

22 May 2020

Mr M. Atkins
General Manager
City of Devonport
PO Box 604
Devonport TAS 7310

c/- council@devonport.tas.gov.au

Dear Mr Atkins,

REPRESENTATION TO THE DEVONPORT DRAFT LOCAL PROVISIONS SCHEDULE

I am writing in regard to the Devonport Draft Local Provisions Schedule (draft LPS) and the property known as the Waterfront Complex at 17 Devonport Road, Devonport (CT 42522/4).



Figure 1: The site (red shaded area), Waterfront Complex, 17 Devonport Road, Devonport, and adjoining Crown land(PID 1962391).

The representation is made by Plan Place Pty Ltd on behalf of the property owner, Rynmarc Pty Ltd (refer to Figure 1) and also relates to 590m² of Crown land



(identified in PID 196239). The latter is applicable as the private building, the Waterfront Function Centre, is partially constructed outside of the property boundary. The partial location of this building on Crown land was not by error but legally constructed in 2001 with all necessary consents obtained. This is detailed in the attached Planning Submission.

The Waterfront Complex (the site) contains a range of use and development including (refer to Figure 2):

- a function centre and associated car parking area (excess 80 spaces);
- a mini-golf course, BBQ shelter, storage shed and café;
- self-contained apartments (four apartments in two constructed buildings); and
- a manager's residence.

Additional visitor accommodation apartments as approved by the minor amendment to Planning Permit PA2014.017 will commence construction in the near future.

Land Use Composition

The composition of land uses across the site is shown on Figure 2. This highlights that there are currently three distinct precincts and details the established uses on the site.

Precinct 1: Function Centre & Car Park

Precinct 1 contains the Waterfront Function Centre building and associated car park and occupies nearly a third of the site. The internal driveway which extends from the carriageway of Devonport Road into Precinct 1 is the point of access and egress servicing the entire site.

The building located on the waterfront is operated as a separate business entity to any other use on the site. The building and car park is only actively used if there is a booked function otherwise it sits dormant for the remainder of the time.

The bookings of the function centre are of a varied nature and range from weddings, birthday parties, government event or similar and are not directly associated with the use class 'sport and recreation' conducted on the site. At present the bookings have in recent times significantly declined, particularly since the establishment of other function centres in the municipal area.

The bicycle and pedestrian path forming part of the Great Foreshore Ride is also contained within Precinct 1 and follows the title boundary of CT 42522/4 before continuing on the adjoining Crown land. This infrastructure was established in 2011.



Figure 2: Composition of uses on the site (source: theLISTmap)

Precinct 1 does not contain major recreational facilities such as a golf course, sporting facilities or the like. Additionally, there are no facilities within Precinct 1 that support any water based activities that may be undertaken on the Mersey River. The bicycle and pedestrian path is not considered to be within the definition of 'active recreation'.

The purpose of the function centre is not associated with any 'active or organised recreational use and development' of the site. The use is not considered to be a complementary to the mini-golf course in Precinct 2.

The proposed change of use of the function centre building to 'visitor accommodation' will also not be associated with any 'sport and recreation' use.

Precinct 2: Mini-Golf, Café, Managers Residence

Precinct 2 occupies an estimated 24% of the site and contains:

- a café, operating Monday to Sunday generally between business hours;
- an 18 hole mini-golf course, operating Monday to Sunday in conjunction with the café;
- a manager's residence (occupied);
- a storage shed;
- a BBQ shelter; and
- car park.

The 18 hole mini-golf course comprises an estimated area of 3000m² or approximately



9.4% of the site. The mini-golf course was the one of the first activities to establish on CT 42522/4 after the amusement park Serendipity closed in the 1980s. This facility is categorised to be within the use class 'sport and recreation'. The café and manager's residence are contained within a single building and are approved to operate in conjunction with the mini-golf course.

The mini-golf course attracts visitors to the site beyond the local population catchment of Devonport, drawing on the sub-regional and regional catchment. While the mini-golf is deemed to be an organised physical activity, it is primarily undertaken for leisure and entertainment rather than any organised sporting events or competitions.

Precinct 3: Residential and Visitor Accommodation

Precinct 3 occupies approximately 49 percent of the site (although not all of this area is useable due to the cliff face) and is approved for visitor accommodation.

The visitor accommodation, of which four apartments are constructed (two buildings), are not an integral part of the café, manager's residence, mini-golf development. Although it is acknowledged that the visitor accommodation is complemented and supported by development within Precinct 2 in conjunction with the pedestrian/bicycle pathway. These uses add to the visitor experience, providing opportunity for relaxation and exercise.

The visitor accommodation was not constructed specifically to support the mini-golf course or café and can operate and function independently to the 'sport and recreation' use class contained in Precinct 2.

Devonport Interim Planning Scheme

The site is zoned Recreation and Environmental Management under the Devonport Interim Planning Scheme 2013 (the Scheme). These zones bring certain challenges for use and development on the site. Most recently challenges have arisen as demand for the Waterfront Function Centre declines, forcing an alternative use of the building to be explored such as visitor accommodation. Under the Scheme visitor accommodation is prohibited in the Environmental Management Zone as it cannot meet the qualification in the Use Table.

An alternative zone for the site has been sought for some time as this is not the first use and development challenge to arise for the site.

This matter was raised in an earlier representation made through the interim planning scheme process but did not lead to an amendment to the zoning of

the site. In addition to this representation, discussions with Council staff have occurred with respect to pursuing a combined amendment and planning permit to the Scheme. It is intended to lodge an application as soon as possible.

Devonport Draft Local Provisions Schedule (draft LPS)

The draft LPS proposes to apply the equivalent zones in the State Planning Provisions (SPPs) as were applied in the Scheme (refer to Figure 3).

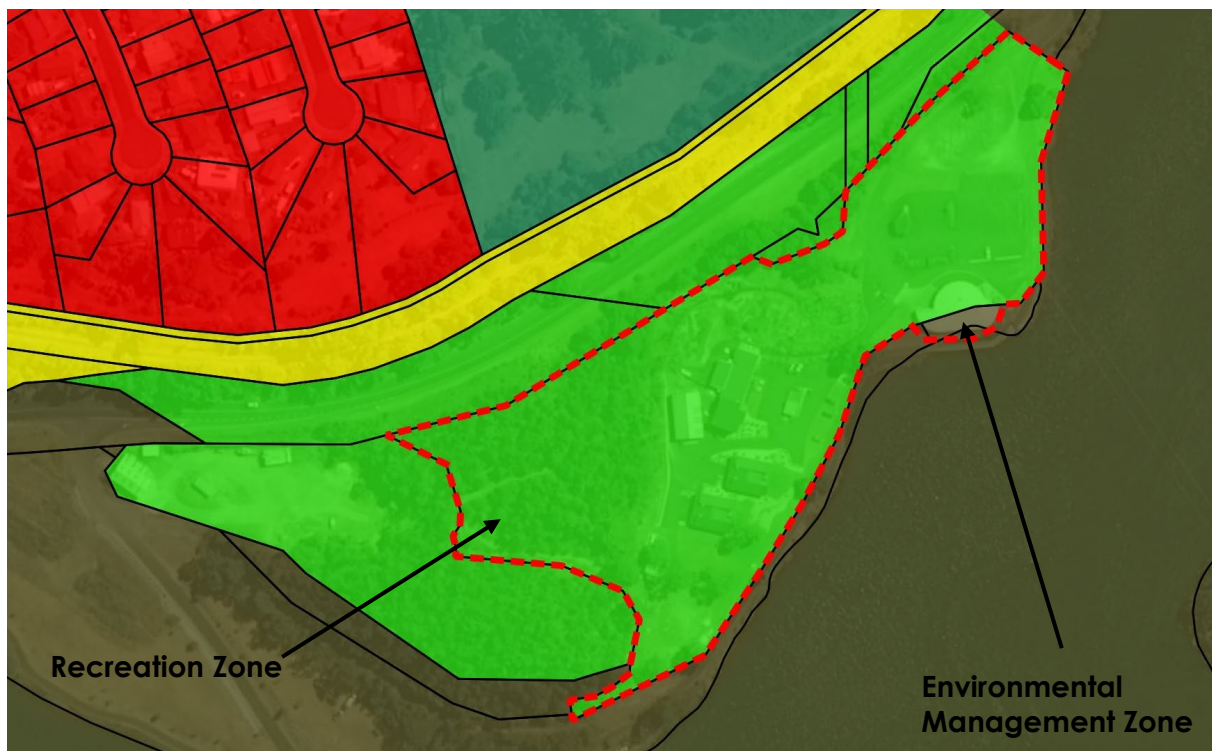


Figure 3: Proposed zones, Map 8 of 10, Devonport Local Provisions Schedules - Zones

The proposed zoning will continue to exacerbate the existing issue. It is also noted that the spatial application of these zones is not aligned with:

- Guideline No. 1 Local Provisions Schedule (LPS): zone and code application¹; or
- the strategic intent and direction of the outcomes sought by the Devonport City Council Strategic Plan 2009-2030.

Therefore the draft LPS does not consider the strategic context, the established or future uses of the site. The Devonport Draft Local Provisions Supporting Report does not refer or discuss the zoning of the site. While the provisions of the 23.0

¹ Guidelines as issued by the Tasmanian Planning Commission under section 8A of the Land Use Planning and Approvals Act 1993 with the approval of the Minister for Planning and Local Government.



Environmental Management Zone and the 28.0 Recreation Zone of the SPPs providing some relief for use and development opportunities, the like-for-like translation results in a fundamental conflict between the purpose of each zone and planning outcome sought.

As the property owner wishes to proceed with visitor accommodation with some urgency, an application pursuant to 43A of the former *Land Use Planning and Approvals Act 1993*² for a combined amendment and planning permit will be lodged with the Council as soon as consent from the Crown is obtained.

This will seek to:

- rezone the site to Particular Purpose; and
- obtain a planning permit for a change of use to visitor accommodation for the Waterfront Function Centre building.

The Planning Submission associated with this proposed application is attached to this representation, detailing the rationale for applying a Particular Purpose Zone. While it is acknowledged that the application is with respect to the Scheme rather than the draft LPS, it provides vital information and evidence relevant to this process.

As the draft LPS process may conflict with the timelines of the combined rezoning and amendment for the site, it is requested that the proposed amendment and its implications for zoning are duly considered in this process.

Please do not hesitate to contact the undersigned should you wish to discuss this representation further.

Yours sincerely,

Heidi Goess
Director, Plan Place Pty Ltd

² This is referring to the former provisions of the *Land Use Planning and Approvals Act 1993* before 16 December 2016 as per the transitional arrangements provided by Schedule 6 of the *Land Use Planning and Approvals Act 1993*.

43a Combined Rezoning and Planning Permit Application



**17 Devonport Road, Devonport &
Crown Land**

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Author	Heidi Goess
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1 Introduction

The application seeks an amendment to the Devonport Interim Planning Scheme 2013 (the Scheme) and a planning permit for the change of use of the Waterfront Function Centre pursuant to 43a of the *Land Use Planning and Approvals Act 1993*¹ (the Act). The application form is contained in Appendix A.

The Planning Submission, prepared on behalf of Rynmarc Pty Ltd, concerns the Waterfront Complex at 17 Devonport Road, Devonport and adjoining Crown land (refer to Figure 1). Rynmarc Pty Ltd, as the property owner, has given consent for Plan Place Pty Ltd to lodge this application. Crown consent for the property PID 1962391 has also been obtained. The consents are in accordance with section 43D of the former Act (refer to Appendix A).



Figure 1: Aerial photograph of the property boundaries (including Crown land) subject to this application (aerial photograph source: theLISTmap)

This Planning Submission has been prepared to:

- provide the rationale for zoning the site Particular Purpose;
- demonstrate compliance with the requirements of the Act; and
- provide the information required for the proposed change of use concerning the existing function centre.

¹ This is referring to the former provisions of the *Land Use Planning and Approvals Act 1993* before 16 December 2016 as per the transitional arrangements provided by Schedule 6 of the *Land Use Planning and Approvals Act 199*.

2 Combined Amendment and Planning Permit

The application made pursuant to 43a of the Act seeks to:

- *rezone 17 Devonport Road and adjoining Crown land to Particular Purpose Zone – the Cove as set out in Appendix C;*
- *obtain a planning permit for a change of use for the Waterfront Function Centre from 'community meeting and entertainment' to 'visitor accommodation'.*

2.1 Particular Purpose Zone – Waterfront Complex



Figure 2: The application proposes to apply the Particular Purpose Zone – Waterfront Complex (red shaded area) to the site and the Crown land (source: 6ty°)

The amendment proposes to apply a Particular Purpose Zone (PPZ) to the land area as shown in Figure 2. This rezoning includes Crown land comprising an area of approximately 590m².

The proposed zone boundary of the PPZ in relation to the inclusion of Crown land can be accurately defined by the lease area as per the Lease (DPIPWE Ref: 076344) approved on 6 March 2020 (refer to Appendix D).

The spatial application of the PPZ, if approved, will replace the Recreation Zone and Environmental Management Zone (refer to Figure

3) shown on the zone maps, *Devonport Interim Planning Scheme 2013* (the Scheme).

