by their apparent scale and bulk;*
- (c) *that, contrary to clause 10.4.3, insufficient private open space is provided to serve as an extension of the dwellings for outdoor relaxation, dining or entertaining or to meet the reasonable needs of the occupants for outdoor recreation, storage or gardens;*
- (d) *that, contrary to clause 10.4.9, insufficient storage is provided to meet the reasonable needs of residents; and*
- (e) *that, contrary to clause E6.5.1, insufficient car parking spaces are provided to meet the reasonable needs of the residents.*

The amended permit application involving 18 multiple dwellings has been prepared to provide for a modified use and development that addresses these issues.

Draft Amendment 61 and permit application DA0698/2020 have not yet been considered by the Tasmanian Planning Commission. It is intended that the amended permit application would enable approval to be issued for the modified housing development in conjunction with the rezoning of the site. For that reason, this planning submission should be read in conjunction with the planning submission prepared for the original combined application (Project No. 19.070, Issue 01, Dated 29/11/2019).

It is noted that the modified proposal provides for compliance with the following acceptable solutions, where the original proposal relied on the associated performance criteria:

- **General Residential Zone**

- Clause 10.4.2 Setbacks and Building Envelope for all Dwellings – Performance Criteria A1 and A3 (relating to the setbacks from the Alma Street frontage and the northern and eastern side boundaries).
- Clause 10.4.6 Privacy for all Dwellings – Acceptable Solution A1 (relating to potential impacts on the adjoining caretaker's dwelling).
- Clause 10.4.9 Site Facilities for Multiple Dwellings – Performance Criteria P1 (relating to the provision of secure storage space).

Further, it is noted that the modified proposal does not affect the original assessment of compliance with the following Scheme standards.

- **General Residential Zone**

- Clause 10.4.16 Frontage and Access – Performance Criteria P2.

- **Potentially Contaminated Land Code**

- Clause E2.5.1 Suitability for Intended Use– Performance Criteria P1.
- Clause E2.6.1 Subdivision – Performance Criteria P1.
- Clause E2.6.2 Excavation – Performance Criteria P1.

- **Road and Railway Assets Code**

- Clause E4.5.1 Existing Road Accesses and Junctions – Performance Criteria P3.
- Clause E4.6.4 Sight Distance at Accesses, Junctions and Level Crossings – Performance Criteria P1.

- **Parking and Sustainable Transport Code**

- Clause E6.6.3 Pedestrian Access – Performance Criteria P1.

- **Environmental Impact and Attenuation Code**

- Clause E11.6.1 Attenuation distances – Performance Criteria P1.

1.2.2 Proponents

The permit application is lodged on behalf of Centacare Evolve Housing which will develop the proposed housing development in conjunction with, and on land owned by, Launceston City Mission Inc.

Centacare Evolve Housing

Centacare Evolve Housing (“CEH”) is one of four major Community Housing Providers that are registered in Tasmania. It is a Better Housing Futures participant in partnership with Housing Tasmania and owns or manages nearly 1,100 properties that are tenanted through a social housing model. CatholicCare Tasmania (“CCT”) is an 85% stakeholder in CEH. The Catholic Archdiocese of Hobart is another stakeholder. CCT is a not-for-profit organisation that provides a range of community services throughout Tasmania. It owns approximately 400 housing properties across the state. These dwellings are managed through CEH and are rented to families on low incomes through affordable rental agreements that are considerably discounted to the market.

The State Government’s *Affordable Housing Strategy 2015-2025* aims to reduce the proportion of low income households experiencing housing stress and persons experiencing homelessness. Its second stage is being implemented by the *Affordable Housing Action Plan 2019-2023*, which aims to provide 1,500 new affordable lots and homes including 607 social housing dwellings. CEH and CCT are well equipped to be a major supplier of these dwellings across the state.

Launceston City Mission Inc.

Launceston City Mission Inc is a not-for-profit organisation that provides a wide range of services to the community in Northern Tasmania. This includes crisis accommodation in Newnham and a newly commissioned homeless facility in central Launceston. The proposed housing development will be on land adjoining the Mission Shop and an associated recycling centre at Youngtown, which are located to the north.

It is intended that the proximity of the housing development to the two uses owned and operated by City Mission will enable the organisation to engage with residents to offer ongoing support, opportunities to volunteer or even employment. Several existing workers have expressed an interest in renting a dwelling within the proposed development as part of their ongoing employment or volunteering.

1.2.3 Need for Social and Community Housing

The increasing need for the provision of social and affordable housing in Tasmania is well documented. This is reflected in the responses in the AHS and *Affordable Housing Action Plan 2019-2023*.

There are currently 231 persons on the social housing waitlist administered by Housing Connect seeking 1 bedroom dwellings in Youngtown, and 189 persons on the waitlist seeking 2 bedroom dwellings in the suburb.

The 12 single-storey dwellings involved in the proposal will be managed by Centacare Evolve Housing as social housing. The funding arrangements for the dwellings will require them to be used for this purpose for at least 30 years. The remaining 6 (double-storey) dwellings will be available to the private market.

1.3 Application Overview

Subject Land	
Location	357-361 Hobart Road, Youngtown
Title Information	Certificate of Title Volume 175679 Folios 1, 2, 3 and 4
PID	6873945
Land Area	4396m ²
Current Zoning	23.0 – Commercial
Overlays	Nil
Statutory References	
Planning Instrument	<i>Launceston Interim Planning Scheme 2015</i> (the “Scheme”)
Planning Authority	City of Launceston (“Council”)
Legislative Instrument	<i>Land Use Planning and Approvals Act 1993</i> (the “Act”)
Amended Permit Application	
Proposed Use	Residential – multiple dwellings
Proposed Development	Construction of 18 multiple dwellings and associated works, including consolidation of lots, demolition, provision of vehicular access, parking and landscaping.
Zone	10.0 – General Residential
Applicable Codes	E2.0 – Potentially Contaminated Land Code E4.0 – Road and Railway Assets Code E6.0 – Parking and Sustainable Transport Code E11.0 – Environmental Impacts and Attenuation Code
Status	Discretionary (relies on performance criteria)

2.0 Amended Permit Application

The amended permit application seeks planning approval to construct and use 18 multiple dwellings at the site and associated works, including consolidation of lots, demolition, provision of vehicular access, parking and landscaping.

2.1 Proposed Multiple Dwellings

The proposal involves 4 different dwelling designs, each with individual variations. All unit designs incorporate 2 bedrooms.

2.1.1 Unit Type 1 (Units 6, 13-16)

Unit Type 1 is single-storey and has a floor area of 102m². It relates to Unit 6 in the north-east corner of the development, and Units 13-14 and Units 15-16 which will be contained in conjoined buildings in the centre of the development.

The unit type incorporates an open plan kitchen and living space which will occupy a floor area of 29m² in the eastern portion of the dwelling. It also incorporates an attached garage.

The floor plan for Unit Type 1B (Units 14 & 16) is the reverse of Unit Type 1A (Units 13 & 15). The floor plan for Unit Type 1C (Unit 6) is the same as Unit Type 1A except that it will be a detached building, and the sliding glass door to its living space will be in the northern rather than the eastern elevation.

Unit 6 will include 31m² of designated private open space to the north which will have a depth of up to 3.9m. Units 13-16 will each have 36m² of designated private open space to the east which will have a minimum depth of 3.9m. Each unit will be supplemented with other areas of private open space to the side and front.

The designated private open space areas will incorporate external storage sheds, clothes drying lines and waste / recycling bin storage.

2.1.2 Unit Type 2 (Units 1-5)

Unit Type 2 is single-storey and has a floor area of 103m². It relates to Units 1-5 along the northern boundary of the site. Unit 1 will be a detached building whilst Units 2-3 and Units 4-5 will be contained in conjoined buildings.

The unit type incorporates an open plan kitchen and living space which will occupy a floor area of 29m² in the eastern or western portion of the dwelling. It also incorporates an attached garage.

The floor plan for Unit Type 2B (Units 2 & 4) is the reverse of Unit Type 2A (Units 3 & 5). The floor plan for Unit Type 2C (Unit 1) is the same as Unit Type 1A except that it will be a detached building.

Units 1-5 will include designated private open space to the north. Unit 1 will have 49m² of such space with a minimum depth of 3.2m. Units 2-4 will have 45m² with a minimum depth of 3m. Unit 5 will have 44m² with a depth of between 2.25m and 3m. Each unit will be supplemented with other areas of private open space to the side and front.

The designated private open space areas will incorporate external storage sheds, clothes drying lines and waste / recycling bin storage.

2.1.3 Unit Type 3 (Units 17-18)

Unit Type 3 is single-storey and has a floor area of 90m² (excluding a carport). It relates to Units 18-19 along the eastern boundary of the site, which will be detached buildings.

The unit type incorporates an open plan kitchen, living and dining space which will occupy a floor area of 38m² in the north-eastern portion of the dwelling. It also incorporates an attached carport.

The floor plan for Unit 3A (Unit 17) is the reverse of Unit 3B (Unit 18), except for the location of the attached carport which will be to the north and south respectively. Unit 17 will be accessed from the proposed driveway within the development. Unit 18 will be accessed directly from Alma Street, and is the only dwelling that will not be accessed from the internal driveway.

Units 17 and 18 will each have 25m² of designated private open space to the east which will have a minimum depth of 3.9m. Each unit will be supplemented with other areas of private open space to the side and rear. The total area of private open space behind the dwelling façade will be at least 70m² for each unit.

The designated private open space areas will incorporate external storage sheds, clothes drying lines and waste / recycling bin storage.

2.1.4 Unit Type 4 (Units 7-12)

Unit Type 4 is double-storey and has a floor area of 130m². It relates to Units 7-12 along the western boundary of the site, which adjoins Hobart Road.

The unit type incorporates an open plan kitchen, living and dining space which will occupy a floor area of 28m² in the eastern portion of the dwelling at first floor level. It also incorporates an attached garage at ground floor level.

The floor plan for Unit 4A (Units 7, 9 & 11) is the reverse of Unit 4B (Units 8, 10 & 12).

Units 7-12 will each have a 3.4m² external balcony at first floor level, and ground level designated private open space comprising 24m² (Units 7-11) and 18m² (Unit 12) with a minimum depth of 3m. Each unit will be supplemented with other areas of private open space to the front. The open space to the south-west of Unit 12, within the frontage setback to Alma Street, will be 50m².

The designated private open space areas will incorporate external storage sheds and clothes drying lines. Waste / recycling bin storage will be within the alcove containing the entry to each dwelling, and will be screened from the internal driveway.

2.1.5 Other Matters

In order to address the 1% AEP flood surface level in the north-west corner of the site, the ground-floor level of the relevant dwellings in this area will be raised by fill. Given that the lowest elevation within the site is 85m AHD and the relevant flood surface level is 85.1m AHD, this will involve fill to a depth of no greater than 400mm.

The proposed dwelling footprints have been sited clear of the sewerage and stormwater mains that extend through the site. It is noted that the sewer main shown underneath Unit 3 is capped at both adjacent manholes and not in use.

2.2 Associated Works

2.2.1 Demolition

The existing building, structures and other works within the site will be demolished and removed to facilitate the proposed housing development. This will include the removal of 10-15m³ low-level contaminated soils in the north-west corner of the site, in accordance with the recommendations in the Preliminary Site Investigation (Contamination Assessment) which accompanied the application.

2.2.2 Consolidation of Lots

The 4 lots which comprise the site will be consolidated into a single lot. The consolidated lot will be serviced by existing connections to reticulated services.

2.2.3 Vehicular Access

The proposed development will involve modifications to the existing driveway crossovers in Hobart Road and Alma Street which service the site. The existing Hobart Road crossover has a width of 9m and the proposed crossover will have a width of 6m. The proposed works in this location will include the relocation of an existing power pole. Similarly, the crossover in Alma Street is capable of being narrowed to 4.5m and it will service Unit 18 only.

The proposed driveway that will extend into the site will have a general width of 6m, except where it widens to accommodate access into individual garages, carports and visitor parking spaces. It will extend through the northern portion of the site to provide access to Units 1-6 and 17, and the western portion of the site to provide access to Units 7-12 and 13-16. The driveway is capable of accommodating movements by waste and recycling collection vehicles.

2.2.4 Car Parking

The proposed dwellings will each contain an attached single garage or carport. Each single-storey dwelling (Units 1-6 and 13-18) will have a second external car parking space, including a tandem space for Units 13 and 14. 4 dedicated visitor parking spaces are also proposed. The proposal will therefore involve the provision of a total of 34 car parking spaces.

2.2.5 Landscaping

The proposed development will include the provision of landscaping within the areas of private open space and other common areas. Fencing is also proposed to delineate the areas of private open space and to provide privacy from Hobart Road and Alma Street. The frontage fencing will have a height of 1.8m. The portion of the frontage fences greater than 1.2m in height will be provided with 30% uniform transparency.

3.0 Supporting Assessments

The proposed use and development is informed by several background investigations which accompanied the application and are summarised below.

3.1 Preliminary Site Investigation (Contamination Assessment)

Environmental Service & Design (July 2019) was engaged to prepare a Preliminary Site Investigation to assist in addressing the provisions of the Potentially Contaminated Land Code in Clause E2.0 of the Scheme.

The assessment was guided by the principles and requirement in the National Environment Protection (Assessment of Site Contamination) Measure, 1999 (as amended) (“NEPM”). Five (5) soil samples were taken within the site and were compared against the NEPM guidelines.

The assessment identified minor contamination arising from copper chrome arsenate treated logs and hydrocarbons from various sources. Soil around the perimeter of the building was found to be high in chromium and copper, but not above the health screening levels for a residential property. Soils on the northern boundary and in the garden beds along the western car park were found to be high in petroleum hydrocarbons. The assessment recommends, as a precautionary measure, the removal of 10-15m³ soil these locations for disposal at a Level 2 landfill in accordance with the EPA Tasmania ‘Information Bulletin No.105 – Classification and Management of Contaminated Soil for Disposal’.

A preliminary Conceptual Site Model was developed and a risk assessment in accordance with the principles and methodology in the NEPM was undertaken. This indicates that, subject to the recommended removal of contaminated soil, the proposal does not present a risk to human health or the environment. The assessment also recommends the use of eye and skin protection when undertaking earthworks. Based on the findings, the assessment identified that no further contamination investigation is required.

3.2 Traffic Impact Assessment

Traffic & Civil Services (September, 2019) was engaged to prepare a Traffic Impact Assessment (“TIA”) to assist in addressing the provisions of the Road and Railway Assets Code in the Clause E4.0 of the Scheme, in relation to the original 24 multiple dwelling development.

The TIA identified that, based on RMS Guide to Traffic Generating Developments the proposed development, the proposal will generate 120 vehicle movements to and from the site each day on average. This represents a 1.8% increase in daily vehicle movements on Hobart Road. This is a relatively small increase, and represents 12 vehicle movements per hour during peak times.

The majority of vehicles accessing the site will utilise the proposed Hobart Road access. The existing median turning lane and southbound traffic lane within Hobart Road are sufficient to accommodate right and left hand turning vehicles entering the site at the access. There are no other traffic capacity or safety issues associated with the proposal.

The TIA identified that the available safe intersection sight distances (“SISD”) at the location of the proposed Hobart Road access to the development and at the Hobart Road – Alma Street junction are compliant with the requirements in Table E4.6.4 of the Scheme. The sight distance to the left (east) at the location of proposed Alma Street access is compliant however to the right it is less than the minimum 80m required. The available sight distance is restricted due to the proximity of the access to the Hobart Road – Alma Street junction, and is considered to be sufficient given the relatively low speed environment.

The TIA recommended that the driveway is managed as a 10km/h shared zone given that no internal footpaths are identified within the proposed development. This will involve the provision of advisory signage in accordance with AS 1742.1:2014 ‘Manual of uniform traffic control devices, Part 1: General introduction and index of signs’.

Traffic & Civil Services (October, 2020) prepared a supplement in light of the modified 18 multiple dwelling development. This identifies that the current proposal will have less traffic impact than the original proposal. Further, the recommendations in the original TIA are appropriate for the current proposal.

3.3 Noise Assessment

Environmental Service & Design (August 2019) was engaged to prepare a Noise Assessment to assist in addressing the provisions of the Environmental Impacts and Attenuation Code in Clause E11.0 of the Scheme.

The purpose of the assessment was to consider noise from steel cutting and drilling activities associated with a steel warehouse and distribution centre at 341-349 Hobart Road. Noise measurements were taken in accordance with the EPA Tasmania ‘Noise Measurements Procedures Manual 2008’ at two locations along the northern boundary of the site.

