

2024 03 26 ORDINARY COUNCIL MEETING ATTACHMENTS

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GEORGE TOWN COUNCIL UNCONFIRMED MINUTES

Minutes of the Ordinary Council Meeting
held on **Tuesday 27 February 2024**

in the Council Chambers,
16-18 Anne Street, George Town,

commenced at **1:00 pm**.

All documents presented, and recordings (audio) of this meeting are made available to the public in accordance with the Local Government Act 1993, and Local Government (Meeting Procedures) Regulations 2015.

The public are requested to pre-register if attending this meeting of Council.

Shane Power
GENERAL MANAGER

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Meeting Commenced at 1:00 pm

Acknowledgement of Country

George Town Council acknowledges the palawa people from the litarimirina tribe from Port Dalrymple as the traditional custodians of the land.

We honour and give thanks for the caring of country, seas and skies of kinimathatakinta and surrounds.

We pay respect to the elders past, present and future for they hold the memories, traditions, culture and hope of pakana people in lutruwita.

AUDIO RECORDING OF COUNCIL MEETINGS

The public is advised that it is **Council Policy** to record the proceedings of meetings of Council on digital media to assist in the preparation of Minutes, and to clarify any queries relating to the Minutes that is raised during a subsequent meeting under the section "Confirmation of Minutes".

The recording does not replace the written Minutes and a transcript of the recording will not be prepared.

All meetings of the Council shall be digitally recorded as provided for by Regulation 33 of the Local Government (Meeting Procedures) Regulations 2015 except for the proceedings of meetings or parts of meetings closed to the public in accordance with Regulation 15(2).

In accordance with the requirements of Council's Audio Recording of Council Meetings Policy GTC 1, members of the public are not permitted to make audio recordings of Council meetings.

The community are requested to pre-register to attend this meeting of Council.

All documents presented, and recordings (audio) of this meeting are made available to the public in accordance with the above Act and Notice, and the standard applicable provisions of the Local Government Act 1993, and Local Government (Meeting Procedures) Regulations 2015.

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1 PRESENT

Mayor Cr Greg Kieser, Chairperson
Deputy Mayor Cr Greg Dawson
Cr Winston Archer
Cr Heather Ashley
Cr Heather Barwick
Cr Tim Harris
Cr Simone Lowe
Cr Winston Mason
Cr Jason Orr

1.1 APOLOGIES AND LEAVE OF ABSENCE

Nil.

1.2 IN ATTENDANCE

General Manager - Mr S Power
Director Operational Performance, Strategy & Engagement - Mr R Dunn
Director Infrastructure & Development - Mr A McCarthy
Director Corporate & Community - Mrs C Hyde
Senior Executive Support and Governance Officer - Ms L Dickenson

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2 CONFIRMATION OF MINUTES

2.1 ORDINARY COUNCIL MEETING HELD 23 JANUARY 2024

Minute No. 12/24

DECISION

Moved: Cr Dawson
Seconded: Cr Ashley

That the Minutes of Council's Ordinary Meeting held on 23 January 2024 numbered 001/24 to 006/24 as provided to Councillors be received and confirmed as a true record of proceedings.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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3 LATE ITEMS

Nil.

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4 PUBLIC QUESTION TIME

4.1 PUBLIC QUESTION TIME PROCEDURE

[Refer to Minute No. 243/16. The period set aside for public question time will be at least 15 minutes. Questions given on notice will be addressed first. Once questions on notice have been addressed, persons who have registered their interest to ask a question will be called to do so in the order in which they have registered. Persons attending Council meetings will have the opportunity to register their interest to ask a question without notice prior to the commencement of the meeting. Council staff will be on hand to assist with this process.]

Participants cannot ask more than 2 questions in a row with a maximum of 2 minutes per question. If a person has more than (2) questions, they will be placed at the 'end of the queue' and may, if time permits, ask their further questions once all other persons have had an opportunity to ask questions. Persons who have not registered their interest to ask a question will be given an opportunity to do so following all those who have registered. All questions must be directed to the Chairperson.

For further information on Council's Public Question Time Rules and Procedure, please refer to George Town Council Public Question Time Policy GTC13.

Questions asked and answers provided may be summarised in the Minutes of the meeting.

Council requests that members of the public pre-register to attend meetings of Council.

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4.2 PUBLIC QUESTIONS ON NOTICE

Nil.

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4.3 PUBLIC QUESTION TIME

Commenced at: 1:04 pm

Concluded at: 1:04 pm

Nil.

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4.4 RESPONSE TO QUESTIONS FROM PREVIOUS PUBLIC QUESTION TIME

(Refer to Minute No. 425/00, which states in part, "that a copy of all written replies to questions from the Public Gallery be included in the following Council Agenda.")

Nil.

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5 DECLARATIONS OF INTEREST

Nil.

6 ACTING GENERAL MANAGER'S DECLARATION

The General Manager, Mr S Power thanked Mr A McCarthy for compiling the Agenda in his absence.

I certify that with respect to all advice, information or recommendations provided to Council with this Agenda:

- the advice, information or recommendation is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation; and
- where any advice is given directly to Council by a person who does not have the required qualifications of experience, that person has obtained and taken into account in that person's general advice, the advice from an appropriately qualified or experienced person.



Andrew McCarthy
ACTING GENERAL MANAGER

LOCAL GOVERNMENT ACT 1993 – SECTION 65

65. Qualified persons

- (1) A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.
- (2) A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless –
 - (a) the general manager certifies, in writing –
 - (i) that such advice was obtained; and
 - (ii) that the general manager took the advice into account in providing general advice to the council or council committee; and
 - (b) a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate.

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7 PLANNING AUTHORITY

**7.1 GEORGE TOWN LOCAL PROVISION SCHEDULE - SUBSTANTIAL MODIFICATIONS
- SECTION 40K REPORT**

REPORT AUTHOR:	Senior Town Planner - Mr J. Simons
REPORT DATE:	30/01/2024

The Chair advised that Council was acting as a Planning Authority.

The Planner entered the meeting at 1:08 pm.

Minute No. 13/24

DECISION

Moved: Cr Barwick
Seconded: Cr Harris

That Council in its role as a Planning Authority, and in accordance with section 40K of the *Land Use Planning and Approvals Act 1993*, endorse and submit to the Tasmanian Planning Commission:

- a. the report, as set out in **Attachment 1**, relating to the exhibition of the amendments, AMD 01-2023 and AMD 02-2023, to the George Town Local Provisions Schedule and their merits;
- b. a copy of each representation and supporting information received during the public exhibition period; and
- c. determination that the Amendments (including those recommendations and modifications described in **Attachment 1**) satisfies the local provisions schedule criteria set out under section 34(2) of the *Land Use Planning and Approvals Act 1993*.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe, Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

The Chair advised that Council ceased acting as a Planning Authority and return to the normal meeting.

The Planner left the meeting at 1.09 pm.

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8 OFFICE OF GENERAL MANAGER

8.1 COUNCIL WORKSHOPS JANUARY AND FEBRUARY 2024

REPORT AUTHOR: General Manager - Mr S. Power
REPORT DATE: 20 February 2024
FILE NO: 14.10

Minute No. 14/24

DECISION

Moved: Cr Mason
Seconded: Cr Dawson

That Council:

1. Receives the report on the Council Workshops held on the 23 January and 13 February 2024.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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8.2 FUTURE OF LOCAL GOVERNMENT REVIEW BOARD SUBMISSION

REPORT AUTHOR:	General Manager, Mr S.Power
REPORT DATE:	19 February 2024
FILE NO:	14.20

Minute No. 15/24

DECISION

Moved: Cr Dawson
Seconded: Cr Harris

That Council:

1. Authorises the General Manager to make a submission to the Local Government Review Board in line with Officers and Councillor comments.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Harris, Cr Lowe, Cr Mason and Cr Orr
Against: Cr Barwick
Abstained: Nil

CARRIED 8 / 1

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8.3 QUARTERLY REPORT - QUARTER 2 - 1 OCTOBER - 31 DECEMBER 2023

REPORT AUTHOR:	General Manager - Mr S. Power Director Organisational Performance, Strategy & Engagement - Mr R. Dunn
-----------------------	---

REPORT DATE: 20 February 2024

FILE NO: 14.21

Minute No. 16/24

DECISION

Moved: Cr Mason

Seconded: Cr Ashley

That Council:

1. Receives the George Town Council 2nd Quarter Performance Report 1 October – 31 December 2023.
2. Provide public access to the report as part of Council's commitment to ongoing good governance.

The Director Corporate and Community entered the meeting at 1.22 pm and left the meeting at 1.23 pm.

Cr Barwick asked what the funding amount was for the Roving Curator that Council had received. The Director Corporate and Community took this question on notice.

The Director Infrastructure and Development entered the meeting at 1.23 pm and left the meeting at 1.28 pm.

The Director Corporate and Community advised Council that the Roving Curator is for 8 days not specifically an amount.

The Director Organisational Performance, Strategy and Engagement entered the meeting at 1.29 pm and left the meeting at 1.31 pm.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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8.4 LGAT GENERAL MEETING 14 MARCH 2024 - CONSIDERATION OF MOTIONS

REPORT AUTHOR:	General Manager - Mr S. Power
REPORT DATE:	20 February 2024
FILE NO:	15.15

Minute No. 17/24

DECISION

Moved: Cr Dawson
Seconded: Cr Mason

That Council:

1. Determines that the Mayor be authorised to vote at the LGAT General Meeting 14 March 2024, in accordance with Council's strategic direction, policy and Council resolutions with due consideration of any conference debate on items listed for decision at that meeting.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe, Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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9 INFRASTRUCTURE AND DEVELOPMENT

Nil.

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10 CORPORATE AND COMMUNITY

10.1 REVIEW OF COUNCILLOR ALLOWANCES POLICY

REPORT AUTHOR: Director Corporate & Community - Ms C. Hyde
REPORT DATE: 7/2/24
FILE NO: 29.11

The Director Corporate and Community entered the meeting at 1.36 pm.

DECISION

Moved: Cr Orr
Seconded: Cr Lowe

That Council:

1. Endorses the proposed changes to the Councillor Allowances Policy as presented.

Minute No. 18/24

DECISION

Moved: Cr Archer
Seconded: Cr Dawson

That the motion be deferred to the next Council workshop.

VOTING

For: Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris and Cr Lowe
Against: Cr Kieser, Cr Mason and Cr Orr
Abstained: Nil

CARRIED 6 / 3

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11 ORGANISATIONAL PERFORMANCE, STRATEGY & ENGAGEMENT

Nil

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12 MAYOR

12.1 MATTERS OF INVOLVEMENT - MAYOR, DEPUTY MAYOR AND COUNCILLORS

REPORT DATE: 20 February 2024

FILE NO: 14.11, 14.15

Mayor Cr Greg Kieser		
January	24	Tasmania Talks interview
	24	Met with local residents
	24	Attended Audit Panel meeting
	24	Tamar FM interview
	25	Attended General Manager's 6 monthly progress review
	25	Met with Australia Day Ambassador and General Manager
	26	Hosted the Australia Day Celebrations and Citizenship Ceremony
	26	Met with residents of Pipers River
	27	Attended the opening of the Final Three Trails
	29	Met with SunCable representatives
	31	Attended NTDC Board and SunCable meeting
February	7	Attended Youth Impact Council
	8	Attended George Town Council Reconciliation Action Plan meeting
	8	Attended Tasmanian Symphony Orchestra held at George Town
	13	Chaired Council Workshop
	14	Attended NTDC Meeting
	14	Attended TasWater Half-Year Briefing to Owner Representatives
	16	Attended meeting on the Community Shed
	16	Met with prospective business owner
	21	Attended Cultural Awareness Workshop
Deputy Mayor Cr Greg Dawson		
January	25	Attended General Manager's 6 monthly progress review
	26	Attended Australia Day Celebrations
	8	Attended George Town Council Reconciliation Action Plan meeting
February	13	Attended Council Workshop
	15	Competed in the Mayoral Croquet Challenge
	20	Attended Cultural Awareness Workshop
Councillors		
Cr Orr		
January	24	Attended Audit Panel
	25	Attended General Manager's 6 monthly progress review

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	26	Attended George Town Council Australia Day Civic Ceremony
February	6	Attended VNT Board presentation

Minute No. 19/24

DECISION

Moved: Cr Mason
Seconded: Cr Ashley

That the information report from the Mayor on Matters of Involvement be received and the information noted.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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13 PETITIONS

Nil.

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14 NOTICES OF MOTIONS

Nil.

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15 COUNCILLORS' QUESTIONS WITH OR WITHOUT NOTICE

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16 CLOSED MEETING

16.1 INTO CLOSED MEETING

Cr Dawson left the meeting at 1.59 pm.

Minute No. 20/24

DECISION

Moved: Cr Mason
Seconded: Cr Harris

That Council move into closed meeting at 2.00 pm to discuss the following items:

Agenda Item 16.2 Minutes of the Closed Ordinary Council Meeting held on 23 January 2024

As per the provisions of Regulation 34(6) of the Local Government (Meeting Procedures) Regulations 2015.

Agenda Item 16.3 Land Acquisition – Dalrymple & The Glen Roads Intersection

As per the provisions of Regulation 15(2)(f) of the Local Government (Meeting Procedures) Regulations 2015.

Agenda Item 16.4 RFT 11/2023 Old Aerodrome Road Upgrade (Stage 1)

As per the provisions of Regulation 15(2)(d) of the Local Government (Meeting Procedures) Regulations 2015.

Agenda Item 16.4 Legal Expenditure

As per the provisions of Regulation 15(2)(a); (b); (d); (e)(i)(ii); (f); (g); (i) and (j) of the Local Government (Meeting Procedures) Regulations 2015.

Agenda Item 16.4 General Manager's Mid-Term Progress Review

As per the provisions of Regulation 15(2)(a) and (g) of the Local Government (Meeting Procedures) Regulations 2015.

Agenda Item 16.5 Finalisation of Confidential Employee Matter

As per the provisions of Regulation 15(2)(a) and (g) of the Local Government (Meeting Procedures) Regulations 2015.

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VOTING

For: Cr Kieser, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe, Cr Mason
and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 8 / 0

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17 CLOSURE

The Chair advised that Council has moved out of closed session and stipulated the conditions of which content can be released in closed at the General Manager's discretion.

There being no further business, the meeting closed at 4.32 pm.