The spatial application of an alternative zone is sought as:

- the existing uses on the site are not aligned with the purpose and intent of the Recreation Zone or the Environmental Management Zone; and
- prohibits the reuse of the existing function centre for 'visitor accommodation'.

This Planning Submission considers the local and regional strategic context and demonstrates that the requirements of the Act are met.

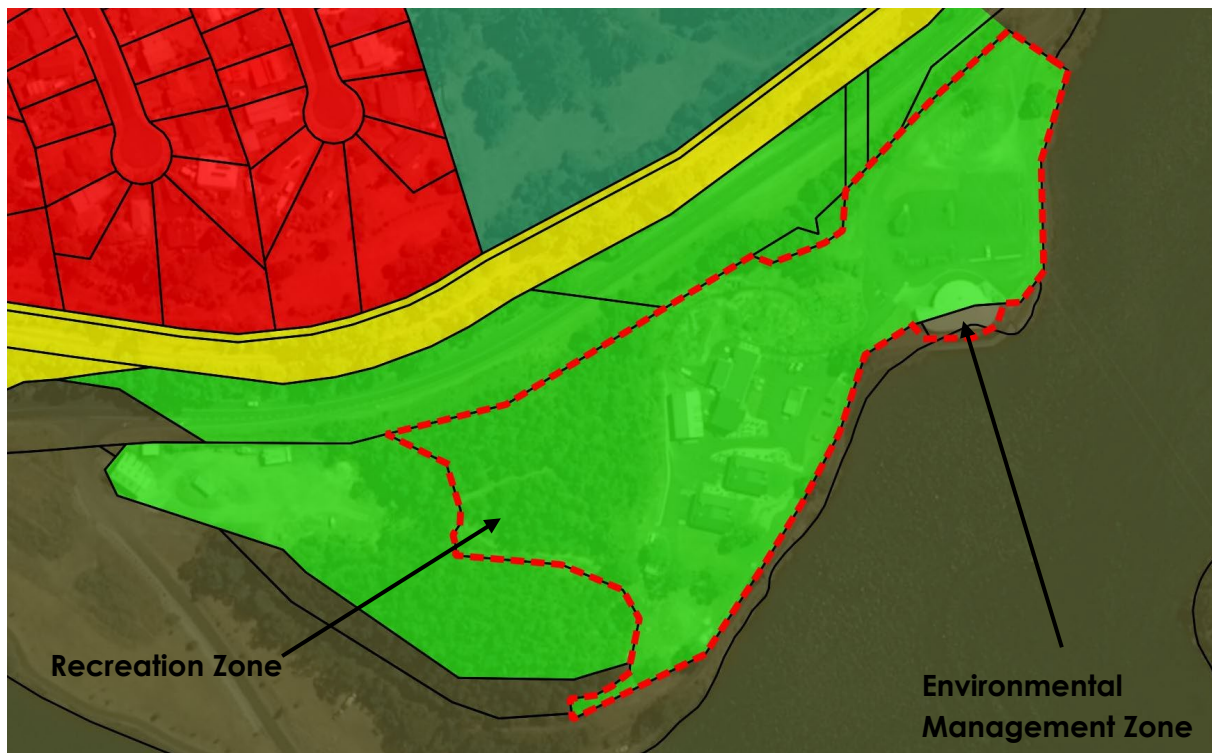


Figure 3: Excerpt of the zone map, *Devonport Interim Planning Scheme 2013*. Red dashed lined shows the spatial application of the PPZ over the current zones (source: theLISTmap)

2.2 Planning Permit - Change of Use


The application proposes a change of use for the existing Waterfront Function Centre (refer to Figure 2) from the use class '*community meeting and entertainment*' to '*visitor accommodation*'.

This change of use only involves reconfiguring the internal floorspace of the building. The application for a planning permit is considered in section 9 of this report.

3 Property Overview

An overview the site subject to this proposed rezoning of land is provided in Table 1. Please note that the land area subject to the rezoning will be referred to as 'the site' throughout this report (refer to Figure 4).

Table 1: Overview of the Site

3.1 Site Overview and Surrounding Uses																				
Site	<p>Waterfront Complex, 17 Devonport Road, Devonport (CT42522/4) and Crown land, PID 1962391.</p> <div></div> <p>Figure 4: The site, 17 Devonport Road and adjoining Crown land (source: 6ty Pty Ltd)</p>																			
Owners	<p>The property owners are the Crown and Rynmarc Pty Ltd. All consents are provided in Appendix B</p>																			
Certificates of Title and Area (Appendix E)	<table><tr><th>Certificates of Title</th><th>PID</th><th>Area</th><th>Address</th></tr><tr><td>42522/4</td><td>7703892</td><td>3.117</td><td>17 Devonport Road,</td></tr><tr><td>N/A</td><td>1962391</td><td>590m²</td><td>Crown land -No address</td></tr><tr><td>Total Area</td><td></td><td>3.177</td><td></td></tr></table>				Certificates of Title	PID	Area	Address	42522/4	7703892	3.117	17 Devonport Road,	N/A	1962391	590m ²	Crown land -No address	Total Area		3.177	
Certificates of Title	PID	Area	Address																	
42522/4	7703892	3.117	17 Devonport Road,																	
N/A	1962391	590m ²	Crown land -No address																	
Total Area		3.177																		
Frontage	<p>CT 42522/4 has approximately 350m+/- linear frontage to Devonport Road.</p>																			
Site Description	<p>The site is located to the south of the Bass Highway and is flanked between Devonport Road and the Mersey River. The State Railway Network (Western Line) runs parallel to the site on the north-western side of Devonport Road (refer to Figure 5).</p>																			

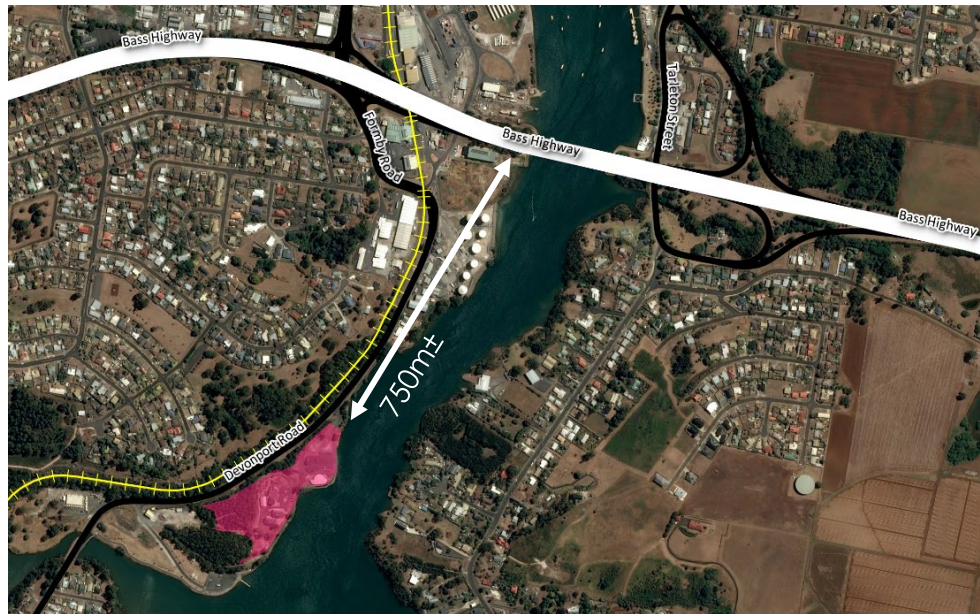


Figure 5: The site in relation to the Bass Highway (source: theLISTmap)

The site, located between the rocky outcrop and the Mersey River (refer to Figure 6), is flat and open. The site has direct views of development along the eastern bank of the river and residential development of Ambleside. The elevated portion of the site is accessed via an internal driveway.

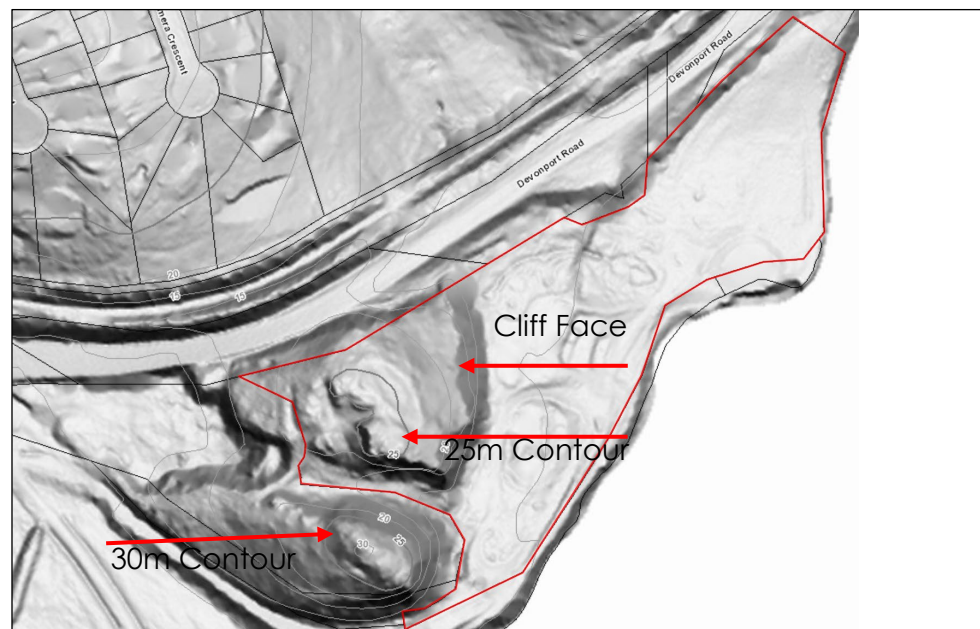


Figure 6: Hillshade Basemap showing the topography of the site and its elevation (source: theLISTmap)

The site contains (refer to Figures 7 and 8):

- a function centre and associated car parking area (excess 80 spaces);
- a mini-golf course, bbq shelter, storage shed and café;

- self-contained apartments (four apartments in two constructed buildings); and
- a manager's residence.



Figure 7: Composition of uses on the site (source: Bing Aerial and theLISTmap)



Figure 8: Approved visitor accommodation for the site as per Planning Permit 2014.0173. Both Unit Block Type 1 have been constructed (source:6ty°)

Site Coverage

Figure 9: Location of Buildings across the site.

	Building	Site Coverage
1	Waterfront Function Centre	±600m ²
2	Café	±300m ²
3	Managers Residence	Ground Floor: ±95m ² First Floor:±135m ²
4	Visitor Accommodation (Constructed)	±460m ² (two units at 230m ² each PA2014.0173).
5	Storage Shed	±250m ²
6	BBQ Shelter	±30m ²
7	Other sheds	≤60m ²
Site Coverage		±5% (±10%) ²

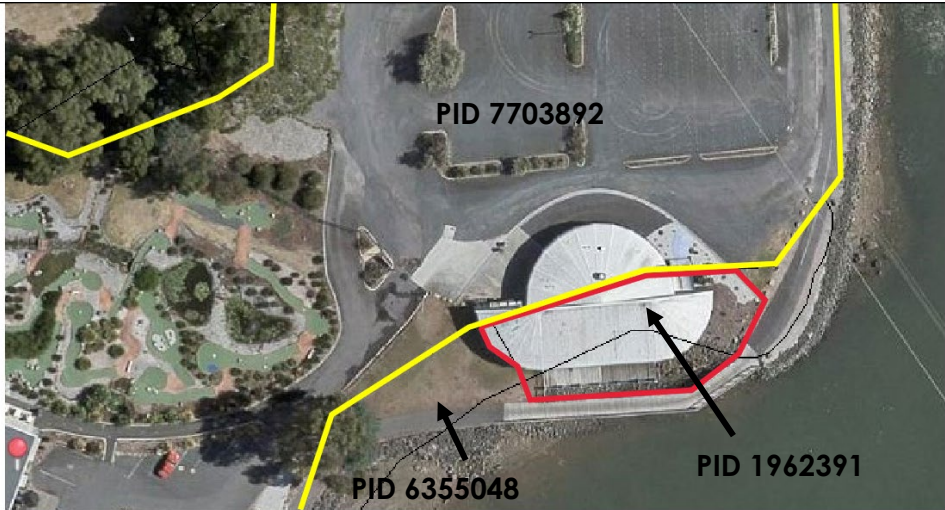




Note:measurements are an estimate only,derived from theLISTmap in addition to scaling of plans previously prepared for the site. Calculated site coverage is for roofed buildings only.

Land Use Composition

Use	Estimated Site Area (%)
Waterfront Function Centre, Associated Structures & Car Park	±27% (±7% Function Centre building)
Visitor Accommodation	±49% (area approved for visitor accommodation as per PA2014.0173)
Managers Residence, Mini Golf Course, Café, Storage Shed	±24%

Note: measurements are an estimate only and were derived from theLISTmap using map tools in addition to scaling off plans prepared for the site previously

² Site coverage will increase to ±10% if remaining approved buildings as per PA2014.0173 are constructed.