The site is located within a highly built-up area adjacent to an arterial road (Hobart Road). Noise levels from 341-349 Hobart Road are inaudible at the site during normal daytime operations. Noise levels are instead dominated by traffic noise along Hobart Road. The assessment therefore recommended the following:

- The western elevation of the units should be uninterrupted walls with no windows or doors; or
- Alternatively, the western elevation of the units could be fitted with window glazing with a minimum Rw rating (Weighted sound reduction index) of 23 and solid core doors; and

- All other elevations should contain widow glazing with a minimum Rw rating of 15.

It is intended that the recommendations will be addressed in the proposed development by adopting the minimum RW ratings for window glazing that are identified in the noise assessment.

4.0 Planning Assessment – Amended Permit Application

The following assessment addresses the applicable Scheme provisions and identifies whether the relevant acceptable solutions are satisfied.

4.1 Categorisation of the Development

A proposed use and development is required to be categorised into a use class in accordance with Clause 8.2.1 of the Scheme. The proposal is categorised into the Residential use class, which is defined as follows:

use of land for self contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

Multiple dwellings are defined as follows in Clause 4.1:

means 2 or more dwellings on a site.

The proposal involves 18 dwellings at the site which will be used for self-contained living accommodation.

The Residential use class is identified as Permitted in the use table in Clause 10.2 where it involves multiple dwellings.

4.2 Status of the Amended Application

The status of the proposal is dependent upon the relevant use categorisation and an assessment of whether it complies with the acceptable solutions for each applicable standard, or if it relies upon an associated performance criteria. The proposal relies on several performance criteria to demonstrate compliance with the applicable standards, as identified over-page. A Discretionary permit is therefore sought for the proposal.

- **General Residential Zone**
 - Clause 10.4.1 Residential Density for Multiple Dwellings – Performance Criteria P1.
 - Clause 10.4.2 Setbacks and Building Envelope for all Dwellings – Performance Criteria P2.
 - Clause 10.4.3 Site Coverage and Private Open Space for All Dwellings – Performance Criteria P1 and P2.
 - Clause 10.4.4 Sunlight and Overshadowing for All Dwellings – Performance Criteria P1 and P2.
 - Clause 10.4.13 Location of Car Parking – Performance Criteria P2.
 - Clause 10.4.16 Frontage and Access – Performance Criteria P2.
- **Potentially Contaminated Land Code**
 - Clause E2.5.1 Suitability for Intended Use– Performance Criteria P1.
 - Clause E2.6.1 Subdivision – Performance Criteria P1.
 - Clause E2.6.2 Excavation – Performance Criteria P1.
- **Road and Railway Assets Code**
 - Clause E4.5.1 Existing Road Accesses and Junctions – Performance Criteria P3.
 - Clause E4.6.4 Sight Distance at Accesses, Junctions and Level Crossings – Performance Criteria P1.
- **Parking and Sustainable Transport Code**
 - Clause E6.5.1 Car Parking Numbers – Performance Criteria P1.
 - Clause E6.6.3 Pedestrian Access – Performance Criteria P1.
- **Environmental Impact and Attenuation Code**
 - Clause E11.6.1 Attenuation distances – Performance Criteria P1.

The applicable performance criteria are assessed in Section 5.

4.3 General Residential Zone

Clause 10.4 Development Standards		
Clause 10.4.1 Residential density for multiple dwellings		
Requirement/s	Assessment	Compliance
<p>A1 Multiple dwellings must have a site area per dwelling of not less than:</p> <p>(a) 325m²; or</p> <p>(b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that are specified for the density area.</p>	<p>The site area is 4396m² and the number of dwellings proposed is 18. The proposed site area per dwelling is therefore 244m².</p> <p>There is no applicable density area specified in Table 10.4.1.</p>	<p>Relies on performance criteria.</p>
Clause 10.4.2 Setbacks and building envelope for all dwellings		
Requirement/s	Assessment	Compliance
<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 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or</p>	<p>The Alma Street frontage of the site has the shortest width measured parallel to the road. It is therefore the primary frontage in accordance with the definition of the term in Clause 4.1.</p> <p>Units 12, 16 and 18 will be setback of 4.5m from the frontage.</p>	<p>Complies with acceptable solution.</p>

Clause 10.4.2 Setbacks and building envelope for all dwellings		
Requirement/s	Assessment	Compliance
<p>A1</p> <p>(b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, 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>The proposed Units 1, 7-12 will be setback of 3m from the Hobart Road frontage.</p> <p>The site is not vacant.</p> <p>There is no relevant road specified in Table 10.4.2.</p>	<p><i>Complies with acceptable solution.</i></p>
<p>A2</p> <p>A garage or carport must have a setback from a primary frontage of at least:</p> <p>(a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or</p> <p>(b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport;</p> <p>(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>The carport associated with the proposed Unit 18 will be setback 4.5 from the Alma Street frontage.</p>	<p>Relies on performance criteria.</p>

Clause 10.4.2 Setbacks and building envelope for all dwellings		
Requirement/s	Assessment	Compliance
<p>A3</p> <p>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:</p> <p>(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</p> <p>(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</p> <p>(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>The proposed Units 1-4 will be setback 3m from the northern side boundary, and Unit 5 will be setback a minimum of 2.25m. The corresponding heights permitted by the building envelope described in the acceptable solution is 6m (Units 1-4) and 5.25m (Unit 5). The dwelling will have a maximum building height of 3.975m.</p> <p>The proposed Unit 6 will have minimum setbacks of 1.15m to the northern side boundary and 1.79m to the eastern side boundary. The corresponding permitted building heights are 4.15m and 4.79m respectively. The maximum building height in the northern elevation will be 2.9m and in the eastern elevation it will be 4.155m.</p> <p>The proposed Units 18 and 19 will be setback 3.95m from the eastern side boundary, and the corresponding permitted building height is 6.95m. The dwellings will have a maximum building height of 4.125m.</p>	<p>Complies with acceptable solution.</p>

Clause 10.4.2 Setbacks and building envelope for all dwellings

Requirement/s	Assessment	Compliance
A3	<p>(b) only have a setback within 1.5 m of a side boundary if the dwelling:</p> <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser). 	<p>The dwellings will not be setback within 1.5m of a side boundary</p> <p><i>Complies with acceptable solution.</i></p>

Clause 10.4.3 Site coverage and private open space for all dwellings

Requirement/s	Assessment	Compliance
A1	<p>Dwellings must have:</p> <ul style="list-style-type: none"> (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and (b) for multiple dwellings, a total area of private open space of not less than 60m² 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); and (c) a site area of which at least 25% of the site area is free from impervious surfaces. 	<p>The proposed development will result in a site coverage of 1685m², or 38.3%.</p> <p>The total area of private open space for each dwelling will exceed 60m², with the exception of Units 7-11.</p> <p>The proportion of the site area that will remain free from impervious surfaces will be less than 25%.</p> <p>Relies on performance criteria.</p>

Clause 10.4.3 Site coverage and private open space for all dwellings		
Requirement/s	Assessment	Compliance
<p>A2</p> <p>A dwelling must have an area of private open space that:</p> <p>(a) is in one location and is at least</p> <p>(i) 24m²; or</p> <p>(ii) 12m²; 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</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4 m; or</p> <p>(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; and</p> <p>(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and</p>	<p>The designated area of private open space for each dwelling will have the following areas:</p> <ul style="list-style-type: none"> • Unit 1 – 49m² • Units 2-4 – 45m² • Unit 5 – 44m² • Unit 6 – 31m² • Units 7-11 – 24m² • Unit 12 – 18m² • Units 13-16 – 36m² • Units 17-18 – 25m² <p>The designated area of private open space for each dwelling will have the following minimum dimensions:</p> <ul style="list-style-type: none"> • Unit 1 – 3.2m • Units 2-4 – 3m • Unit 5 – 2.25m to 3m • Unit 6 – 3.9m • Units 7-12 – 3m • Units 13-16 – 1.15m to 3.9m • Units 17-18 – 3.9m <p>The designated areas of private open space for Units 1-6 and 13-18 will be directly adjacent to, and accessible from, a living room within the dwelling that they will serve.</p>	<p>Relies on performance criteria in relation to the size of the designated private open space for Unit 12, the minimum dimension for all dwellings and the accessibility and location within the frontage setback for Units 7-12.</p>

Clause 10.4.3 Site coverage and private open space for all dwellings

Requirement/s		Assessment	Compliance
A2	<p>(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</p> <p>(e) is located between the dwelling and the 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</p> <p>(f) has a gradient not steeper than 1 in 10; and</p> <p>(g) is not used for vehicle access or parking.</p>	<p>The designated areas of private open space will be located to the north, east or west of the dwelling that they will serve.</p> <p>The designated area of private open space for Units 7-12 will be located between these dwellings and the Hobart Road frontage.</p> <p>The areas of private open space will have a gradient less than 10%.</p> <p>The designated areas of private space will be separate from vehicle access and parking areas.</p>	<p><i>Relies on performance criteria.</i></p>

Clause 10.4.4 Sunlight and overshadowing for all dwellings

Requirement/s		Assessment	Compliance
A1	<p>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>The proposed Units 1-6, 13, 15, 17 and 18 will include a window to their living room that will face less than 3° west of north.</p>	<p><i>Relies on performance criteria in relation to Units 7-12, 14 and 16.</i></p>

Clause 10.4.4 Sunlight and overshadowing for all dwellings		
Requirement/s	Assessment	Compliance
<p>A2</p> <p>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):</p> <p>(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B)</p> <p>(i) at a distance of 3 m from the window; and</p> <p>(ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.</p> <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> <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>	<p>Unit 14 will be located 1.5m to north of a north-facing living room window within Unit 15.</p> <p>Units 2-3 will be located a sufficient distance to the north of Units 13 and 17 in that satisfies the acceptable solution requirement.</p>	<p>Relies on performance criteria in relation to the siting of Unit 15 relative to the Unit 14 habitable room window.</p>

Clause 10.4.4 Sunlight and overshadowing for all dwellings		
Requirement/s	Assessment	Compliance
<p>A3</p> <p>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> <p>(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C):</p> <p>(i) at a distance of 3 m from the northern edge of the private open space; and</p> <p>(ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.</p> <p>(b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 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>	<p>Units 1-3 are located a sufficient distance to the north of the designated area of private open space for Units 7, 13 and 17 that satisfies the acceptable solution requirement.</p>	<p>Complies with acceptable solution.</p>

Clause 10.4.5 Width of openings for garages and carports for all dwellings

Requirement/s		Assessment	Compliance
A1	A garage or carport within 12 m 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).	The carport associated with the proposed Unit 18 will be setback 4.5m from the primary frontage (Alma Street), and will have an opening width of 4.25m. No other garage or carport opening facing the primary frontage will be located within 12m of that frontage.	Complies with acceptable solution.

Clause 10.4.6 Privacy for all dwellings

Requirement/s		Assessment	Compliance
A1	A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the 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: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and	The proposed development that will involve finished surface or floor levels more than 1m above natural ground level.	Not applicable.

Clause 10.4.6 Privacy for all dwellings		
Requirement/s	Assessment	Compliance
<p>A1</p> <p>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m:</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>		<i>Not applicable.</i>
<p>A2</p> <p>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>(a) The window or glazed door:</p> <p>(i) is to have a setback of at least 3 m from a side boundary; and</p> <p>(ii) is to have a setback of at least 4 m from a rear boundary; and</p> <p>(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</p>	<p>The proposed development that will involve finished surface or floor levels more than 1m above natural ground level</p>	Not applicable.

Clause 10.4.6 Privacy for all dwellings		
Requirement/s	Assessment	Compliance
<p>A2 (a)</p> <p>(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:</p> <p>(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</p> <p>(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</p> <p>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.</p>		<i>Not applicable.</i>

Clause 10.4.6 Privacy for all dwellings		
Requirement/s	Assessment	Compliance
<p>A3</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> <p>(a) 2.5 m; or</p> <p>(b) 1 m if:</p> <p>(i) it is separated by a screen of at least 1.7 m in height; or</p> <p>(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.</p>	<p>The Bed 2 and kitchen windows in the southern elevation of Units 1-5 will be less than 2.5m from the shared driveway and will comprise obscure glazing.</p> <p>The Bed 2 window in the western elevation of Unit 6 will be less than 2.5m from the shared driveway and will comprise obscure glazing.</p> <p>The bedroom windows in the western elevation of Units 13-15 will located more than 2.5m from the shared driveway. The bedroom windows of Unit 16 will be within 2.5m and will comprise obscure glazing.</p> <p>The north-facing dining room window associated with Unit 17, and the windows associated with Unit 18, will be located more than 2.5m from the shared driveway.</p>	<p>Complies with acceptable solution.</p>

Clause 10.4.7 Frontage fences for all dwellings

Requirement/s		Assessment	Compliance
A1	<p>A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than:</p> <p>(a) 1.2 m if the fence is solid; or</p> <p>(b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).</p>	<p>The proposed fence within 4.5m of the Hobart Road and Alma Street frontages, adjacent to Units 1, 7-12 and 16, will have a height of 1.8m. The portion of the frontage fences greater than 1.2m in height will be provided with 30% uniform transparency.</p>	<p>Complies with acceptable solution.</p>

Clause 10.4.8 Waste storage for multiple dwellings

Requirement/s		Assessment	Compliance
A1	<p>A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations:</p> <p>(a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</p> <p>(b) in a communal storage area with an impervious surface that:</p> <p>(i) has a setback of at least 4.5 m from a frontage; and</p> <p>(ii) is at least 5.5 m from any dwelling; and</p>	<p>The proposed development will include for storage space for waste and recycling bins comprising 1.5m² per dwelling which will not be located within the forward of the building line adjacent to each frontage.</p> <p>It is noted that the space for Units 1-7 will be within the alcove containing the entry to each dwelling. They will be provided with a screen having a height of 1.5m.</p>	<p>Complies with acceptable solution.</p>

Clause 10.4.8 Waste storage for multiple dwellings

Requirement/s		Assessment	Compliance
A1 (b)	(iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.		<i>Complies with acceptable solution.</i>

Clause 10.4.9 Site facilities for multiple dwellings

Requirement/s		Assessment	Compliance
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.	The dwellings will be provided with external storage sheds which, together with internal storage, will provide a combined secure space of 6m ³ . These areas will not be located in front of the façade of any dwelling.	Complies with acceptable solution.
A2	Mailboxes must be provided at the frontage.	Mailboxes will be provided adjacent to the internal driveways at each frontage.	Complies with acceptable solution.

Clause 10.4.10 Common property for multiple dwellings

Requirement/s		Assessment	Compliance
A1	Site drawings must clearly delineate private and common areas, including: (a) driveways; (b) parking spaces, including visitor parking spaces; (c) landscaping and gardens; (d) mailboxes; and (e) storage for waste and recycling bins.	The site plan which accompanies the application identifies the relevant areas.	Complies with acceptable solution.

Clause 10.4.13 Location of car parking

Requirement/s		Assessment	Compliance
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.	The proposed shared driveway and car parking spaces will be located more than 1.5m horizontally or vertically from the windows of habitable rooms.	Complies with acceptable solution.
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.	3 car parking spaces are proposed within the primary frontage setback, adjacent to Alma Street in between Units 12 and 16.	Relies on performance criteria.
A2.2	Turning areas for vehicles must not be located within the primary front setback.	Turning areas for vehicles will not be located within the primary front setback.	Complies with acceptable solution.

Clause 10.4.15 Lot size and dimensions

Requirement/s		Assessment	Compliance
A1.1	Each lot is to have a minimum lot size of 500 m ² and be able to contain a rectangle measuring 10 m by 15 m.	The consolidated lot will have an area greater than 500m ² and, given its dimensions and shape, will be able to contain a theoretical rectangle measuring 10 m by 15 m.	Complies with acceptable solution.

Clause 10.4.16 Frontage and access

Requirement/s		Assessment	Compliance
A1	Each lot is to have a minimum road frontage width of 3.6 m.	The consolidated lot will have road frontage greater than 3.6 m.	Complies with acceptable solution.

Clause 10.4.16 Frontage and access

Requirement/s		Assessment	Compliance
A2	No acceptable solution.	There is no acceptable solution to be addressed.	Relies on performance criteria.

Clause 10.4.17 Discharge of stormwater

Requirement/s		Assessment	Compliance
A1	Each lot including roads is to be capable of connecting to a public stormwater system.	The consolidated lot will be serviced by the existing stormwater connection for the site.	Complies with acceptable solution.

