



Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2023/054

LOCATION OF AFFECTED AREA

15 SAMUEL STREET, BRIDGEWATER

DESCRIPTION OF DEVELOPMENT PROPOSAL

PARTIAL DEMOLITION, ADDITIONS AND ALTERATIONS TO DWELLING (RETROSPECTIVE) & NEW OUTBUILDING

A COPY OF THE DEVELOPMENT APPLICATION MAY BE VIEWED AT www.brighton.tas.gov.au AND AT THE COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH, BETWEEN 8:15 A.M. AND 4:45 P.M., MONDAY TO FRIDAY OR VIA THE QR CODE BELOW. ANY PERSON MAY MAKE WRITTEN REPRESENTATIONS CONCERNING AN APPLICATION UNTIL 4:45 P.M. ON **20/4/2023**. ADDRESSED TO THE GENERAL MANAGER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT development@brighton.tas.gov.au. REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS, IF NECESSARY, ANY MATTERS RAISED.

JAMES DRYBURGH
General Manager

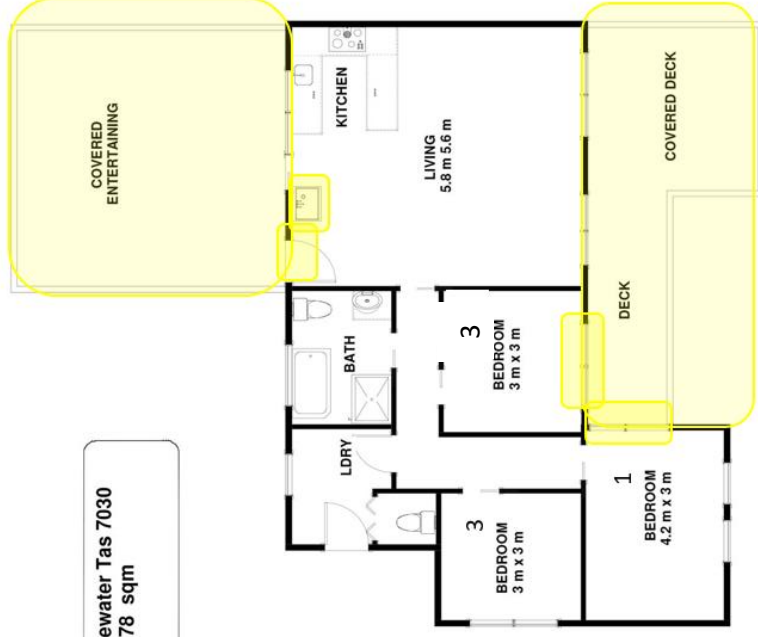


Brighton
going places

APPENDIX B -PROPOSAL PLANS

- **SUMMARY OF CHANGES**
- **SITE PLAN**
- **ELEVATION PLAN**
- **GARAGE PLANS**

15 Samuel Street Bridgewater Tas 7030
Approx Internal Space 78 sqm



Elements highlighted in yellow have been demolished and or altered – refer to notes at right for further details

Completed Internal works include:

- new kitchen cabinetry – no change to existing plumbing connections
- Laundry fit out – new washing machine connections.

Completed External works include:

- Demolition of covered entertainment area
- Demolition/removal of minor outbuildings
- Demolition of timber deck and deck roof
- Reroofing (Basalt Colorbond), including closing off the chimney hole
- Recladding (Dune Colorbond) the exterior
- Changing bedroom 2 glass sliding door to 1640mm wide by 330mm high window
- Closing off person access door to west
- Closing off bedroom 1 glass sliding door to the west
- Installation of split system air-conditioning unit along north wall
- Concreting pathways and parking area around the dwelling leading to the new concreted driveway
- Provision of Storage container
- Installation of patio roof, attached to dwelling, including wind break window along west elevation.