**Cr Greg Kieser
MAYOR**

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Attachment 1: Assessment of Compliance with Acceptable Solutions

DA no.	DA 2024/8		
Address	9 Barrack Street, George Town TAS 7253		
Description Of Proposal	Residential - Multiple Dwellings (1 existing, 2 new)		
Applicable Zone	General Residential Zone		
Applicable Overlay(s)	-		
Valid Date	22 January 2024	Application Category	Discretionary
<p>The following tables include an assessment of compliance against all of the applicable Acceptable Solutions of the Planning Scheme. Where a use or development is compliant with the Acceptable Solutions, Council does not have the power to exercise discretion, and these matters cannot be used as a basis for refusal of the application.</p> <p>Council can consider if conditions are warranted to better meet the Objective of any applicable standard.</p>			

8.0 General Residential Zone

8.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for a single dwelling.
Utilities	If for minor utilities.
Permitted	

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Residential	If not listed as No Permit Required.
Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a consulting room, medical centre, veterinary centre, child health clinic, or for the provision of residential support services.
Community Meeting and Entertainment	If for a place of worship, art and craft centre, public hall, community centre or neighbourhood centre.
Educational and Occasional Care	If not for a tertiary institution.
Emergency Services	
Food Services	If not for a take away food premises with a drive through facility.
General Retail and Hire	If for a local shop.
Sports and Recreation	If for a fitness centre, gymnasium, public swimming pool or sports ground.
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

8.3 Use Standards

8.3.1 Discretionary uses

Objective:	That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.	
Acceptable Solutions	Performance Criteria	
A1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm.	P1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.	
Planners Response: Not applicable to application.		

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<p>A2</p> <p>External lighting for a use listed as Discretionary:</p> <ul style="list-style-type: none"> (a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property. 	<p>P2</p> <p>External lighting for a use listed as Discretionary, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the number of proposed light sources and their intensity; (b) the location of the proposed light sources; (c) the topography of the site; and (d) any existing light sources.
<p>Planners Response: Not applicable to application.</p>	
<p>A3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of:</p> <ul style="list-style-type: none"> (a) 7:00am to 7:00pm Monday to Friday; (b) 9:00am to 12 noon Saturday; and (c) nil on Sunday and public holidays. 	<p>P3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any existing or proposed noise mitigation measures between the vehicle movement areas and sensitive use; (f) potential conflicts with other traffic; and (g) existing levels of amenity.
<p>Planners Response: Not applicable to application.</p>	

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<p>A4</p> <p>No Acceptable Solution.</p>	<p>P4</p> <p>A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the intensity and scale of the use; (b) the emissions generated by the use; (c) the type and intensity of traffic generated by the use; (d) the impact on the character of the area; and (e) the need for the use in that location.
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Planners Response: Not applicable to application.

8.3.2 Visitor Accommodation

<p>Objective:</p>	<p>That Visitor Accommodation:</p> <ul style="list-style-type: none"> (a) is compatible with the character and use of the area; (b) does not cause an unreasonable loss of residential amenity; and (c) does not impact the safety and efficiency of local roads or rights of way.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Visitor Accommodation must:</p> <ul style="list-style-type: none"> (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m² per lot. 	<p>P1</p> <p>Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to:</p> <ul style="list-style-type: none"> (a) the privacy of adjoining properties; (b) any likely increase in noise to adjoining properties; (c) the scale of the use and its compatibility with the surrounding character and uses within the area; (d) retaining the primary residential function of an area; (e) the impact on the safety and efficiency of the local road network; and (f) any impact on the owners and users rights of way.

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Planners Response: Not applicable to application.	
<p>A2</p> <p>Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.</p>	<p>P2</p> <p>Visitor Accommodation within a strata scheme must not cause an unreasonable loss of residential amenity to long term residents occupying other strata lots within the strata scheme, having regard to:</p> <ul style="list-style-type: none"> (a) the privacy of residents; (b) any likely increase in noise; (c) the residential function of the strata scheme; (d) the location and layout of the strata lots; (e) the extent and nature of any other non-residential uses; and (f) any impact on shared access and common property.
Planners Response: Not applicable to application.	

8.4 Development Standards for Dwellings

8.4.1 Residential density for multiple dwellings

Objective:	That the density of multiple dwellings: <ul style="list-style-type: none"> (a) makes efficient use of land for housing; and (b) optimises the use of infrastructure and community services.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Multiple dwellings must have a site area per dwelling of not less than 325m².</p>	<p>P1</p> <p>Multiple dwellings must only have a site area per dwelling that is less than 325m², if the development will not exceed the capacity of infrastructure services and:</p> <ul style="list-style-type: none"> (a) is compatible with the density of existing development on established properties in the area; or (b) provides for a significant social or community benefit and is: <ul style="list-style-type: none"> (i) wholly or partly within 400m walking distance of a public transport stop; or (ii) wholly or partly within 400m walking distance of an Inner Residential Zone, Village Zone, Urban Mixed Use Zone,

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	Local Business Zone, General Business Zone, Central Business Zone or Commercial Zone.
Planners Response: Complies with acceptable solution.	
Site area per dwelling is 347m ² . Complies with acceptable solution.	

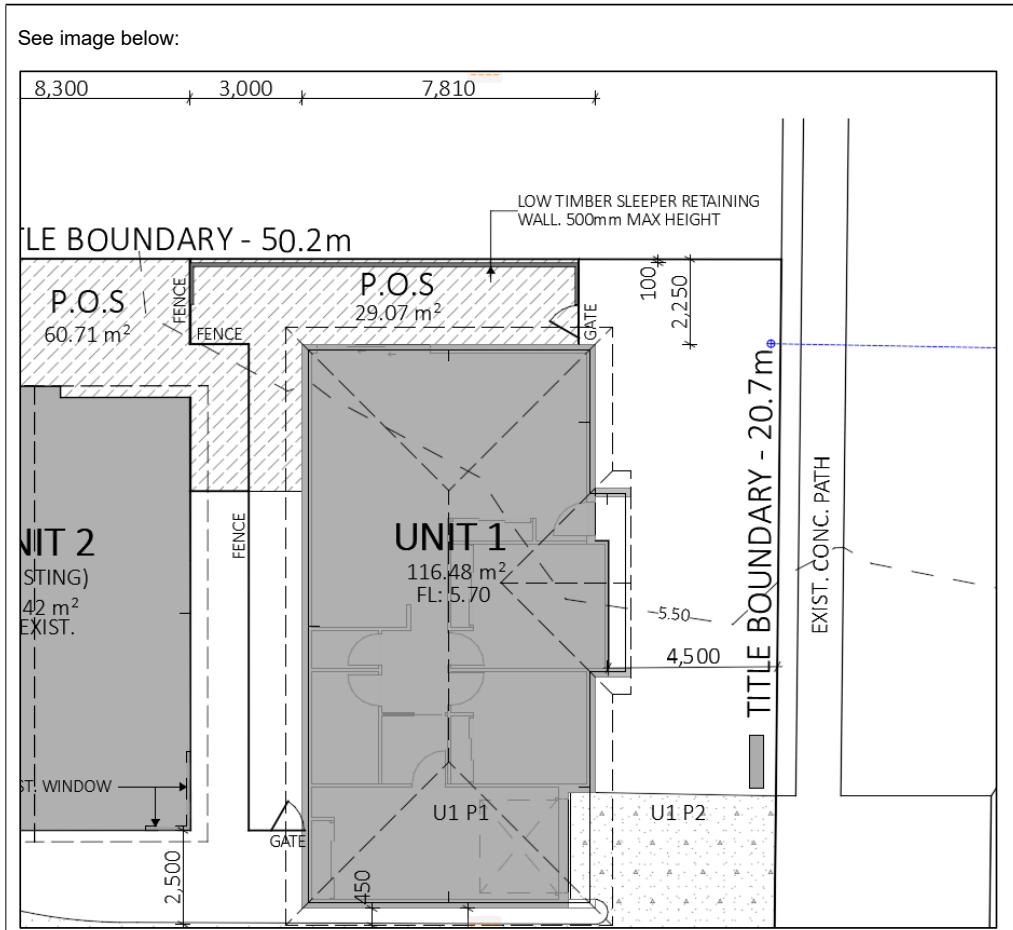
8.4.2 Setbacks and building envelope for all dwellings

Objective:	The siting and scale of dwellings: <ul style="list-style-type: none"> (a) provides reasonably consistent separation between dwellings and their frontage within a street; (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; (c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and (d) provides reasonable access to sunlight for existing solar energy installations.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level. 	<p>P1</p> <p>A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.</p>

Planners Response: Complies with acceptable solution.
Although the figure was not expressed within the advertised plans, the applicant has advised that the setback from the frontage is 4.5m..

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Therefore, the proposal is considered compliant with the acceptable solution

<p>A2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <ul style="list-style-type: none"> (a) 5.5m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage. 	<p>P2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p>
<p>Planners Response: Complies with acceptable solution.</p> <p>Garage of unit 1 is located 5.5m from frontage, the measurement shown on the plans (of 5.45m) is to the roofline of the structure, not the wall and door of garage. This wall line is approximately 5.6m from frontage, demonstrating compliance.</p>	
<p>A3</p>	<p>P3</p>

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<p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</p> <ul style="list-style-type: none"> (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and <p>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser). (iii) from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and <p>(c) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser). 	<p>The siting and scale of a dwelling must:</p> <p>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; <p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</p> <p>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</p> <ul style="list-style-type: none"> (i) an adjoining property; or (ii) another dwelling on the same site.
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Planners Response: Relies on performance criteria.
Extends beyond the building envelope outlined in Figure 8.1. Relies on performance criteria.

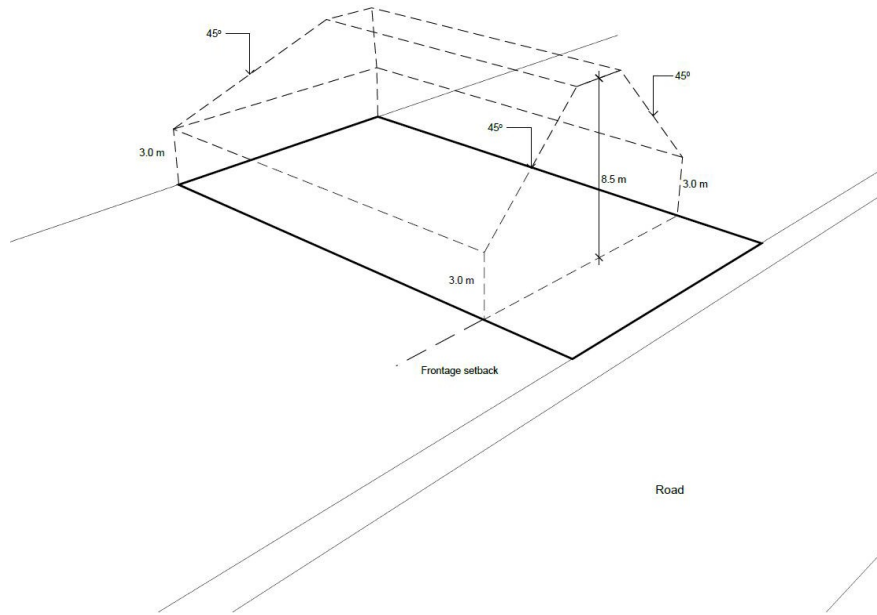


Figure 8.1 Building envelope as required by clause 8.4.2 A3(a) and clause 8.5.1 A2(a)

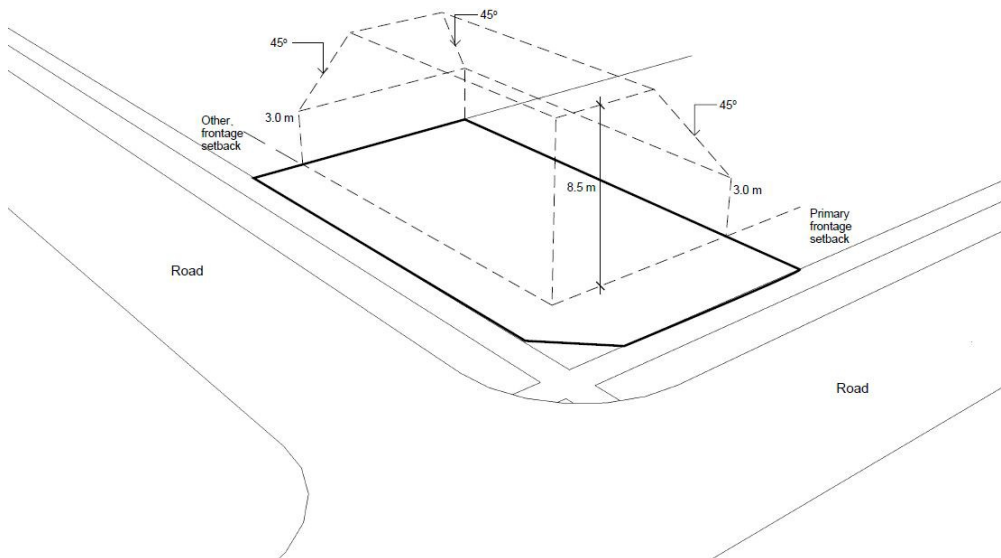


Figure 8.2 Building envelope for corner lots as required by clause 8.4.2 A3(a) and clause 8.5.1 A2(a)

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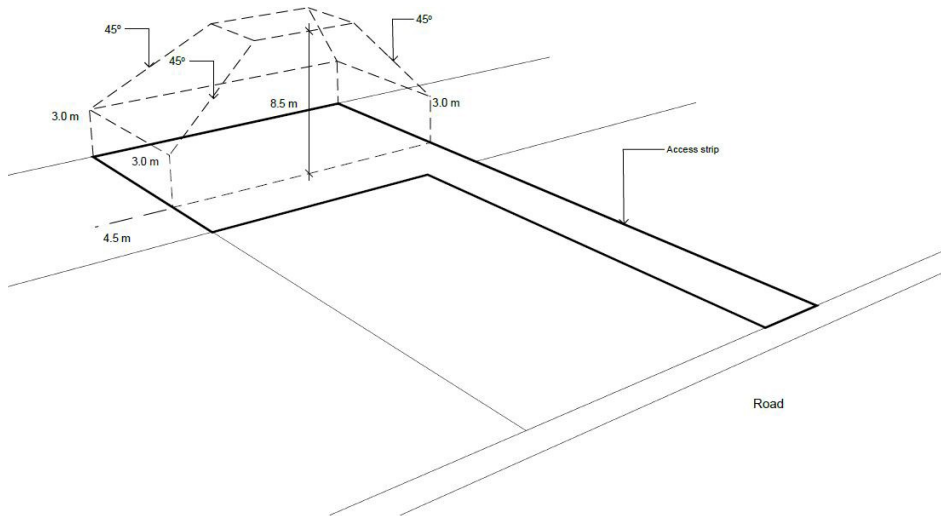


Figure 8.3 Building envelope for internal lots as required by clause 8.4.2 A3(a) and clause 8.5.1 A2(a)

8.4.3 Site coverage and private open space for all dwellings

Objective:	That dwellings are compatible with the amenity and character of the area and provide: <ul style="list-style-type: none"> (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <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 wide); 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). 	<p>P1</p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> (a) site coverage consistent with that existing on established properties in the area; (b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: <ul style="list-style-type: none"> (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (c) reasonable space for the planting of gardens and landscaping.
<p>Planners Response: Complies with acceptable solution.</p> <p>Site coverage of approximately 38%. Well within site coverage parameters.</p> <p>The multiple dwellings do not have a minimum dedicated 60m² of Private Open Space as shown on the indicative Strata plan and site plan, therefore the proposal is considered compliant.</p>	

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<p>A2</p> <p>A dwelling must have private open space that:</p> <p>(a) is in one location and is not less than:</p> <p style="margin-left: 20px;">(i) 24m²; or</p> <p style="margin-left: 20px;">(ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(b) has a minimum horizontal dimension of not less than:</p> <p style="margin-left: 20px;">(i) 4m; or</p> <p style="margin-left: 20px;">(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	<p>P2</p> <p>A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:</p> <p>(a) conveniently located in relation to a living area of the dwelling; and</p> <p>(b) orientated to take advantage of sunlight.</p>
<p>Planners Response: Complies with acceptable solution. Unit 1 & 2 are unable to comply with horizontal distance requirements.</p>	

8.4.4 Sunlight to private open space of multiple dwellings

Objective:	That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):</p> <p>(a) the multiple dwelling is contained within a line projecting (see Figure 8.4):</p> <p style="margin-left: 20px;">(i) at a distance of 3m from the northern edge of the private open space; and</p> <p style="margin-left: 20px;">(ii) vertically to a height of 3m above</p>	<p>P1</p> <p>A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.</p>

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<p>existing ground level and then at an angle of 45 degrees from the horizontal;</p> <p>(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and</p> <p>(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:</p> <p style="margin-left: 20px;">(i) an outbuilding with a building height not more than 2.4m; or</p> <p style="margin-left: 20px;">(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</p>	
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Planners Response: Not applicable to application.
No POS is to the south of another dwelling on the site, therefore the standard is not applicable to the proposal.