Clause 10.4.17 Discharge of stormwater			
Requirement/s		Assessment	Compliance
A2	Council's General Manager is to provide written advice that the public stormwater system has the capacity to accommodate stormwater discharge from the system.	Advice from Council's General Manager has been provided the application.	Complies with acceptable solution.
Clause 10.4.18 Water and sewerage services			
Requirement/s		Assessment	Compliance
A1	Each lot is to be connected to a reticulated water supply.	The consolidated lot will be serviced by an existing water connection for the site.	Complies with acceptable solution.
A2	Each lot is to be connected to a reticulated sewerage system.	The consolidated lot will be serviced by an existing sewer connection for the site.	Complies with acceptable solution.
Clause 10.4.19 Integrated urban landscape			
Requirement/s		Assessment	Compliance
A1	Subdivision does not create any new road, public open space or other reserves.	The consolidation will not create new roads, public open space or drainage reserves.	Complies with acceptable solution.
Clause 10.4.20 Walking and cycling network			
Requirement/s		Assessment	Compliance
A1	Subdivision does not create any new road, footpath or public open space.	The consolidation will not create new roads footpaths or public open space.	Complies with acceptable solution.
Clause 10.4.21 Lot diversity			
Requirement/s		Assessment	Compliance
A1	Subdivision is to be for 10 lots or less.	The consolidation will create 1 lot.	Complies with acceptable solution.
Clause 10.4.22 Solar orientation of lots			
Requirement/s		Assessment	Compliance
A1	Any lot less than 500 m ² is to have a long axis between 30 degrees west and east of north.	The consolidation will create a lot that will be greater than 500m ² .	Complies with acceptable solution.

Clause 10.4.23 Neighbourhood road network			
Requirement/s		Assessment	Compliance
A1	Subdivision does not create any new road.	The consolidation will not create new roads.	Complies with acceptable solution.
Clause 10.4.24 Public transport network			
Requirement/s		Assessment	Compliance
A1	Subdivision does not create any new road.	The consolidation will not create new roads.	Complies with acceptable solution.

4.4 Potentially Contaminated Land Code

Clause E2.5 Use Standards			
Clause E2.5.1 Suitability for intended use			
Requirement/s		Assessment	Compliance
A1	<p>The Director, or a person approved by the Director for the purpose of this Code:</p> <ul style="list-style-type: none"> (a) certifies that the land is suitable for the intended use; or (b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use. 	<p>The Preliminary Site Investigation which accompanies the application addresses the relevant requirement in the corresponding performance criteria.</p>	<p>Relies on the performance criteria.</p>

Clause E2.6 Development Standards			
Clause E2.6.1 Subdivision			
Requirement/s		Assessment	Compliance
A1	<p>For subdivision of land, the Director, or a person approved by the Director for the purpose of this Code:</p> <p>(a) certifies that the land is suitable for the intended use; or</p> <p>(b) approves a plan to manage contamination and associated risk to human health or the environment, that will ensure the subdivision does not adversely impact on health or the environment and is suitable for its intended use.</p>	<p>The Preliminary Site Investigation which accompanies the application addresses the relevant requirement in the corresponding performance criteria.</p>	<p>Relies on the performance criteria.</p>
Clause E2.6.2 Excavation			
Requirement/s		Assessment	Compliance
A1	No acceptable solution.	There is no acceptable solution to be addressed.	Relies on performance criteria.

4.5 Road and Railway Assets Code

Clause E4.5 Use Standards			
Clause E4.5.1 Existing road accesses and junctions			
Requirement/s		Assessment	Compliance
A3	<p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.</p>	<p>The TIA which accompanies the application anticipates that the proposed use will generate 120 vehicle movements to and from the site each day on average.</p>	<p>Relies on performance criteria.</p>

Clause E4.6 Development Standards			
Clause E4.6.2 Road accesses and junctions			
Requirement/s	Assessment	Compliance	
A2	No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	There will be a single access, providing both entry and exit, from each road that adjoins the site.	Complies with acceptable solution.
Clause E4.6.4 Sight distances at accesses, junctions and level crossings			
Requirement/s	Assessment	Compliance	
A1	<p>Sight distance at:</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and</p> <p>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p>	<p>The sight distance to the right (west) at the location of proposed Alma Street access is 50m, which is less than the minimum 80m required by Table E4.6.4.</p> <p>The proposal does not involve a rail level crossing and A1(b) therefore does not apply.</p>	Relies on performance criteria.

4.6 Car Parking and Sustainable Transport Code

Clause E6.5 Use Standards			
Clause E6.5.1 Car parking numbers			
Requirement/s	Assessment	Compliance	
A1	The number of car parking spaces must: <ul style="list-style-type: none"> (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 	Table E6.1 requires dwellings with 2 or more bedrooms to have 2 car parking spaces per dwelling. Further, multiple dwelling developments are required to have 1 dedicated visitor parking space per 4 units.	Relies on performance criteria.

Clause E6.5 Use Standards		
Clause E6.5.1 Car parking numbers		
Requirement/s	Assessment	Compliance
<p>A1 (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</p> <p>(d) be in accordance with an acceptable solution contained within a parking precinct plan.</p>	<p>Given that the proposal involves 18x 2-bedroom multiple dwellings, it is required to provide 36 car parking spaces and 5 visitor parking spaces (total of 41 spaces).</p> <p>Each dwelling will contain an attached single garage or carport. In addition, each single-storey dwelling (Units 1-6 and 13-18) will have a second external car parking space, including a tandem space for Units 13 and 14. 4 dedicated visitor parking spaces are also proposed. The proposal will therefore involve the provision of a total of 34 car parking spaces.</p> <p>There is no applicable parking precinct plan.</p>	<p><i>Relies on performance criteria.</i></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 D3 of the National Construction Code 2014, as amended from time to time.</p>	<p>There is no applicable requirement in Table D3.5 of Volume 1 of the National Construction Code.</p>	<p>Not applicable.</p>

Clause E6.6 Development Standards		
Clause E6.6.1 Construction of parking areas		
Requirement/s	Assessment	Compliance
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (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. 	<p>The vehicle access and parking areas have been designed in accordance with the requirements in this standard.</p>	<p>Complies with Acceptable Solution.</p>

Clause E6.6.2 Design and layout of parking areas		
Requirement/s	Assessment	Compliance
<p>A1.1 Car parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (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; (c) have parking space dimensions in accordance with the requirements in Table E6.3; (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 (e) have a vertical clearance of not less than 2.1 metres above the parking surface level. 	<p>The driveway and parking areas have been designed to enable vehicles to enter and exit the site in a forward direction.</p> <p>The width of the driveway exceeds the minimum 5.5m required, for a site accommodating 21 spaces, by Table E6.2.</p> <p>The parking space and manoeuvring aisles satisfy the requirements in Table E6.3.</p> <p>The vertical clearance associated with the garages and carports will be at least 2.1 m above the parking surface level.</p>	<p>Complies with Acceptable Solution.</p>

Clause E6.6.3 Pedestrian access		
Requirement/s	Assessment	Compliance
A1.1 Uses that require 10 or more parking spaces must: <ul style="list-style-type: none"> (a) have a 1m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles, by: <ul style="list-style-type: none"> (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (d) be signed and line marked at points where pedestrians cross access ways or parking aisles; 	A dedicated footpath is not proposed within the site.	Relies on performance criteria.

4.7 Environmental Impacts and Attenuation Code

Clause E11.6 Use Standards		
Clause E11.6.1 Attenuation distances		
Requirement/s	Assessment	Compliance
A1	No acceptable solution.	There is no acceptable solution to be addressed.
		Relies on performance criteria.

5.0 Planning Assessment – Performance Criteria

The performance criteria applicable to the proposed use and development are addressed below.

5.1 Clause 10.4.1 Residential Density for Multiple Dwellings – Performance Criteria P1

Clause 10.4.1 Residential density for multiple dwellings
<p><i>Objective:</i></p> <p><i>To provide for suburban densities for multiple dwellings that:</i></p> <ul style="list-style-type: none"> <i>(a) make efficient use of suburban land for housing; and</i> <i>(b) optimise the use of infrastructure and community services.</i>
Performance Criteria
<p>P1</p> <p><i>Multiple dwellings must only have a site area per dwelling that is less than 325m², 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:</i></p> <ul style="list-style-type: none"> <i>(a) is compatible with the density of the surrounding area; or</i> <i>(b) provides for a significant social or community housing benefit and is in accordance with at least one of the following:</i> <ul style="list-style-type: none"> <i>(i) the site is wholly or partially within 400m walking distance of a public transport stop;</i> <i>(ii) the site is wholly or partially within 400m walking distance of a business, commercial, urban mixed use, village or inner residential zone.</i>

The performance criteria requires that the density of the development is to comply with either one of the matters in (a) or (b). The application involves the provision of social and community housing and approval under P1(b) is therefore sought.

Social housing is defined in the State Government’s *Affordable Housing Strategy 2015-2025* (“AHS”) as:

“a broad term used to capture both housing provided by the government (public housing) and non-government organisations (community housing) with below-market rent prices”.

Community housing is defined in the AHS as:

“to housing stock that is either owned by the government or non-government organisations, and is delivered/managed by nongovernment organisations”.

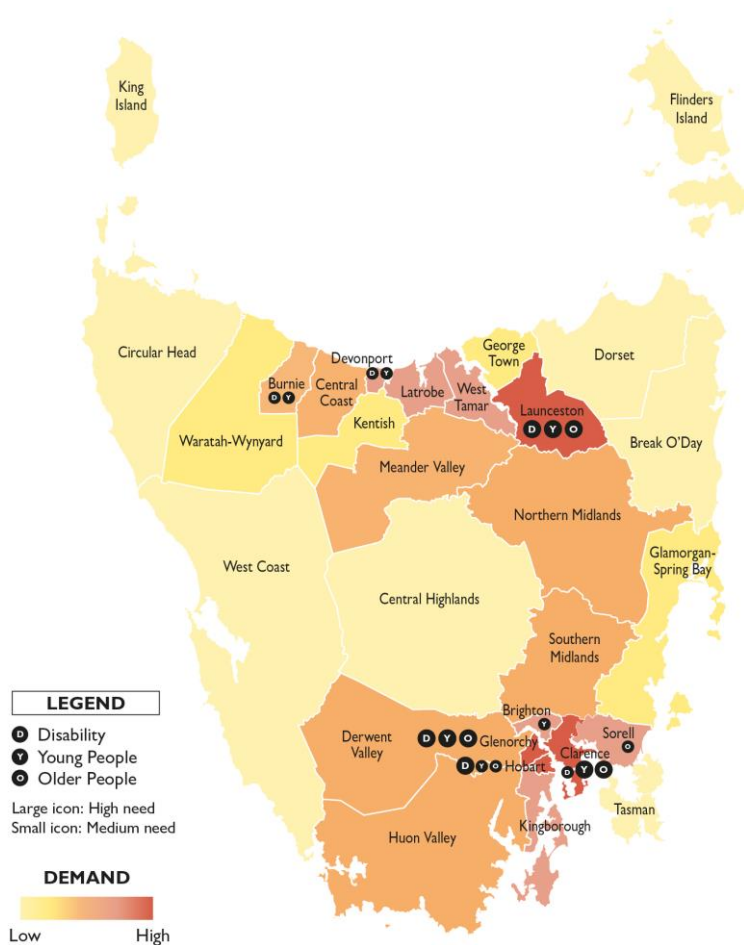
Affordable housing is defined in the AHS as:

“rental homes or home purchases that are affordable to low income households, meaning that the housing costs are low enough that the household is not in housing stress or crisis”.

The proposed social housing will be delivered and managed by a registered Community Housing Providers (Centacare Evolve Housing) and will be provided at subsidised (i.e. below-market) rents.

The increasing need for the provision of social and affordable housing in Tasmania is well documented. This is reflected in the responses in the AHS and *Affordable Housing Action Plan 2019-2023*.

The Department of Communities Tasmania has produced a map that shows the level of demand for social housing across each local government area in Tasmania. This is reproduced below. Launceston is shown as being an area where there is a high demand. The highest demand is for 2 bedroom dwellings to address the occupancy needs of vulnerable cohorts.



Source: Department of Communities Tasmania, <https://www.communities.tas.gov.au/housing/tasmanian-affordable-housing-strategy/key-projects/indicative-program-of-tenders/map-of-social-housing-demand>, Accessed 19/06/2020.

Data obtained from the social housing waitlist administered by Housing Connect on 11 November 2020 indicates that there are 231 persons seeking 1 bedroom dwellings in Youngtown and 189 seeking 2 bedroom dwellings in the suburb.

The proposed provision of social and affordable housing by a registered Community Housing Provider in an area of high demand and a location that is well serviced in close proximity of a public transport corridor, employment and education opportunities, in a manner that optimises the development potential of the site, ensures that the proposal provides for a significant social and community housing benefit.

In relation to the requirements in Clause 10.4.1 P1 (b)(i) and (ii), there are existing bus stops located immediately adjacent to the site in Hobart Road, well within a 400m walking distance. Additionally, the site is located within 400m walking distance of land within a Local Business Zone, Commercial Zone and Inner Residential Zone. This includes a small supermarket located within a Local Business Zone 85m to the south.

The proposal complies with the performance criteria, specifically P1(b). It will make efficient use of suburban land for housing and optimises the use of infrastructure and community services. It is therefore also consistent with the objective for the standard.

Additionally, it is noted that the density will be compatible with the density of dwellings in the surrounding area. Residential development the surrounding area comprises single dwellings together with some multiple dwelling development. There is significant divergence in the dwelling densities that exist. 14% of existing dwellings have a site area per dwelling which is less than the proposal (244m²). 19% have a site area per dwelling greater than 1000m². The density of the proposal is within the range of densities that exist. It is therefore in broad correspondence, and capable of existing in harmony, with the surrounding area.

5.2 Clause 10.4.2 Setbacks and Building Envelope for all Dwellings – Performance Criteria P2

Clause 10.4.2 Setbacks and building envelope for all dwellings
<p><i>Objective:</i></p> <p><i>To control the siting and scale of dwellings to:</i></p> <ul style="list-style-type: none"> <i>(a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and</i> <i>(b) assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes; and</i> <i>(c) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and</i> <i>(d) provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.</i>

Performance Criteria

P2

A garage or carport must have a setback from a primary frontage that is compatible with the existing garages or carports in the street, taking into account any topographical constraints.

The carport associated with the proposed Unit 18 will be setback 4.5 from the Alma Street frontage. Alma street extends for a distance of 750m to the east of the site.

There are other instances where carports are built to the frontage, including 19 and 25 Alma Street. The frontage setback of the proposed carport will be within the range of minimum and maximum frontage setbacks, associated with existing garages and carports, along the street. The proposal is therefore compatible with the frontage setback of existing garages and carports in the street. It will also be the same as the setback of Units 12 and 16 from the Alma Street frontage.

The proposal complies with the performance criteria.

5.3 Clause 10.4.3 Site Coverage and Private Open Space for All Dwellings – Performance Criteria P1

Clause 10.4.3 Site coverage and private open space for all dwellings

Objective:

To provide:

- (a) for outdoor recreation and the operational needs of the residents; and*
- (b) opportunities for the planting of gardens and landscaping; and*
- (c) private open space that is integrated with the living areas of the dwelling; and*
- (d) private open space that has access to sunlight.*

Performance Criteria

P1

Dwellings must have:

- (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:

 - (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*
 - (ii) operational needs, such as clothes drying and storage; and**
- (b) reasonable space for the planting of gardens and landscaping.*

The size and dimensions of the total area of private open space for the dwellings will commensurate with the size of the floor area of the dwellings, which will be between 102m² and 130m². They will be capable of being used by residents as outdoor recreation space, clothes drying and storage of household items.

The private open space includes areas that will be provided with gardens and landscaping. A small community garden will also be provided along the driveway to the south of Units 4 and 5.

The proposal complies with the performance criteria.

5.4 Clause 10.4.3 Site Coverage and Private Open Space for All Dwellings – Performance Criteria P2

Clause 10.4.3 Site coverage and private open space for all dwellings
<p><i>Objective:</i></p> <p><i>To provide:</i></p> <ul style="list-style-type: none"> <i>(a) for outdoor recreation and the operational needs of the residents; and</i> <i>(b) opportunities for the planting of gardens and landscaping; and</i> <i>(c) private open space that is integrated with the living areas of the dwelling; and</i> <i>(d) private open space that has access to sunlight.</i>
Performance Criteria
<p>P2</p> <p><i>A dwelling must have private open space that:</i></p> <ul style="list-style-type: none"> <i>(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:</i> <ul style="list-style-type: none"> <i>(i) conveniently located in relation to a living area of the dwelling; and</i> <i>(ii) orientated to take advantage of sunlight.</i>

The designated private open space associated with each dwelling will be capable of serving as an extension to each dwelling for outdoor relaxation, dining, entertaining and children’s play. They will be located to the north, east or west of the dwelling that they will serve, and therefore are orientated to take advantage of sunlight.