Planning Permits – History (Post 1999)	Planning Permit	Use/Development	
	PA990217	Function Centre	Constructed
	SA2007.0019	2 lot Subdivision	Permit Lapsed
	PA2011.093	Café	Constructed
	PA2011.0127	Motel	Superseded by Apartments
	PA2014.0131	Manager's Residence	Constructed
	PA2014.0173	Waterfront Apartments	Villa 2 Buildings constructed (refer to Appendix F)
Amended Planning Permit PA2014.0173	A minor amendment to Planning Permit PA2014.0173 was approved pursuant to s56 of the Act. This modifies visitor accommodation approved on the lower levels of the site (refer to Appendix G) and reduces building height.		
Lease Area (refer to Appendix D).	<div></div> <div><div><p>PLAN IS FOR ILLUSTRATION PURPOSES ONLY</p><p> Lease Area</p><p> Freehold Property CT 42522/4</p><p> Locality Point</p><p>File Number: 076344</p><p>PID: 1962391</p><p>Area Estimate: ± 590 m²</p></div><div><p>Locality Plan</p></div></div>		
Figure 10: Lease Area over Crown Land			
Function Centre Building	The Waterfront Function Centre building was constructed in 2001. The building is contained on CT 42522/4 and Crown land (refer to Figure 10). The appropriate approvals were granted by the Council (PA990217) and the Crown (Lease No. 076344 and File Reference M426566) prior to the construction of the building.		

A new lease was approved on 6 March 2020 and is approved for a period of 10 years. The property owner could not obtain a lease for a longer period than 10 years. A request to purchase the land by Rynmarc Pty Ltd was denied.

3.2 Infrastructure and Services

Reticulated sewerage system and mains water

The site is serviced by reticulated sewerage system and mains water (refer to Figures 11 and 12).

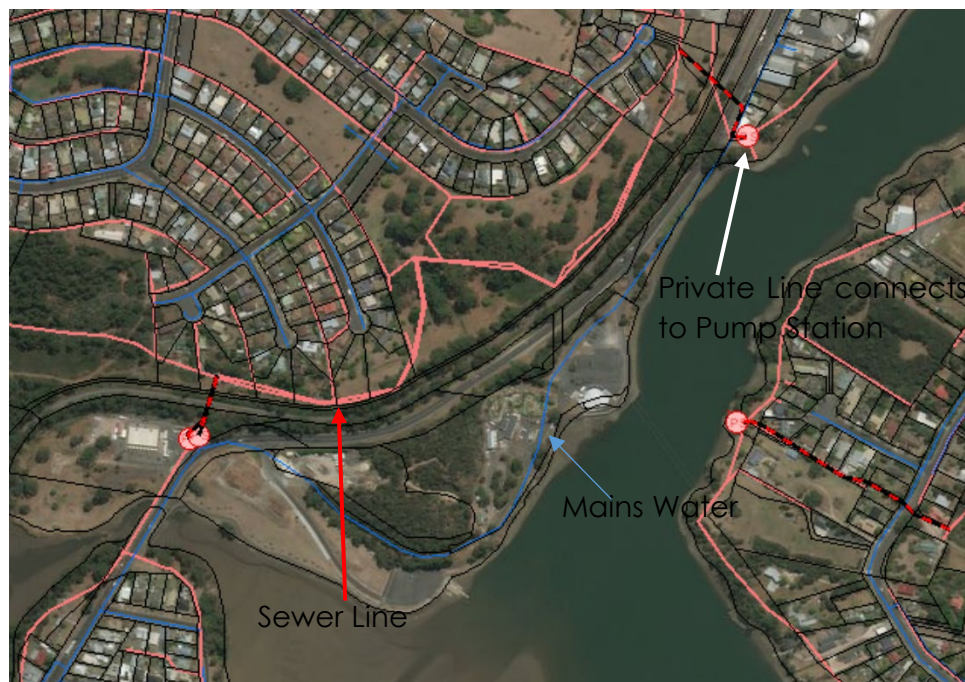


Figure 11: Reticulated Mains Water and Sewerage System (source: theLISTmap).

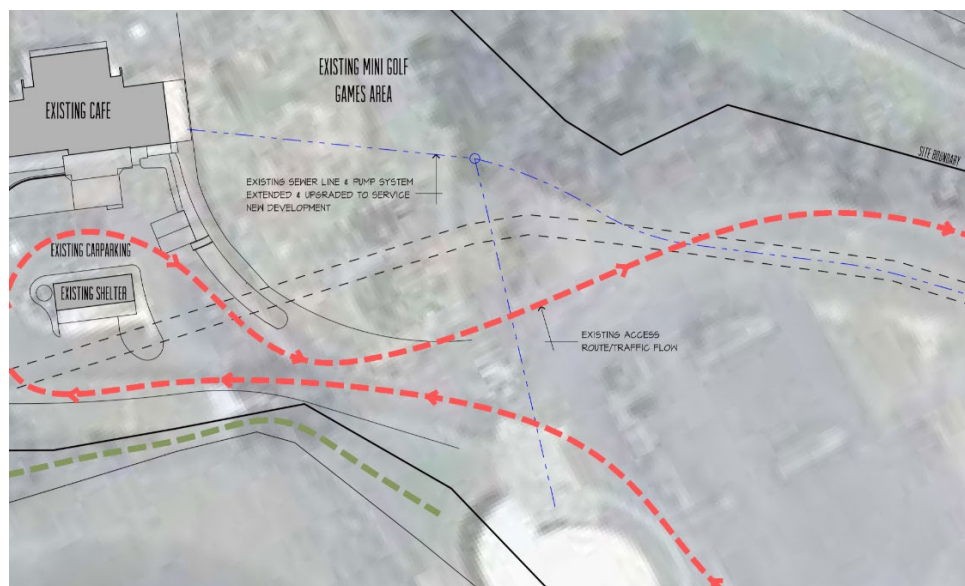
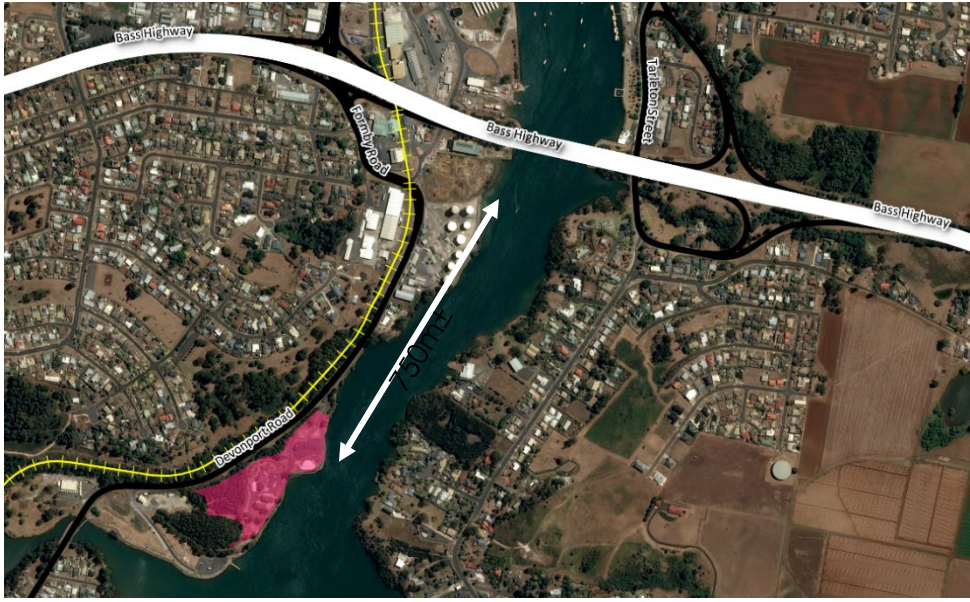


Figure 12: Internal Private Sewer Line traverses the proposed PPZ (source: 6tyo)

	<p>An internal private sewer line traverses the property to connect to the TasWater pump station, approximately 300m north-east of the site. The development for visitor accommodation (Planning Permit PA2014.0173) was approved with capacity to service the 36 approved apartments from this private line.</p>
Stormwater	<p>The site is not connected to the reticulated stormwater system. Stormwater is managed and drained to the Mersey River. Water sensitive urban design principles are utilised on-site to slow surface water run-off. There are no concentrated flows to the Mersey River.</p>
Access	 <p><i>Figure 13: Road Network showing the Bass Highway and Devonport Road in relation to the proposed rezoning (source: theLISTmap)</i></p> <p>Devonport Road is a main connector road between the Devonport CBD and Spreyton (refer to Figure 13). Devonport Road is a sealed road with 4m lanes (nominal 1m sealed shoulders).</p> <p>Vehicle access is obtained from the north-western corner of the site from Devonport Road and connects with an internal driveway. The existing access is a sealed driveway, widening with auxiliary lanes to facilitate left and right turns into the site.</p> <p>The speed limit is 60 km/hr along this section of Devonport Road. The road authority (City of Devonport) was consulted with respect to the proposed change of use. There were no specific requirements raised with respect to access.</p>

Please note that at the time the application was approved for visitor accommodation by PA2014.0173, the speed limit of Devonport Road in this location was 80km/hr.

General vehicle use as stated within the Traffic Impact Assessment:

- 90 vehicle trips per day from the proposed accommodation; and
- 300 vehicle trips per day café/function centre.

Traffic Impact Assessment provided as part of planning permit PA2014/0173 is attached for information in Appendix H.

3.3 Natural Hazards

Landslide Hazard

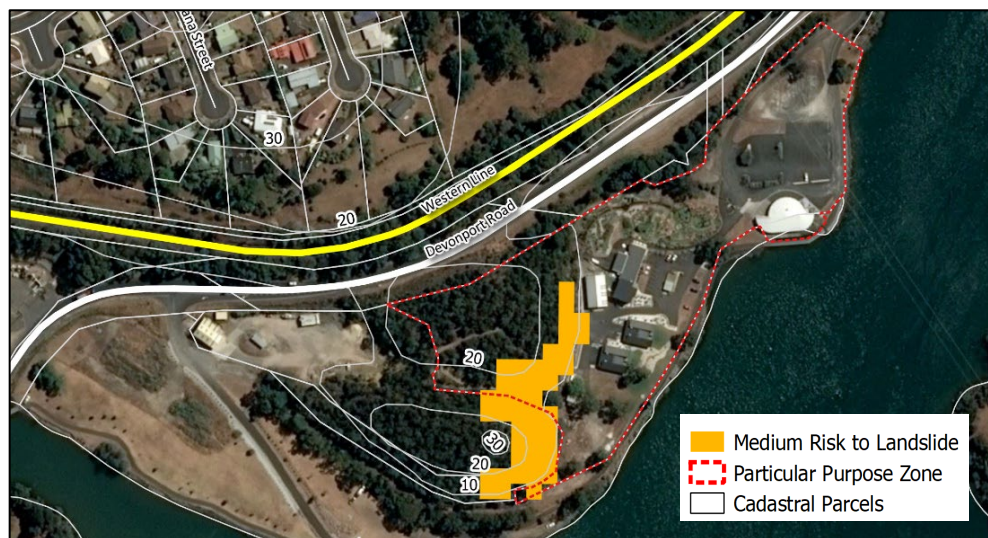


Figure 14: Landslide Planning Map (source: Hazard Band Series, Dept. Premier and Cabinet, theLISTmap)

Rockfall susceptibility (refer to Figure 14) is identified as a risk for the site. A landslide risk assessment was undertaken by GeoTon Pty Ltd in 2014 in conjunction with the application PA2014/0173 granted by the Council for visitor accommodation (refer to Appendix I). This is attached for information only.

The assessment demonstrated that the use and development for visitor accommodation achieves tolerable level of risk. The recommendations from the assessment have been actioned on the site.

The Waterfront Function Centre building is not identified being subject to a landslide risk.