SCALE 1:500

DWG-01 REV 01

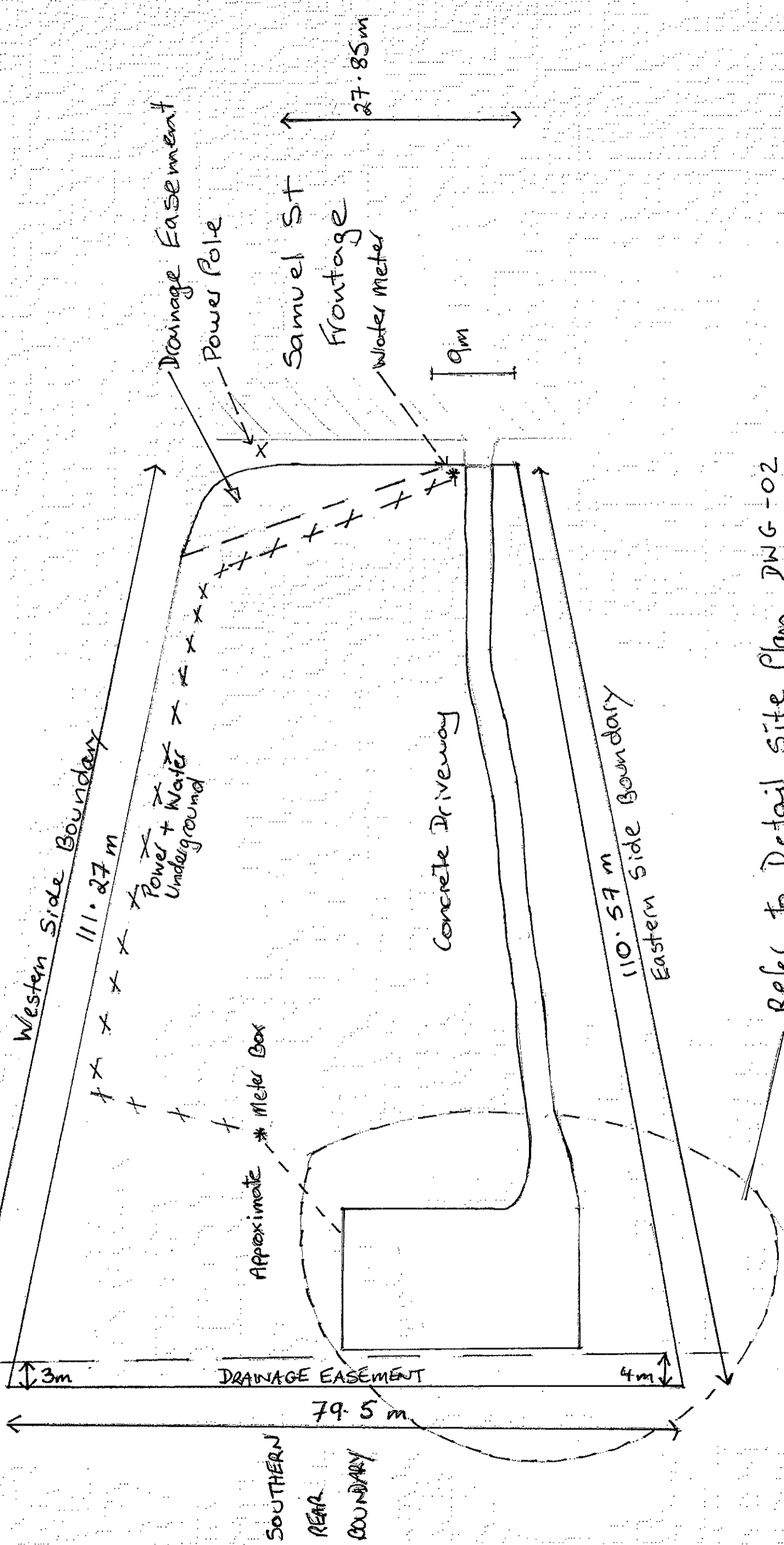
SITE PLAN



FROM FOLIO PLAN

Location of Easements
Power + Water Infrastructure
Site plan DA 2016/081

NB Dimensions not surveyed



Refer to Detail site Plan DWG-02 for Dwelling + Proposed Garage Boundary Setbacks.