Units 1-5 will have between 44m² and 49m² of designated private open space that will be directly accessible from internal living space through an external sliding glass door. These areas will be located along the northern boundary of the site and therefore are orientated for solar access.

Unit 6 will have 31m² of designated private open space to the north of the dwelling which will be directly accessible from internal living space through an external sliding glass door.

Units 7-12 will have 3.4m² external balconies at first floor level which will be directly accessible from internal living space. The designated private open space for these dwellings will be at ground level and will comprise 24m² (Units 7-11) and 18m² (Unit 12). These areas will be below the balconies and internal living space at first floor level, and will be accessible using the staircase within each dwelling. This ensures that they will be capable of functioning as an extension of each dwelling for outdoor recreation and operational needs. The areas will be located to the west of the dwellings, and therefore are orientated for solar access.

Units 17-18 and 13-16 will have 25m² and 36m² respectively of designated private open space which will also be directly accessible from internal living space through an external sliding glass door. These areas will be located to the east of the dwellings, and therefore are orientated for solar access.

The minimum dimension of the designated private open space areas will not unreasonably detract from their ability to function as an extension of each dwelling for outdoor recreation and operational needs.

The proposal complies with the performance criteria.

5.5 Clause 10.4.4 Sunlight and Overshadowing for All Dwellings – Performance Criteria P1

Clause 10.4.4 Sunlight and overshadowing for all dwellings
<p><i>Objective:</i></p> <p><i>To provide:</i></p> <p>(a) <i>the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and</i></p> <p>(b) <i>separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.</i></p>
Performance Criteria
<p>P1</p> <p><i>A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).</i></p>

Units 7-12 will include west facing windows to their living space at first-floor level that will be capable of receiving sunlight. Units 14 and 15 and will include an east facing glazed doorway and window to their living space that will be capable of receiving sunlight. All other dwellings will include a north-facing window to their living space.

The proposal complies with the performance criteria.

5.6 Clause 10.4.4 Sunlight and Overshadowing for All Dwellings – Performance Criteria P2

Clause 10.4.4 Sunlight and overshadowing for all dwellings
<p><i>Objective:</i> <i>To provide:</i></p> <ul style="list-style-type: none"> <i>(a) the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and</i> <i>(b) separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.</i>
Performance Criteria
<p>P2</p> <p><i>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).</i></p>

Unit 14 will be located 1.5m to the north of a north-facing living room window within Unit 15. Unit 15 will also include an east facing glazed doorway and window to its living space that will be capable of receiving sunlight. Therefore, the siting of Unit 14 will not cause an unreasonable loss of amenity, by reason of overshadowing, to the living room within Unit 15. All other living room windows within the proposed development will be capable of receiving sunlight.

The proposal complies with the performance criteria.

5.7 Clause 10.4.13 Location of Car Parking – Performance Criteria P2

Clause 10.4.13 Location of car parking
<p><i>Objective:</i> <i>To:</i></p> <ul style="list-style-type: none"> <i>(a) provide convenient car parking for residents and visitors;</i> <i>(b) protect residents from vehicular noise within sites; and</i> <i>(c) minimise visual impact on the streetscape.</i>
Performance Criteria
<p>P2</p> <p><i>The location of car parking and turning areas must be safe, convenient and minimise the visual impact on the streetscape having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) the visual impact of the car parking location viewed from the road;</i> <i>(b) access for users of the site;</i> <i>(c) pedestrian and vehicular traffic safety;</i>

- (d) the nature and characteristics of the street;*
- (e) the need for the location;*
- (f) any landscaping of the car parking or turning area location; and*
- (g) construction methods and pavement types.*

The parking area within the primary frontage setback adjacent to Alma Street in between Units 18 and 22 will accommodate 3 car parking spaces. Landscaping adjacent to the small parking area will ensure that it will not have an unreasonable visual impact on the streetscape.

The proposal complies with the performance criteria.

5.8 Clause 10.4.16 Frontage and Access – Performance Criteria P2

Clause 10.4.16 Frontage and access

Objective:
To ensure that lots provide:

- (a) appropriate frontage to a road; and*
- (b) safe and appropriate access suitable for the intended use.*

Performance Criteria

P2

Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:

- (a) the topography of the site;*
- (b) the distance between the lot or building area and the carriageway;*
- (c) the nature of the road and the traffic;*
- (d) the character of the area; and*
- (e) the advice of the road authority.*

The proposed consolidated lot will be serviced by existing driveway crossovers associated with the site, located in Hobart Road and Alma Street, which will be modified to suit the location of the dwellings. The location of the accesses complies with the requirements in Clause 4.0 Road and Railway Assets Code. The lot will therefore have reasonable vehicular access between the road carriageways and the front boundaries.

The proposal complies with the performance criteria.

5.9 Clause E2.5.1 Suitability for Intended Use– Performance Criteria P1

Clause E2.5.1 Suitability for intended use
<i>Objective:</i> <i>To ensure that potentially contaminated land is suitable for the intended use.</i>
Performance Criteria
P1 <i>Land is suitable for the intended use, having regard to:</i> <i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i> <i>(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</i> <i>(c) a plan to manage contamination and associated risk to human health and the environment that includes:</i> <i>(i) an environmental site assessment;</i> <i>(ii) any specific remediation and protection measures required to be implemented before excavation commences; and</i> <i>(iii) a statement that the excavation does not adversely impact on human health or the environment.</i>

The application is accompanied by a Preliminary Site Investigation (Contamination Assessment) which identifies that, subject to the recommended removal of contaminated soil, the proposed use does not present a risk to human health or the environment.

The proposal complies with the performance criteria, specifically P1(b).

5.10 Clause E2.6.1 Subdivision – Performance Criteria P1

Clause 10.4.16 Frontage and access
<i>Objective:</i> <i>To ensure that subdivision of potentially contaminated land does not adversely impact on human health or the environment and is suitable for its intended use.</i>
Performance Criteria
P1 <i>Subdivision does not adversely impact on health and the environment and is suitable for its intended use, having regard to:</i> <i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i> <i>(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</i>

- (c) *a plan to manage contamination and associated risk to human health and the environment that includes:*
 - (i) *an environmental site assessment;*
 - (ii) *any specific remediation and protection measures required to be implemented before excavation commences; and*
 - (iii) *a statement that the excavation does not adversely impact on human health or the environment.*

The application is accompanied by a Preliminary Site Investigation (Contamination Assessment) which identifies that, subject to the recommended removal of contaminated soil, the proposal does not present a risk to human health or the environment.

The proposal complies with the performance criteria, specifically P1(b).

5.11 Clause E2.6.2 Excavation – Performance Criteria P1

Clause E2.6.2 Excavation
<p><i>Objective:</i></p> <p><i>To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.</i></p>
Performance Criteria
<p>P1</p> <p><i>Excavation does not adversely impact on health and the environment, having regard to:</i></p> <ul style="list-style-type: none"> (a) <i>an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i> (b) <i>an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</i> (c) <i>a plan to manage contamination and associated risk to human health and the environment that includes:</i> <ul style="list-style-type: none"> (i) <i>an environmental site assessment;</i> (ii) <i>any specific remediation and protection measures required to be implemented before excavation commences; and</i> (iii) <i>a statement that the excavation does not adversely impact on human health or the environment.</i>

The application is accompanied by a Preliminary Site Investigation (Contamination Assessment) which identifies that, subject to the recommended removal of contaminated soil, the proposal does not present a risk to human health or the environment.

The proposal complies with the performance criteria, specifically P1(b).

5.12 Clause E4.5.1 Existing Road Accesses and Junctions – Performance Criteria P3

Clause E4.5.1 Existing road accesses and junctions

Objective:

To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

Performance Criteria

P3

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) the increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature and efficiency of the access or the junction;*
- (d) the nature and category of the road;*
- (e) the speed limit and traffic flow of the road;*
- (f) any alternative access to a road;*
- (g) the need for the use;*
- (h) any traffic impact assessment; and*
- (i) any written advice received from the road authority.*

The Traffic Impact Assessment (“TIA”) that accompanies the application incorporates an assessment of the performance criteria.

The TIA demonstrates that the traffic generation associated with the proposal will not create any safety or efficiency issues for the surrounding road network.

The proposal complies with the performance criteria.

5.13 Clause E4.6.4 Sight Distance at Accesses, Junctions and Level Crossings – Performance Criteria P1

Clause E4.6.4 Sight distance at accesses, junctions and level crossings

Objective:

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.

Performance Criteria

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;*
- (f) any measures to improve or maintain sight distance; and*
- (g) any written advice received from the road or rail authority.*

The Traffic Impact Assessment (“TIA”) that accompanies the application incorporates an assessment of the performance criteria.

The sight distance to the right (west) at the location of proposed Alma Street access is 50m, which is less than the minimum 80m required by the acceptable solution which reference Table E4.6.4. All other sight distances associated with the proposal satisfy Table E4.6.4.

The sight distance to the right at the proposal Alma Street access satisfies the requirement of 45m for a domestic property access driveway in accordance with AS/NZS 2890.1, assuming a speed environment of 50km/h. The access will have adequate sight distance.

The proposal complies with the performance criteria.

5.14 Clause E6.5.1 Car Parking Numbers – Performance Criteria P1

Clause E6.5.1 Car parking numbers
<p>Objective:</p> <p><i>To ensure that an appropriate level of car parking is provided to meet the needs of the use.</i></p>
Performance Criteria
<p>P1.2</p> <p><i>The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) the intensity of the use and car parking required;</i> <i>(b) the size of the dwelling and the number of bedrooms; and</i> <i>(c) the pattern of parking in the locality;</i>

The proposed car parking supply is considered to be sufficient to meet the reasonable needs of residents, noting that all of the proposed dwellings will contain two bedrooms.

The RMS Guide to Traffic Generating Developments recommends minimum off-street parking rates for units, including

- 1 space per each unit; plus
- 1 space per each 5x 2-bedroom units (or part thereof); and
- 1 space per each 5 units (or part thereof).

Given that the proposal involves 18x 2-bedroom units in total, this generates a requirement for 26 car parking spaces (including 4 visitor spaces). The proposed development involves the provision of 34 car parking spaces, including 4 visitor spaces. The proposal therefore exceeds the requirements that are recommended by the RMS guide.

Further, data from the 2016 census has been obtained and filtered to identify car ownership rates for two bedroom dwellings within four different statistical areas relevant to the subject land. This is summarised in Table 1. This analysis has informed the provision of car parking for the proposed development.

Table 1: Car Ownership Rates Associated with Two-Bedroom Dwellings

Statistical Area	Proportion of two-bedroom dwellings with 0 or 1 cars	Average number of cars per two-bedroom dwelling
Youngtown State Suburb (SSC)	67.5%	1.24
Launceston Local Government Area (LGA)	70.6%	1.21
Launceston Urban Centre/Locality (UCL)	72.58%	1.18
Tasmania	67.9%	1.29

The data shows that car ownership rates in Youngtown are greater than for Launceston generally, which is not unexpected given that it is an outer suburb, and slightly lower than for Tasmania as a whole.

It is noted that the data is inclusive of all types of housing, including public, social, affordable and private housing. It is expected that car ownership for residents in public, social and affordable housing would be lower than for private housing. In this regard, sufficient data is not available for Youngtown. However, the data for Tasmania as a whole identifies that 88.9% of residents in two-bedroom dwellings provided by the State Government or other Community Housing Providers have 0 or 1 cars. The average number of cars per two-bedroom dwelling in this type of housing (in Tasmania) is 0.77. This confirms the assumption that the car ownership rates in public, social and affordable housing are lower than the figures in Table 1.

Notwithstanding, application of the data for all housing types identified in Table 1 for Youngtown to the proposed development indicates that 12 dwellings (i.e. 67.5% of those proposed) should be provided with parking for up to 1 car. The total number of parking spaces which should be allocated to residents, based on an ownership rate of 1.24 cars per dwelling, is 22.

The proposed development involves the provision of 30 car parking spaces that will be allocated to residents, and an additional 4 dedicated visitor parking spaces. Of the 32 resident parking spaces, 6 will be the only space allocated to a respective dwelling (i.e. Units 7-12) and will be in the form of a garage. The remaining 12 dwellings (Units 1-6 and 13-18) will have a garage or carport together with a second external space.

The proposed parking supply therefore exceeds the requirement calculated by the analysis of ownership rates for all housing types (including private housing). It is therefore considered that it will be more than adequate for the proposed social and affordable housing development. It will meet the reasonable needs of residents.

The site is located along a public transport corridor and two bus stops are located immediately adjacent in Hobart Road. The availability of public transport will also assist in managing the parking demands associated with the proposal.

The proposal complies with the performance criteria.

5.15 Clause E6.6.3 Pedestrian Access – Performance Criteria P1

Clause E6.6.3 Pedestrian Access

Objective:

To ensure pedestrian access is provided in a safe and convenient manner.

Performance Criteria

P1

Safe pedestrian access must be provided within car parks, having regard to:

- (a) the characteristics of the site;
- (b) the nature of the use;
- (c) the number of parking spaces;
- (d) the frequency of vehicle movements;
- (e) the needs of persons with a disability;
- (f) the location and number of footpath crossings;
- (g) vehicle and pedestrian traffic safety;
- (h) the location of any access ways or parking aisles; and
- (i) any protective devices proposed for pedestrian safety.

The Traffic Impact Assessment which accompanies the application recommends that, in the absence of internal footpaths, the driveway is managed as a 10km/h shared zone. This will involve the provision of advisory signage in accordance with AS 1742.1:2014 'Manual of uniform traffic control devices, Part 1: General introduction and index of signs'. This will ensure safe pedestrian access within the site.

The proposal complies with the performance criteria.

5.16 Clause E11.6.1 Attenuation distances – Performance Criteria P1

Clause 10.4.16 Frontage and access

Objective:

To ensure that potentially incompatible uses are separated by a distance sufficient to mitigate any adverse effects.

Performance Criteria

P1

Sensitive use or subdivision for sensitive uses within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 or a buffer area shown on the planning scheme overlay maps, must demonstrate that there will be no environmental nuisance or environmental harm, having regard to:

(a) a site-specific study that considers:

- (i) the degree of encroachment;*
- (ii) the location of the boundaries of the site of the sensitive use or subdivision;*
- (iii) the location of the sensitive use;*
- (iv) the location of the boundaries of the site on which the activity is located;*
- (v) the location of the area on which the activity is undertaken;*
- (vi) the nature of the activity being protected by the attenuation area or buffer area;*
- (vii) the degree of hazard or pollution that may emanate from the activity; and*
- (viii) the measures within the use to mitigate impacts of the activity on the sensitive use; and*

(b) any advice provided in writing from the owner or operator of the activity; and

(c) any advice provided in writing by the Director of the Environment Protection Authority.

The Noise Assessment which accompanies the application was prepared to consider noise from steel cutting and drilling activities associated with the steel warehouse and distribution centre at 341-349 Hobart Road. Table E11.1 identifies a 500m attenuation distance from metal fabrication activities. The site is located a minimum of 100m from those activities.

The Noise Assessment identifies from 341-349 Hobart Road are inaudible at the site during normal daytime operations. Noise levels are instead dominated by traffic noise along Hobart Road, and recommendations to address noise from this source are provided in the assessment.

The Noise Assessment demonstrates that the steel cutting and drilling activities will not cause environmental nuisance or environmental harm to residents associated with the proposal.

The proposal complies with the performance criteria.

6.0 Conclusion

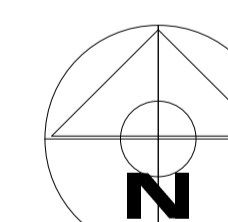
The amended permit application seeks a permit to use and development 18 multiple dwellings including associated works at 357-361 Hobart Road, Youngtown.

The proposed use and development complies with the applicable Scheme standards in the (proposed) General Residential Zone and the relevant code provisions, including the applicable performance criteria.



PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
4	29-11-19	DEVELOPMENT APPROVAL	A
5	07-01-20	TASWATER DETAILS ADDED	B
6	26-03-20	RESPONSE TO COUNCIL RFI	C
7	24-06-20	DEVELOPMENT APPROVAL	D
8	21-08-20	PRELIMINARY	E
9	25-08-20	PRELIMINARY	F
10	20-11-06	DEVELOPMENT APPLICATION	G



TRUE NORTH

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PROJECT: **PROPOSED UNIT DEVELOPMENT**
 AT: **359-361 HOBART RD, YOUNGTOWN, TAS**
 FOR: **CATHOLICCARE TASMANIA**
 DRAWING: **SITE PLAN**

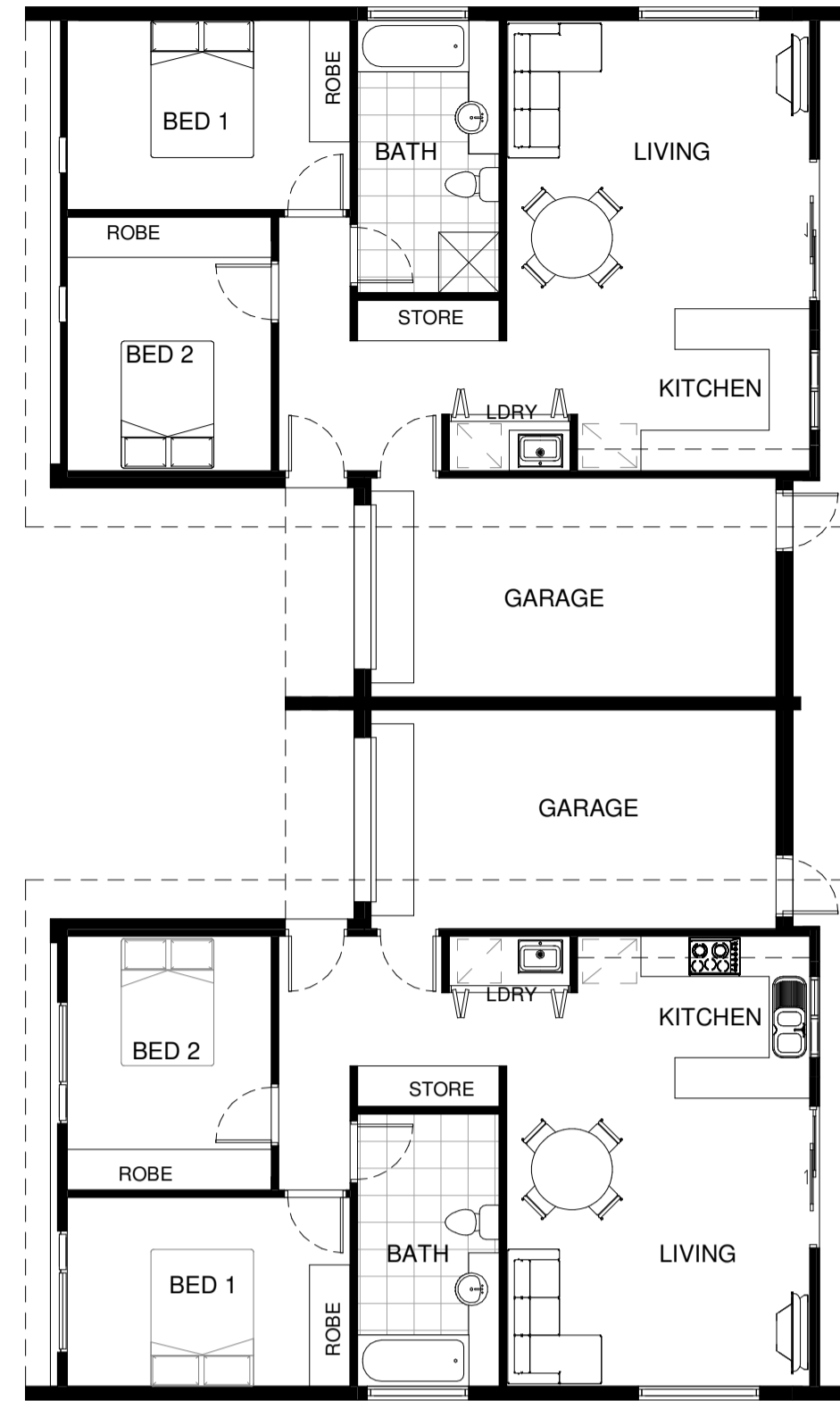
DESIGNED: DVG DRAWN: CCH CHECKED: DVG

SCALES: 1 : 200 AT A1 SIZE DRAWING SHEET

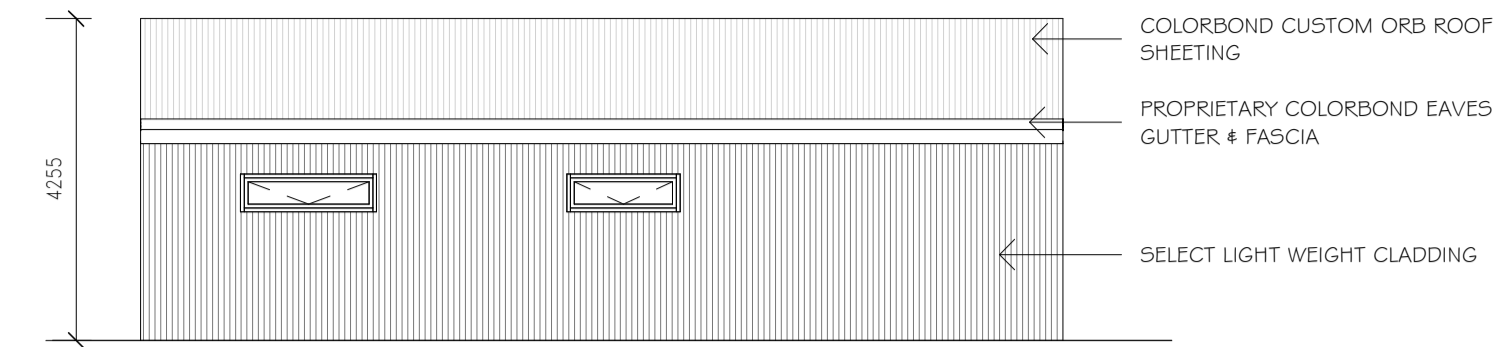
PROJECT No. **19.070** DRAWING No. **Ap01** REV **G**

SITE PLAN
SCALE 1 : 200

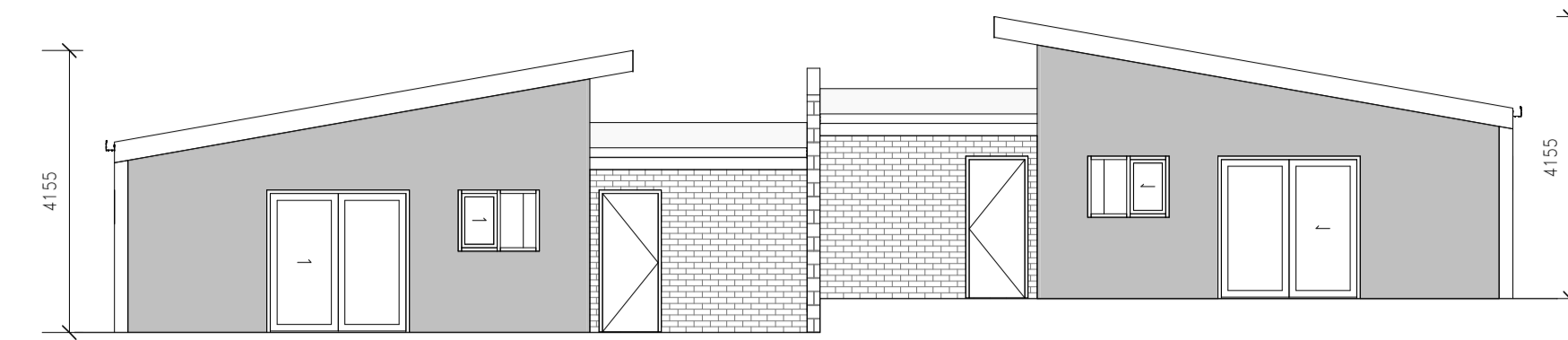
ALMA STREET



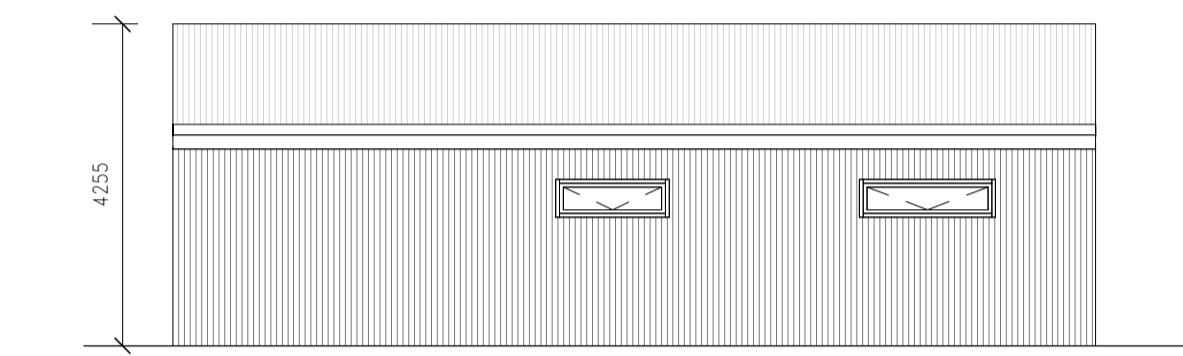
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SCALE 1 : 100



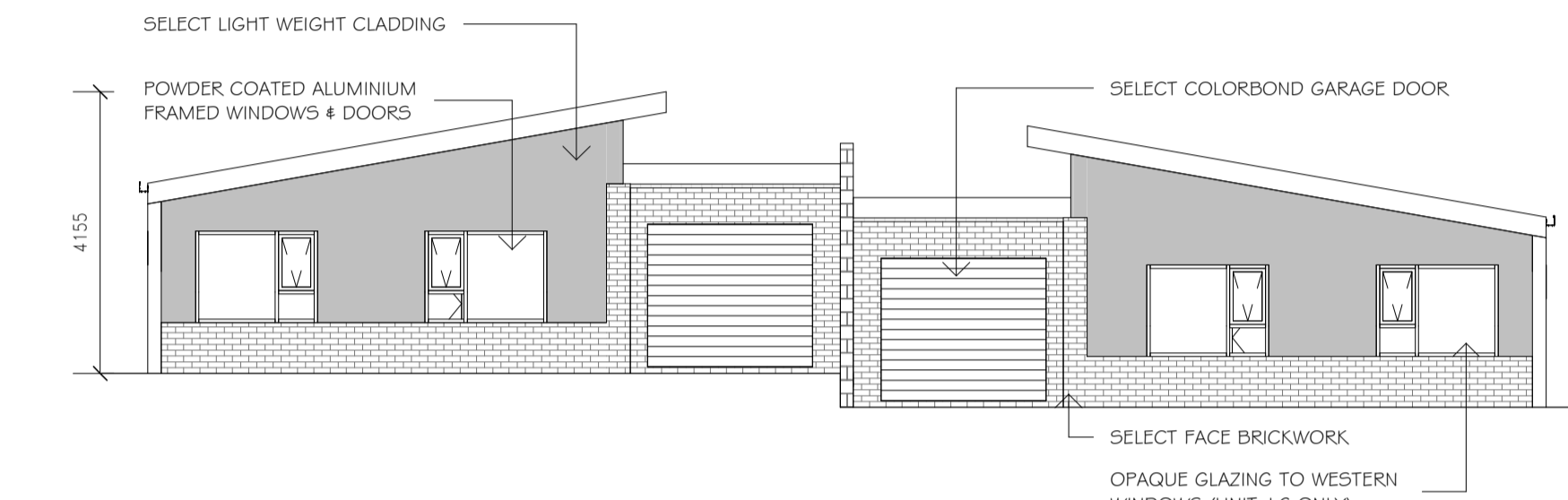
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SCALE 1 : 100



UNIT TYPE 1A & 1B EAST ELEVATION
SCALE 1 : 100



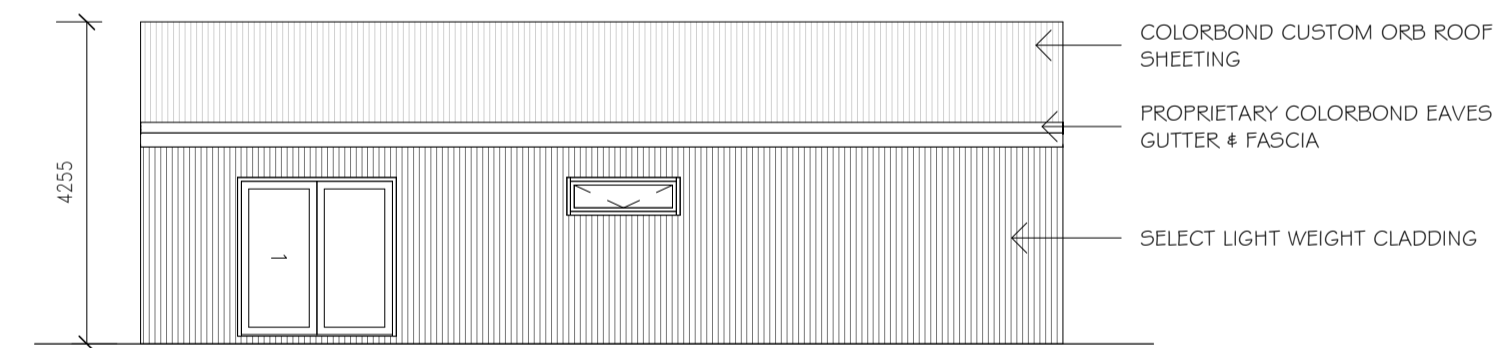
UNIT TYPE 1A & 1B SOUTH ELEVATION
SCALE 1 : 100



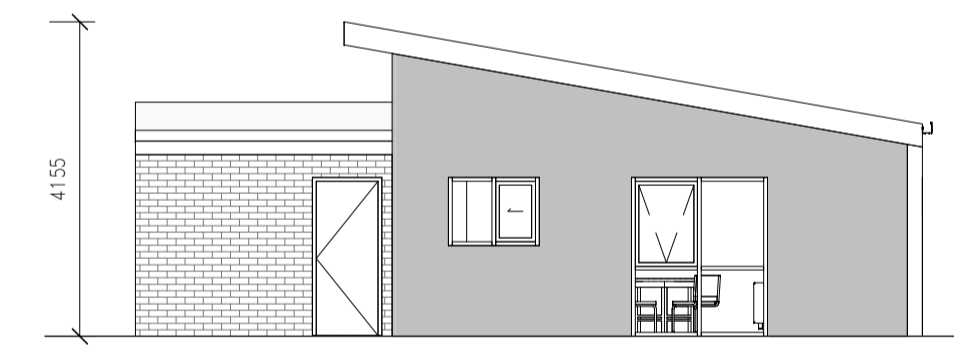
UNIT TYPE 1A & 1B WEST ELEVATION
SCALE 1 : 100