Coastal Inundation & Flooding

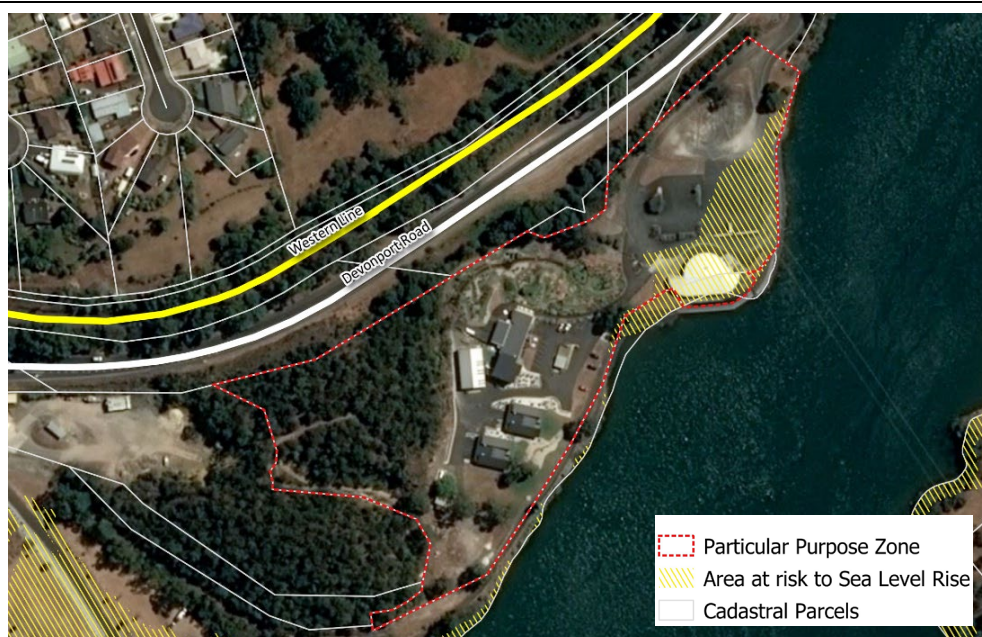


Figure 15: Coastal inundation risk in relation to the site (source: theLISTmap)

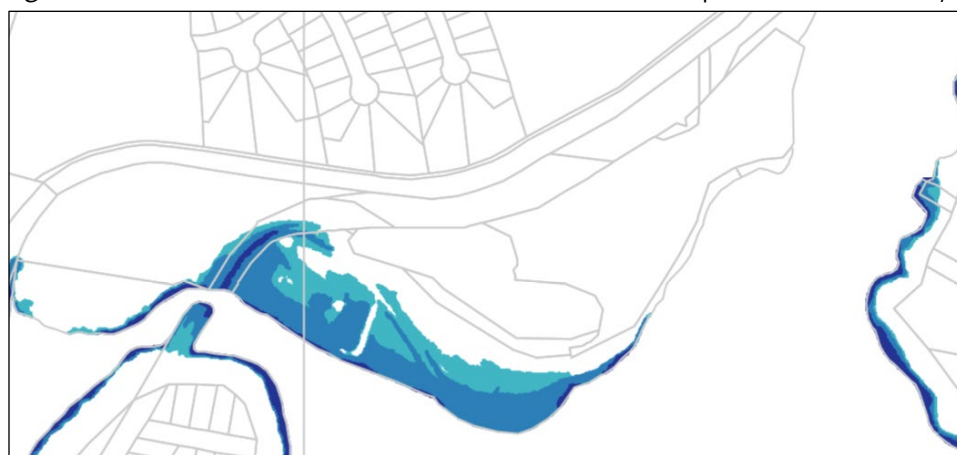


Figure 16: Coastal Inundation Hazard Code Overlay, Map 6 of 7 DevLPS. The site is outside of the hazard bands (areas shaded in blue).

Coastal Inundation Mapping for Tasmania was prepared for the Department of Premier and Cabinet in June 2016. This indicated that the site is subject to coastal inundation and flooding.

Anecdotal evidence suggests that flooding of the Mersey River in recent years did not impact on the site. All buildings were unaffected. This has been verbally advised by Council. Please note that the proposed Coastal Inundation Hazard Code Overlay is modified in the draft Devonport LPS (endorsed by Council on 24 June 2019). The site in the draft LPS is removed from the proposed overlay.

Bushfire Management

The site is identified as being within a bushfire-prone area. A Bushfire Hazard Management Plan is in place for the visitor accommodation (refer to Appendix J) and is attached for information. A Bushfire Hazard Management Plan is not required for the change of use for the Function Centre building.

3.4 Native Vegetation

TasVEg

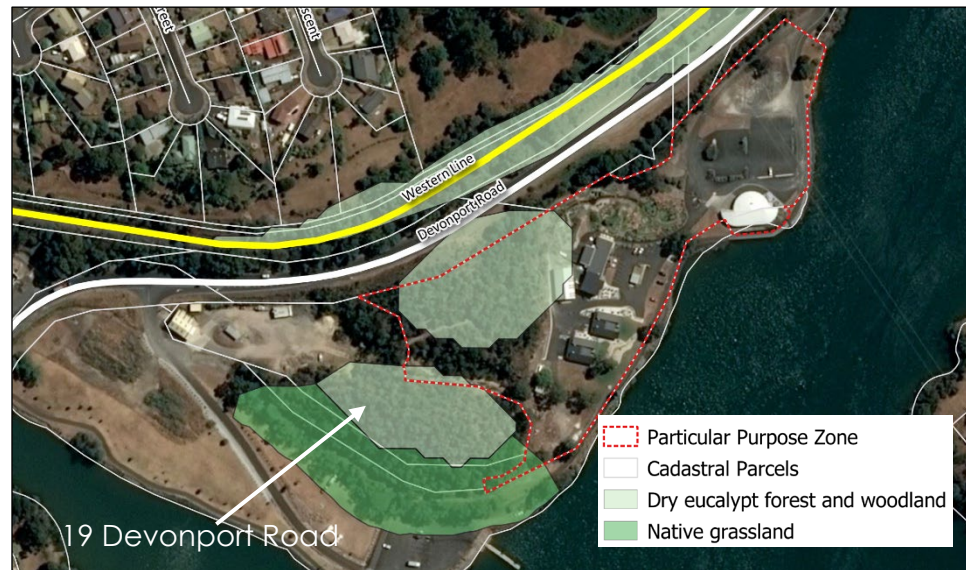


Figure 17: TasVeg 3.0 for the site (source: theLISTmap)

There is a dense stand of vegetation (dry eucalypt forest and woodland contained on the rocky outcrop of the site which continues in a linear formation of trees along the frontage of the site (partially within the road reserve of Devonport Road). The vegetation on the site also extends into the adjoining property to the south-west at 19 Devonport Road (refer to Figure 17).

The existing vegetation along the frontage obscures the visibility of the development from adjacent residential development at Miandetta and passing motorists traveling along Devonport Road.

3.5 Other Site Restrictions

Electricity Transmission Corridor ($\pm 25\%$ of the site)

The Electricity Transmission Corridor Protection Area (Figure 18) occupies approximately 8000m² or 25% of the site. New development is restricted within this portion of the site.

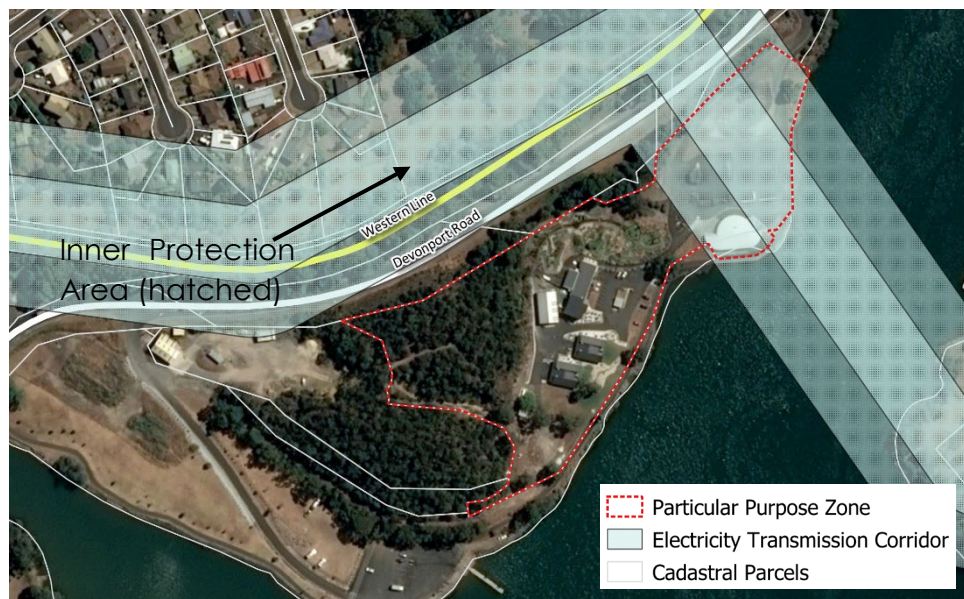


Figure 18: Electricity Transmission Corridor (source: TasNetworks, theLISTmap)

3.6 Surrounding Land Uses



Figure 19 (a): Overlooking Devonport from Ambleside, fuel tanks are prominent in view

A mix of commercial, industrial and residential development is established along Devonport Road, between the Bass Highway and site. The buildings and structures most notable along this section of road are the warehouse at 4 Formby Road and the white fuel tanks at 2 Westpoint Road.

The cluster of white painted fuel tanks (refer to Figures 18 a- d) along the western banks of the Mersey River are a dominant feature in the urban landscape and river environment when viewed from upstream or from the adjacent high points of Ambleside or the Bass Highway.

The rail infrastructure divides the site from residential development at Miandetta and the public open space. Residential uses at Miandetta predominately comprise single and two storey detached dwellings on traditional urban sized lots, intermixed with some multiple dwellings.



Figure 19b: Site viewed from the residential area of Ambleside



Figure 19c: Bike Riding and cycling and walking pathway located on the site forming part of the Great Foreshore Ride.

The land immediately adjoining the southern side of the site, identified on Certificate of Title 149487/2 at 19 Devonport Road is utilised for the inspection of large public vehicles. The topography of this adjoining land ensures that this activity is isolated from the existing development of 17 Devonport Road.

The land at 19A Devonport Road, is the Horsehead Creek Boat Ramp (Crown land) associated public car park (refer to Figure 9b). Vehicle access to the boat ramp is obtained from Devonport Road.

TasWater treatment plant is located to the west of the site. The natural features of the locality including the existing road and rail network ensures that the site is well separated from adjoining residential development of Miandetta.

4 Rationale for a Particular Purpose Zone

The following section of this report builds the rationale for applying a Particular Purpose Zone (PPZ) to the site. The proceeding discussion considers:

- the purpose of the Recreation Zone and the Environmental Management Zone in context of the vision of the site;
- alternative zones available to be spatially applied to the site and if these could achieve the desired planning outcomes;
- development opportunity of the site and the function and purpose of applying a PPZ; and
- the proposed rezoning in context of the established hierarchy of centres within the municipal area.

Before the above points are considered, it is imperative to understand the desired vision and objectives for the site. These are outlined below in section 4.1.

4.1 Vision and Objectives for the Site

The vision and objectives for the site seek to develop a vibrant and dynamic location, comprising a mix of use and development. The visions and objectives of the site are aligned with the strategic goals articulated by the number of local strategies endorsed by Council. This is discussed in section 5 of the report.

The vision for the site are:

- | | |
|---|--|
| 1 | To create a safe, secure, vibrant waterfront environment connected to the CBD through a walking and cycling network that is enjoyed by permanent residents and visitors building on the recreational and leisure experiences offered in Devonport; |
| 2 | To support and strengthen the regional attraction for north-west Tasmania and the visitor economy; and |
| 3 | To facilitate economic and employment growth in Devonport and the region. |

The objectives are:

(a)	To provide opportunity for infill development, comprising a mix of residential, visitor accommodation, small scale commercial development and limited retail activities;
(b)	To create an open landscaped waterfront that forms a seamless extension between the private property and public space;
(c)	To facilitate building renewal, reuse and adaptation for continued sustainability of existing buildings.
(d)	To diversify experiences and create a public space that is welcoming, vibrant and lively, offering a safe, secure site that appeals to riders, pedestrians and visitors to Devonport; and
(e)	To be a riding destination as part of the Great Foreshore Ride, increasing the patronage of this pathway by recreational and commuter riders and pedestrians alike through providing a mix of uses, including small scale commercial activity on the site.

4.2 Current Zones

The site is zoned Recreation and Environmental Management under the Scheme (refer to Figure 20).

The spatial application of the Recreation Zone to 17 Devonport Road was due to the requirement of a 'like for like' translation between the Scheme and the former *Devonport and Environs Planning Scheme 1984 (Scheme 1984)*.

Under this same transitional arrangement, the Recreation Zone was applied to the adjoining property at 19 Devonport Road. Additionally the zoning was also applied to the road reserves adjoining the site.

In the drafting of the Scheme, the Environmental Management Zone was applied to all public land in the coastal zone of the municipal area (although there are some exceptions to this rule).

A representation was made on behalf of the property at the time of the (draft Interim) Scheme was on public exhibition which highlighted the anomalies that arise with respect to continuing to apply the Recreation Zone to CT 42522/4. The portion of Crown land was not addressed in the representation.

The merits of the zoning for the site was not considered in any detail through the interim planning scheme process.

The Devonport Draft Local Provisions Schedule has applied a similar rationale to the zoning of the site, applying the equivalent zones available under the State Planning Provisions (SPPs) of the Tasmanian Planning Scheme . This is discussed in section 9 of the report.