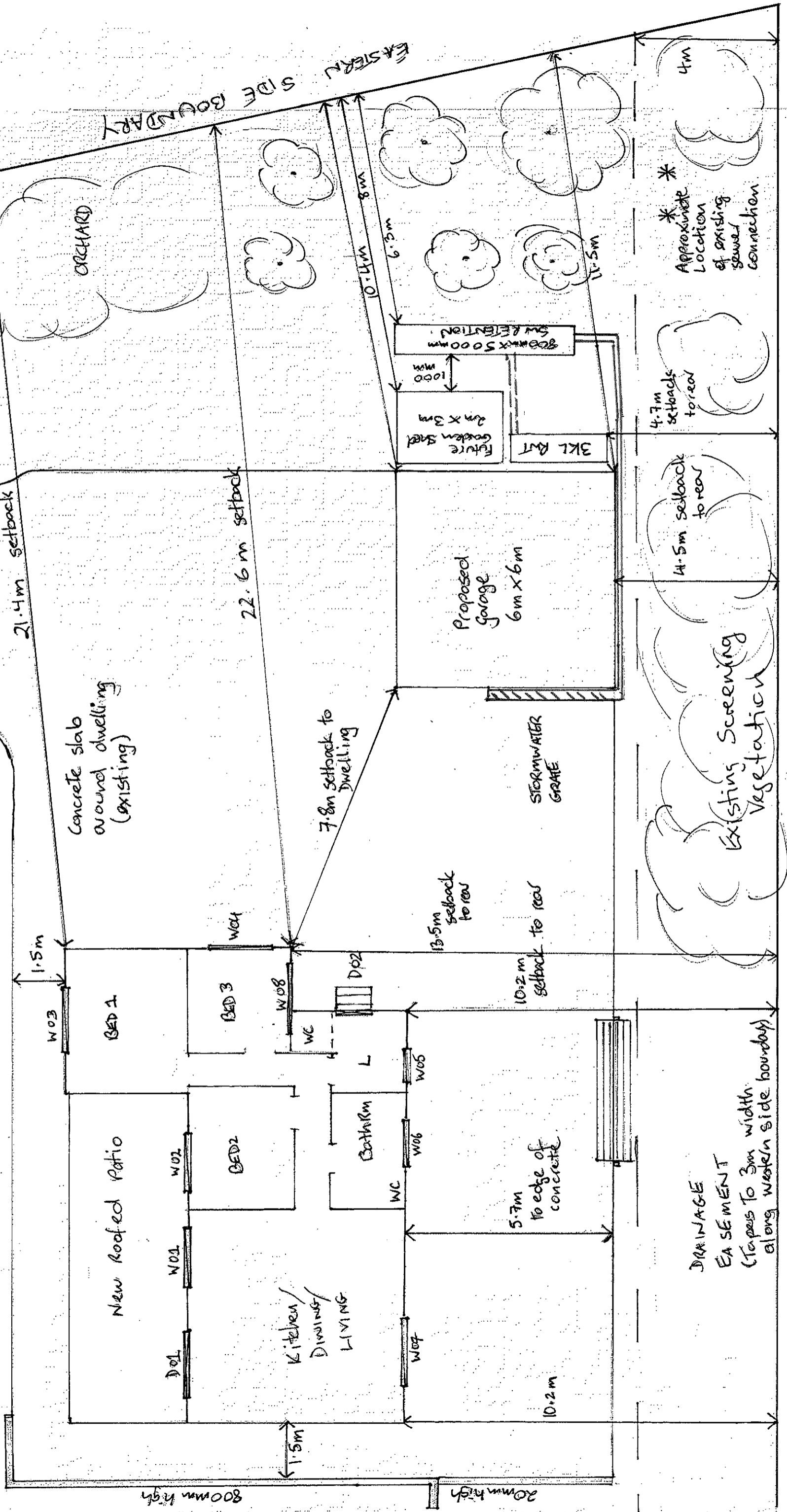
DWG - 02 REV 01
 DETAILED SITE PLAN

15 SAMUEL ST, BRIDGEWATER

NB Measurements determined during site visit

Scale 1:100

Block Retaining Wall



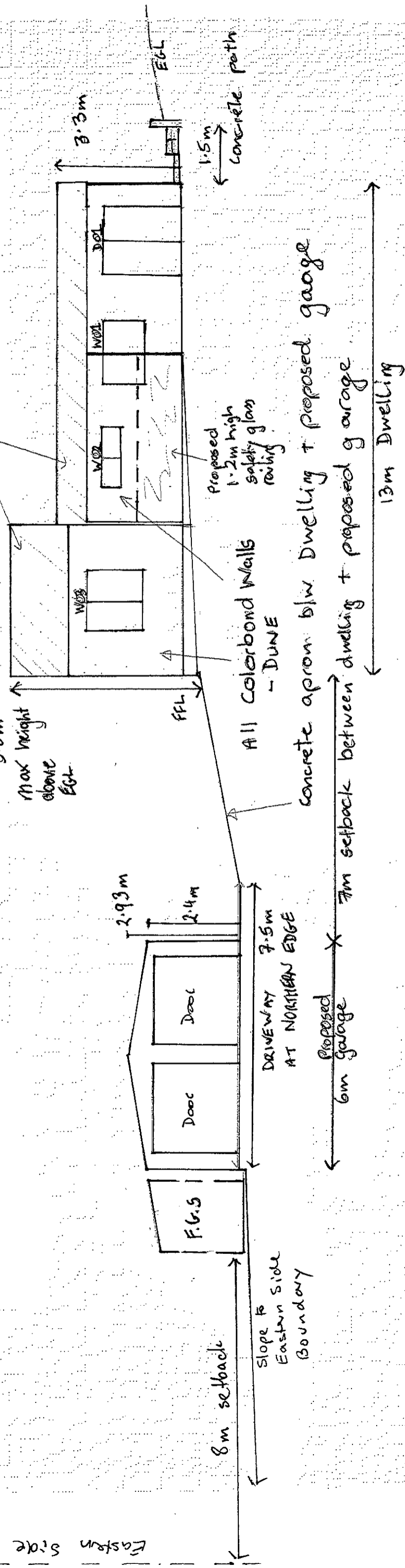
SOUTHERN REAR BOUNDARY

DWG - 03 ELEVATIONS NORTH + SOUTH REV04 RWT - RAINWATER TANK
 FGS - FUTURE GARDEN SHED

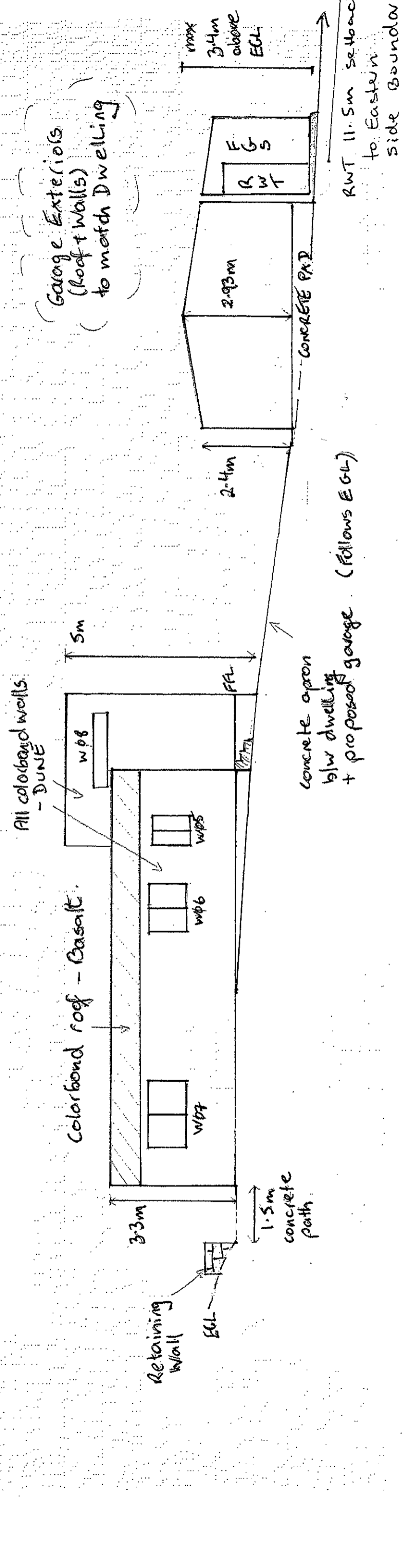
15 Samuel St, BRIDGEWATER

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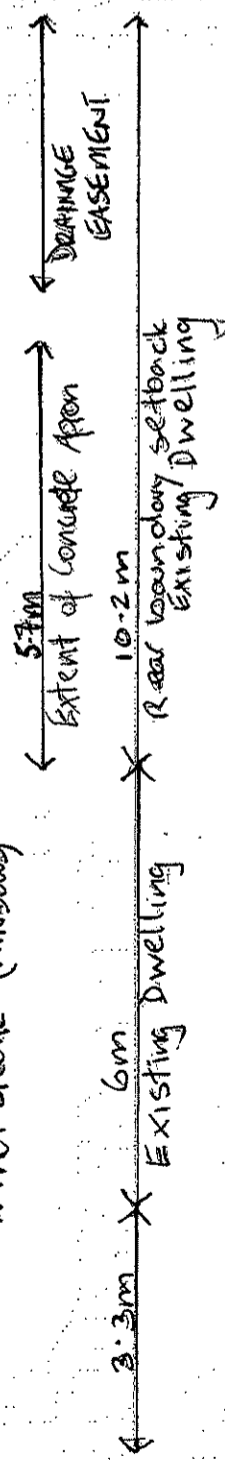
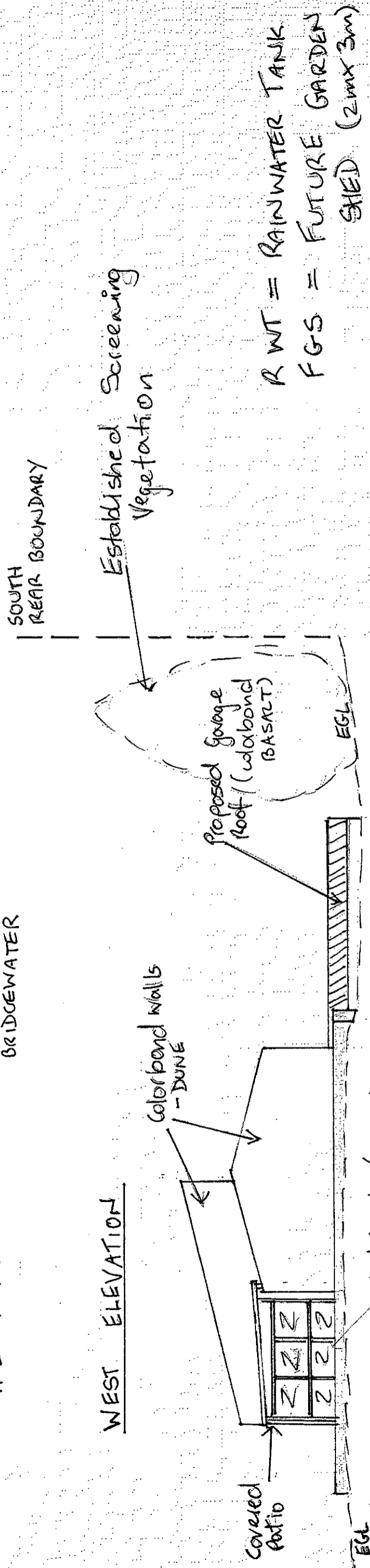
NORTH - ELEVATION