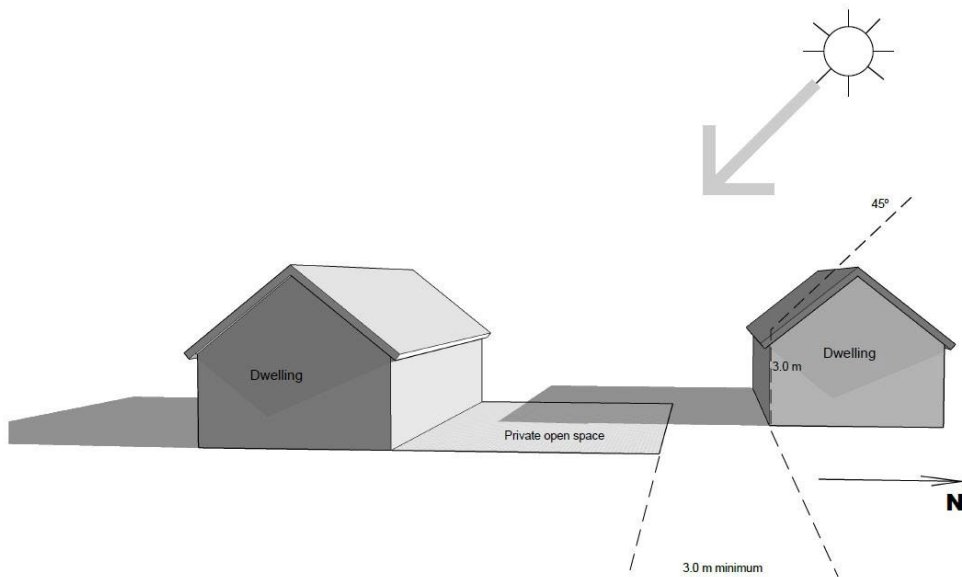


Figure 8.4 Separation from the private open space of another dwelling on the same site as required by clause 8.4.4 A1(a)

8.4.5 Width of openings for garages and carports for all dwellings

Objective:	To reduce the potential for garage or carport openings to dominate the primary frontage.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p>P1</p> <p>A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>
<p>Planners Response: Complies with acceptable solution. Garage/carport openings do not exceed 6m.</p>	

8.4.6 Privacy for all dwellings

Objective:	To provide a reasonable opportunity for privacy for dwellings.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</p> <p>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</p> <p>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</p> <p>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:</p> <p style="margin-left: 20px;">(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</p> <p style="margin-left: 20px;">(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.</p>	<p>P1</p> <p>A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:</p> <p>(a) a dwelling on an adjoining property or its private open space; or</p> <p>(b) another dwelling on the same site or its private open space.</p>
<p>Planners Response: Complies with acceptable solution. Adequate separation to meet the acceptable solutions.</p>	

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<p>A2</p> <p>A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</p> <p>(a) the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site. <p>(b) the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%. 	<p>P2</p> <p>A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p> <ul style="list-style-type: none"> (a) a window or glazed door, to a habitable room of another dwelling; and (b) the private open space of another dwelling.
<p>Planners Response: Complies with acceptable solution.</p> <p>All windows and glazed doors that have a finished floor height greater than 1m above the existing ground level have sufficient separation to meet the acceptable solutions.</p>	

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<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 not less than:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p style="margin-left: 20px;">(i) it is separated by a screen of not less than 1.7m in height; or</p> <p style="margin-left: 20px;">(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</p>	<p>P3</p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>
<p>Planners Response: Complies with acceptable solution.</p> <p>The plans show a separation between the shared driveway and all windows into the dwellings as being 2.5m or greater. Therefore development complies with the acceptable solutions.</p>	

8.4.7 Frontage fences for all dwellings

<p>Objective:</p>	<p>The height and transparency of frontage fences:</p> <p>(a) provides adequate privacy and security for residents;</p> <p>(b) allows the potential for mutual passive surveillance between the road and the dwelling; and</p> <p>(c) is reasonably consistent with that on adjoining properties.</p>
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No Acceptable Solution.¹</p>	<p>P1</p> <p>A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:</p> <p>(a) provide for security and privacy while allowing for passive surveillance of the road; and</p> <p>(b) be compatible with the height and transparency of fences in the street, having regard to:</p> <p style="margin-left: 20px;">(i) the topography of the site; and</p> <p style="margin-left: 20px;">(ii) traffic volumes on the adjoining road.</p>
<p>Planners Response: Not applicable to application.</p>	

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¹ An exemption applies for fences in this zone – see Table 4.6

8.4.8 Waste storage for multiple dwellings

Objective:	To provide for the storage of waste and recycling bins for multiple dwellings.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations:</p> <p>(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</p> <p>(b) a common storage area with an impervious surface that:</p> <p style="margin-left: 20px;">(i) has a setback of not less than 4.5m from a frontage;</p> <p style="margin-left: 20px;">(ii) is not less than 5.5m from any dwelling; and</p> <p style="margin-left: 20px;">(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.</p>	<p>P1</p> <p>A multiple dwelling must have storage for waste and recycling bins that is:</p> <p>(a) capable of storing the number of bins required for the site;</p> <p>(b) screened from the frontage and any dwellings; and</p> <p>(c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.</p>
<p>Planners Response: Complies with acceptable solution. Sufficient exclusive waste storage areas are dedicated to each dwelling.</p>	

8.5 Development Standards for Non-dwellings

8.5.1 Non-dwelling development

Objective:	That all non-dwelling development:
	<p>(a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and</p> <p>(b) does not cause an unreasonable loss of amenity on adjoining residential properties.</p>
Acceptable Solutions	Performance Criteria
A1	P1

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<p>A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street. 	<p>A building that is not a dwelling, excluding for Food Services and local shop, must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.</p>
<p>Planners Response: Not applicable to application. No non-dwelling development proposed.</p>	
<p>A2</p> <p>A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <ul style="list-style-type: none"> (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: <ul style="list-style-type: none"> (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback less than 1.5m from a side or rear boundary if the building: 	<p>P2</p> <p>The siting and scale of a building that is not a dwelling must:</p> <ul style="list-style-type: none"> (a) not cause an unreasonable loss of amenity, having regard to: <ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and (b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.

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<ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser). 	
<p>Planners Response: Not applicable to application. No non-dwelling development proposed.</p>	
<p>A3</p> <p>A building that is not a dwelling, 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) a site area of which not less than 35% is free from impervious surfaces. 	<p>P3</p> <p>A building that is not a dwelling, must have:</p> <ul style="list-style-type: none"> (a) site coverage consistent with that existing on established properties in the area; and (b) reasonable space for the planting of gardens and landscaping.
<p>Planners Response: Not applicable to application. No non-dwelling development proposed.</p>	
<p>A4</p> <p>No Acceptable Solution.²</p>	<p>P4</p> <p>A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must:</p> <ul style="list-style-type: none"> (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the street, having regard to: <ul style="list-style-type: none"> (i) the topography of the site; and (ii) traffic volumes on the adjoining road.
<p>Planners Response: Not applicable to application. No non-dwelling development proposed.</p>	
<p>A5</p> <p>Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not:</p> <ul style="list-style-type: none"> (a) be visible from any road or public open space adjoining the site; and (b) encroach upon parking areas, driveways or landscaped areas. 	<p>P5</p> <p>Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the type of goods, materials or waste to be

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	<p>stored;</p> <p>(c) the topography of the site; and</p> <p>(d) any screening proposed.</p>
<p>Planners Response: Not applicable to application.</p> <p>No non-dwelling development proposed.</p>	
<p>A6</p> <p>Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m.³</p>	<p>P6</p> <p>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to:</p> <p>(a) the characteristics and frequency of any emissions generated;</p> <p>(b) the nature of the proposed use;</p> <p>(c) the topography of the site and location of the sensitive use; and</p> <p>(d) any mitigation measures proposed.</p>
<p>Planners Response: Not applicable to application.</p> <p>No non-dwelling development proposed.</p>	

¹ An exemption applies for fences in this zone – see Table 4.6.

² An exemption applies for heat pumps and air conditioners in this zone – see Table 4.6.

8.5.2 Non-residential garages and carports

Objective:	To maintain frontage setbacks compatible with the streetscape and reduce the potential for garage and carport openings to dominate the primary frontage.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A garage or carport not forming part of a dwelling, must have a setback from a primary frontage of not less than:</p> <p>(a) 5.5m, or alternatively 1m behind the building line;</p> <p>(b) the same as the building line, if a portion of the building gross floor area is located above the garage or carport; or</p>	<p>P1</p> <p>A garage or carport not forming part of a dwelling, must have a setback from a primary frontage that is compatible with the setbacks of garages or carports in the street, having regard to any topographical constraints.</p>

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<p>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	
<p>Planners Response: Not applicable to application. No non-dwelling development proposed.</p>	
<p>A2 A garage or carport not forming part of a dwelling, within 12m of a primary frontage (whether the garage or carport is free-standing) must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p>P2 A garage or carport not forming part of a dwelling, must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>
<p>Planners Response: Not applicable to application. No non-dwelling development proposed.</p>	

8.6 Development Standards for Subdivision

8.6.1 Lot design

<p>Objective:</p>	<p>That each lot:</p> <ul style="list-style-type: none"> (a) has an area and dimensions appropriate for use and development in the zone; (b) is provided with appropriate access to a road; (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) is orientated to provide solar access for future dwellings.
Acceptable Solutions	Performance Criteria
<p>A1 Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) have an area of not less than 450m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and 	<p>P1 Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area.

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<ul style="list-style-type: none"> (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone. 	
<p>Planners Response: Not applicable to application. No subdivision is proposed.</p>	
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.</p>	<p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; and (f) the pattern of development existing on established properties in the area, <p>and is not less than 3.6m wide.</p>
<p>Planners Response: Not applicable to application. No subdivision is proposed.</p>	
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</p>	<p>P3</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the distance between the lot or building area and the carriageway;

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	<ul style="list-style-type: none"> (c) the nature of the road and the traffic; (d) the anticipated nature of vehicles likely to access the site; and (e) the ability for emergency services to access the site.
<p>Planners Response: Not applicable to application. No subdivision is proposed.</p>	
<p>A4</p> <p>Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.</p>	<p>P4</p> <p>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> (a) the size, shape and orientation of the lots; (b) the topography of the site; (c) the extent of overshadowing from adjoining properties; (d) any development on the site; (e) the location of roads and access to lots; and (f) the existing pattern of subdivision in the area.
<p>Planners Response: Not applicable to application. No subdivision is proposed.</p>	

8.6.2 Roads

Objective:	<p>That the arrangement of new roads within a subdivision provides for:</p> <ul style="list-style-type: none"> (a) safe, convenient and efficient connections to assist accessibility and mobility of the community; (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>The subdivision includes no new roads.</p>	<p>P1</p> <p>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:</p> <ul style="list-style-type: none"> (a) any road network plan adopted by the council; (b) the existing and proposed road hierarchy; (c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential; (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (e) minimising the travel distance between key destinations such as shops and services and public transport routes; (f) access to public transport; (g) the efficient and safe movement of pedestrians, cyclists and public transport; (h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling 2016</i>; (i) the topography of the site; and (j) the future subdivision potential of any balance lots on adjoining or adjacent land.
<p>Planners Response: Not applicable to application.</p> <p>No subdivision is proposed.</p>	

8.6.3 Services

Objective:	That the subdivision of land provides services for the future use and development of the land.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to:</p> <ul style="list-style-type: none"> (a) flow rates;

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	<ul style="list-style-type: none"> (b) the quality of potable water; (c) any existing or proposed infrastructure to provide the water service and its location; (d) the topography of the site; and (e) any advice from a regulated entity.
<p>Planners Response: Not applicable to application.</p> <p>No subdivision is proposed.</p>	
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p>	<p>P2</p> <p>No Performance Criterion.</p>
<p>Planners Response: Not applicable to application.</p> <p>No subdivision is proposed.</p>	
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</p>	<p>P3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:</p> <ul style="list-style-type: none"> (a) the size of the lot; (b) topography of the site; (c) soil conditions; (d) any existing buildings on the site; (e) any area of the site covered by impervious surfaces; and (f) any watercourse on the land.
<p>Planners Response: Not applicable to application.</p> <p>No subdivision is proposed.</p>	

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CODE	APPLICABILITY
C1.0 SIGNS CODE	CODE DOES NOT APPLY
C2.0 PARKING AND SUSTAINABLE TRANSPORT CODE	CODE APPLIES
C3.0 ROAD AND RAIL ASSETS CODE	CODE APPLIES
C4.0 ELECTRICITY INFRASTRUCTURE PROTECTION CODE	CODE DOES NOT APPLY
C5.0 TELECOMMUNICATIONS CODE	CODE DOES NOT APPLY
C6.0 LOCAL HISTORIC HERITAGE CODE	CODE DOES NOT APPLY
C7.0 NATURAL ASSETS CODE	CODE DOES NOT APPLY
C8.0 SCENIC PROTECTION CODE	CODE DOES NOT APPLY
C9.0 ATTENUATION CODE	CODE DOES NOT APPLY
C10.0 COASTAL EROSION HAZARD CODE	CODE DOES NOT APPLY
C11.0 COASTAL INUNDATION HAZARD CODE	CODE DOES NOT APPLY
C12.0 FLOOD PRONE AREAS CODE	CODE DOES NOT APPLY
C13.0 BUSHFIRE PRONE AREAS CODE	CODE DOES NOT APPLY
C14.0 POTENTIALLY CONTAMINATED LAND CODE	CODE DOES NOT APPLY
C15.0 LANDSLIP HAZARD CODE	CODE DOES NOT APPLY
C16.0 SAFEGUARDING OF AIRPORTS CODE	CODE DOES NOT APPLY
GEO – LOCAL PROVISIONS SCHEDULE	LOCAL PROVISION SCHEDULE DOES NOT APPLY

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C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose

The purpose of the Parking and Sustainable Transport Code is:

- C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
- C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
- C2.1.6 To provide for parking precincts and pedestrian priority streets.