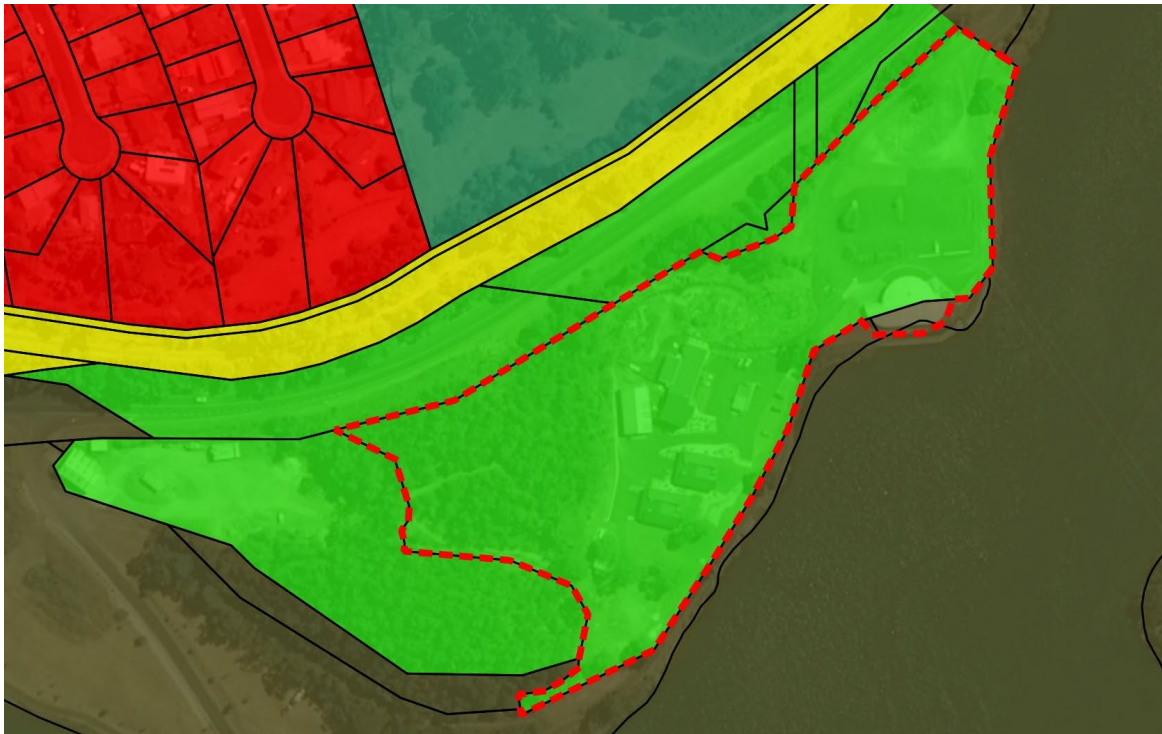


Figure 20: Zone Map, Devonport Interim Planning Scheme 2013 showing the current zoning of the site (source: theLISTmap)

4.2.1 Recreation Zone

The Recreation Zone is spatially applied to the site and adjoining properties listed in Table 2.

Table 2: Titles within Recreation Zone at Devonport Road		
CT	Address	Ownership
42522/4	17A Devonport Road	Private
149487/2	19 Devonport Road	Private
32702/1	Road	Public
32702/2	Road	Public
42884/1 (part)	Road	Public
No identifier	Road	Public

The application for the purpose of this rezoning is focussed on CT 42522/4 as this land is subject to the combined 43A application.

The zoning of the adjoining property at 19 Devonport Road and the road reserve of Devonport Road is a matter for consideration by Council.

This report does not comment on the merits of the Recreation Zone that is spatially applied to 19 Devonport Road as it is outside of the scope of this brief.

With respect to the zoning of the road reserves, the same principle as adopted for the municipal area as a whole should be applied in this instance. Therefore it is assumed that the road reserves adjoining the site will be either subsumed into same zone as the site or the Utilities Zone will be applied. This is a matter for Council's resolution.

4.2.1.1 Zone Purpose

The purpose of the Recreation Zone as expressed by clause 18.1.1.1 is, *"to provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land"*.

The key words underpinning this statement are 'recreational use and development' and 'complementary uses'.

The terms 'recreational' and 'complementary' are not defined by the Scheme and therefore the common and natural meaning of these words are applied.

The Macquarie Concise Dictionary defines 'recreational' to mean, "relating to, or used for recreation". 'Recreation' is defined as *"refreshment by means of some pastime, agreeable exercise or the like" or "a pastime, diversion, exercise or other resource affording relaxation and enjoyment"*.

'Complementary' is defined as *"combining in such a way as to enhance or emphasise the qualities of each other or another"*. The word 'emphasise' means to *'make more clearly defined' with 'enhance' meaning to 'intensify, increase, or further improve the quality, value, or extent of'*. These meanings imply that the 'complementary uses' are there to support and strengthen the function and role of land for recreational use.

Further interpretation of the Zone Purpose is aided by the local area objectives and desired future character statements. These are articulated by clauses 18.1.2 and 18.1.3 respectively.

18.1.2 Local Area Objectives

Provide convenient and accessible opportunity for organised recreation events, structured physical activity, competitive sport, and hobbies or pursuits to meet municipal, sub-regional or regional requirements

18.1.3 Desired Future Character Statements

Use or development on recreation land –

- (a) may occur on natural and modified sites in urban and rural settings for indoor and outdoor activity;*
- (b) is not required to be comparable with development on adjacent land;*
- (c) may involve large outdoor facilities and highly modified sites, and include buildings and structures for administration, club room and change facilities, grandstands and spectator mounds, light towers and score boards, and facilities for vehicle parking;*
- (d) may involve indoor facilities in large buildings with distinctive typology, bulk and height, and include expansive external area for vehicle parking; and*
- (e) may impact on amenity of use on adjacent land through factors associated with the occupational and operational practices of recreation, including attendance by large numbers of people, high traffic volume and expansive vehicle parking, a large workforce or client base, duration and frequency of events, extended or intermittent hours of operation, and a readily apparent visual or operational presence within an urban or rural setting*

The local area objective reinforces the purpose of the zone.

The desired future character statements further articulate that a range of large scale indoor or outdoor facilities including large buildings are anticipated.

The operative word in these statements is 'may' (with the exception of subclause (b)). This implies that 'it is possible' rather than absolute and by no means suggests that all use and development on land zoned Recreation must be developed for large scale facilities or buildings. Therefore it is assumed that the Recreation Zone can contain a mix of recreational facilities serving different roles, functions as implied by the local area objective.

There are no specific local area objectives or desired character statements to further define the meaning of 'complementary uses', although the Use Table provides guidance in this regard.

The Use Table allows consideration of a range of use classes and are listed as either 'No Permit Required', 'Permitted' or 'Discretionary'. The use classes can be divided into two broad categories (refer to Table 3):

1. Not qualified; and
2. Qualified.

From Table 3 it is taken that the core use class of the Recreation Zone is 'sport and recreation' as this is listed as permitted and not qualified in any way.

Table 3: Use Table, 18.0 Recreation Zone	
Uses with no Qualification	Uses with Qualification
Passive recreation (discretionary where cannot meet No Permit Required' use.	Business and professional services
Sport and recreation	Community meeting and entertainment
Motor racing facility (discretionary)	Educational and occasional care
Pleasure boat facility	Emergency services
Utilities	Food Services
Visitor Accommodation (discretionary)	General retail and hire
	Hotel services
	Pleasure boat facility (qualified for permitted but not discretionary pathway)
	Tourist operation
	Research and development
	Service Industry
	Storage
	Utilities
	Vehicle Parking
	Visitor Accommodation (qualified for permitted but not discretionary pathway)

The use class 'sport and recreation' is defined as, *"use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, public swimming pool, racecourse and sports ground"*.

Additionally, 'passive recreation', 'motor sport facility' and 'pleasure boat facility' are taken to be associated with a recreational use as per the definitions in Table 8.2 within the Scheme.

The remaining use classes, with the exception of 'emergency services'; 'tourist operation', 'utilities' are all qualified (irrespective being listed as permitted or discretionary) and can only be considered if is in conjunction or associated with a 'sport and recreation' use conducted on the land. Therefore, it is determined that these uses are complementary as referred to in the Zone Purpose.

The exception is the use class 'visitor accommodation' as this is listed as permitted and discretionary in the Use Table. Where 'visitor accommodation' cannot satisfy the permitted qualification, the Use Table provides for a discretionary permit pathway independent to any 'sport and recreation' use conducted on the land.

The question then arises to the nature and composition of use and development on CT 42522/4. The proceeding discussion establishes *if* the uses conducted on the land are undertaken:

- in conjunction with the use class 'sport and recreation'; or
- if the established uses are conducted independently to the 'sport and recreation' use class.

Additionally, a comparison of land areas zoned Recreation is also considered as this gives context with respect to the underlying characteristics of the spatial application of this zone across the municipal area.

4.2.1.2 Use Composition

The nature of use and development on CT 42522/4 can be broadly divided into three main precincts (refer to Figure 21):

1. Function Centre and Car park (yellow outline);
2. Mini-Golf and Cafe (green outline); and
3. Visitor Accommodation (blue outline).

Precinct 1: Function Centre & Car Park

Precinct 1 contains the Waterfront Function Centre building and associated car park and occupies nearly a third of the site. The internal driveway which extends from the carriageway of Devonport Road into Precinct 1 is the point of access and egress servicing the entire site.

The building located on the waterfront of Precinct 1 is operated as a separate business entity to any other use on CT 42522/4. The building and car park is only actively used if there is a booked function otherwise it sits dormant for the remainder of the time.

The bookings of the function centre are of a varied nature and range from weddings, birthday parties, government event or similar and are not directly associated with the use class 'sport and recreation' conducted on the site. In recent times functions held at the venue have significantly declined, particularly since the establishment of other function centres in the municipal area.

The bicycle and pedestrian path forming part of the Great Foreshore Ride is also contained within Precinct 1 and follows the title boundary of CT 42522/4 before continuing on the adjoining Crown land. This infrastructure was established in 2011. While this is a recreational use, the pathway is considered to be within the definition of 'passive recreation'.



Figure 21: Use Composition of the Site, showing three distinct pre (source: theLISTmap)

Precinct 1 does not contain major recreational facilities such as a golf course, sporting facilities or the like. Additionally, there are no facilities within Precinct 1 that support any water based activities that may be undertaken on the Mersey River. The bicycle and pedestrian path is not considered to be within the definition of 'active recreation'.

The purpose of the function centre is not associated with any 'active or organised recreational use and development' of the site. The use is not considered to be a complementary to the mini-golf course in Precinct 2.

The proposed change of use of the function centre building to 'visitor accommodation' will also not be associated with any 'sport and recreation' use.

Precinct 2: Mini-Golf, Café, Managers Residence

Precinct 2 occupies an estimated 24% of the site and contains:

- a café, operating Monday to Sunday generally between business hours;
- an 18 hole mini-golf course, operating Monday to Sunday in conjunction with the café;
- a manager's residence (occupied);
- a storage shed;
- a BBQ shelter; and
- car park.

The 18 hole mini-golf course comprises an estimated area of 3000m² or approximately 9.4% of the site. The mini-golf course was the one of the first activities to establish on CT 42522/4 after the amusement park Serendipity closed in the 1980s. This facility is categorised to be within the use class 'sport and recreation'. The café and manager's residence are contained within a single building and are approved to operate in conjunction with the mini-golf course.

The mini-golf course attracts visitors to the site beyond the local population catchment of Devonport, drawing on the sub-regional and regional catchment. While the mini-golf is deemed to be an organised physical activity, it is primarily undertaken for leisure and entertainment rather than any organised sporting events or competitions.

Precinct 3: Residential and Visitor Accommodation

Precinct 3 occupies approximately 49 percent of the site (although not all of this area is useable due to the cliff face) and is approved for visitor accommodation.

The visitor accommodation, of which four apartments are constructed (two buildings), are not an integral part of the café, manager's residence, mini-golf development. Although it is acknowledged that the visitor accommodation is complemented and supported by development within Precinct 2 in conjunction with the pedestrian/bicycle pathway. These uses add to the visitor experience, providing opportunity for relaxation and exercise.

The visitor accommodation was not constructed specifically to support the mini-golf course or café and can operate and function

independently to the 'sport and recreation' use class contained in Precinct 2.

4.2.1.1 Recreation Zone

The Recreation Zone does not implicitly imply that the land area zoned for this purpose must be occupied entirely by the use class 'sport and recreation' use. Nor does it imply that facilities must be of a certain scale or size to be zoned for this purpose.

The Zone Purpose, however, does infer that the dominant land use is for an activity that supports a recreational use, with secondary uses being allowed where these do not interfere with the continuation of the land for the stated purpose.