South - ELEVATION

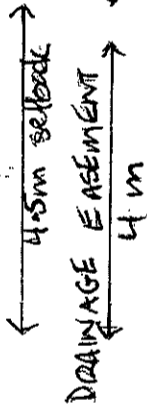
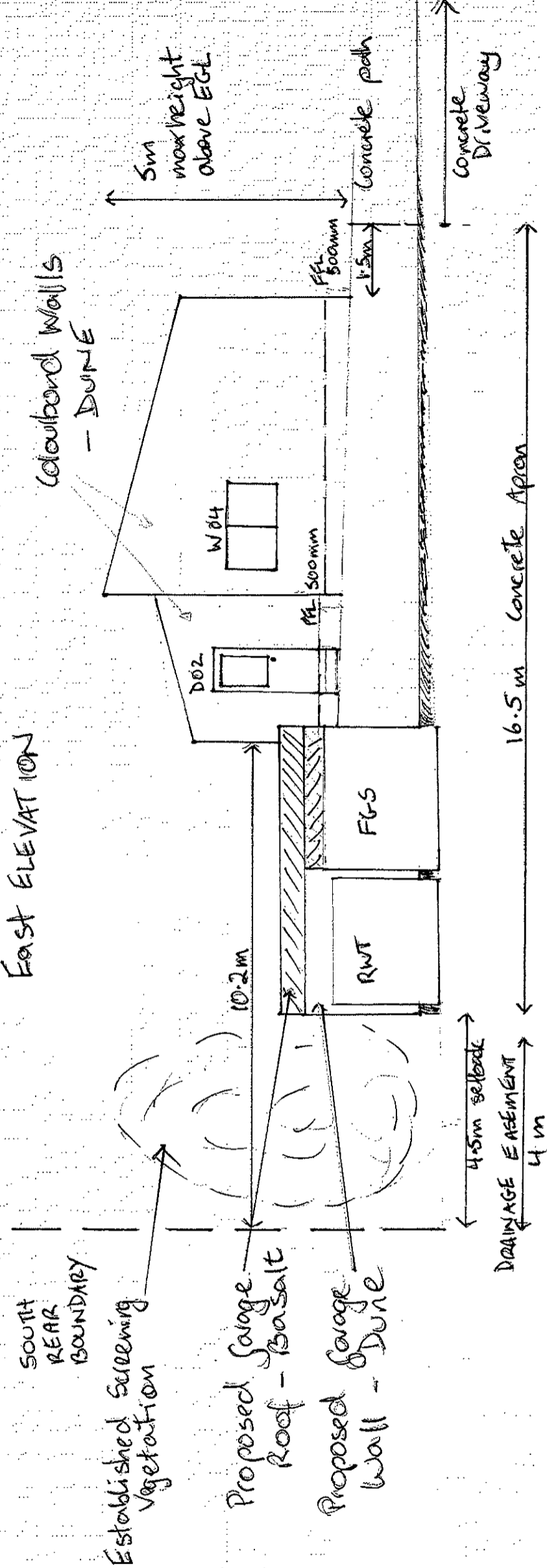


SCALE 1:100



RWT = RAINWATER TANK
 FGS = FUTURE GARDEN SHED (2m x 3m)

EAST ELEVATION



SUPPORTING PLANNING REPORT

DISCRETIONARY PLANNING PERMIT APPLICATION



15 SAMUEL ST | BRIDGEWATER | 19 MARCH, 2023

INTRODUCTION

I have been engaged by Jacinta and Adam Boss to prepare and submit an application for retrospective planning permit application for their property at 15 Samuel Street, Bridgewater. Since purchasing the property in October 2020, the owners have undertaken various improvements, including demolition of 'unapproved' works, alterations and additions. The initial works were considered exempt from requiring planning permit approval but as works have progressed it became apparent that others do require planning permit approval. Hence, this application is seeking planning permit approval for works already undertaken, commenced, and proposed, as identified in the proposal plans in Appendix B, including partial demolition, dwelling alterations, additions and new garage.

SITE DESCRIPTION

The subject site is a trapezoid shape lot of 5887m², Title reference Volume 145422, Folio 9, identified as 15 Samuel Street, Bridgewater. Title information, including a copy of the S71 Agreement, is provided in Appendix A. Drainage Easements are located along the southern rear boundary and in the northwest corner of the lot, as shown in white in the aerial image in Figure 1.



Figure 1 - Subject site outlined in red, showing easements in white (source: LIST map); Boundary distances derived from Folio Plan 145422/9

The property fronts onto Samuel Street, a sealed road administered by Brighton City Council, and is fully serviced by TasWater sewer and water infrastructure.

The long axis of the land is oriented north south, with the land sloping gently from the west to the east, with an average gradient of 1:16.

The land is clear of native vegetation, with existing mature boundary planting of predominantly golden conifers intermixed with some *Pittosporum spp.* The remaining land is laid to lawn with irregularly spaced exotic trees including fruit and nut tree plantings. Weeping birch trees line the western side of the driveway.

The existing development on the site is located to the rear, generally in the south east corner of the lot.

Surrounding land is developed with residential dwellings as lifestyle lots, with the Brighton Industrial Hub and Bridgewater Quarry Specific Area Plans located approximately 600m north east of the site.

DEVELOPMENT HISTORY

The 337 Certificate search undertaken during the property purchasing process, identified previous planning approvals as follows:

- DA2009/332 approved 5 January 2010 for a single bedroom dwelling; and
- DA2016/00081 approved 29 September 2016 for residential use, dwelling extensions (2 additional bedrooms) and ancillary works

Previous Building and Plumbing approvals include:

- BA2006/180 change of use (garage to dwelling); and
- BA2016/203 dwelling additions with a Certificate of Plumbing Completion issued 17 April 2018, and occupancy permit issued 16 November 2018.

It is noted that the 337 Certificate search identified Council was undertaking investigations relating to the ***'covered deck and covered entertainment area built without required approvals'***.

PROPOSAL IN DETAIL

Works undertaken to date are detailed below:

- Demolition of the unapproved covered deck and covered entertainment areas, and removal of other minor structure as shown in Figure 2 to Figure 5 inclusive;
- Noting that the container and blue shed shown along the eastern side boundary in Figure 2 were removed by the vendor prior to settlement;
- Internal works, including new kitchen cabinetry and laundry fit out, retaining the existing plumbing connections and their location;
- Replacement of the front fence - new 1.2m high timber rail fence;



Figure 2 Aerial view of existing development prior to settlement (Source RealEstate.com August 2020)



Figure 3 View of unapproved covered entertainment area (Source RealEstate.com August 2020)



Figure 4 View of unapproved covered deck (Source RealEstate.com Aug 2020)