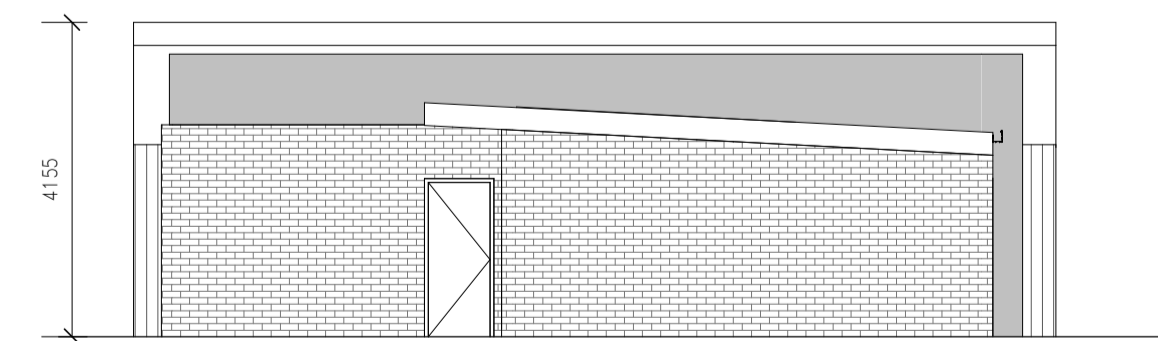
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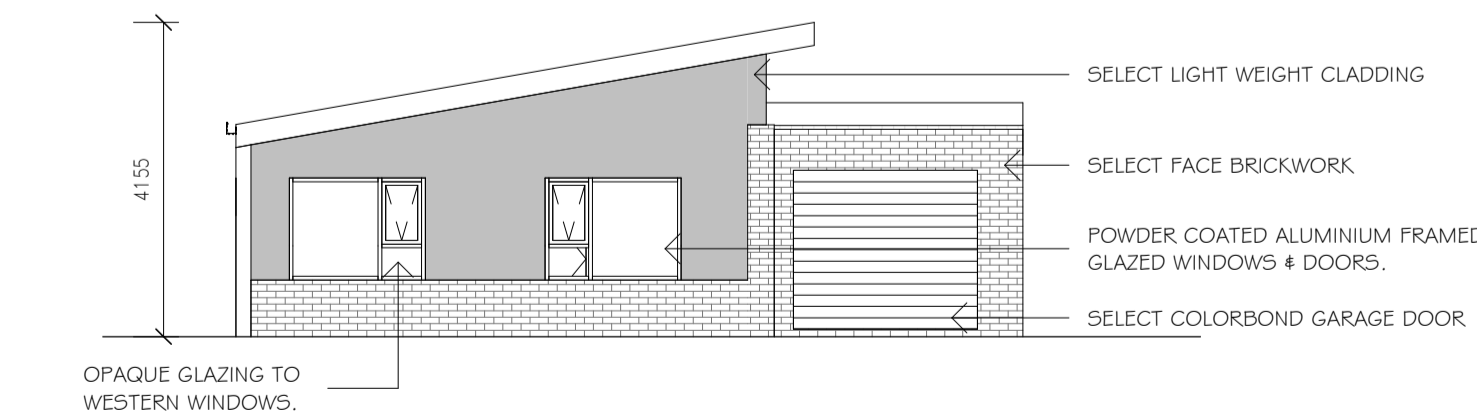
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SCALE 1 : 100



UNIT TYPE 1C EAST ELEVATION
SCALE 1 : 100



UNIT TYPE 1C SOUTH ELEVATION
SCALE 1 : 100



UNIT TYPE 1C WEST ELEVATION
SCALE 1 : 100

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
	06-11-20	DEVELOPMENT APPLICATION	A
	18-11-20	DEVELOPMENT APPLICATION	B

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PROJECT: **PROPOSED UNIT DEVELOPMENT**

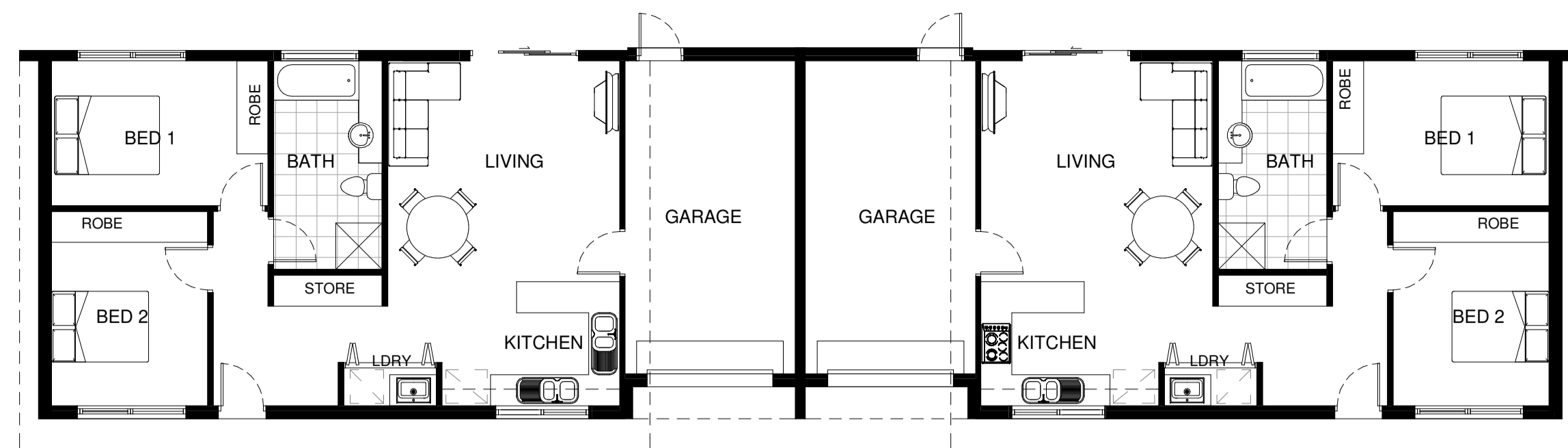
AT: **359-36 HOBART ROAD
YOUNGTOWN, TAS**
FOR: **CATHOLICCARE TASMANIA**

DRAWING: **UNIT TYPE 1A, 1B & 1C**

DESIGNED: DVG DRAWN: ADB CHECKED: DVG

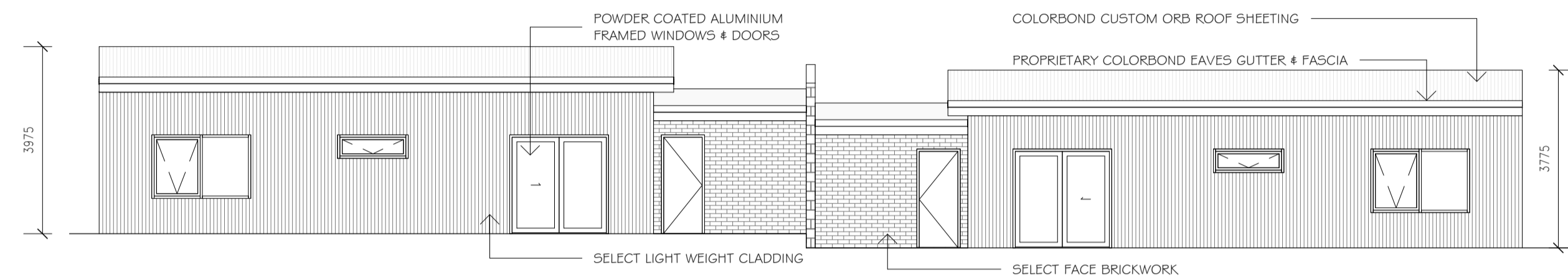
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PROJECT No. **19.070** DRAWING No. **Ap101** REV. **B**



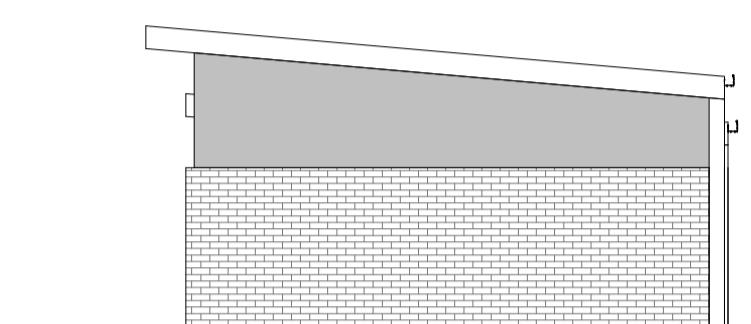
GROUND FLOOR PLAN UNIT TYPE 2A & 2B

SCALE 1 : 100



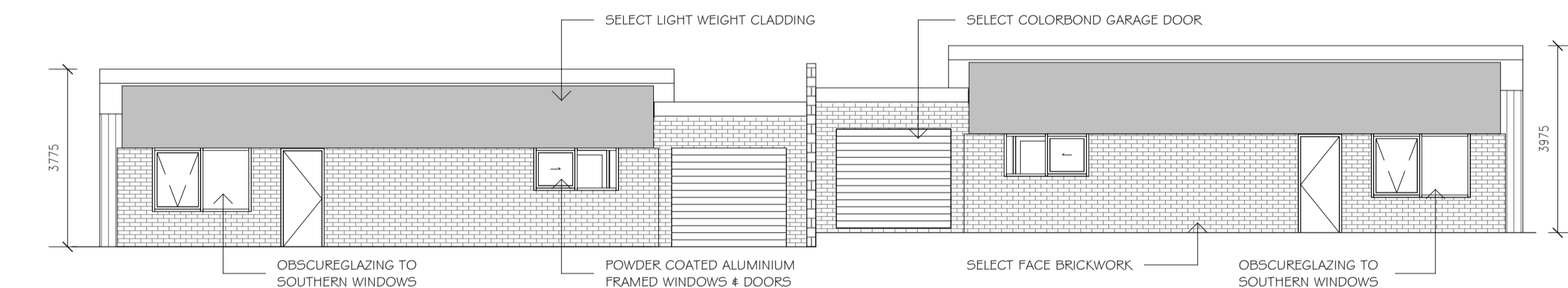
UNIT TYPE 2A & 2B NORTH ELEVATION

SCALE 1 : 100



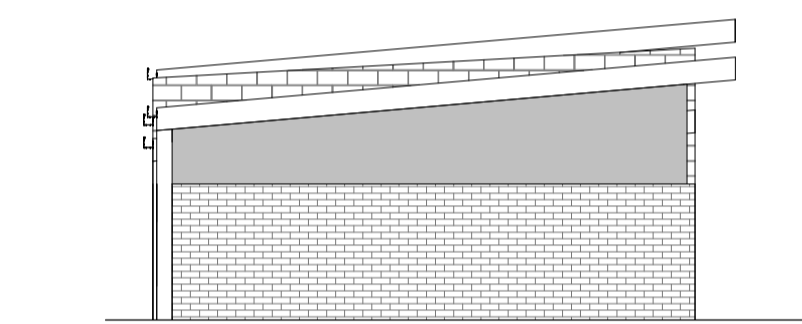
UNIT TYPE 2A & 2B EAST ELEVATION

SCALE 1 : 100



UNIT TYPE 2A & 2B SOUTH ELEVATION

SCALE 1 : 100

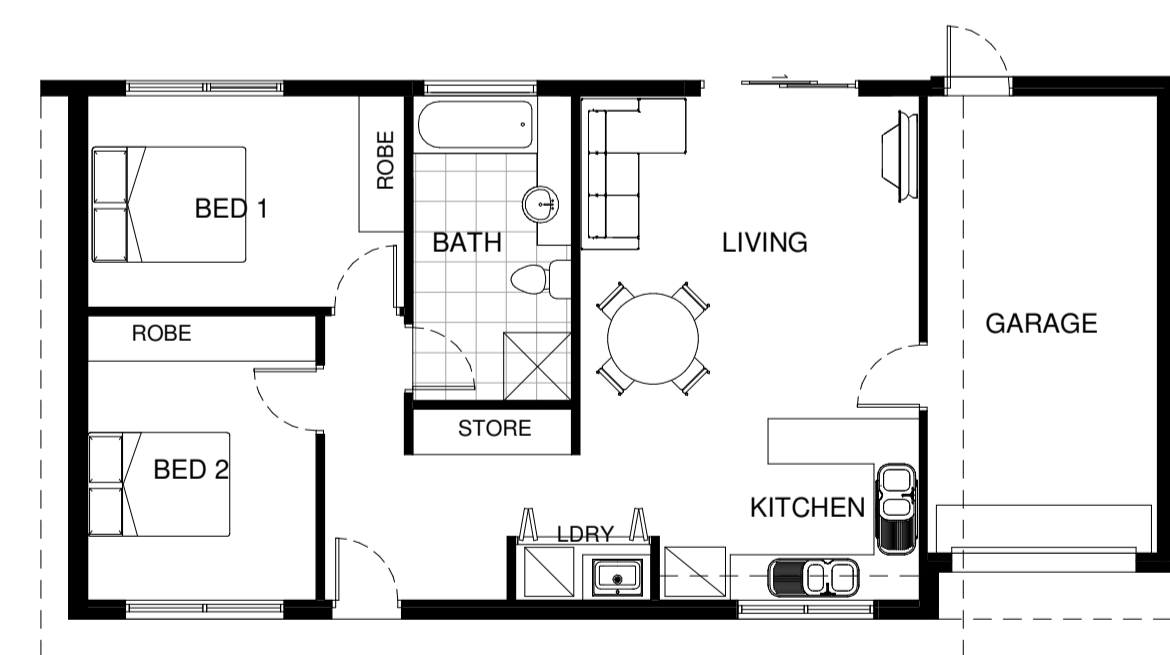


UNIT TYPE 2A & 2B WEST ELEVATION

SCALE 1 : 100

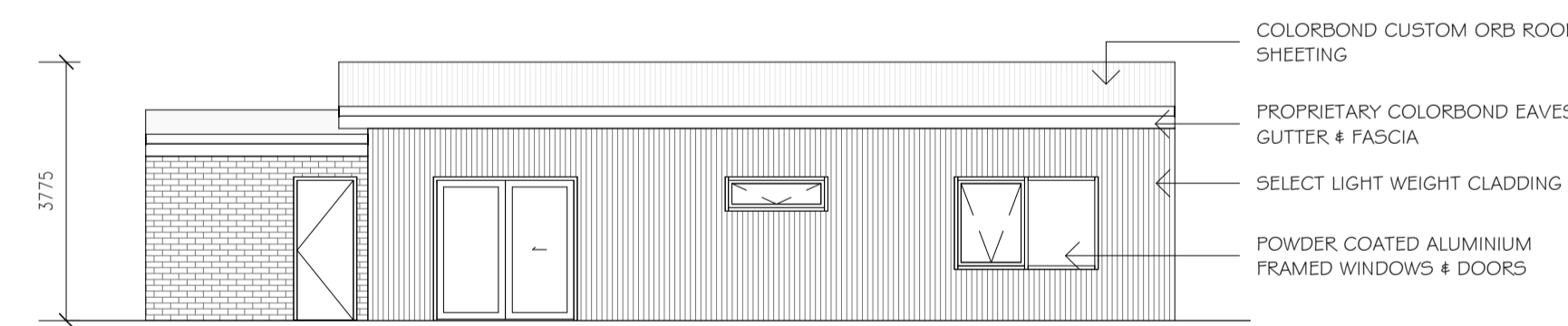
PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
	06-11-20	DEVELOPMENT APPLICATION	A
	18-11-20	DEVELOPMENT APPLICATION	B



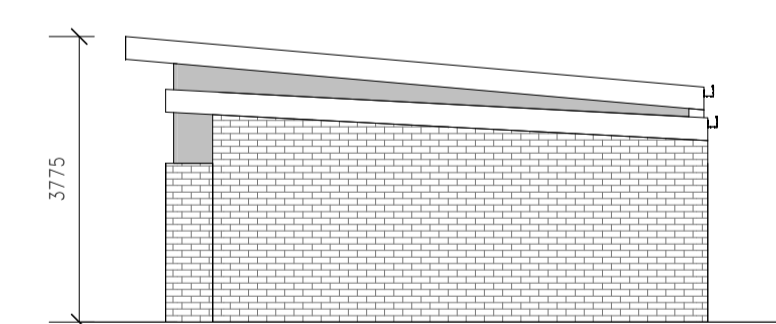
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SCALE 1 : 100



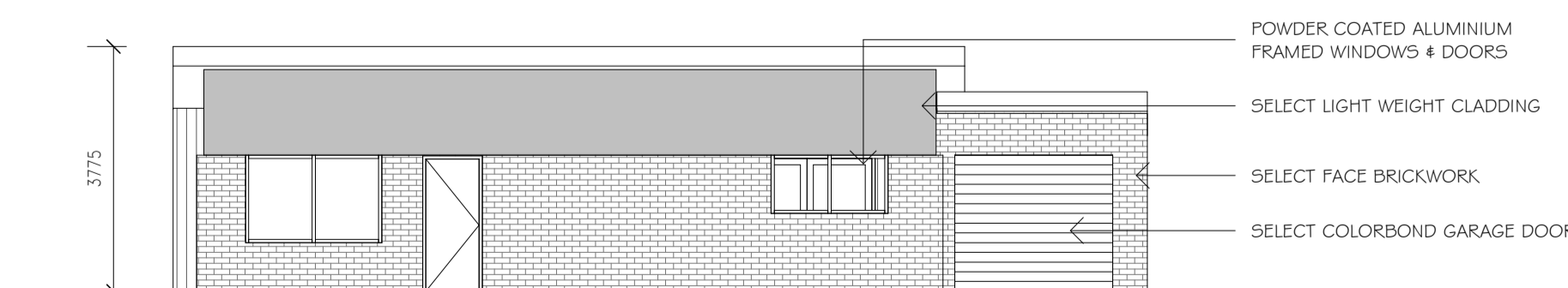
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SCALE 1 : 100