C2.2 Application of this Code

- C2.2.1 Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.
- C2.2.2 Clause C2.5.3 only applies to use and development in the following Use Classes:
 - (a) Business and Professional Services;
 - (b) Community Meeting and Entertainment;
 - (c) Custodial Facility;
 - (d) Crematoria and Cemeteries;
 - (e) Educational and Occasional Care;
 - (f) Food Services;
 - (g) General Retail and Hire;
 - (h) Hospital Services;
 - (i) Hotel Industry;
 - (j) Pleasure Boat Facility;
 - (k) Residential if for a communal residence, multiple dwellings or hostel use;
 - (l) Sports and Recreation; and
 - (m) Tourist Operation.
- C2.2.3 Clause C2.5.4 only applies to use and development in the following Use Classes:
 - (a) Bulky Goods Sales;
 - (b) General Retail and Hire;
 - (c) Manufacturing and Processing; and
 - (d) Storage.
- C2.2.4 Clause C2.5.5 only applies to use and development in the following Use Classes:

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- (a) Business and Professional Services;
- (b) Community Meeting and Entertainment;
- (c) Educational and Occasional Care;
- (d) Emergency Services;
- (e) Food Services;
- (f) General Retail and Hire;
- (g) Sports and Recreation; and
- (h) Utilities, if not for minor utilities.

C2.3 Definition of Terms

C2.3.1 In this code, unless the contrary intention appears:

Term	Definition
container refund scheme space	means the area of land required to house a container refund machine or a bad drop refund point on a site plus space for pedestrians to queue at the container refund machine or bag drop refund point.
floor area	means the gross floor area, excluding the area of stairs, loading bays, access ways, or parking areas, of any area occupied by machinery required for air conditioning, heating, power supply, or lifts.
no requirement	means the use or development is not required to provide any on-site parking.
parking precinct plan	means a plan relating to on-site parking of cars within a defined area of land, shown on an overlay map in the relevant Local Provisions Schedule.
pedestrian priority street	means a road shown on an overlay map in the relevant Local Provisions Schedule, as having active street frontages where pedestrian movement and activity take priority over siting of vehicle parking and access.

C2.4 Use or Development Exempt from this Code

C2.4.1 There are no exemptions to this code.

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective:	That an appropriate level of car parking spaces are provided to meet the needs of the use.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table 2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:</p> <ul style="list-style-type: none"> (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in</p> 	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.
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<p>Table C2.1</p> <p>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	
<p>Planners Response: Complies with acceptable solution.</p> <p>Sufficient parking for the use proposed, 6 parking spaces dedicated to the dwellings and 1 visitor parking space in accordance with table C2.1. Complies.</p>	

C2.5.2 Bicycle parking numbers

Objective:	That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions		Performance Criteria
<p>A1</p> <p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1. 		<p>P1</p> <p>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
<p>Planners Response: Not applicable to application.</p> <p>There is no requirement for bicycle parking in accordance with Table C2.1.</p> <p>It is noted there is sufficient space on the site to allow for bicycle parking to occur within each area dedicated to the dwellings.</p>		

C2.5.3 Motorcycle parking numbers

Objective:	That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solutions		Performance Criteria

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<p>A1</p> <p>The number of on-site motorcycle parking spaces for all uses must:</p> <p>(a) be no less than the number specified in Table C2.4; and</p> <p>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</p>	<p>P1</p> <p>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature of the proposed use and development;</p> <p>(b) the topography of the site;</p> <p>(c) the location of existing buildings on the site;</p> <p>(d) any constraints imposed by existing development; and</p> <p>(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</p>
<p>Planners Response: Not applicable to application.</p> <p>No requirement for dedicated on-site motorcycle parking spaces in accordance with C2.4.</p>	

C2.5.4 Loading Bays

<p>Objective:</p>	<p>That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p>	<p>P1</p> <p>Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <p>(a) the type of vehicles associated with the use;</p> <p>(b) the nature of the use;</p> <p>(c) the frequency of loading and unloading;</p> <p>(d) the location of the site;</p> <p>(e) the nature of traffic in the surrounding area;</p> <p>(f) the area and dimensions of the site; and</p> <p>(g) the topography of the site;</p> <p>(h) the location of existing buildings on the site; and</p> <p>(i) any constraints imposed by existing development.</p>
<p>Planners Response: Not applicable to application.</p>	

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No requirement for a loading bay.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

Objective:	<p>To:</p> <ul style="list-style-type: none"> (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:</p> <ul style="list-style-type: none"> (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, <p>provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>	<p>P1</p> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:</p> <ul style="list-style-type: none"> (a) car parking demand generated by the proposed use during its proposed hours of operation; (b) the availability of on-street and public car parking in the surrounding area; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision; (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any relevant parking plan for the area

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	<p>adopted by council;</p> <p>(i) any existing on-street car parking restrictions; and</p> <p>(j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.</p>
<p>Planners Response: Not applicable to application.</p> <p>Proposal is not for existing non-residential building.</p>	

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective:	That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <p>(a) be constructed with a durable all weather pavement;</p> <p>(b) be drained to the public stormwater system, or contain stormwater on the site; and</p> <p>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</p>	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <p>(a) the nature of the use;</p> <p>(b) the topography of the land;</p> <p>(c) the drainage system available;</p> <p>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</p> <p>(e) the likelihood of generating dust; and</p> <p>(f) the nature of the proposed surfacing.</p>	
<p>Planners Response: Complies with acceptable solution.</p> <p>Parking, access ways, manoeuvring and circulation spaces are sealed and drained in compliance with the acceptable solution</p>		

C2.6.2 Design and layout of parking areas

Objective:	That parking areas are designed and laid out to provide convenient, safe and efficient parking.
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Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <ul style="list-style-type: none"> (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>.</p> <p>A1.2</p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with <i>Australian/New</i> 	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities</i>.

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<i>Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.¹</i>	
Planners Response: Relies on performance criteria. Not all vehicles can enter and exit in a forward direction. Therefore proposal relies on performance criteria.	

¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

C2.6.3 Number of accesses for vehicles

Objective:	That: <ul style="list-style-type: none"> (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
Acceptable Solutions	Performance Criteria
A1 The number of accesses provided for each frontage must: <ul style="list-style-type: none"> (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater. 	P1 The number of accesses for each frontage must be minimised, having regard to: <ul style="list-style-type: none"> (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
Planners Response: Complies with acceptable solution. Only one (1) access provided.	
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must: <ul style="list-style-type: none"> (a) not have an adverse impact on: <ul style="list-style-type: none"> (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.

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Planners Response: Not applicable to application.
 Not within Central Business Zone or pedestrian priority street.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

Objective:	That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which: <ul style="list-style-type: none"> (a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i>.</p>	<p>P1</p> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to:</p> <ul style="list-style-type: none"> (a) enabling easy and efficient use of the area; (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; (c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and (e) the hours of operation of the use.
<p>Planners Response: Not applicable to application. Not within General Business Zone and Central Business Zone.</p>	

C2.6.5 Pedestrian access

Objective:	That pedestrian access within parking areas is provided in a safe and convenient manner.
Acceptable Solutions	Performance Criteria

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<p>A1.1</p> <p>Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p style="margin-left: 20px;">(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p style="margin-left: 20px;">(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2</p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p>P1</p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the nature of the use;</p> <p>(c) the number of parking spaces;</p> <p>(d) the frequency of vehicle movements;</p> <p>(e) the needs of persons with a disability;</p> <p>(f) the location and number of footpath crossings;</p> <p>(g) vehicle and pedestrian traffic safety;</p> <p>(h) the location of any access ways or parking aisles; and</p> <p>(i) any protective devices proposed for pedestrian safety.</p>
<p>Planners Response: Not applicable to application.</p> <p>Does not require more than 10 car parking spaces.</p>	

C2.6.6 Loading bays

Objective:	That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p>P1</p> <p>Loading bays must have an area and dimensions suitable for the use, having regard to:</p> <ul style="list-style-type: none"> (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.
<p>Planners Response: Not applicable to application.</p> <p>Loading bays not required for residential use.</p>	
<p>A2</p> <p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>.</p>	<p>P2</p> <p>Access for commercial vehicles to and from the site must be safe, having regard to:</p> <ul style="list-style-type: none"> (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
<p>Planners Response: Not applicable to application.</p> <p>Residential use proposed for site, commercial vehicles are not proposed.</p>	

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Objective:	That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <ul style="list-style-type: none"> (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from an entrance; (c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of <i>Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.</i> 	<p>P1</p> <p>Bicycle parking must be provided in a safe, secure and convenient location, having regard to:</p> <ul style="list-style-type: none"> (a) the accessibility to the site; (b) the characteristics of the site; (c) the nature of the proposed use; (d) the number of employees; (e) the users of the site and the likelihood of travel by bicycle; (f) the location and visibility of proposed parking for bicycles; (g) whether there are other parking areas on the site; and (h) the opportunity for sharing bicycle parking on nearby sites.
<p>Planners Response: Not applicable to application.</p> <p>No more than 5 bicycle parking spaces are required.</p>	
<p>A2</p> <p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> (a) have dimensions not less than: <ul style="list-style-type: none"> (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</i> 	<p>P2</p> <p>Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the space available; (c) the safety of cyclists; and (d) the provisions of <i>Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking.</i>
<p>Planners Response: Not applicable to application.</p> <p>No dedicated bicycle spaces required.</p>	

C2.6.8 Siting of parking and turning areas

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Objective:	That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p>P1</p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) topographical or other site constraints; (b) availability of space behind the building line; (c) availability of space for vehicle access to the side or rear of the property; (d) the gradient between the front and the rear of existing or proposed buildings; (e) the length of access or shared access required to service the car parking; (f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; (g) the visual impact of the vehicle parking and access on the site; (h) the streetscape character and amenity; (i) the nature of the zone in which the site is located and its preferred uses; and (j) opportunities for passive surveillance of the road.
<p>Planners Response: Not applicable to application.</p> <p>Not within Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone.</p>	

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<p>A2</p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads. 	<p>P2</p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <ul style="list-style-type: none"> (a) the streetscape; (b) any unreasonable loss of amenity of the occupants of adjoining properties; and (c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.
<p>Planners Response: Not applicable to application.</p> <p>Not within Central Business Zone.</p>	

C2.7 Parking Precinct Plan

C2.7.1 Parking precinct plan

Objective:	To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Within a parking precinct plan, on-site car parking must:</p> <ul style="list-style-type: none"> (a) not be provided; or (b) not be increased above existing parking numbers. 	<p>P1</p> <p>Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (i) variations in parking demand over time; or (ii) efficiencies gained by consolidation of parking spaces; (c) the availability and frequency of public transport within reasonable walking

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	<p>distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(f) the streetscape;</p> <p>(g) the topography of the site;</p> <p>(h) the location of existing buildings on the site;</p> <p>(i) any constraints imposed by existing development; and</p> <p>(j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and</p> <p>not exceed the number specified in Table C2.1.</p>
<p>Planners Response: Not applicable to application.</p> <p>Parking precinct plan is not applicable to site.</p>	

Table C2.1 Parking Space Requirements

Use		Parking Space Requirements	
		Car	Bicycle
Bulky Goods Sales	Motor vehicle, boat or caravan sales	1 space per 100m ² of display, storage and workshop floor area	1 space per 500m ² of floor area
	Retail plant nursery	15 spaces or 0.5 spaces per 100m ² of site area, whichever is greater	No requirement
	Bulky Goods Sales, excluding as otherwise specified in this Table	1 space per 50m ² of floor area	1 space per 500m ² of floor area
Business and Professional Services	Bank, real estate agency, travel agent	1 space per 50m ² of floor area	1 space per 500m ² of floor area
	Office	1 space per 40m ² of floor area	1 space per 500m ² of floor area
	Doctors' surgery, clinic, consulting room	4 spaces per practitioner	2 spaces for each 8 practitioners

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	Veterinary centre	4 spaces per practitioner	No requirement
	Funeral parlour	1 space per employee + 1 visitor space + 1 space per 4 chapel seats	1 space per 50 chapel seats
	Business and Professional Services, excluding as otherwise specified in this Table	1 space per 30m ² of floor area	1 space per 500m ² of floor area
Community Meeting and Entertainment	Art and craft centre	1 space per 30m ² of floor area	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater
	Exhibition centre, library, museum or public art gallery	1 space per 20m ² of floor area	4 spaces plus 2 spaces for each 1500m ² of floor area
	Cinema, place of worship, civic centre, function centre, public hall, theatre	1 space per 15m ² of floor area, or 1 space per 3 seats, whichever is greater	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater
	Community Meeting and Entertainment, excluding as otherwise specified in this Table	1 space per 15m ² of floor area or 1 space per 4 seats, whichever is greater	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater
Custodial Facility		1 space per 2 employees + 1 space per 5 inmates	No requirement
Crematoria and Cemeteries		1 space per employee + 1 visitor space + 1 space per 4 chapel seats	1 space per 50 chapel seats
Domestic Animal Breeding, Boarding or Training		1 space per employee + 2 visitor spaces	No requirement
Educational and Occasional Care		1 space per employee + 1 space per 6 tertiary education students	1 space per 5 employees and tertiary education students

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Emergency Services	Fire/ambulance	1 space per employee	No requirement
	Emergency Services, excluding as otherwise specified in this Table	No requirement	No requirement
Equipment and Machinery Sales and Hire		1 space per 50m ² of floor area	No requirement
Extractive Industry		1 space per 2 employees	No requirement
Food Services	Restaurant	1 space per 15m ² of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m ² floor area
	Take away food premises	1 space per 15m ² of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m ² floor area
	Food Services, excluding as otherwise specified in this Table	15 for each 100m ² of floor area or 1 space per 3 seats, whichever is greater, unless subject to Clause C2.5.5	1 space per 75m ² floor area
General Retail and Hire	Drive-in bottle shop, if associated with a Hotel Industry	6 spaces	No requirement
	General Retail and Hire, excluding as otherwise specified in this table	1 space per 30m ² of floor area, unless subject to Clause C2.5.5	1 space per 100m ² of floor area
Hospital Services		1 space per 4 beds + 1 space per doctor + 1 space per 2 other employees	1 space per 10 beds