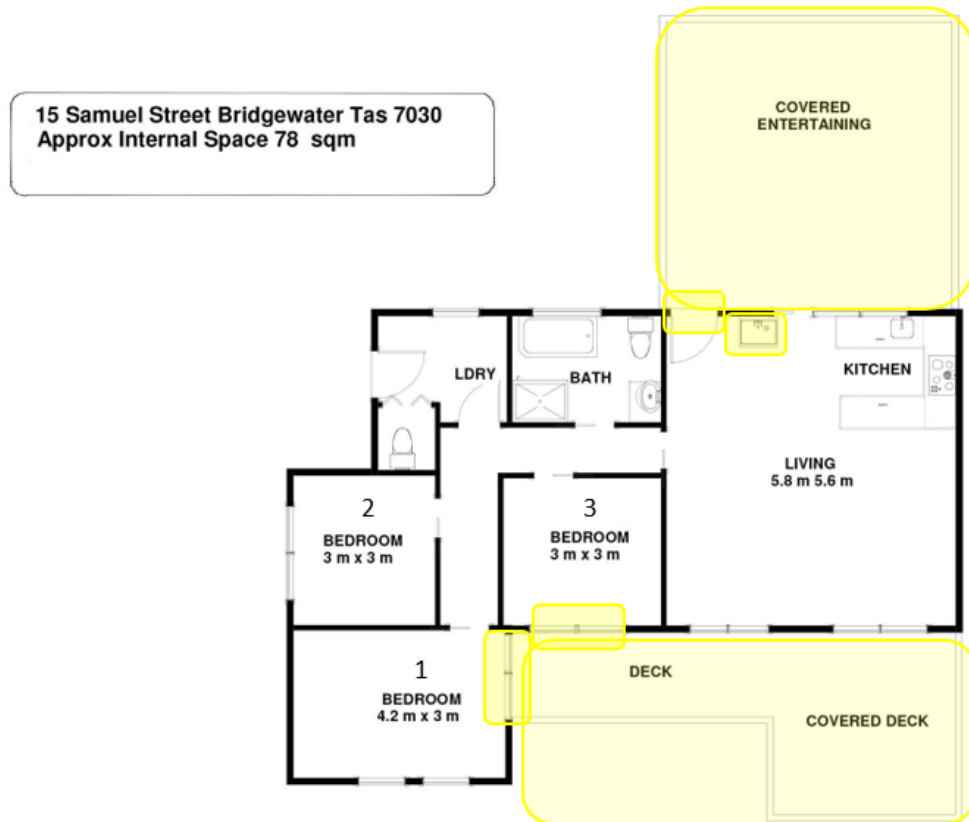


Figure 5 Floor plan of dwelling alterations (Floor plan source RealEsate.com Aug 2020)

- Reroofing the dwelling with Colorbond – Basalt colour, including closing off the chimney hole;
- Recladding the dwelling with Colorbond – Dune colour, including closing off the rear entry door, west facing bedroom 1 window, and reducing the north facing bedroom 2 window as shown in Figure 5;

- Installation of split system air-conditioning unit along the western wall,
- Concreting the existing gravel driveway and the immediate area around the dwelling;
- Installation of a new 800mm high block retaining wall along the western side;
- New covered patio along the northern elevation (including a wind break screen along the western elevation);
- Commencing works on the new garage; and
- Locating a temporary container to the south east of the dwelling for temporary storage of building materials (only required until completion of the garage).

The existing dwelling is shown post the works described above (excluding the wind break screen along the west elevation of the covered patio) in Figure 6 to Figure 9 inclusive.



Figure 6 Image of completed works - North elevation (Source: IBoss - December 2022)



Figure 7 Image of completed works - West elevation (Source: IBoss - December 2022)



Figure 8 Image of completed works - South elevation (Source: IBoss - December 2022)



Figure 9 Image of completed works - East elevation (Source: IBoss - December 2022)



Figure 10 View of concrete driveway from proposed garage area to the front gate (Source: IBoss - December 2022)

Further works proposed to be undertaken, include:

- Removal of the temporary storage container (originally located where the future Rainwater tank and garden shed are proposed, currently sitting on the concrete pad in front of where the garage will go);
- Installation of:
 - a glass railing along the northern elevation of the northern patio;
 - a Colorbond Garage (works have commenced);
 - a Rainwater tank; and
 - a Garden shed.

Proposal plans of completed and proposed works are shown in Appendix B.

TASMANIAN PLANNING SCHEME – BRIGHTON

The applicable planning scheme is the Tasmanian Planning Scheme – Brighton (*the Scheme*) which came into effect on 14 April 2021.

The subject site zoned Rural Living A and is located within the Urban Rural Interface Specific Area Plan. Additional planning controls applicable to the land include the Parking & Sustainable Transport Code and the Bushfire-prone areas Code.