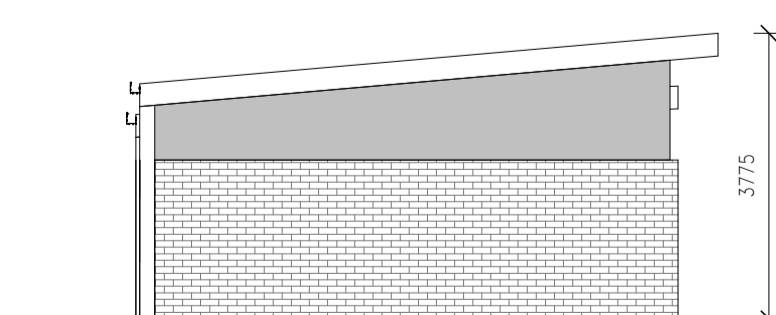
UNIT TYPE 2C EAST ELEVATION

SCALE 1 : 100



UNIT TYPE 2C SOUTH ELEVATION

SCALE 1 : 100



UNIT TYPE 2C WEST ELEVATION

SCALE 1 : 100

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PROJECT: **PROPOSED UNIT DEVELOPMENT**

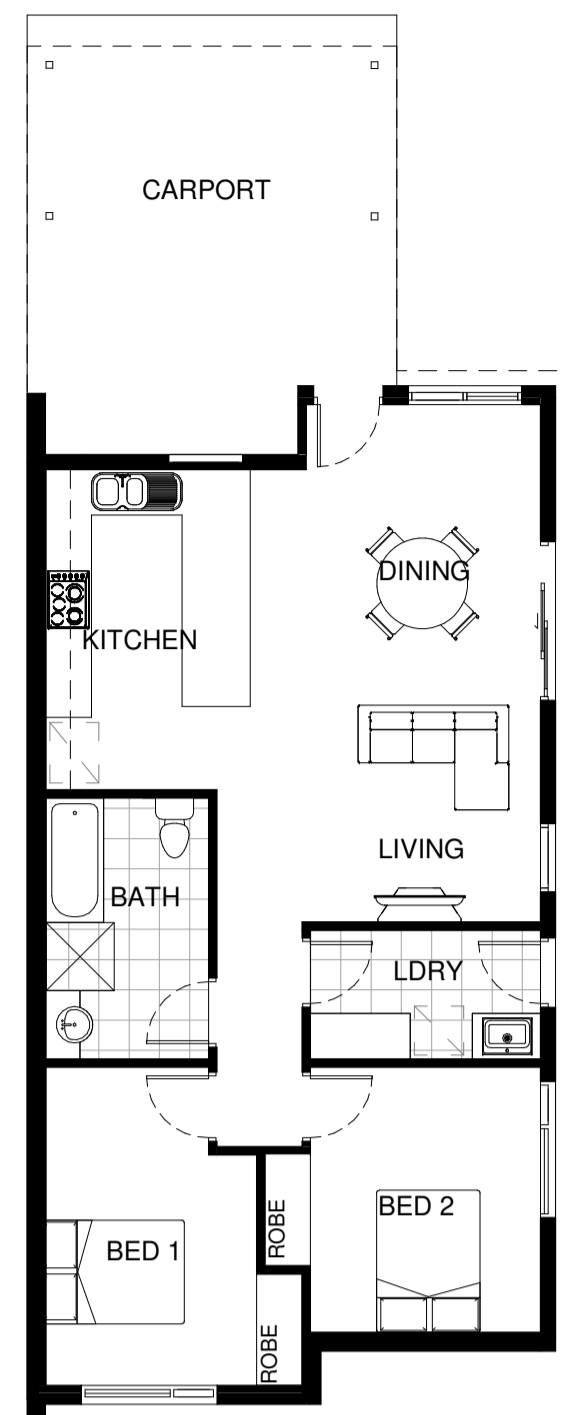
AT: **359-36 HOBART ROAD
YOUNGTOWN, TAS**
FOR: **CATHOLICCARE TASMANIA**

DRAWING: **UNIT TYPE 2A, 2B & 2C**

DESIGNED: DVG DRAWN: ADB CHECKED: DVG

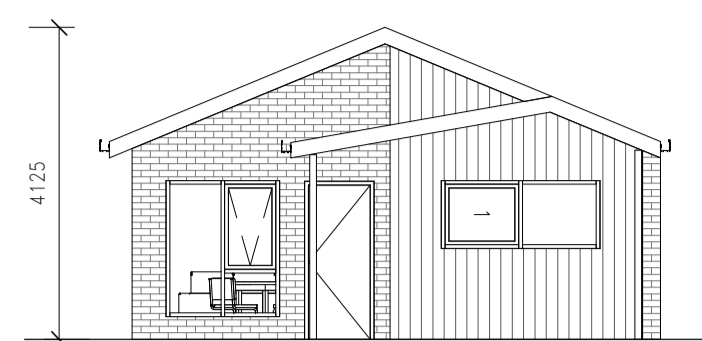
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PROJECT No. **19.070** DRAWING No. **Ap201** REV. **B**



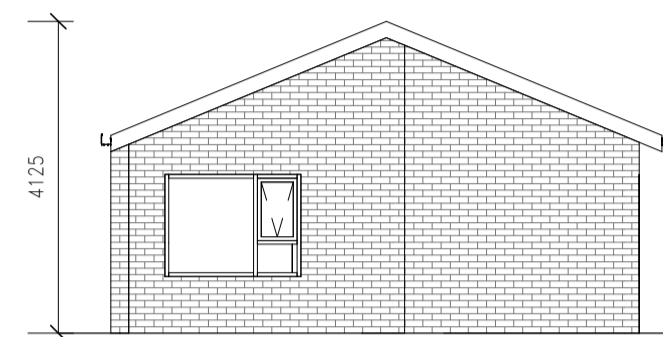
GROUND FLOOR PLAN UNIT TYPE 3A

SCALE 1 : 100



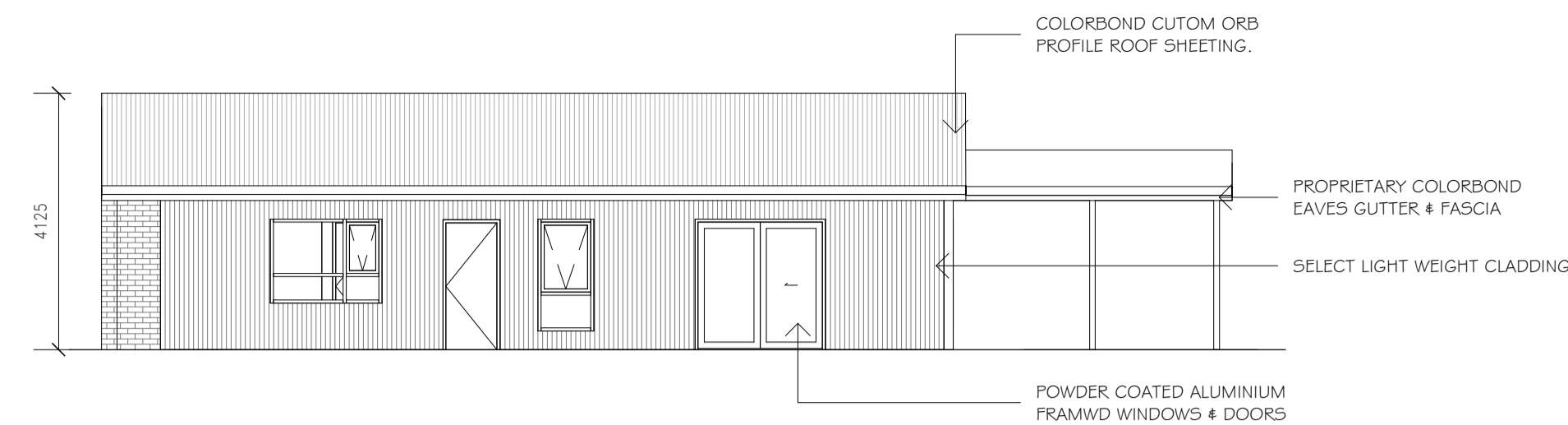
UNIT TYPE 3A NORTH ELEVATION

SCALE 1 : 100



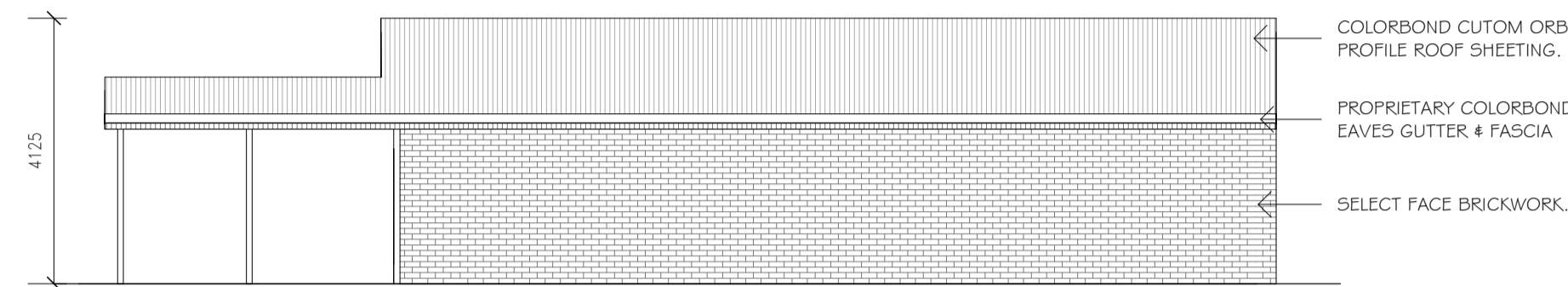
UNIT TYPE 3A SOUTH ELEVATION

SCALE 1 : 100



UNIT TYPE 3A EAST ELEVATION

SCALE 1 : 100

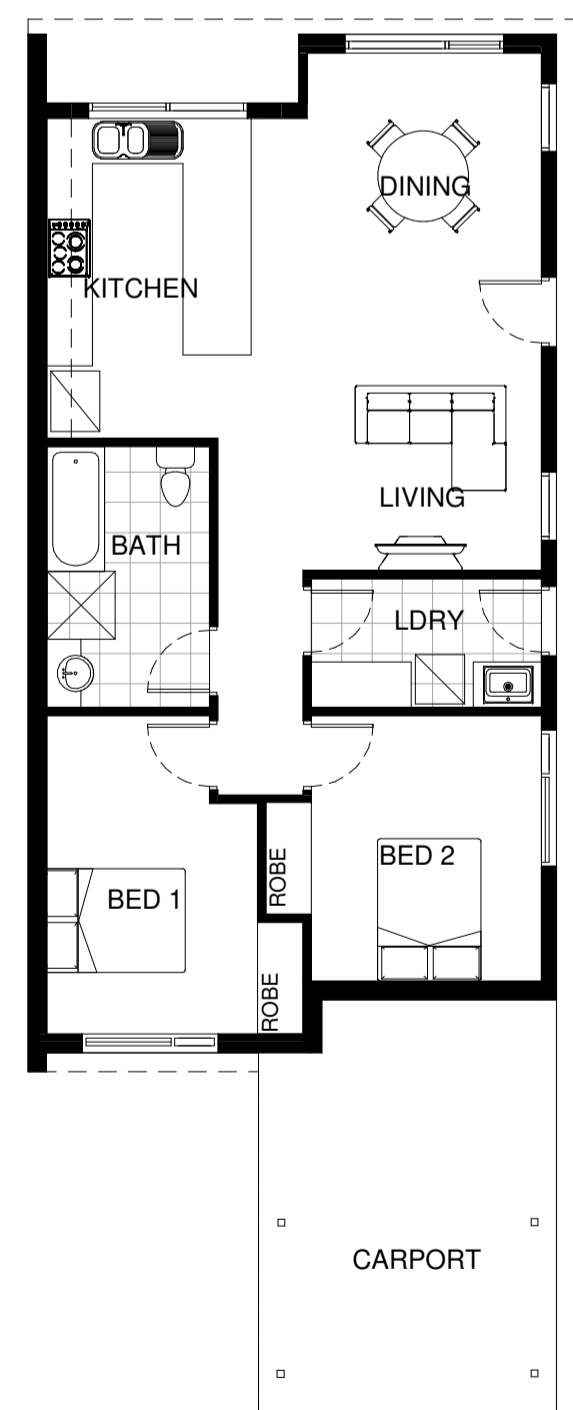


UNIT TYPE 3A WEST ELEVATION

SCALE 1 : 100

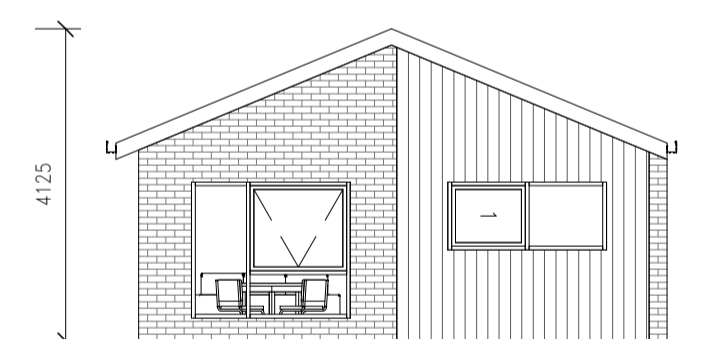
PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
	06-11-20	DEVELOPMENT APPLICATION	A



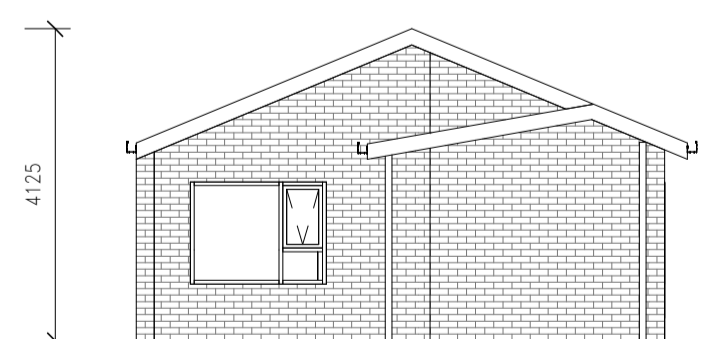
GROUND FLOOR PLAN UNIT TYPE 3A

SCALE 1 : 100



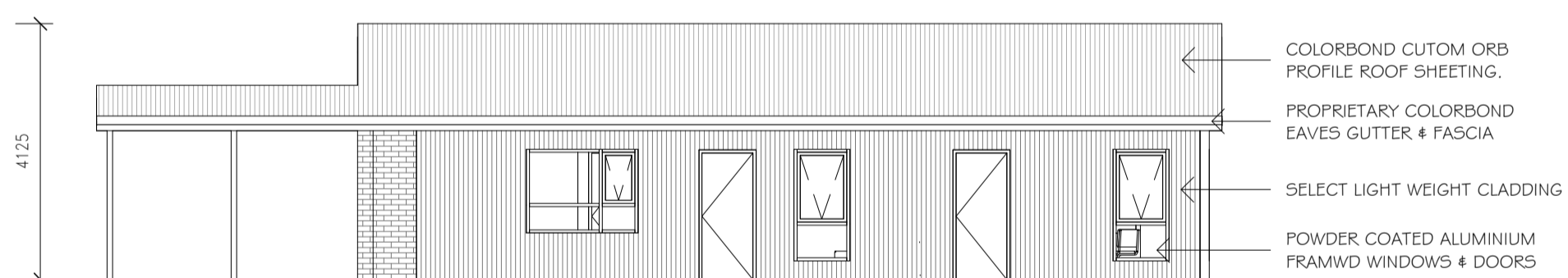
UNIT TYPE 3B NORTH ELEVATION

SCALE 1 : 100



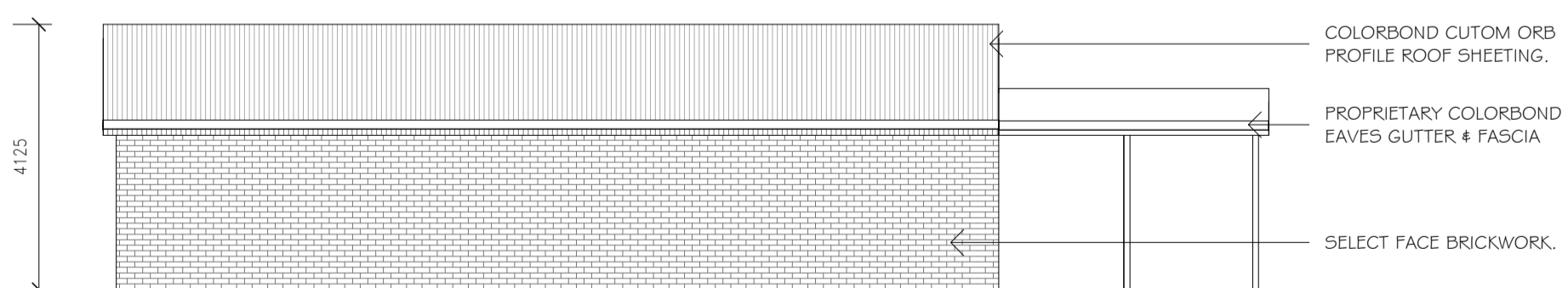
UNIT TYPE 3B SOUTH ELEVATION

SCALE 1 : 100



UNIT TYPE 3B EAST ELEVATION

SCALE 1 : 100



UNIT TYPE 3B WEST ELEVATION

SCALE 1 : 100

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PROJECT: **PROPOSED UNIT DEVELOPMENT**