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Hotel Industry		1 space per 20m ² of floor area available to the public + 1 space per bedroom	1 space per 100m ² of floor area available to the public
Manufacturing and Processing		1 space per 200m ² of floor area or 2 spaces per 3 employees, whichever is greater	1 space per 5 employees
Motor Racing Facility		No requirement	No requirement
Natural and Cultural Values Management		No requirement	No requirement
Passive Recreation		No requirement	No requirement
Pleasure Boat Facility	Marina	0.6 spaces for each wet berth and 0.2 spaces for each dry storage berth and 0.5 spaces per marina employee	No requirement
	Boathouse	0.5 space for each boathouse	No requirement
	Pleasure Boat Facility, excluding as otherwise specified in this Table	No requirement	No requirement
Port and Shipping		No requirement	No requirement
Recycling and Waste Disposal		1 space per 500m ² of site area + 1 space per employee	No requirement
Research and Development		1 space per 100m ² of floor area or 2 spaces per 3 employees, whichever is greater	No requirement
Residential	If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling	No requirement
	If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	No requirement

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	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)	No requirement
	Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
	Any Residential use in any other zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings or every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	No requirement for single dwellings, multiple dwellings, residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
Resource Development	Aquaculture	2 spaces per 3 employees	No requirement
	Resource development, excluding as otherwise specified in this Table	No requirement	No requirement
Resource Processing		2 spaces per 3 employees	1 space per 5 employees

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Service Industry		1 space per 80m ² of floor area or 2 spaces per 3 employees, whichever is greater	1 space per 5 employees
Sports and Recreation	Bowling green	6 spaces per bowling rink	No requirement
	Fitness centre	4.5 spaces per 100m ² of floor area	No requirement
	Golf course	4 spaces per golf hole	No requirement
	Swimming pool (other than in conjunction with a single dwelling)	5 spaces for each 100m ² of site area	1 space per 100m ² of site area
	Tennis court or Squash court (other than in conjunction with a single dwelling)	3 spaces for each tennis or squash court + 1 space per 5 spectator places	No requirement
	Major Sporting Facility	1 space per 5 seats	No requirement
	Sports and Recreation, excluding as otherwise specified in this Table	50 spaces per facility	No requirement
Storage		1 space per 200m ² of the site area or 1 space per 2 employees, whichever is greater	No requirement
Tourist Operation		1 space per 200m ² of floor area or 1 space for each 500m ² of the site area, whichever is greater	1 space per 1000m ² of floor area or 1 space per 500m ² of site area, whichever is the greater
Transport Depot and Distribution		3.5 spaces for each 100m ² of gross floor area	1 space per 5 employees
Utilities		No requirement	No requirement
Vehicle Fuel Sales and Service		4 spaces per service bay	1 space per 5 employees
Vehicle Parking		No requirement	No requirement
Visitor Accommodation		1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater	No requirement

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Notes to Table C2.1:

- (1) The number of parking spaces required is to be calculated based on the proposed use or development.
- (2) Parking spaces must be individually accessible, excluding tandem parking spaces which may be used to serve a dwelling.
- (3) Excluding visitor parking for multiple dwellings in the General Residential Zone, fractions of a space are to be rounded to the nearest whole number, so that a full number of spaces is provided for any fraction of

a quota of floor area or number of employees.
- (4) Where a proposal contains multiple Use Classes, the car parking requirements must be calculated as the sum of the requirements for each individual use component.
- (5) Reference to an employee is equivalent to 1 full-time employee.

Table C2.2 Internal Access Way Widths for Vehicles

Number of parking spaces served	Internal access way widths	Passing bay dimensions for two-way traffic in addition to the access way width
1 to 5	A width not less than 3m.	2m wide by 5m long, plus entry and exit tapers, every 30m, unless on land within the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone or Open Space Zone.
6 to 20	(a) A width not less than 4.5m for the first 7m from the road carriageway and 3m thereafter, and (b) At changes of direction or intersections have: (i) an internal radius of not less than 4m, or (ii) a width more than 4.2m.	2m wide by 5m long, plus entry and exit tapers, every 30m.
21 and over	A width not less than 5.5m.	Not applicable

Table C2.3 Dimensions of Car Parking Spaces and Combined Access and Manoeuvring Space Adjacent to Parking Spaces

Angle of car spaces to manoeuvring space	Combined access and manoeuvring width	Car park widths	Car park length
Parallel	3.6m	2.3m	6.7m

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45 degrees	3.5m	2.6m	5.4m
60 degrees	4.9m	2.6m	5.4m
90 degrees	6.4m	2.6m	5.4m
90 degrees	5.8m	2.8m	5.4m
90 degrees	5.2m	3m	5.4m
90 degrees	4.8m	3.2m	5.4m

Notes to Table C2.3:

- (1) If entry to the car space is from a road, the combined access and manoeuvring width may include the road.

Table C2.4 Motorcycle Parking Space Requirements

Number of car parking spaces required for a use	Number of motorcycle parking spaces required for a use
0-20	No requirement
21-40	1 space
41 or more	1 space for every additional 20 car parking spaces required

C3.0 Road and Railway Assets Code

C3.1 Code Purpose

The purpose of the Road and Railway Assets Code is:

- C3.1.1 To protect the safety and efficiency of the road and railway networks; and
 C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

C3.2 Application of this Code

C3.2.1 This code applies to a use or development that:

- (a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;
- (b) will require a new vehicle crossing, junction or level crossing; or
- (c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

C3.3 Definition of Terms

C3.3.1 In this code, unless the contrary intention appears:

Term	Definition
annual average daily traffic	means the number of vehicles per day averaged over all days in a calendar year.
category 1 road	means a category 1 road as defined in the <i>State Road Hierarchy</i> .

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future major road	means land within which a major road is intended to be built shown as a future major road on an overlay map in the relevant Local Provisions Schedule.
future railway	means land on which an extension to the rail network is intended to be built shown as a future railway on an overlay map in the relevant Local Provisions Schedule.
limited access road	means a road declared to be a limited access road under s.52A of the <i>Roads and Jetties Act 1935</i> .
major road	means a category 1, 2 or 3 road as defined in the <i>State Road Hierarchy</i> , and any other road described in an other major roads list in the relevant Local Provisions Schedule.
private level crossing	means a level crossing across the rail network by a private road or vehicular right of way which does not service any public use.
rail network	means as defined in the <i>Rail Infrastructure Act 2007</i> and corridors declared under the <i>Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016</i> .
road or railway attenuation area	means a road or railway attenuation area shown on an overlay map in the relevant Local Provisions Schedule or, if not shown, an area within 50m of the boundary of: <ul style="list-style-type: none"> (a) a major road with a speed limit above 60km/h; (b) the rail network; (c) a future major road; or (d) a future railway.
traffic impact assessment	means a study or a statement prepared in accordance with the <i>Guide to Traffic Management Part 12: Traffic Impacts of Development 2009</i> by a person with qualifications and a level of experience appropriate to the significance of the traffic impact.
vehicular traffic	means traffic composed of motor vehicles as motor vehicle is defined in section 3 of the <i>Vehicle and Traffic Act 1999</i> .

C3.4 Use or Development Exempt from this Code

C3.4.1 There are no exemptions from this code.

C3.5 Use Standards

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

Objective:	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. <p>A1.2</p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3</p> <p>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4</p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. <p>A1.5</p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>P1</p> <p>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
Planners Response: Complies with acceptable solution.	

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Complies with Table C3.1.

RTA's Guide to Traffic Generating Developments (2002), outlines that the average daily vehicle trips per dwelling is 6.5 per dwelling. One of the dwellings is existing, therefore the increase is 13 vehicle movements (both ingress and egress).

The proposal does not exceed an additional 40 movements per day and therefore complies with the acceptable solutions.

Table C3.1 Acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)

Location of vehicular traffic	Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)	
	Vehicles up to 5.5m long	Vehicles longer than 5.5m long
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

C3.6 Development Standards for Buildings or Works

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Objective:	To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:</p> <p>(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;</p> <p>(b) an extension which extends no closer to the existing or future</p>	<p>P1</p> <p>Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the proposed setback;</p> <p>(c) any buffers created by natural or other features;</p> <p>(d) the location of existing or proposed</p>	

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<p>major road or rail network than:</p> <p>(i) the existing habitable building; or</p> <p>(ii) an adjoining habitable building for a sensitive use; or</p> <p>(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i>.</p>	<p>buildings on the site;</p> <p>(e) the frequency of use of the rail network;</p> <p>(f) the speed limit and traffic volume of the road;</p> <p>(g) any noise, vibration, light and air emissions from the rail network or road;</p> <p>(h) the nature of the road;</p> <p>(i) the nature of the development;</p> <p>(k) the need for the development; any traffic impact assessment;</p> <p>(l) any mitigating measures proposed;</p> <p>(m) any recommendations from a suitably qualified person for mitigation of noise; and</p> <p>(n) any advice received from the rail or road authority.</p>
<p>Planners Response: Not applicable to application.</p> <p>Habitable building within attenuation area not proposed.</p>	

Table C3.2 Acceptable noise levels within a road or railway attenuation area

Roads	Railways
<p>The arithmetic average of the A-weighted L10 sound pressure levels for each of the one-hour periods between 6:00am and midnight on any day [L10 (18- hour)] of 63 dB(A).</p>	<p>A 24-hour Leq and Lmax noise level of 65 dB(A) and 87dB(A) Lmax assessed as a single event maximum sound pressure level.</p>

C3.7 Development Standards for Subdivision

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

<p>Objective:</p>	<p>To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>

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<p>A1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) any buffers created by natural or other features; (c) the location of existing or proposed buildings on the site; (d) the frequency of use of the rail network; (e) the speed limit and traffic volume of the road; (f) any noise, vibration, light and air emissions from the rail network or road; (g) the nature of the road; (h) the nature of the intended uses; (i) the layout of the subdivision; (j) the need for the subdivision; (k) any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.
<p>Planners Response: Not applicable to application.</p> <p>Not for subdivision.</p>	

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ABN 68 300 116 092

PLANNING APPLICATION FORM

Section 57 & 58

OFFICE USE ONLY		
Application Number: DA 20 / 8	Date: 22.01.2	
PID: 64360	Zone: General	Permitted or Discretionary

DEVELOPMENT APPLICATION DETAILS					
Applicant Name:	Design To Live Billy Leslie-Wilson				
Location/Address:	9 BARRACK ST, GEORGE TOWN				
Title Reference:	5413/2				
Existing Development/Use: <small>(describe the way the land is used now)</small>	RESIDENTIAL				
Development Type:	New dwelling <input checked="" type="checkbox"/>		Outbuilding <input type="checkbox"/>		Addition/extension <input type="checkbox"/>
	Fencing <input type="checkbox"/>		Demolition <input type="checkbox"/>		Signage <input type="checkbox"/>
	Subdivision <input type="checkbox"/>		Change of use <input type="checkbox"/>		Other <input type="checkbox"/>
Description/Use:	PROPOSED RESIDENTIAL MULTIPLE DWELLINGS				
New floor area:	REFER PLANS	Total floor area:	REFER PLANS	New building height:	REFER PLANS
Water Supply:	TasWater <input checked="" type="checkbox"/> Tank <input type="checkbox"/>	Wastewater:	TasWater <input checked="" type="checkbox"/> On-Site Wastewater System <input type="checkbox"/>		
Driveway/Vehicle Crossover:	Existing <input type="checkbox"/> Proposed <input type="checkbox"/> Alteration Required <input checked="" type="checkbox"/> <i>Contact Council's engineering department for details on crossover construction</i>				
Does the application include Crown Land or access via a Crown Access License?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		If 'yes', please provide Crown consent to lodge the planning application in accordance with section 52 (1B) of the Land Use Planning and Approvals Act 1993.		

SUBDIVISION		N/A <input checked="" type="checkbox"/>
Existing Lots:		Number of total lots proposed:

COMMERCIAL/INDUSTRIAL				N/A <input checked="" type="checkbox"/>
Existing business and/or proposed business description:				
Hours of Operation:	Weekdays (Mon – Fri)		To	
	Saturday		To	
	Sunday		To	
Signage:	Yes <input type="checkbox"/> No <input type="checkbox"/>		If 'yes', please provide details with application.	
Existing no. of employees:		No. of employees (proposed):		
Parking spaces (existing)		Parking spaces (proposed)		



PROPOSED MULTIPLE DWELLINGS
9 BARRACK ST,
GEORGE TOWN, 7253.

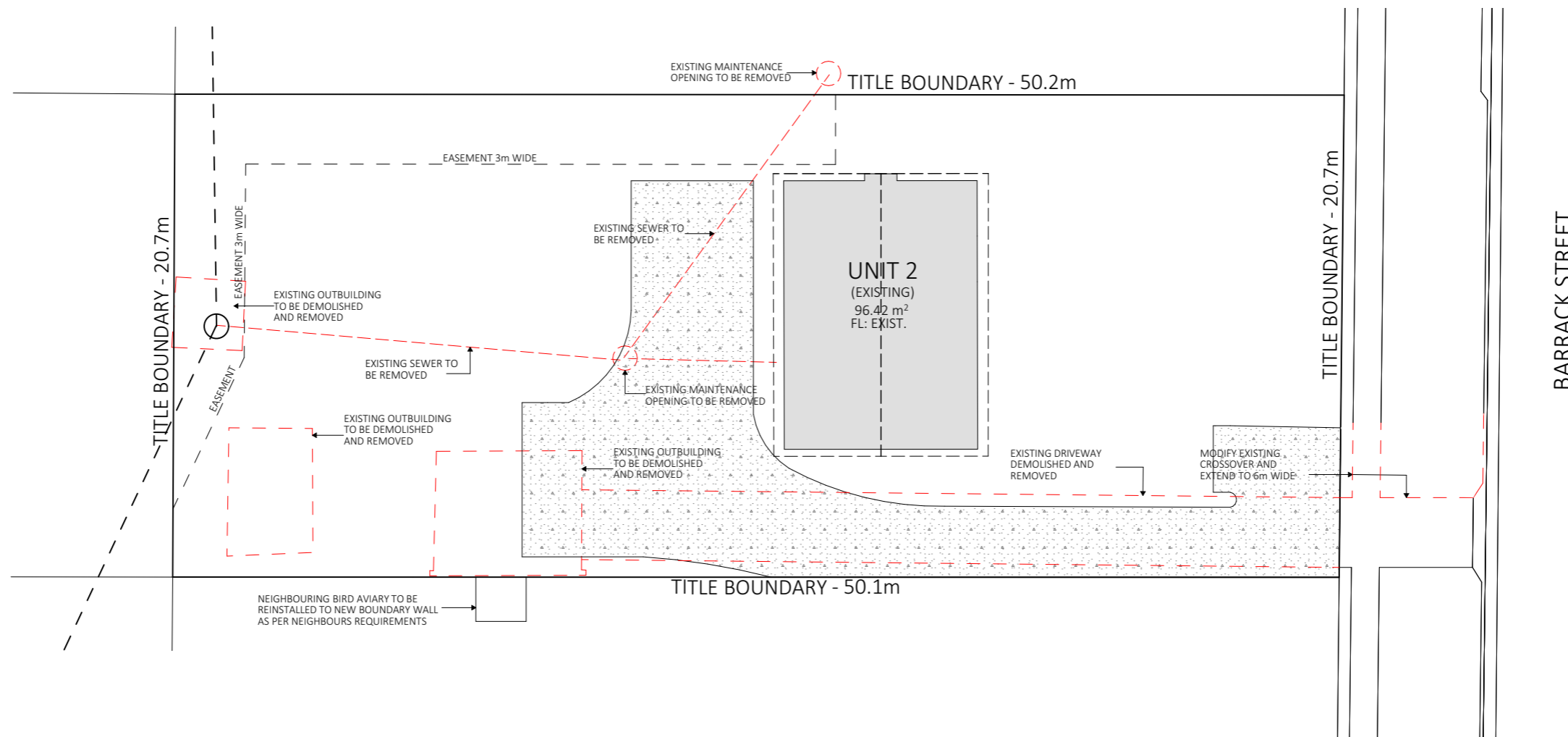
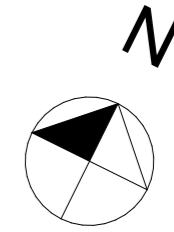