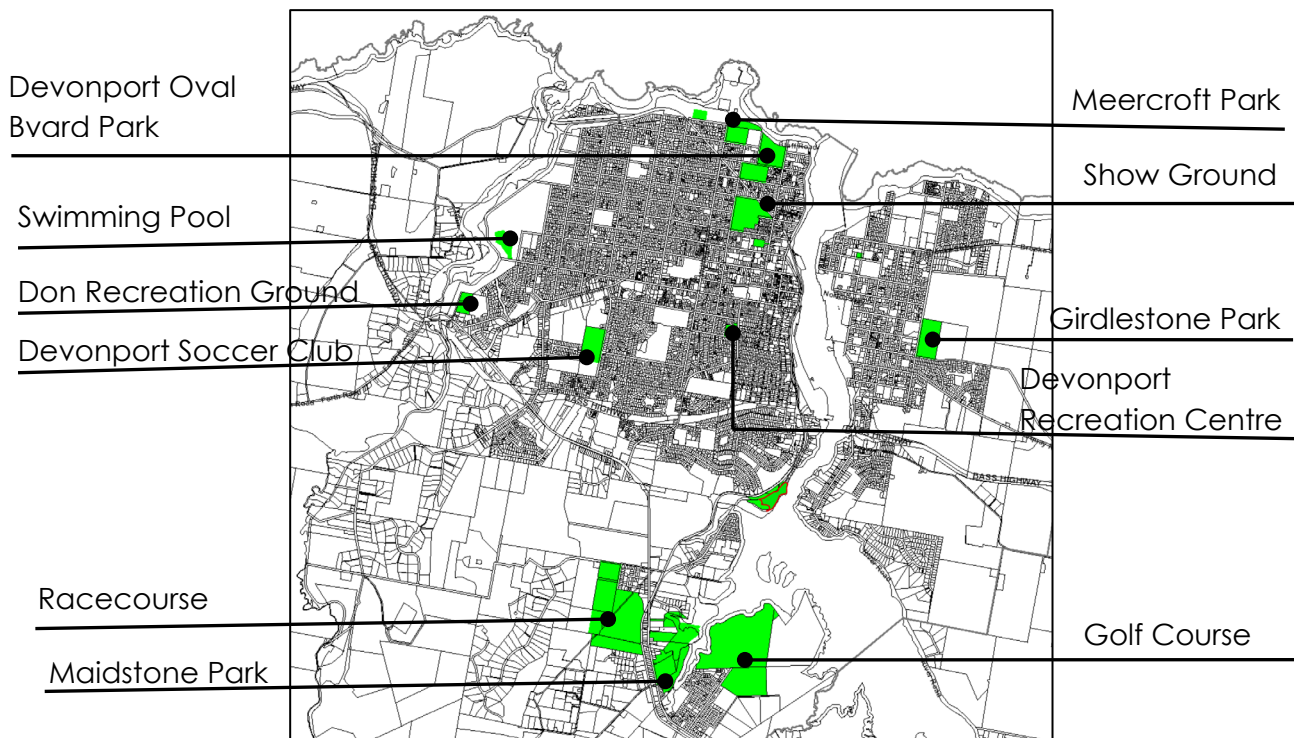


Figure 22: Recreation Zone, Devonport Interim Planning Scheme (source: theLISTmap).

From the above considerations, the conclusion is reached that the use composition of CT42522/2 is not aligned with the purpose of the Recreation Zone for the following reasons:

- the active and organised recreation use is confined to Precinct 2 and does not extend to either Precincts 1 or 3;
- the use class 'sport and recreation' is not the primary purpose or intent of the title with only an estimated 24% of the land area utilised for this purpose;

- the title does not support any activity associated with water based sports or activities;
- the established uses within Precincts 1 and 3 are not dependent on any organised or active recreation use established on the site; and
- the bicycle and pedestrian path forms an extension of public open space and is considered to be passive recreation.

While the Use Table enables consideration of a range of uses, many of these are qualified requiring use and development (in most instances) to be associated with the 'sport and recreation' use of the land. This circumvents the vision and objectives for the site as articulated in section 4.1 of this report.

The title is a unique property with access to the waterfront of the Mersey River and is in a standalone location that is not contiguous with any adjoining properties due to topography. The established road and rail infrastructure severs any connection with the residential area of Miandetta to the west.

Although visitor accommodation is approved as a discretionary use, the objectives and vision of the title is not intended to be focussed on providing active and organised recreational uses in this location.

The objectives and vision for the site strive for a broader mix of use and development beyond that which is currently allowed and is contrary to the purpose of the Recreation Zone. Therefore an alternative zone for this title is warranted.

4.2.2 Environmental Management Zone

The purpose of the Environmental Management zone as expressed by clauses 29.1.1.1 is, *"to provide for the protection, conservation and management of areas with significant ecological, scientific, cultural and aesthetic value, or with a significant likelihood of risk from a natural hazard"*.

In addition, clause 29.1.1.12, *'allows for complementary use and development where this consistent with any strategies for protection and management'*. The portion of Crown land zoned Environmental Management is privately developed with an existing building. The building was constructed over this land with consent from the Crown. Initially a 20 year lease was granted. This

lease is now superseded by the current lease which applies for a period of 10 years.

The natural landform is significantly modified, and its protection of any natural aesthetic value is significantly diminished.

The use and development controls under the Environmental Management zone provides for a mix of uses. Many of the use classes, however, are qualified therefore reducing the scope of use and development that can be considered for this portion of the site.

A change of use to 'visitor accommodation' not associated with 'sport and recreation' is prohibited. The Scheme provides no mechanism for reuse of the existing building under the Special Provisions. Therefore the capacity to adapt or reuse the existing function centre for an alternative use is prohibited.

There is no means to resolve this anomaly of the site other than to rezone this portion of the site, apply a specific area plan or insert a site specific qualification.

All three options are valid, however, a rezoning represents the best opportunity for assessing an application under a single zone which achieves an efficient operation of the Scheme and provides clear land use outcomes for the site.

The draft LPS also applies the equivalent Environmental Management Zone to the site. While there is more inbuilt flexibility³ in this zone in the Tasmanian Planning Scheme, the zoning continues to present challenges and does not represent a consistent or single approach to use and development to the site.

An equivalent clause is currently not available in the Scheme. Irrespective of this point, the established uses on the site are not consistent with the Zone Purpose of the Environmental Management Zone.

4.3 Application of Other Standard Zones

To facilitate use and development of the site in accordance with the vision and objectives (refer to Section 4.1), the spatial application of other standard zones currently available under the Scheme as per

³ The State Planning Provisions introduce clause 7.7 in the General Provisions, providing lead way to assess an application where a building projects into a different zone to be assessed in the zone which the main part of the building is located within.

Planning Directive No.1, The Format and Structure of Planning Schemes were considered. The findings are summarised in Table 4.

Table 4: Consideration of Alternative Zones		
Zone		Comment
10	General Residential	Refer to 4.3.1
11	Inner Residential	Not applicable as residential use is not to be dominant on the site.
12	Low Density Residential	Not applicable. This zone is for the purpose of residential development on large lots and is contrary to the intent of the site. The limitations of the land area, topography, the Mersey River, access and natural hazards impedes the site from being developed in accordance with the Low Density Residential Zone.
13	Rural Living	Not applicable. This zone is for the purpose of residential development on large lots and lower order rural activities. The site is within the urban boundary of Devonport and is not suited to rural living or lower order agricultural pursuits.
14	Village Zone	Not used in the Scheme.
15	Urban Mixed Use	Refer to 4.3.2
17	Community Purpose Zone	Not applicable. The site does not contain any key community facilities such as schools, medical centres, emergency services or large community hall.
18	Recreation Zone	Refer to 4.2.1
19	Open Space	Not applicable. While the site does provide land that forms an extension of public open space, it is not in public ownership and not suited to the application of this zone.
20	Local Business Zone	The purpose is to provide business, commercial and community activities that serve the local population base. The site draws and serves more than the local population of the area it is within.

21	General Business Zone	Not used in the Scheme
22	Central Business Zone	Not applicable. This zone is only spatially applied to the CBD of Devonport
23	Commercial Zone	Not applicable. The site is not suited to large floor area retailing, service industry or warehousing.
24	Light Industrial	Not applicable. The site does not contain any light industrial activities for consideration of this zone.
25	General Industrial	Not applicable. The site does not contain any general industrial activities for consideration of this zone.
26	Rural Resource	Not applicable. The site is within the urban area of Devonport.
27	Significant Agriculture	Not used in the Scheme.
28	Utilities Zone	Not applicable. There is no public infrastructure or utilities located on the site.
29	Environmental Management	Refer to 4.2.2
30	Major Tourism	Not used in the Scheme
31.0	Port and Marine Zone	Not applicable. The site is not part of any port and marine activity.
32.0	Particular Purpose Zone – Elimatta Hotel	Not applicable as this applies to a specific land area.

4.3.1 General Residential Zone

The purpose of the General Residential Zone is to provide for both residential use and non-residential uses that primarily serve the local community.

While this zone can facilitate residential and non-residential uses, the 'residential' use class, is likely to be confined to Precincts 2 and 3.

The site is also separated from the residential areas of Quoiba and Miandetta. The closest points of these residential areas are not within 500m walking distance. The connectivity to the residential area of Miandetta is also lost due to the established infrastructure of the railway line and Devonport Road. The site is not conducive to providing services that primarily serve the day-to-day population of Miandetta. Additionally, there are already established businesses to provide this service to the local population.

Accordingly, the spatial application of this zone is not considered appropriate.

4.3.2 Urban Mixed Use Zone

The purpose of the Urban Mixed Use zone is, "to provide for integration of residential, retail, community services and commercial activities in urban locations".

The zone can comprise an unstructured mix of activity for living, employment, retail and community purposes. It can contain land use activities and services that attract a broader catchment area and not simply limiting it to activities that primarily serve the local residential population.

While this zone provides for a mix of uses where no particular use dominates, there is potential to give rise to activity (such as a service industry) that is not desired and could conflict with existing uses on the site.

The zoning is also intended to apply to areas where it is adjacent or incorporates high frequency public transport corridors, which is not the case for the site.

The Urban Mixed Use Zone is not considered appropriate for the spatial application of the site

Summary

From these findings the conclusion is reached that there is no standard zone that can be spatially applied to the site that achieves the intended outcomes of any of the standard zones or the articulated vision and objectives for the site. Therefore, a tailored approach is required to resolve the zoning of the site.

4.4 Role and Function of a PPZ

In absence of a standard zone, a PPZ provides opportunity for a tailored approach which can limit and guide use and development on the site. This means that commercial development and retail development can be sufficiently controlled to not only achieve the intended land use outcomes but also ensures that the role and function of the PPZ is in accordance with the centre hierarchy for the municipal area.

The following discussion considers the role and function of a PPZ

4.4.1 Repurposing of the Function Centre Building

The Waterfront Function Centre building since its construction has been utilised for a restaurant before it became a function centre.

Over the last year, the number of events at the function centre has been slowly declining. This is attributed to the changing urban setting in Devonport with the opening of the convention centre within the CBD. It is anticipated that redevelopment of the Devonport Golf Course facilities is also likely to reduce demand for the existing venue.

While the planning system does not manage impact of a new commercial use on the viability of another existing commercial use, the provision of new venues in Devonport requires the site to evolve and introduce use and development controls that assist with repurposing the existing building.

The uses available for an adaptive reuse of the building limited, particularly if the use class residential can be considered on the site. Therefore, the repurposing of the building for certain use classes must consider the impact on sensitive uses. A PPZ provides scope for limiting and controlling the potential for land use conflicts internally on the site.

Additionally, the repurposing of the building is potentially impeded by the established reticulated services on the site. Although generally it is possible to overcome any challenges with sufficient investment.

Irrespective of the zoning and servicing capacity, the opportunity for new development is substantially reduced in this location due to the Electricity Transmission Corridor (ETC) which traverses the site. Opportunity for new development is essentially limited to the area shown in Figure 23.

A PPZ can control and tailor the scope of uses for the existing building and can guarantee that the zoning will not give rise to undesirable commercial and retail activities on the site.



Figure 23: Re-development potential of the site (shown as yellow hatched area)

4.4.2 Scope for New Development

The opportunity for new development is shown by the hatched area in Figure 22. New development on the site is most likely to occur in:

- Precinct 2, the mini-golf course; and
- Precinct 3, visitor accommodation.

A PPZ enables specific controls to be imposed to guide use and development in Precincts 2 and 3. Examples of opportunities are briefly discussed below.

4.4.2.1 Precinct 2, Mini-Golf Course

The mini-golf course area presents an opportunity for redevelopment once it reaches its end of life. This comprises an area of approximately 3000m² and could be redeveloped for additional visitor accommodation (if demand is established) or medium density residential use.

The area completely outside of the Electricity Transmission Corridor and new development in this location can achieve a 50m setback from the railway line. Shared access via the internal driveway could also service this location.

4.4.2.2 Precinct 3, Visitor Accommodation

In 2014 a planning permit PA2014.0173 was granted by Council for visitor accommodation. This permit has substantially commenced with the construction of two of the approved buildings on the lower levels of the site and new buildings are planned for construction in the coming twelve months.

The elevated portion of the site, if not developed for visitor accommodation is most likely to be utilised for a residential use given its scenic outlook from this elevated position. Commercial and retail activities are not likely on this portion of the site due to the limited access and elevated position.

4.4.3 PPZ and Centre Hierarchy

The use classes 'business and professional services' and 'general retail and hire' are sought for the site as these are considered an essential ingredient for vitality and vibrancy with the purpose of drawing people consistently to the site.

<i>Table 5: Zones and Centre Hierarchy</i>	
Zone	Centre Hierarchy
Central Business Zone	Major centre serving region and sub-region.
Commercial Zone	Centre to provide large floor area retailing and may serve the region and sub-region as well as the local population.
Local Business Zone	Small to medium centre serving mostly the local population base.
Urban Mixed Use Zone	Self -contained urban activity centre which provides for a mix of uses. Within the Devonport municipal area this acts as a supporting zone to the land area zoned Central Business.
General Residential	Usually a small number of businesses clustered together providing convenience goods and services serving the day-to-day of the local residential population.

The Scheme implements a strategic model setting a hierarchy for activity centres across the municipal area through the spatial application of standard zones as contained in *Planning Directive No 1 – the Format and Structure of Planning Schemes*.