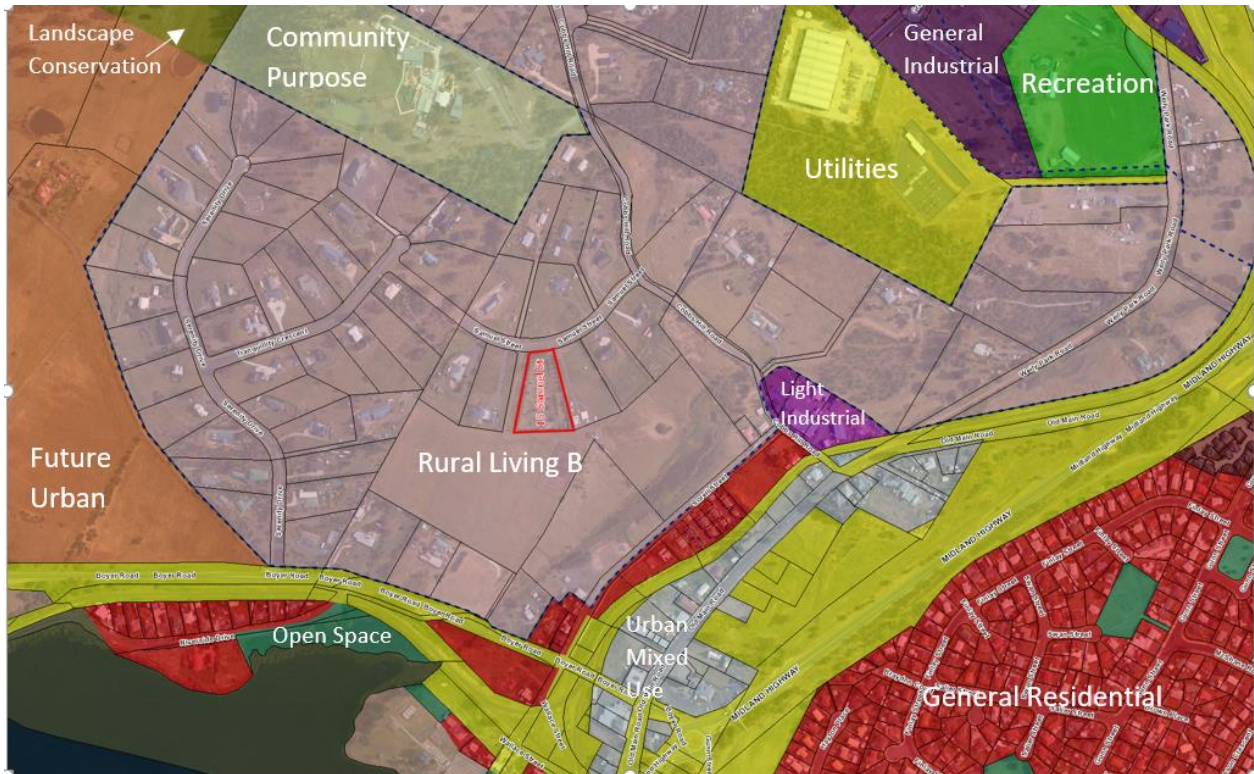


Figure 11 Subject site (outlined in red) and surrounding land zoning with the black dashed line outlining the Urban Rural Interface SAP (Source: LIST map)

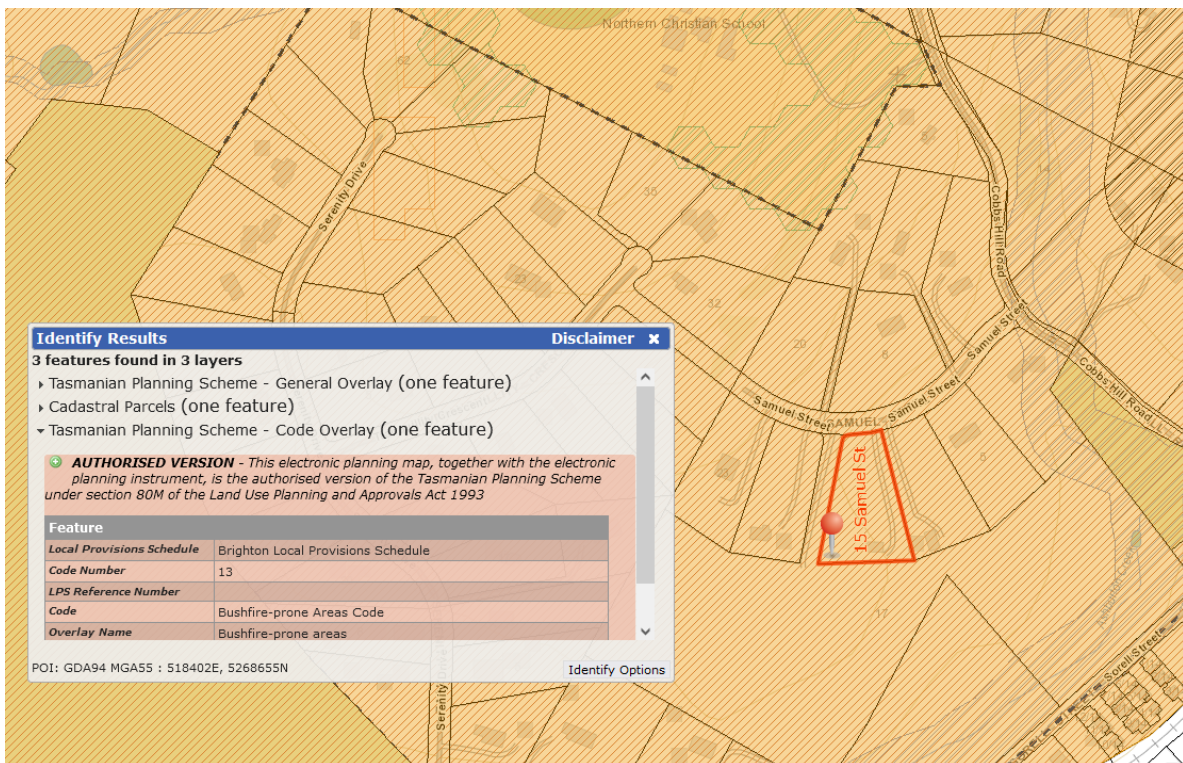


Figure 12 View of spatial code overlay impacting the subject site and surrounding areas (Source: LIST map)

PLANNING SCHEME ASSESSMENT

In this section of the report an assessment against applicable provisions of *the Scheme* is provided, noting that the following are considered exempt:

- the internal kitchen and laundry fit out works in accordance with Table 4.3 Exempt building and works, clause 4.3.2 internal building and works;
- the reroofing and recladding works in accordance with Table 4.3 Exempt building and works, clause 4.3.4 minor alterations; and
- the new front fence in accordance with Table 4.6 Miscellaneous exemptions, clause 4.6.3 (c).

The demolition of unapproved structures and minor outbuildings was undertaken as part of the overall dwelling alterations and additions and is considered permitted in accordance with General Provision 7.9 Demolition.

The proposal is not for a subdivision and therefore clause 11.5 Development for Subdivision is considered not applicable:

The following section assesses the development and works against the applicable standards within the Rural Living Zone, the Parking and Sustainable Transport, and Bushfire-Prone Areas Code, and the Urban-Rural Interface Specific Area Plan.

11.0 Rural Living Zone

The proposal retains the existing residential use at the site, which has a No Permit Required Use Class status in the zone.

Accordingly, *clauses 11.3.1 Discretionary uses, and 11.3.2 Visitor Accommodation* are considered not applicable.

11.4 Development Standards for Buildings and Works

11.4.1 Site Coverage:

Objective:	
That the site coverage: (a) is compatible with the character of existing development in the area; and (b) assists with the management of stormwater runoff.	
Acceptable Solutions	Performance Criteria
A1 The site coverage must be no more than 400m ² .	P1 The site coverage must be consistent with that existing on established properties in the area, having regard to: (a) the topography of the site; (b) the capacity of the site to absorb runoff; (c) the size and shape of the site; (d) the existing buildings and any constraints imposed by existing development;

- (e) the need to remove vegetation; and
- (f) the character of development existing on established properties in the area.

Site coverage is a defined term in the Scheme and means the proportion of a site, excluding any access strip, covered by roofed buildings.

The total site coverage is calculated to be 158.4m², including the dwelling & patio roof (116.4m²), the garage (36m²), and garden shed (6m²).

The proposal is considered compliant with Acceptable Solution A1.