AT: **359-36 HOBART ROAD
YOUNGTOWN, TAS**

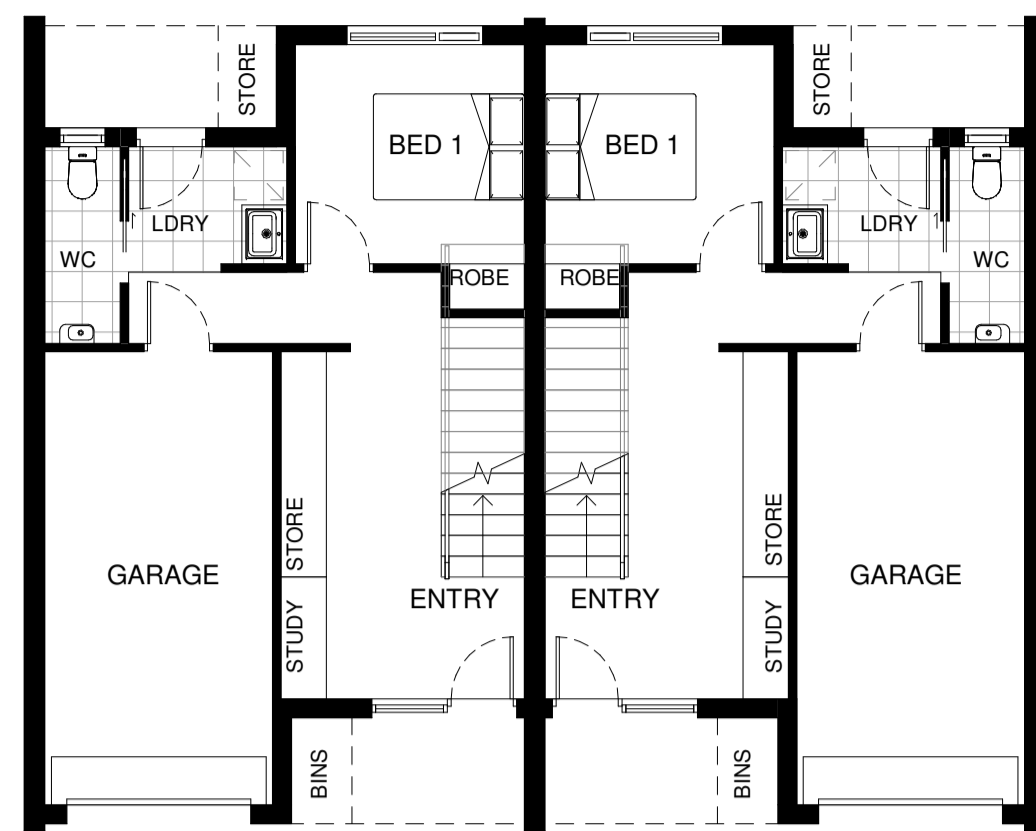
FOR: **CATHOLICCARE TASMANIA**

DRAWING: **UNIT TYPE 3A & 3B**

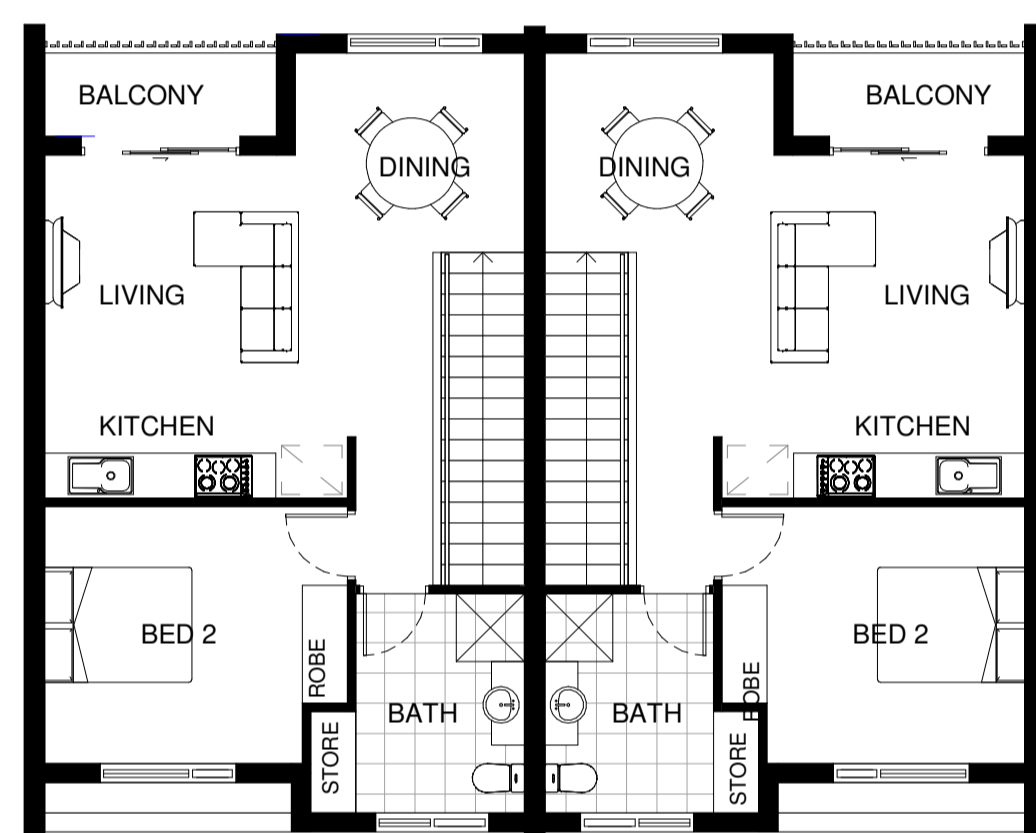
DESIGNED: DVG DRAWN: ADB CHECKED: DVG

SCALES: 1 : 100 AT A1 SIZE DRAWING SHEET

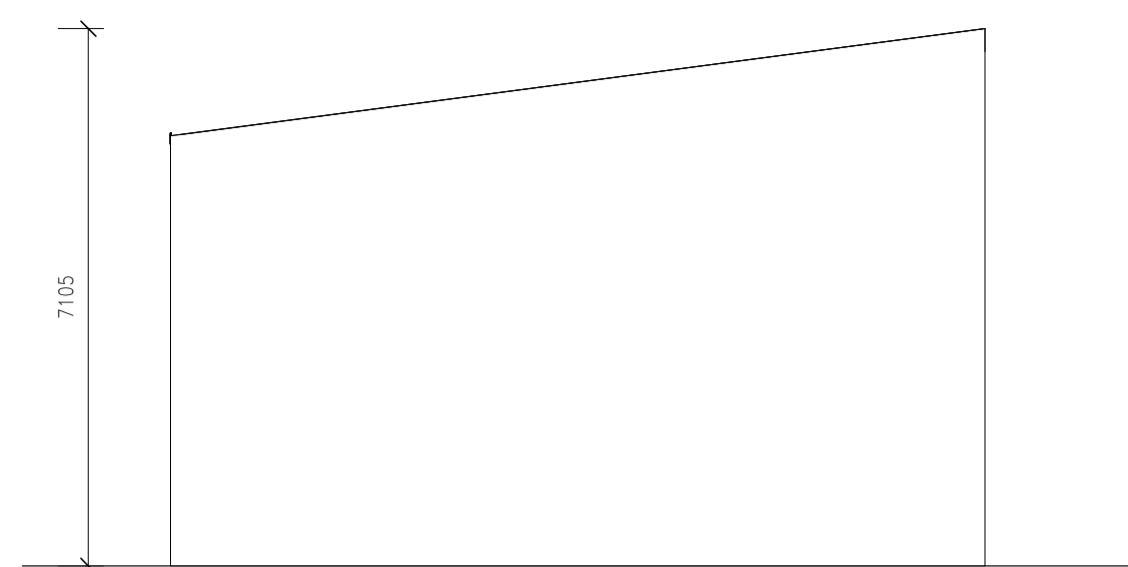
PROJECT No. **19.070** DRAWING No. **Ap301** REV. **A**



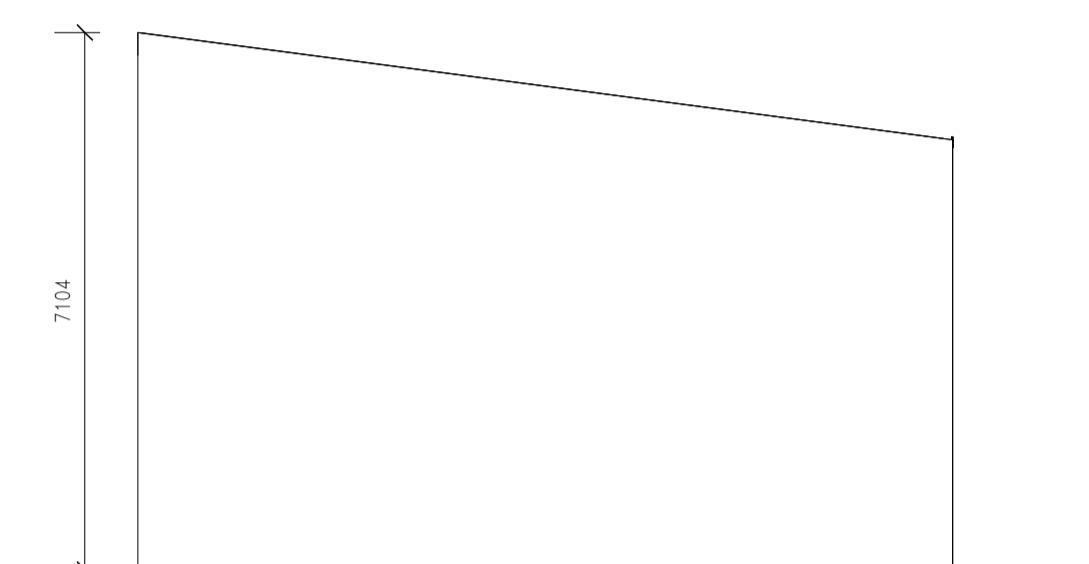
GROUND FLOOR PLAN UNIT TYPE 4A & 4B
SCALE 1 : 100



FIRST FLOOR PLAN UNIT TYPE 4A & 4B
SCALE 1 : 100



UNIT TYPE 4A & 4B NORTH ELEVATION
SCALE 1 : 100



UNIT TYPE 4A & 4B SOUTH ELEVATION
SCALE 1 : 100



UNIT TYPE 4A & 4B EAST ELEVATION
SCALE 1 : 100



UNIT TYPE 4A & 4B WEST ELEVATION
SCALE 1 : 100

- ← COLORBOND CUSTOM ORB ROOF SHEETING
- ← PROPRIETARY COLORBOND EAVES GUTTER & FASCIA
- ← SELECT LIGHT WEIGHT CLADDING
- ← POWDER COATED ALUMINIUM FRAMED WINDOWS & DOORS.
- ← SELECT FACE BRICKWORK
- ← SELECT COLORBOND GARAGE DOOR
- ← SELECTED SCREEN FOR BIN STORAGE

- ← SELECT LIGHT WEIGHT CLADDING
- ← POWDER COATED ALUMINIUM FRAMED WINDOWS & DOORS.
- ← TIMBER BATTEN BALUSTRADE
- ← SELECT FACE BRICKWORK
- ← OUTDOOR STORAGE

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
	20-11-06	DEVELOPMENT APPLICATION	A

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PROJECT: **PROPOSED UNIT DEVELOPMENT**

AT: **359-36 HOBART ROAD
YOUNGTOWN, TAS**
FOR: **CATHOLICCARE TASMANIA**

DRAWING: **UNIT TYPE 4A & 4B**

DESIGNED: DVG DRAWN: ADB CHECKED: DVG

SCALES: 1 : 100 AT A1 SIZE DRAWING SHEET

PROJECT No. **19.070** DRAWING No. **Ap401** REV. **A**



29th Oct 2020

Mr Ashley Brook
Planning Consultant
6ty°

Tamar Suite 103, The Charles
287 Charles Street
Launceston 7250

1 Cooper Crescent
Riverside TAS 7250
M: 0456 535 746
P: 03 6334 1868
E: Richard.burk@trafficandcivil.com.au

Dear Jen,

**TRAFFIC STATEMENT ON PROPOSED 18 LOTS DEVELOPMENT OF
359 HOBART ROAD, KINGS MEADOWS**

1) Background

A Traffic Impact Assessment was prepared by TCS for a 24 Lot development at 359 Hobart Road in September 2019, see Appendix B. Recommendations of the report were:

“This traffic impact assessment has been prepared to assess the proposed 24-unit development 359 Hobart Road, Youngtown. The assessment has reviewed the existing road conditions, crash history, traffic activity, pedestrian activity and proposed parking.

No traffic safety issues were apparent and the five -year crash history does not indicate a crash propensity associated with access to the property which to date has been used as a Garden Nursery and Salvage Centre.

The traffic on Hobart Road is estimated from a turning count survey conducted in July 2019 to be 6,450 vehicles per day and is projected to increase by 120 vehicles per day once the development is completed. There are no traffic capacity or safety issues with the proposal due to the low levels of traffic involved with the proposal i.e. 12 vehicle movements per hour during peak times.

Justification is provided to demonstrate that the proposal satisfies Road and Railway Assets Code E4 and Parking and Sustainable Transport Code E6 requirements of the Launceston Interim Planning Scheme 2015.

Recommendations from review of the proposal are as follows:

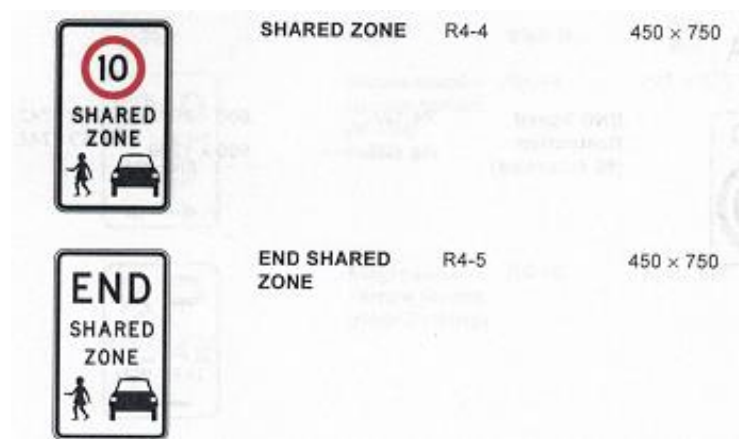


Recommendation #1 – Install 10km/h Shared Zone signage on entrance driveway for pedestrian safety. See figure 19.

Overall, it has been concluded that the proposed development will not create any traffic capacity or safety issues and Hobart Road should continue to operate safely and efficiently.

Based on the findings of this report and subject to the recommendations above, the proposed development is supported on traffic grounds. “

Figure 19 – Shared Zone signage standards, AS1742.1-2014



2) Proposal

The proposed 18 Lot layout is shown attached in Appendix A. This proposal is considered to have less traffic impact than the earlier 24 Lot Layout.

3) Recommendations and Conclusions

The current proposal with less units will have less impact than the earlier proposal. The recommendations of the September 2019 TIA are considered appropriate for the current proposal.



4) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 33 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Burk', is placed over a light blue rectangular background.

Richard Burk

Director

Traffic and Civil Services

M: 0456 535 746

P: 03 63341868

E: Richard.burk@trafficandcivil.com.au

Appendices

Appendix A – Proposed site plan

Appendix B – Original site plan



Appendix A – Current proposal (18 Lots)