The zoning focusses activities in strategic locations, each serving a particular purpose and function. The use and development controls embedded in each zone then further regulate the type, size and the nature of commercial and retail activities that can establish in a particular location.

The hierarchy of activity centres can be generally defined by four main zones in the Scheme (refer to Table 5).

The General Residential zone is also acknowledged in Table 5. While residential use is intended to be dominant in this zone, it also provides for a limited range of small scale commercial and retail activities and therefore forms part of the centre hierarchy.

The Central Business zone is the largest single zoned location where retail and commercial activities are permissible with intent of clustering a range of services to meet the needs of the wider population within and outside of the municipal area. The remaining three zones serve different roles and are of a lower order (refer to Figures 24 and 25) than the Central Business zone.

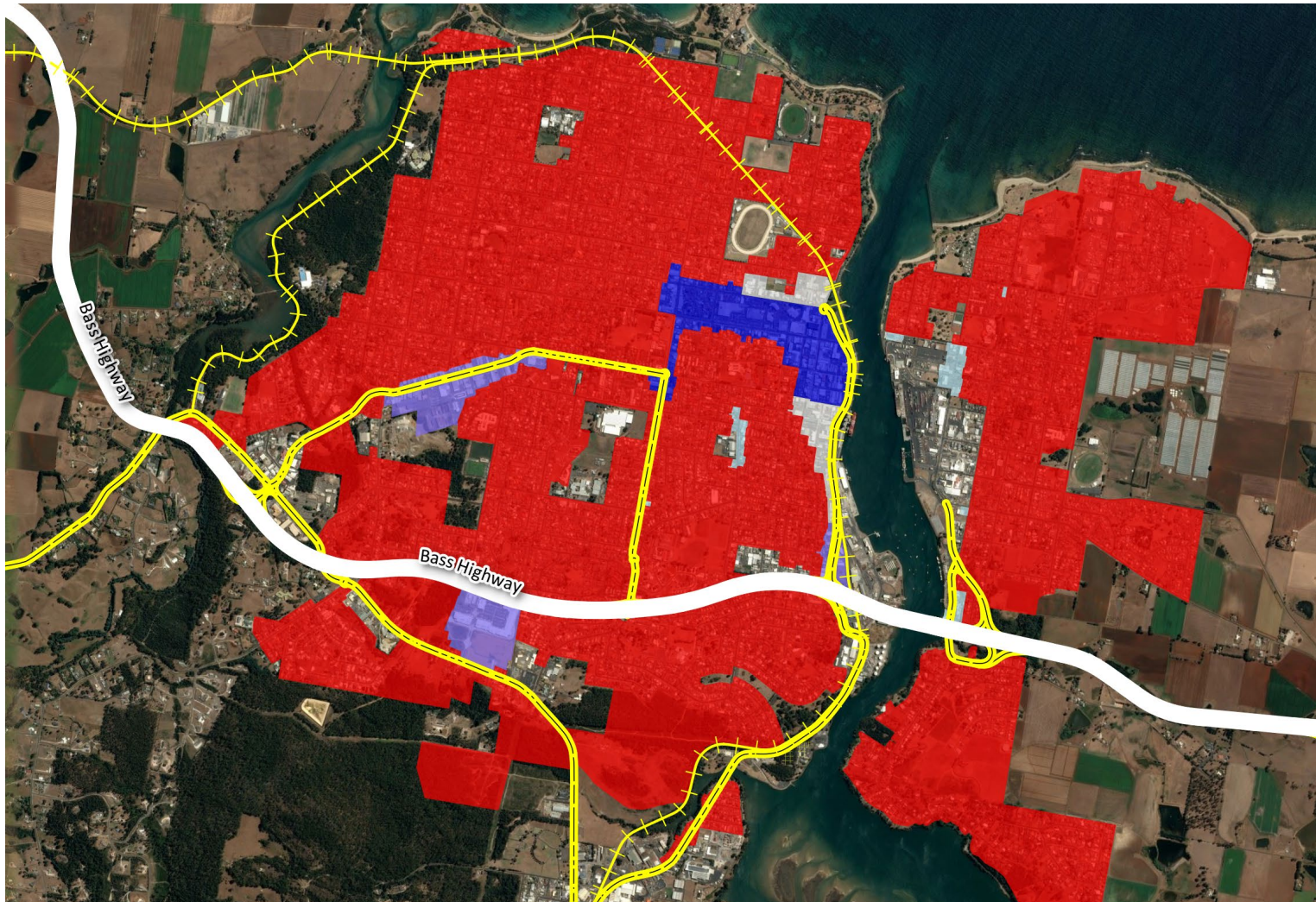


Figure 24: Spatial application of the five main zones across the municipal area identified in Tables 5 and 6

Place.

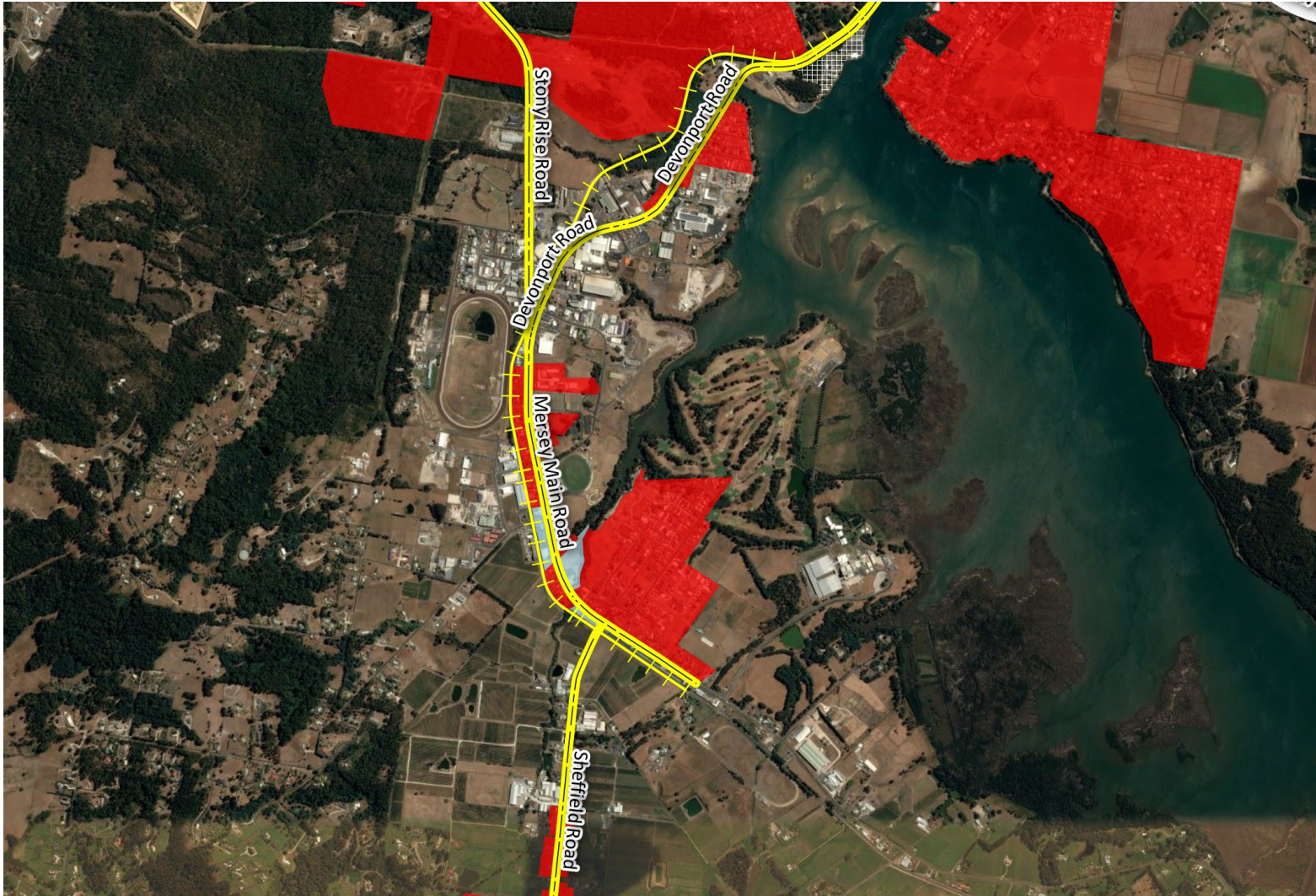


Figure 25: Spatial application of the five main zones across the municipal area identified in Tables 5 and 6

Table 6: Zones that can consider planning permit applications for, "business and professional services" and "general retail and hire"					
Zone		Business & Professional Services		General Retail & Hire	
10	General Residential	✓	Permitted – qualified must be a medical centre (300m ² limited to 3 professionals). Otherwise discretion	✓	Permitted – qualified must be for a local shop. Otherwise prohibited
15	Urban Mixed Use Zone	✓	Permitted	✓	Permitted
17	Community Purpose	✓	Permitted qualified – medical centre, office civic or public purpose, funeral parlour. Otherwise discretionary but must be complementary to a community use on land in the zone.	✓	Discretionary qualified -must be associated with the use of land in the zone or occasional market.
18	Recreation	✓	Permitted – qualified – must be associated with use of land in zone. Otherwise prohibited	✓	Discretionary qualified -must be associated with the use of land in the zone or occasional market.
19	Open Space	✓	Qualified –limited and must be aligned with open space purpose of the land	✓	Qualified – must be associated with use of land
20	Local Business	✓	Permitted qualified – office including professional and not more than gross floor area of 300m ² . Otherwise discretionary	✓	Permitted qualified limited to grocery or convenience goods. Otherwise discretionary.
22	Central Business	✓	Permitted	✓	Permitted if not in Area A (refer to Figure 25)
23	Commercial	✗	Prohibited	✗	Prohibited

The centre hierarchy is then further reinforced with the by Use Table in each zone. Table 6 examines the zones where the Council can consider the use classes, 'business and professional services' and 'general retail and hire'.

From Table 6, it can be noted that the Central Business zone and Urban Mixed Use Zone is open, allowing a permitted permit pathway for both use classes irrespective of size and scale. Where the Local Business zone qualifies these use classes, subjecting an application to a discretionary permit pathway where it exceeds certain parameters.

For example, in the Local Business zone a discretionary permit pathway for an application within the use class 'business and professional services' is triggered where it exceeds a gross floor area of 300m² and it is not for an office, medical centre, veterinary centre.

With respect to this qualification, it is important to note that this is changing once the draft Devonport Local Provisions Schedule comes into effect as part of the as part of the Tasmanian Planning Scheme.

The current qualifications imposed by the Local Business zone will be lifted for both use classes in the equivalent zone under the State Planning Provisions and will have a 'no permit required' pathway.

With this in mind, the site is intended to contain a mix of use and development with not one use being dominant over the other. The draft amendment proposes to open the scope of commercial and retail activities that can establish on the site by relaxing the use classes 'business and professional services' and 'general retail and hire'.

The advantage of introducing a PPZ for the site means that there is capacity to allow a broader scope of the aforementioned use classes in a controlled setting. This is comparable to the use and development controls in relation to the Local Business zone (refer to Figures 26 and 27) and to a lesser degree the General Residential zone.

For these reasons, it is concluded that a PPZ with appropriate limitations and restrictions can be comfortably integrated into the Scheme without compromising the centre hierarchy or detracting away from the Central Business zone of the municipal area.

5 Local Strategic Context

This section of the report considers if the vision and objectives of the site (refer to section 4.1 of this report) and if this is aligned with the applicable local strategies.

The Devonport Strategic Plan 2011-2030 (DSP) is the overarching strategic document of the municipal area and is further underpinned by a series of local strategies. Aside from the DSP, the strategies most applicable to this amendment are as follows:

- Bike Riding Strategy 2015-2020;
- Pedestrian Strategy 2016-2021;
- Open Space Strategy;
- Retail Strategy 2018-2023; and
- Tourism Development Strategy 2009-2019.

The proceeding discussion considers the vision and objectives of the site in context of the aforementioned local strategies.

5.1 Devonport Strategy 2009-2030

The DSP was adopted by the Council in 2009, reviewed in 2013-14 with the new version endorsed by the Council in 2014.

The DSP is focussed on achieving a city that is “*strong, thriving and welcoming place to live which is balanced with living lightly by the river and sea*”. Table 7 outlines the applicable goals and objectives of the DSP and considers if the vision and objectives of the site are aligned.