11.4.2 Building height, setback and siting:

Objective:	
That height, setback and siting of buildings:	
<ul style="list-style-type: none"> (a) is compatible with the character of the area; (b) does not cause an unreasonably loss of amenity; (c) minimises the impact on the natural values of the area; and (d) minimises the impact on adjacent uses. 	
Acceptable Solutions	Performance Criteria
A1	P1
Building height must be no more than 8.5m.	<p>Building height must be compatible with the character of the area and not cause an unreasonable loss of amenity to adjoining properties having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the height, bulk and form of existing buildings on the site and adjoining properties; (c) the bulk and form of proposed buildings; (d) sunlight to habitable rooms and private open space in adjoining properties; and (e) any overshadowing of adjoining properties or public places.
<p>The existing dwelling has a maximum height of 5m above existing ground level, while the proposed garage has a maximum height of 3.4m above existing ground level.</p> <p>Accordingly, the proposal is considered compliant with Acceptable Solution A1.</p>	
A2	P2
Buildings must have a setback from a frontage of not less than 20m.	<p>Buildings must be sited to be compatible with the character of the area, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the setbacks of adjacent buildings; (c) the height, bulk and form of existing and proposed buildings;

	<ul style="list-style-type: none"> (d) the appearance when viewed from roads and public places; and (e) the retention of vegetation.
<p>The existing dwelling is setback approximately 87m from the frontage.</p> <p>Accordingly, the proposal is compliant with Acceptable Solution A2.</p>	
<p>A3</p> <p>Buildings must have a setback from side and rear boundaries of not less than 10m.</p>	<p>P3</p> <p>Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the size, shape and orientation of the site; (c) the setbacks of surrounding buildings; (d) the height bulk and form of existing and proposed buildings; (e) the character of the development existing on established properties in the area; and (f) any overshadowing of adjoining properties or public places.
<p>The existing dwelling is setback more than 10m from the rear and side boundaries. However, the proposed garage will be setback 4.5m from the rear southern boundary, and 10.4m from the eastern side boundary, while the proposed garden shed is setback 8m from the eastern side boundary and approximately 7.5m from the southern rear boundary.</p> <p>Accordingly, the proposal is not compliant with Acceptable Solution A3 and the Performance Criteria P3 must be addressed – see table below.</p>	
<p>Performance Criteria P3</p> <p>Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the size, shape and orientation of the site; (c) the setbacks of surrounding buildings; (d) the height bulk and form of existing and proposed buildings; (e) the character of the development existing on established properties in the area; and (f) any overshadowing of adjoining properties or public places. 	<p>Response</p> <p>The proposed garage and garden shed are considered to be sited so as to not cause an unreasonable loss of amenity to adjoining properties because:</p> <ul style="list-style-type: none"> (a) The garage and garden shed will be located at a lower elevation than than the existing dwelling; (b) The subject site is longer than it is wide, flaring out towards the rear boundary. The garage and garden shed will be located behind the existing dwelling and within the developed curtilage of the lot; (c) Surrounding buildings to the east are setback less than 10m from the side and rear boundary; land to the south and its access strip immediately to the west is undeveloped; land to the north of Samuel St. includes development with compliant setbacks.

- (d) The existing dwelling is larger, of greater height and located at a higher elevation on the lot, the proposed garage and garden shed are clearly subservient and visually less prominent.
- (e) Several lots in the surrounding area include development where outbuildings are located with reduced side and rear boundary setbacks, some as short as 2m setbacks including, 13 Samuel St, 10 Cobbs Hill Rd, 34 Tranquility Cr, 30 and 42 Boyer Rd;
- (f) Any overshadowing from the proposed garage would impact the undeveloped property to the south but not any public spaces. The impact is considered minor given the overall area of the adjoining property to the south and its undeveloped nature. Any impact on the adjoining property to the east is considered minor as the side boundary setback is more than 10m and the shadow would impact the existing outbuildings on the adjoining lot to the east. Given the height, and setbacks of the proposed garden shed, it is considered that any shading would be mostly onto the subject site between the hours of 9 am and 3pm on 21 Jun2.

Based on the above, it is considered that the proposed garage and garden shed, height, setback and siting of the buildings achieve the clause objectives and satisfies Performance Criteria P3.

A4

Buildings for a sensitive use must be separated from an Agriculture Zone or a Rural Zone a distance of:

- (a) not less than 200m; or
- (b) (b) if the setback of an existing building is within 200m, not less than the existing buildings.

P4

Buildings for a sensitive use must be sited so as to not conflict or interfere with uses in the Agriculture Zone or Rural Zone, having regard to:

- (a) the size, shape and topography of the site;
- (b) the separation of any existing buildings for sensitive uses on adjoining properties;
- (c) the existing and potential use of adjoining properties;
- (d) any proposed attenuation measures; and
- (e) any buffers created by natural or other features.

The subject site is located approximately 700m south east of the nearest land zoned Rural, and approximately 1.3km east of the nearest land zoned Agriculture.

Accordingly, the proposal is considered compliant with Acceptable Solution A4.

C2.0 Parking and Sustainable Transport Code.

The subject site is not within a particular purpose zone, and sub-clauses C2.2.2, C2.2.3 or C2.2.4 do not apply to this proposal and hence the Code applies. Furthermore, as *per clause 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 provide to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
AI	PI.1
<p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> (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 <p>it relates to an intensification of an existing use or development or a change of use where:</p> <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 (d) 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: <ul style="list-style-type: none"> (ii) $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> 	<p>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>PI.2</p>

<p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>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.
<p>Table C2.1 Parking Space Requirements stipulates that for Residential use, any residential use in any other zone (other than General Residential) the car parking space requirement is: <i>1 space per bedroom or 2 spaces per 3 bedrooms</i> <i>Plus 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)</i></p> <p>The appropriate criteria for this proposal are 1 space per bedroom or 2 spaces per 3 bedrooms.</p> <p>The dwelling has 3 bedrooms and the proposed garage will provide 2 spaces.</p> <p>Accordingly, the proposal is considered compliant with Acceptable Solution A1.</p>	

C2.5.2 Bicycle parking numbers: No requirement for residential use as per Table C2.1 Parking Space Requirement

C2.5.3 Motorcycle parking numbers: No requirement for a use that requires between 0 and 20 car parking spaces, as per Table C2.4 Motorcycle Parking Space Requirements

C2.5.4 Loading Bays: Not applicable none proposed.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone: Not applicable, subject site is in the Rural Living A zone.