DRAWING #	DRAWING
BRR09-1	COVER PAGE
BRR09-2	SITE DEMOLITION PLAN
BRR09-3	SITE PLAN
BRR09-4	STRATA PLAN
BRR09-5	PARKING AND TURNING
BRR09-6	EXTERNAL SERVICES
BRR09-7	LANDSCAPING PLAN
BRR09-8	UNIT 1 FLOOR PLAN
BRR09-9	UNIT 1 ELEVATIONS
BRR09-10	UNIT 2 EXISTING FLOOR PLAN
BRR09-11	UNIT 3 GROUND FLOOR PLAN
BRR09-12	UNIT 3 FIRST FLOOR PLAN
BRR09-13	UNIT 3 ELEVATIONS
BRR09-14	UNIT 3 ELEVATIONS
BRR09-15	PERSPECTIVES

AREAS	(m ²)	COUNCIL	ZONE
		GEORGE TOWN COUNCIL	GENERAL RESIDENTIAL
UNIT 1	116.83	LAND TITLE REFERENCE 5413/2	ENERGY STAR RATING TBC
UNIT 2	96.41	PROPERTY ID 6436008	CLIMATE ZONE 7
UNIT 3 - GF	158.32	LOT SIZE (M ²) 1042	ALPINE AREA N/A
UNIT 3 - FF	80.01	BAL RATING N/A	CORROSION ENV' MEDIUM
UNIT 3 DECK	20.10	DESIGN WIND CLASS TBC	SITE HAZARDS SEWER INFRASTRUCTURE
		SOIL CLASSIFICATION TBC	PLANNING OVERLAY NONE

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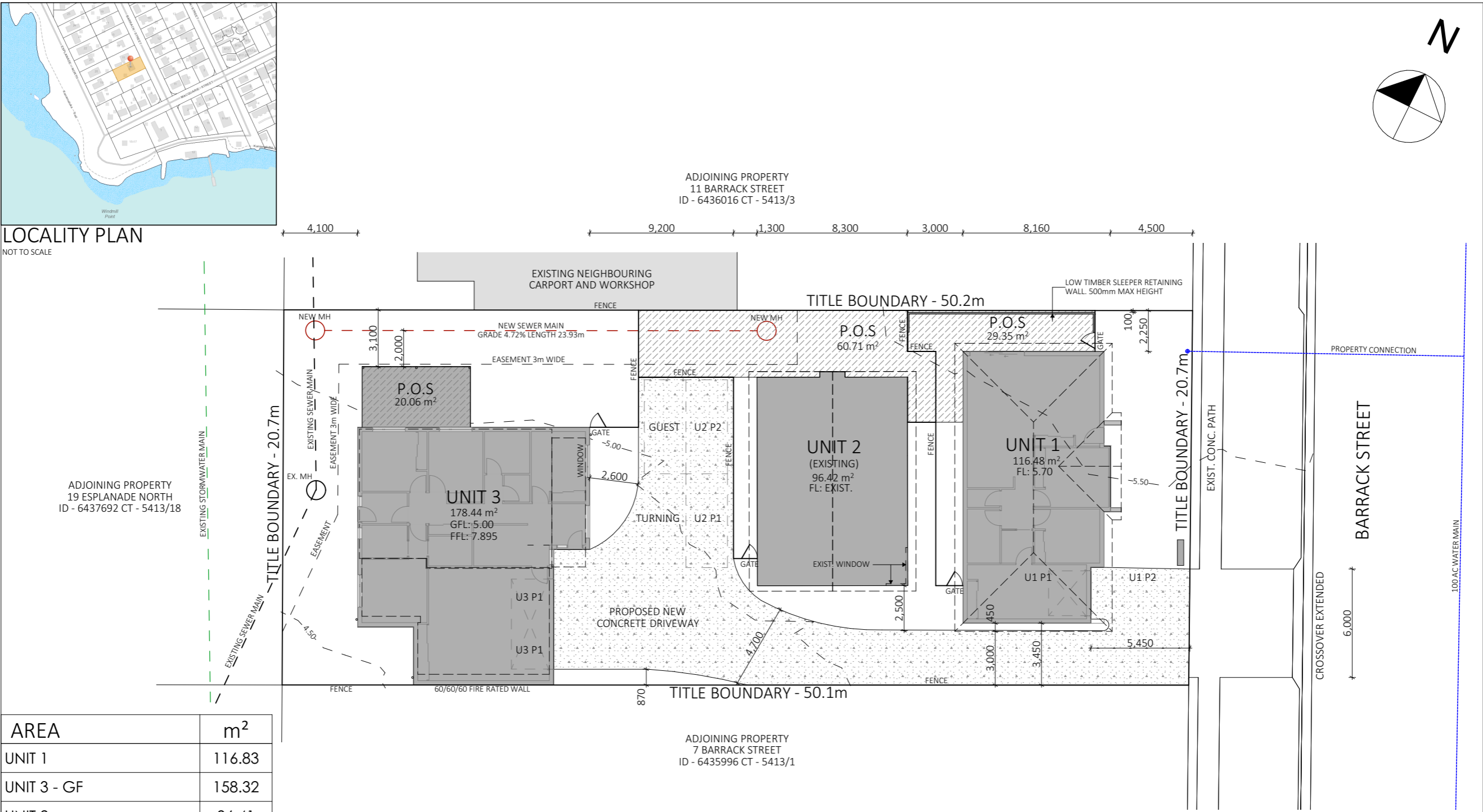
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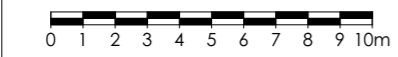
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AREA	m ²
UNIT 1	116.83
UNIT 3 - GF	158.32
UNIT 2	96.41
UNIT 3 - FF	80.01
UNIT 3 DECK	20.10