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas:

<p>Objective:</p>	
<p>That parking areas are constructed to an appropriate standard.</p>	
<p>Acceptable Solution</p> <p>A1</p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) Be constructed with durable all-weather pavement; (b) Be drained to the public stormwater system, or contain stormwater on the site; and 	<p>Performance Criteria</p> <p>PI</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> <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land;

<p>(c) Excludes all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Sone, 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>(c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.</p>
<p>The cross over, internal driveway and areas around the dwelling have been constructed of cement, compliant with AI (a).</p> <p>The area around the dwelling, has been designed to flow into the stormwater drain west of the proposed garage and from there drain into an on-site stormwater retention trench as shown on DWG-02 Rev 01 Detailed Side Plan in Appendix B. The driveway drains onto the property where there is sufficient undeveloped land to accommodate and retain any driveway stormwater on the site. Accordingly, the proposal is considered compliant with AI (b).</p> <p>As the proposal is located within the Rural Living A zone – AI(c) is considered not applicable.</p> <p>Based on the above, the proposal is considered compliant with all applicable elements of Acceptable Solution AI.</p>	

C2.6.2 Design and layout of parking areas:

<p>Objective:</p>	
<p>That parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>	
<p>Acceptable Solution</p>	<p>Performance Criteria PI</p>
<p>AI.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>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; (a) (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 	<p>PI</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 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: Offstreet commercial vehicle facilities</i>. (j)

<p>excluding a single dwelling, be delineated (vii) by line marking or other clear physical means; or</p> <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> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i></p>	
<p>The proposal includes a driveway longer than 30m but there is no provision for formal passing bays as required by Table C2.2 Internal Access Way Widths for Vehicles, accordingly the proposal is not considered compliant with Acceptable Solution A1.1 and the Performance Criteria P1 must be addressed – see table below.</p>	
<p>Performance Criteria 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> <p>(a) the characteristics of the site;</p> <p>(b) the proposed slope, dimensions and layout;</p> <p>(c) useability in all weather conditions;</p> <p>(d) vehicle and pedestrian traffic safety;</p> <p>(e) the nature and use of the development;</p> <p>(f) the expected number and type of vehicles;</p> <p>(g) the likely use of the parking areas by persons with a disability;</p> <p>(h) the nature of traffic in the surrounding area;</p> <p>(i) the proposed means of parking delineation; and 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: Offstreet commercial vehicle facilities.</i></p>	<p>Response</p> <p>The parking, access ways, manoeuvring and circulation spaces are designed and readily identifiable and are considered to provide convenient, safe and efficient parking because:</p> <p>(a) The site is gently sloping from west to east, with an average gradient of 1 in 16. It is a large lot, with a single 3 bedroom residential dwelling and has very good visibility from the property access down the driveway to the proposed garage as show in Figure 10.</p> <p>(b) The internal driveway is 3m wide for its entire length, widening at the property cross over and before connecting with the concreted area around the dwelling, where it widens to 7m wide.</p> <p>(c) All areas are concreted ensuring useability in all weather conditions;</p> <p>(d) The property access has good road visibility with sight distances of approximately 110m in both directions. Samuel Street is a cul-de-sac with primarily local traffic. There is no footpath in</p>

	<p>Samuel Street and hence pedestrian traffic is minimal, but also readily visible;</p> <p>(e) & (f) The single three-bedroom dwelling will typically generate between 5 and 8 vehicle movements per day, associated with residents and their visitors;</p> <p>(g) It is unlikely that the parking areas would be used by persons with a disability, but should this be required, the area to the rear of the dwelling would provide an area sufficiently spacious;</p> <p>(h) Samuel Street is a cul-de-sac off Cobbs Hill Road, servicing 9 properties and is considered a low traffic environment comprised primarily of residential traffic;</p> <p>(i) The proposal is considered aligned with the provisions of <i>Australian Standard AS2890.1:2004 Parking facilities, Part 1: Off-street car parking</i>. As the proposal does not require commercial vehicle parking facilities <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities</i> is considered not applicable.</p> <p>Based on the above, it is considered that the parking areas are designed and laid out to provide convenient, safe and efficient parking achieving the clause objectives and satisfying Performance Criteria PI.</p>
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C2.6.3 Number of accesses for vehicles:

Objective:	
<p>That:</p> <p>(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 minimizing the number of vehicle accesses;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>(c) the number of accesses minimises impacts on the streetscape.</p>	
Acceptable Solution AI	Performance Criteria PI
<p>AI</p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses, whichever is the greater.</p>	<p>PI</p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>

The property is served by an existing access. The proposal makes no change to this arrangement and accordingly, is considered to comply with Acceptable Solution A1 (a).

C2.6.3 Acceptable Solution A2 is considered not applicable as the subject site is located within the Rural Living Zone A.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone – Not Applicable, the subject site is located within the Rural Living Zone A.

C2.6.5 Pedestrian Access – Not applicable, the proposed use does not require 10 or more parking spaces.

C2.6.6 Loading Bays – Not applicable, the proposal does not include any loading bays.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone – Not applicable - the subject site is located within the Rural Living Zone A.

C2.6.8 Siting of parking and turning areas – Not applicable - the subject site is located within the Rural Living Zone A

C2.7 Parking Precinct plan – Not applicable – the subject site is not within a Parking Precinct.

C13.0 Bushfire-Prone Areas Code.

The proposal is not for as subdivision and although located within a bushfire-prone area, the residential use is not classified as a vulnerable or hazardous use.

Accordingly, the provisions of clause C13.2 Application of this Code are not triggered and there is no requirement to assess the proposal against this code.

BRI – S8.0 Urban-Rural Interface Specific Area Plan

The proposal is not for a subdivision and although located within the SAP area, the proposal does not trigger an assessment against the SAP provisions.

CONCLUSION

In this report, the works undertaken and proposed for partial demolition, dwelling alterations, additions, new outbuildings and associated on-site infrastructure works, have been assessed against the applicable provisions of the Tasmanian Planning Scheme - Brighton.

Several elements of the proposal are considered exempt, including the internal works, recladding, reroofing and frontage fencing works. The Bushfire-prone Areas Code and the Urban-Rural Interface Specific Area Plan are not applicable as the proposal is not for a subdivision.

With regards to the Rural Living Zone A, and Parking and Sustainable Transport Code the proposal is assessed as compliant with all applicable solutions except for:

- *Clause 11.4.2 Building height, setback and siting* – Acceptable Solution A3 is not met, where the proposal relies on Performance Criteria P3; and
- *Clause C2.6.2 Design and layout of parking areas* – Acceptable Solution A1.1 is not met, where the proposal relies on Performance Criteria P1.

The assessment undertaken demonstrates that in both above instances the proposal achieves the respective clause objectives. Accordingly, the proposal is considered to align with the Rural Living Zone purpose and the Parking and Sustainable Transport Code purpose and ought to be supported.

If you have any questions in relation to the application, please contact me.

Kind regards,

A handwritten signature in black ink that reads "Indra Boss". The signature is written in a cursive, flowing style.

Indra Boss

BSc Hons, Mstr Env Plng

MPIA, IAP2