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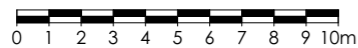
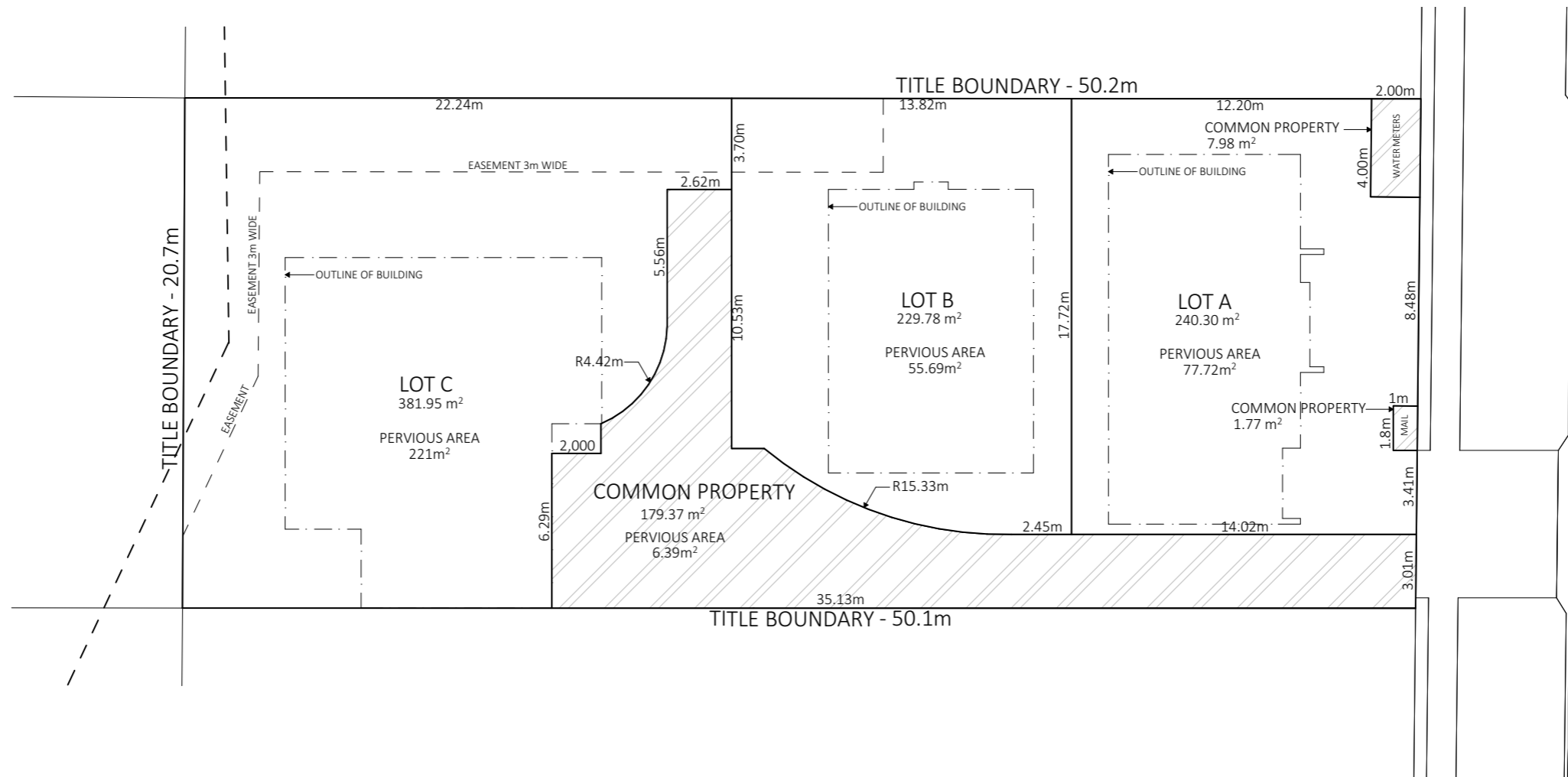
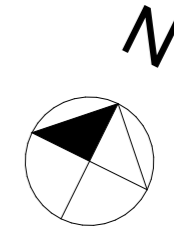
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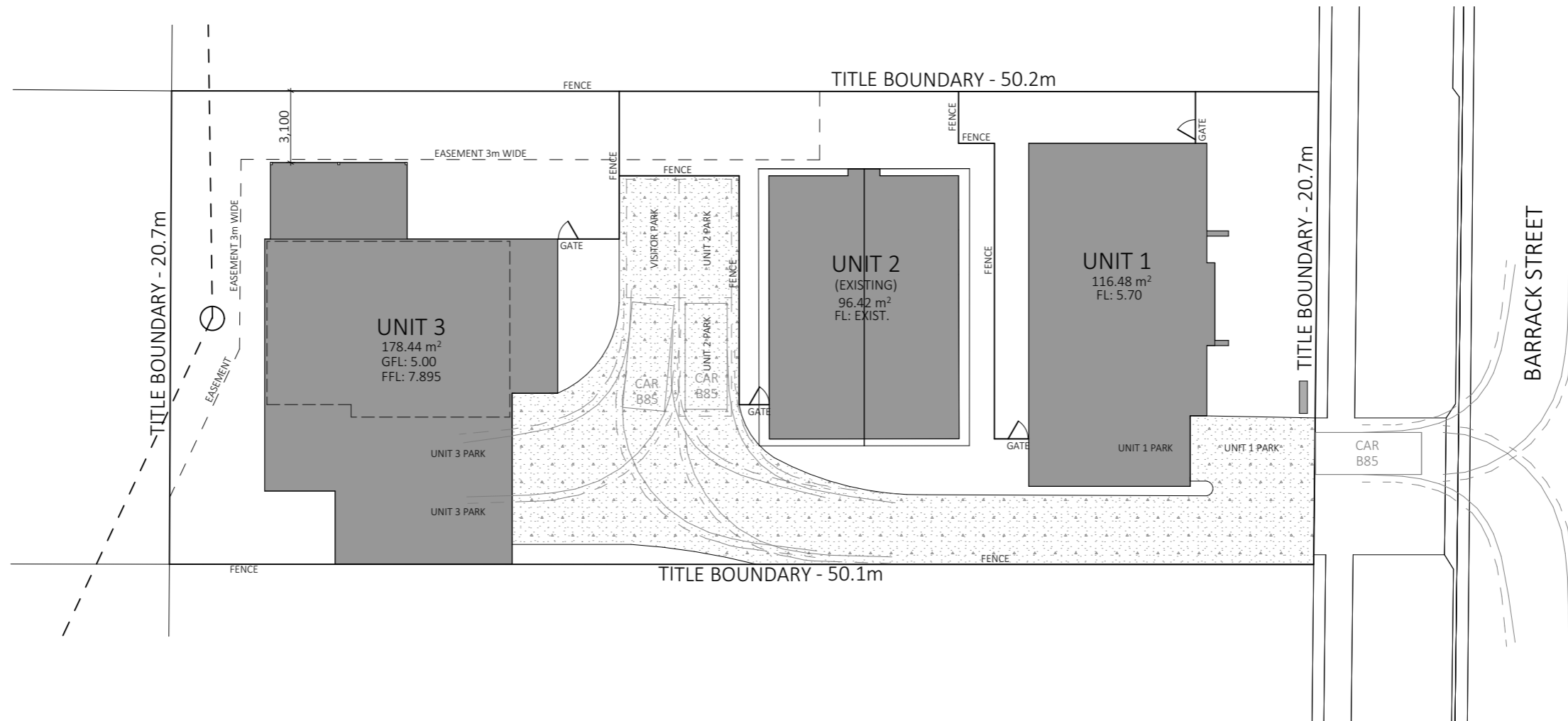
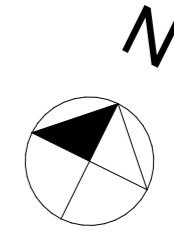
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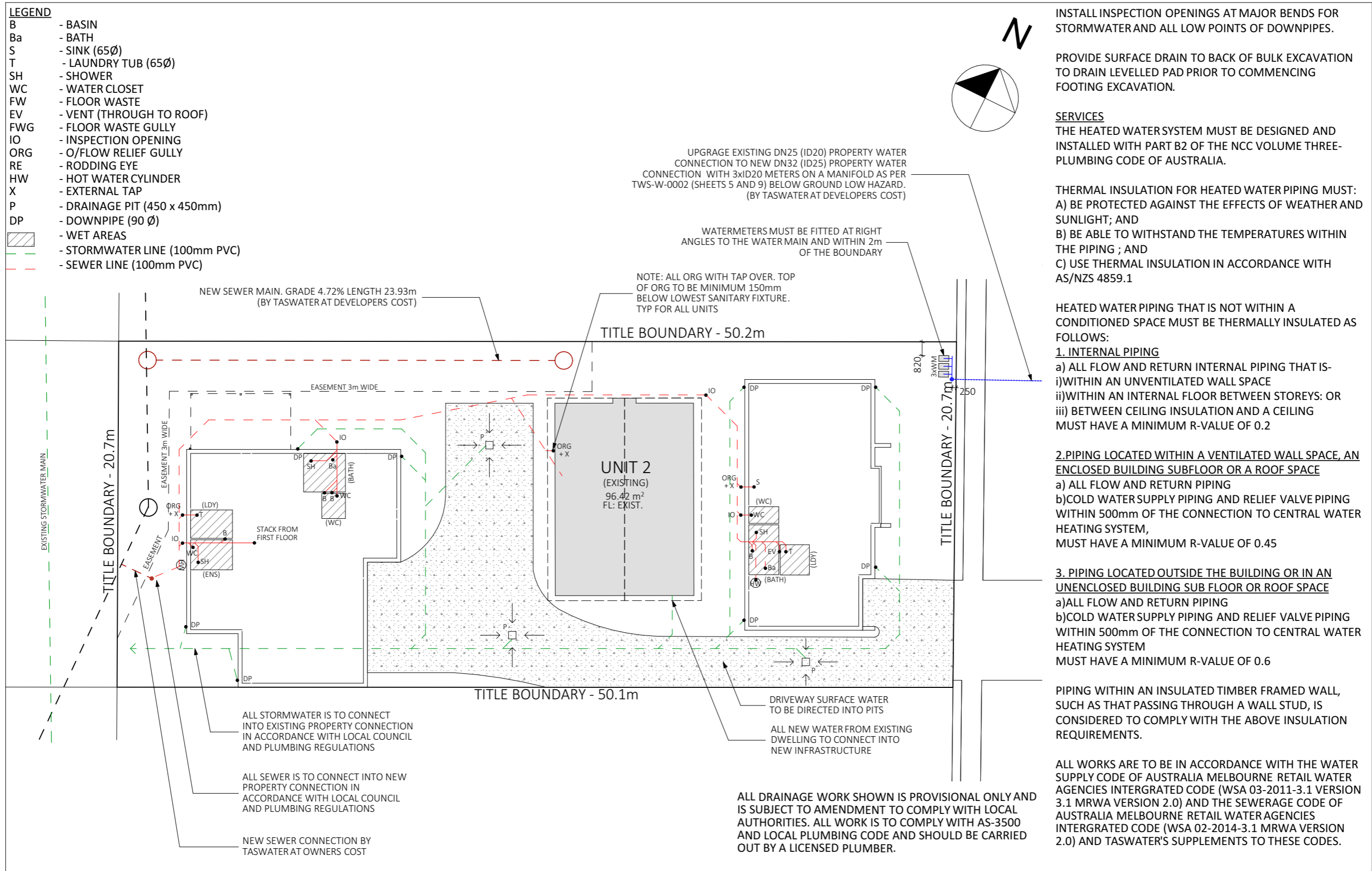
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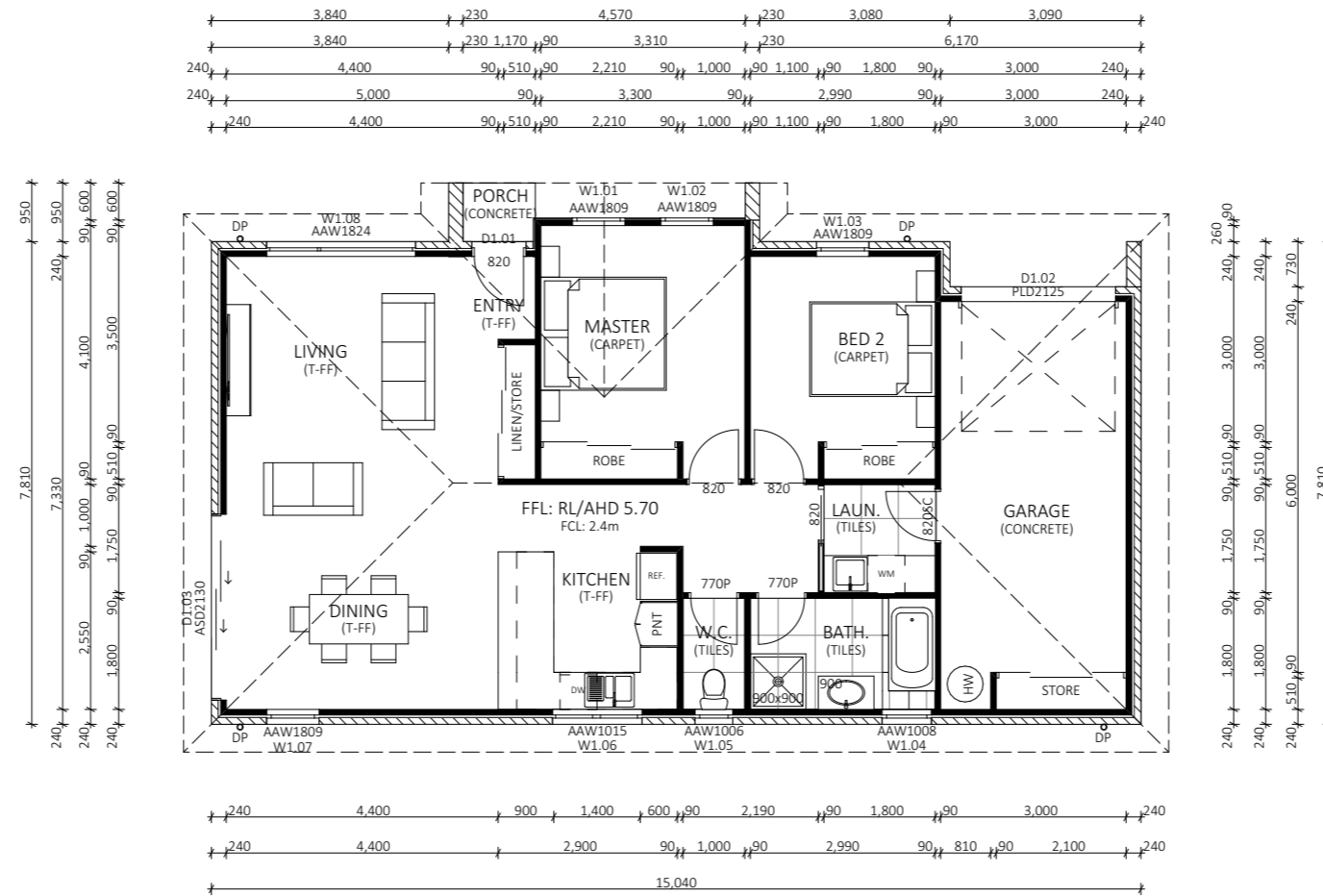
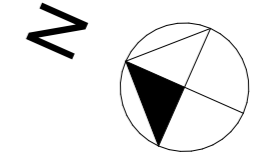
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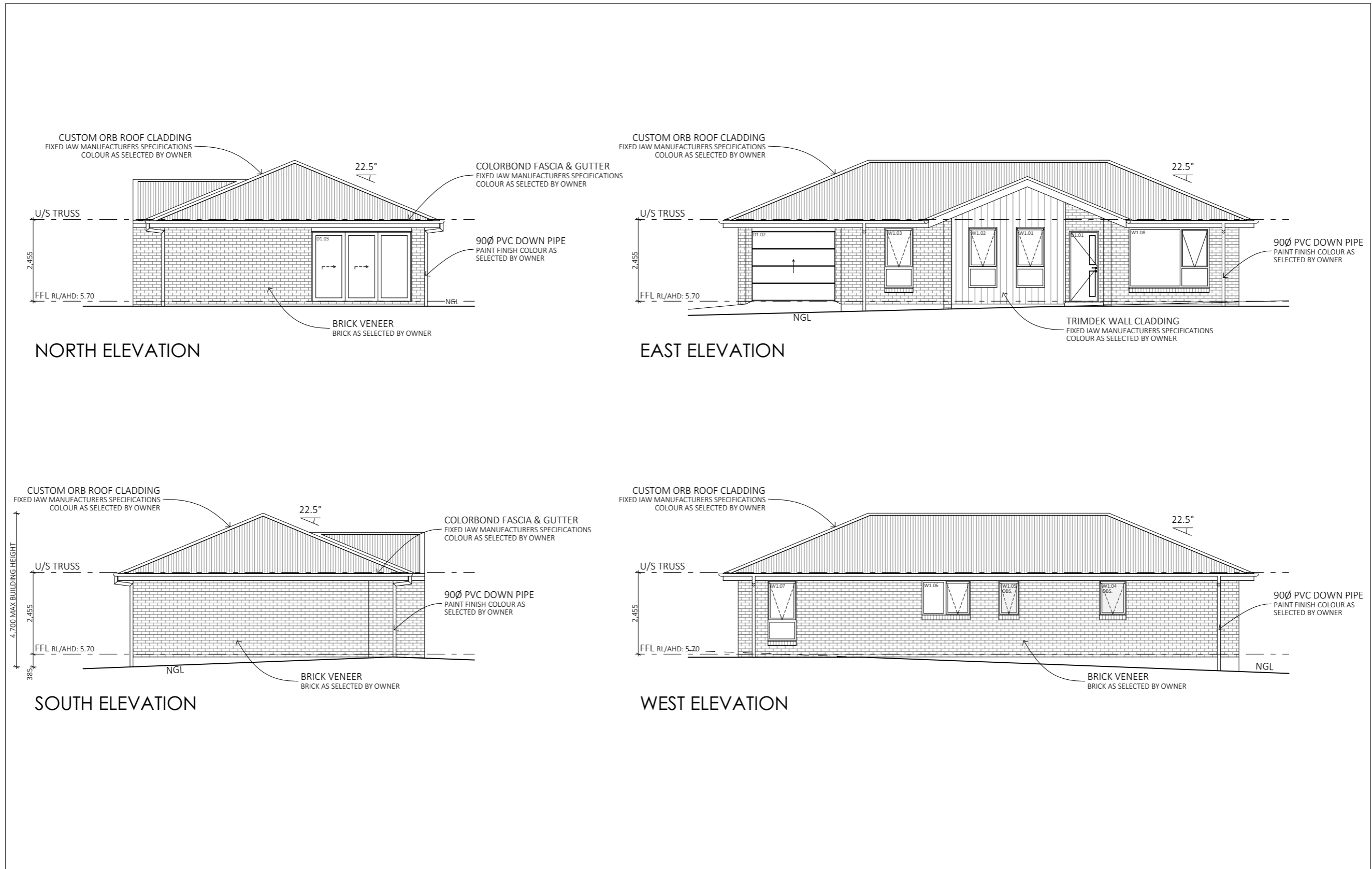
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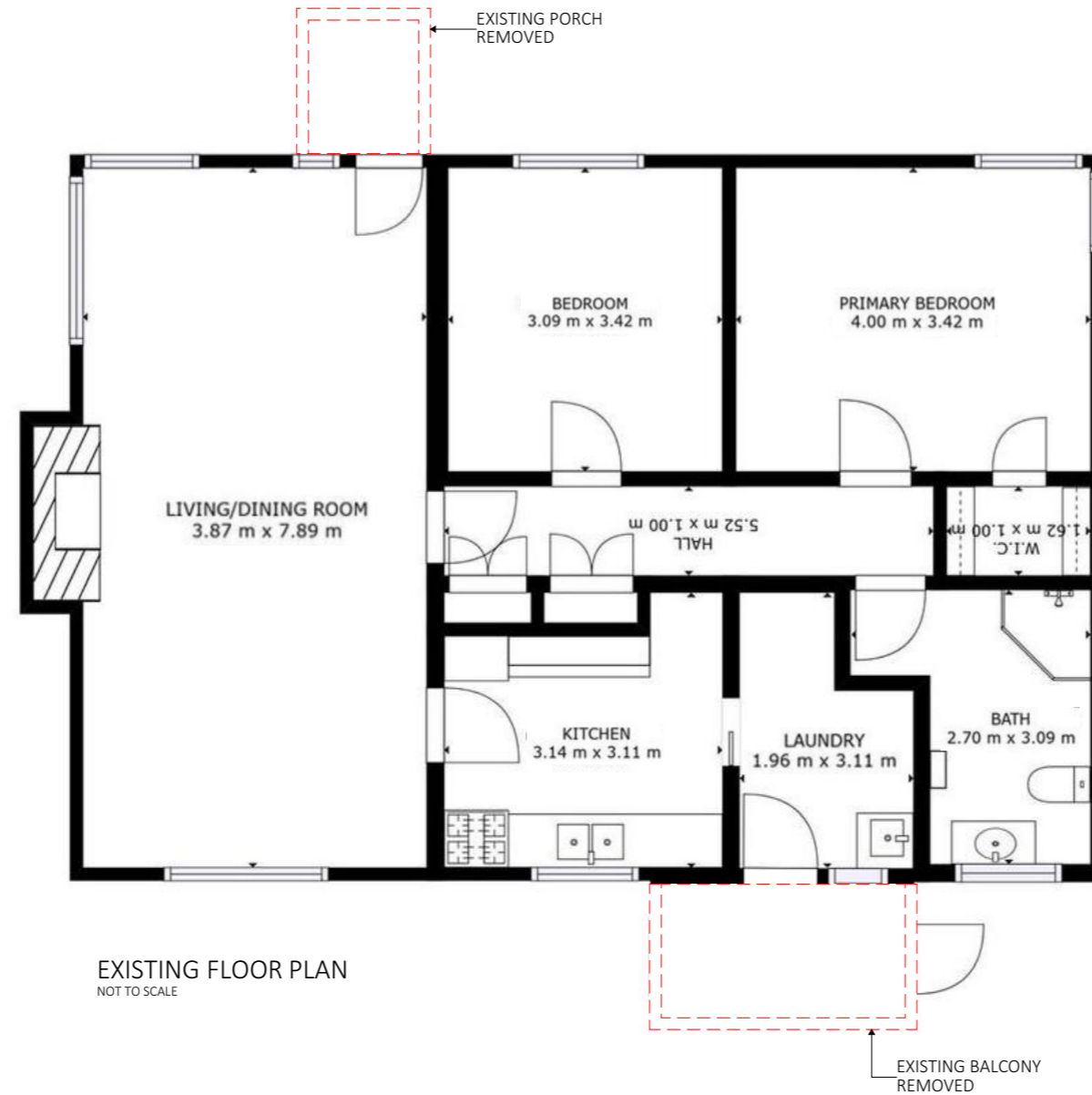
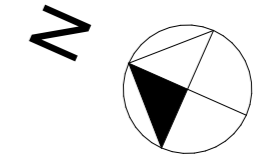
REV.	DATE	DESCRIPTION	DESIGNER	M.L.	JOB NUMBER	BRR09
R1	17/01/2023	CONCEPT				
			DRAWN	B.L.W	DRAWING	8/15
			CHECKED	M.L.	SCALE (@A3)	1:100

**George Town Council
2024 03 26 ORDINARY COUNCIL MEETING ATTACHMENTS
Agenda**



 <p>ACC # 371799313 ABN. 71 615 812 747 PH. 6344 7319 E. info@designtolive.com.au W. designtolive.com.au</p>	<p>CLIENT/S: HEATH KING</p>	<p>DRAWING UNIT 1 ELEVATIONS</p>	<p>I/WE APPROVE THESE DRAWING TO BE CORRECT PER CONTRACT.</p>		<p>COPYRIGHT: This is the sole property of Design To Live, and may not be used in whole, or in part without written or formal consent from Design To Live. Legal action will be taken against any person/s infringing the copyright.</p>	<p>REV. DATE DESCRIPTION</p>	DESIGNER	M.L.	JOB NUMBER	BRRC09
	<p>SITE ADDRESS: 9 BARRACK ST, GEORGE TOWN, 7253.</p>		<p>SIGNATURE:</p>	<p>DATE:</p>		<p>R1 17/01/2023 CONCEPT</p>	DRAWN	B.L.W	DRAWING	9/15
			<p>SIGNATURE:</p>	<p>DATE:</p>			CHECKED	M.L.	SCALE (@A3)	1:100

**George Town Council
2024 03 26 ORDINARY COUNCIL MEETING ATTACHMENTS
Agenda**



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CLIENT/S:
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SITE ADDRESS:
9 BARRACK ST,
GEORGE TOWN, 7253.

DRAWING
UNIT 2 EXISTING
FLOOR PLAN

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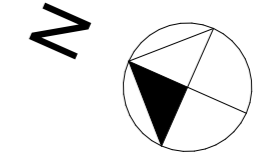
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R1	17/01/2023	CONCEPT	DRAWN	B.L.W	DRAWING	10/15
			CHECKED	M.L.	SCALE (@A3)	NTS

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DRAWING
UNIT 3 GROUND
FLOOR PLAN

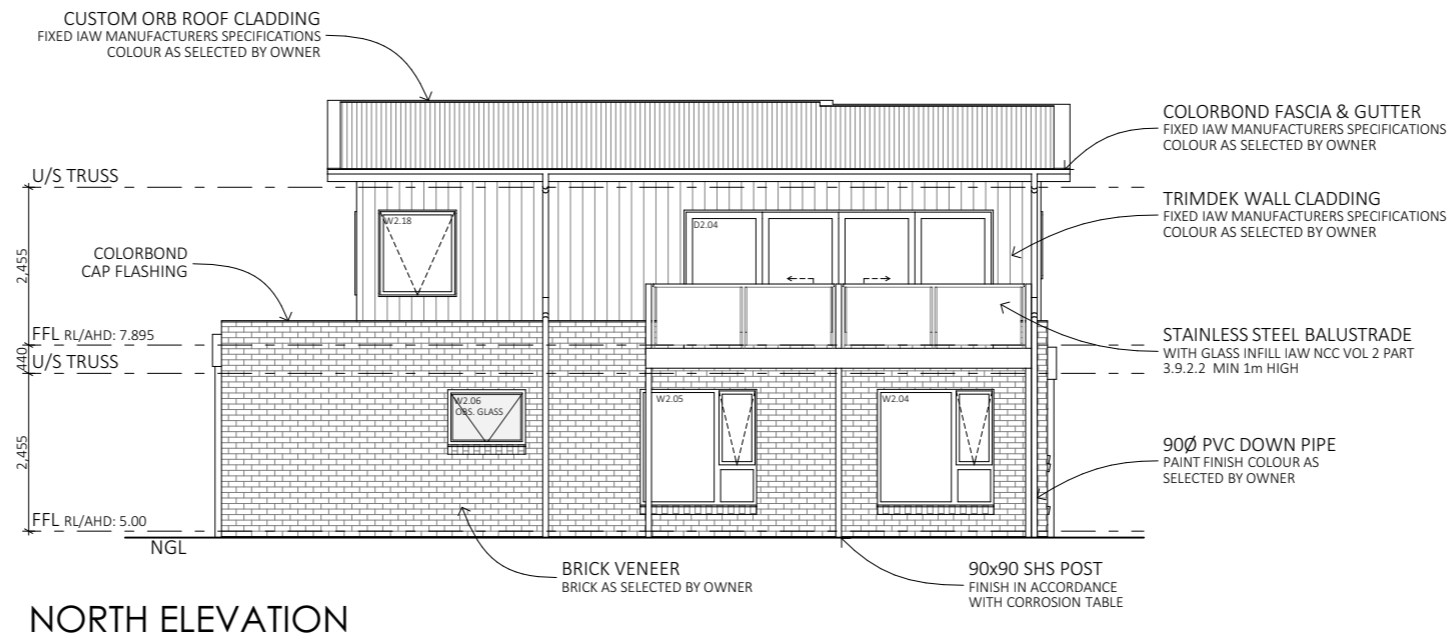
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SIGNATURE: _____ **DATE:** _____

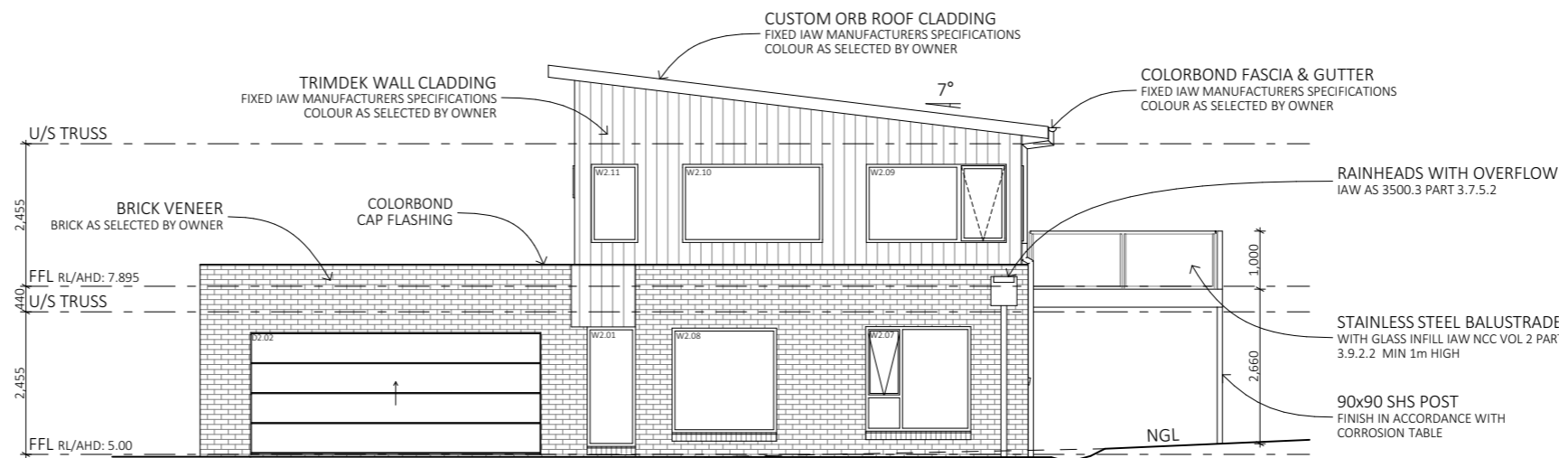
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REV.	DATE	DESCRIPTION	DESIGNER	M.L.	JOB NUMBER	BRRC09
R1	17/01/2023	CONCEPT				
			DRAWN	B.L.W	DRAWING	11/15
			CHECKED	M.L.	SCALE (@A3)	1:100

**George Town Council
2024 03 26 ORDINARY COUNCIL MEETING ATTACHMENTS
Agenda**



NORTH ELEVATION



EAST ELEVATION



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SITE ADDRESS:
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DRAWING
UNIT 3
ELEVATIONS

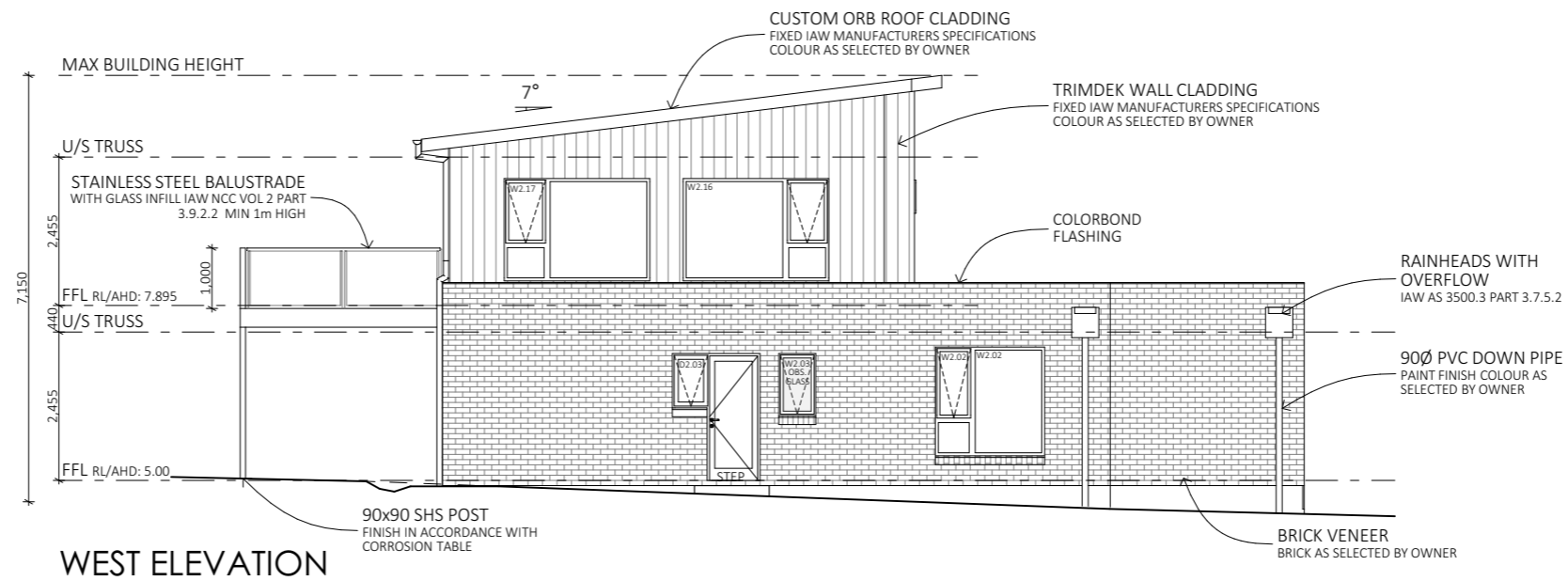
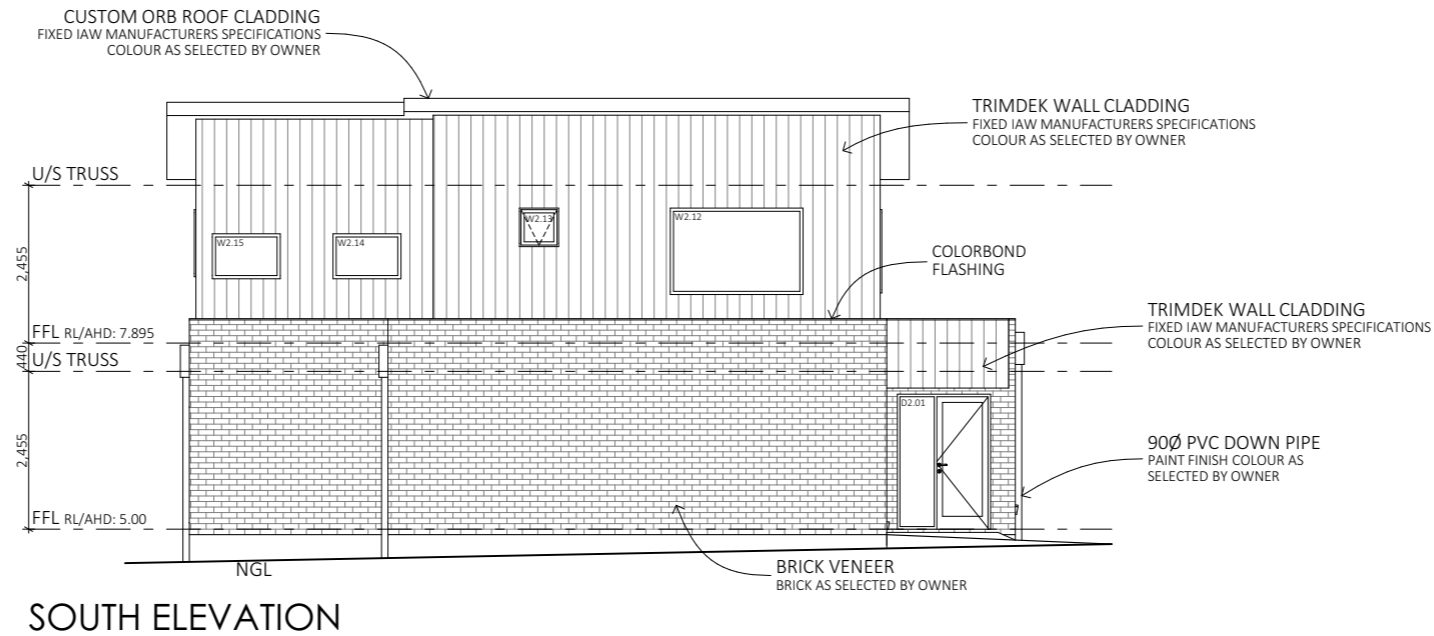
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R1	17/01/2023	CONCEPT	DRAWN	B.L.W	DRAWING	13/15
			CHECKED	M.L.	SCALE (@A3)	1:100

**George Town Council
2024 03 26 ORDINARY COUNCIL MEETING ATTACHMENTS
Agenda**



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HEATH KING

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DRAWING
UNIT 3
ELEVATIONS

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REV.	DATE	DESCRIPTION	DESIGNER	M.L.	JOB NUMBER	BRRC09
R1	17/01/2023	CONCEPT	DRAWN	B.L.W	DRAWING	14/15
			CHECKED	M.L.	SCALE (@A3)	1:100

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	SITE ADDRESS: 9 BARRACK ST, GEORGE TOWN, 7253.	SIGNATURE: SIGNATURE:		DATE: DATE:		DRAWN B.L.W	DRAWING 15/15			
						CHECKED M.L.	SCALE (@A3) NTS			