Table 7: Assessment of the Devonport Strategic Plan	
Goal 1: Living lightly on the environment	
Outcome 1.3 “Living lightly” is promoted and encouraged	
1.3.1	Identify and implement initiatives to educate and encourage our community on opportunities to “live lightly”
Comment <p>The investment in 2011 into Devonport's bike riding and pedestrian network resulted in the extension of Great Foreshore Ride infrastructure to include the site and adjoining Crown land.</p> <p>The construction of the pathway has resulted in a pivotal change in the relationship between private property and public open space of the waterfront. This was facilitated by private land which was donated from the parent title of the site.</p> <p>The vision and objectives articulated in section 4.1 support the cycling community by committing to maintaining an open, safe, and pleasant</p>	

waterfront environment. The intent of objectives (a), (b), (c) and (e) (refer to section 4.1) is to encourage walking, commuter, and recreational riding. This potentially reduces the reliance on passenger vehicles by visitors to access the site. This means fewer car trips, reducing emissions. This is consistent with Outcome 1.3.	
Outcome 1.4 Our energy use is reduced	
1.4.1	Promote reduction, re-use and recycling options to minimise waste materials within Council, the community and businesses.
Comment	
<p>Objective (b) (refer to Section 4.1) focuses on building adaptation and renewal, opening opportunity for repurposing buildings to respond to the changing land use pattern in the urban environment.</p> <p>Of course this is not without challenges as the National Construction Code imposes requirements for certain classes of buildings that can render any conversion costly for re-development.</p> <p>The objective seeks to apply use and development controls that provide an alternative compatible use for existing buildings on the site. The underlying principle of this objective is to enable reinvestment, reducing the risk of a building becoming vacant and eventually deteriorating resulting in its demolition and consequently generating waste materials.</p> <p>The building adaptation objective promotes waste minimisation which is consistent with Outcome 1.4.</p>	
Goal 2: Building a Unique City	
Outcome 2.1 Council's Planning Scheme facilitates appropriate property use and development	
2.1.1	Apply and review the Planning Scheme as required, to ensure it delivers local community character and appropriate land use.
2.1.3	Work in partnership with neighbouring councils, State Government and other key stakeholders on regional planning and development issues
Comment	
<p>The draft amendment is made in recognition that the spatial application of the current Recreation Zone and Environmental Management Zone and the associated controls are misaligned with the established land use pattern of the site.</p> <p>The integration of the objectives (refer to Section 4.1) through a tailored approach to zoning over the site ensures that it delivers an open waterfront environment with an appropriate mix of land use that does</p>	

not result in any conflicts or detract from the Devonport CBD (refer to section 4.4.3). This is consistent with Outcome 2.1.	
Outcome 2.3 Infrastructure priorities support well planned, managed and appropriately funded development within our unique City	
2.3.5	Provide and maintain sustainable park, gardens and open spaces to appropriate standards
Comment The objectives promote private investment into the public open space of the waterfront environment. This supports the Outcome of 2.3 and associated strategy.	
Outcome 2.4 Promote the development of the CBD in a manner which achieves the Living City Principles Plan	
2.4.1	Implement initiatives from the LIVING CITY Master Plan
2.4.3	Implement initiatives to encourage private investment aligned with the outcomes of the LIVING CITY Master Plan
Comment The Living City Master Plan is an urban renewal project concerning new tourism opportunities, food experiences and business prospects. Its goal is to revitalise Devonport's CBD to consolidate services and bring new life to the city. 17 Devonport Road has connectivity (all modes) with the CBD area and as such can be a satellite space to be used to support its growth. The site has connectivity along the waterfront and can form part of the "enhanced public realm and park" with paths and cycle way already connected. The objectives strive to build and strengthen the relationship of the site with the CBD through the Great Foreshore Ride network. Limited commercial activity is considered an essential ingredient to support this network and intends to facilitate an increase in riding and walking by the local population. This also aids with sustaining a level of activity on the site, particularly when the tourism declines in the quieter months of the year. The redevelopment of the site is impeded by several infrastructure constraints, this in conjunction with use and development controls of the proposed PPZ (refer to section 6) ensures that commercial activities are of a scale and nature which is compatible with the hierarchy of centres within the municipal area.	
Goal 3: Growing a Vibrant Economy	
Outcome 3.2 Devonport's visitor industry is developed around its natural assets, history and location	
3.2.1	Support tourism through the provision of well designed and managed infrastructure and facilities.

3.2.3	Facilitate a pro-active approach by business to embrace tourism opportunities.
3.2.4	Promote our natural environment and assets to underpin tourism opportunities.
Comment <p>The site bears a close relationship with the Mersey River and is ideally situated to promote tourism to Devonport. Visitor accommodation is contained on the site and is supported by a café, mini-golf course, and the Great Foreshore Ride infrastructure.</p> <p>To stimulate the local economy and provide for continued investment on the site, a tailored approach is proposed by the PPZ. This is with the intent of striking a balance, ensuring there is a healthy mix of activity creating a vibrant site that appeals to visitors to Devonport. The composition of the mix of uses support tourism and the visitor economy.</p> <p>The objectives (refer to Section 5.1) of the site are aligned with Outcome 3.2.</p>	
3.3 Access in to, out of, and around the City is well planned and managed	
3.3.1	Improve the City's physical access and connectivity focusing on linkages to and from key access points
Comment <p>Open spaces (both public and private) that area accessible, provide good facilities, are free, and well connected are key to achieving Outcome 3.3.</p> <p>The construction of the Great Foreshore Ride infrastructure over private property is an integral part in providing access through walking and riding. The objectives of the site seek to protect this infrastructure and intends to maintain access via walking and bike riding.</p> <p>The mix of uses also ensure passive surveillance creating a safe and secure site. This is partly achieved through the location of a mix of uses that seek to generate continued activity on the site during the week as well as the weekend.</p> <p>This is consistent with Outcome 3.3.</p>	
3.4 Our economic progress continuously improves	
3.4.1	Work in partnership with industry and government to identify needs of business and industry to pursue opportunities, which fosters economic development in the area.
3.4.2	Promote, encourage, and develop initiatives that support the local economy
Comment	

The current zoning may result in a downturn in activity on the site as it did when the Serendipity Fun Park ceased in the late 1980s if there is not any capacity to respond to changing land use patterns.

The issue of an underutilised or vacant building in and around Devonport has in the past only been too common. To foster economic development, the objectives (refer to Section 4.1) seek to modify the zoning to provide limited opportunity for commercial use and development.

The mix of uses is critical and tries to strike a balance to ensure that the site is not solely dependent on the visitor economy for its survival. A mix of uses generates economic activity, stimulates the local economy as the visitor economy can fluctuate. This is consistent with Outcome 3.4 and associated strategies.

Goal 4: Building Quality of Life

4.1 Sport and recreation facilities and programs are well planned to meet community need

4.1.3	Promote passive recreational usage including walking, bike paths, trails, parks and play spaces.
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Comment

The objectives continue to support the passive recreational usage of the Great Foreshore Ride by retaining an open and pleasant attractive environment.

Improved walking and cycling routes and other activities and facilities encourage active community participation which is consistent with Outcome 4.1 and associated strategy.

4.7 An engaged community promotes and values diversity and equity

4.7.2	Encourage opportunities for active participation in community life
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Comment

The objectives (refer to Section 5.1) of the site are intended to stimulate activity, promote reinvestment into buildings and infrastructure which in turn support community participation.

While an element of the site is targeted at the visitor economy, the mix of activities, facilities and infrastructure provided on the site are there for the enjoyment of the permanent residential population as well as visitors to Devonport.

A vibrant site encourages walking and cycling, adds to the experience of visitors to Devonport and increases active participation by the community. This also then provides a forum for social interaction and increased community engagement.

5.2 Bike Riding Strategy 2015-2020

The Devonport Bike Riding Strategy 2015-2020 (BRS) is focussed on providing safe and well-connected bike riding routes for Devonport with the intention of making bike riding more accessible and improving safety. This strategy not only targets recreational riders, but also seeks to increase commuter cycling to local destinations.

The Great Foreshore Ride is an extensive bike riding route which starts from Don River and extends along the entire length of the foreshore and concludes presently at Quioba (refer to Figure 25). While only a small section of the Great Foreshore Ride traverses the site, it is integral to forming a continuous route (mostly off-road) as it moves towards Horsehead Creek Boat Ramp.

The site is ideally positioned to take advantage of the unique setting and zoning requires tailored controls to uphold the intent of the BRS that would otherwise not be achieved through standardised zoning.

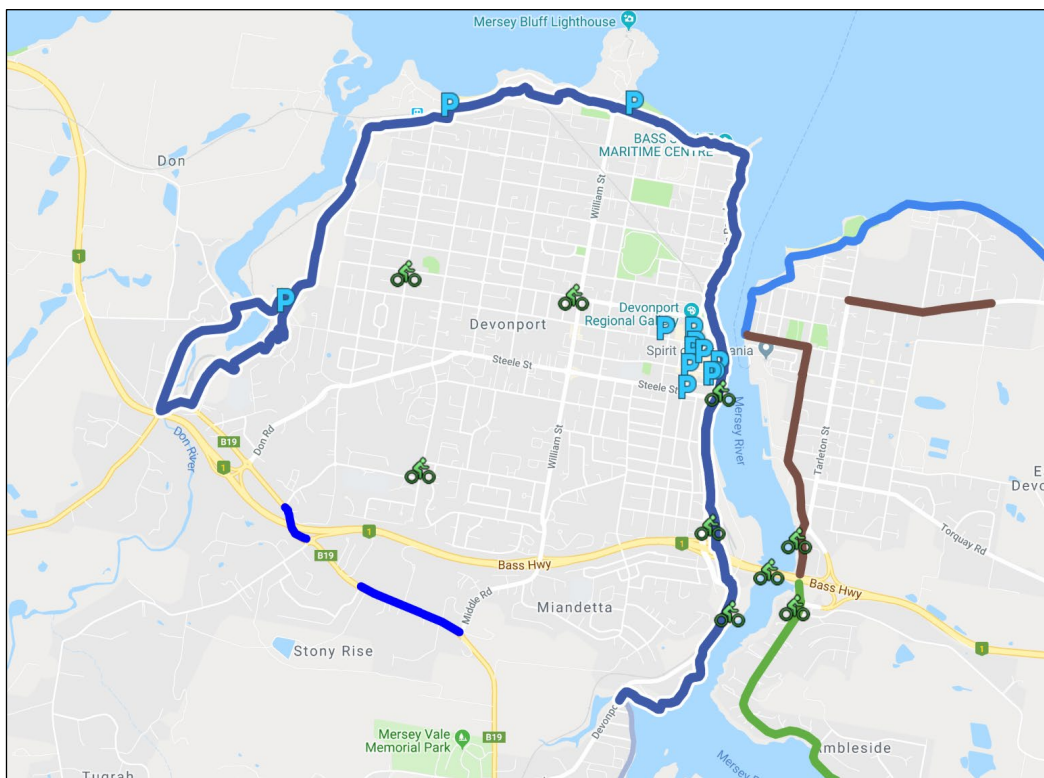


Figure 26: The Great Foreshore Ride shown by a dark blue line (source: City of Devonport website)

Commercial use and development on the site are seen to be critical element to increasing the site's population catchment and appeal, generating human activity and in turn stimulating a high visitation rate to the site.

Activity is integral to supporting this infrastructure and becomes another riding/walking destination in the same way that the playground, surf club and restaurants attract cyclists and walkers to the Mersey Bluff.

The vision and objectives, integrated as part of the use and development controls, further the desired outcomes of the BRS.

5.3 Pedestrian Strategy 2016-2021

The Pedestrian Strategy 2016-2021 (Pedestrian Strategy) seeks to: 'make walking in Devonport safe and convenient and to enable and encourage walking as a mode of transport'.

Pedestrian Strategy seeks to provide continued provision of infrastructure and signage to supports a safe and convenient walking environment.

The shared bicycle and pedestrian network traversing the site and adjoining Crown land facilitates this desired outcome.

The objectives seek to retain this shared pathway consistent with the Pedestrian Strategy and the rezoning proposes use and development controls that seek to protect this key attribute of the site.

5.4 Open Space Strategy

The proposed amendment supports the Open Space Strategy (OSS) of the Council which was endorsed in January 2015.

The OSS defines public open space or 'open space' is all parks, gardens, Reserves, road reserves and other parcels of land owned and or managed by Council, which is accessible to the public and serves an open space purpose. This includes spaces provided for passive, active, formal and informal recreation as well as for conservation purposes".

The section of the path bicycle and pedestrian path is contained on private land and therefore is not defined as 'public open space' or 'open space'. This small section of the pathway on private land provides the opportunity for off-road infrastructure for cycling and walking.

The Pedestrian Network Strategy, Bike Riding Strategy are aligned with the vision and objectives of the site.

5.5 Devonport Retail Strategy 2018-2023

The Devonport Retail Strategy was endorsed by the Council in June 2018 and sets the direction for commercial and retail activities until 2023.

The DRS focusses on growth in in downtown retailing in the CBD as well as becoming the service hub of the North West Coast.

The objectives of the DRS are as follows:

- Increase visitation to CBD;
- Strengthen the retail experience;
- Build the capacity of retailers;
- Strengthen communication between Council and retailers.

The proposed PPZ and the vision of the site works in conjunction with these objectives and does not propose in any way to compromise the role and function of the CBD (refer to section 4.4.3).

5.6 Devonport Tourism Strategy 2009-2019

The Devonport Tourism Strategy (DTS), January 2010, is most likely set for an upcoming review. Although the DTS remains relevant to this amendment.

The DTS recognises that visitors seek experiences and adventures. Welcoming public spaces form an integral part in the experience a visitor to Devonport. The amendment provides flexibility and range of uses that has the capacity to stimulate investment, improve the landscape environment and retain activity on the site.

A vibrant and dynamic site draws visitors to the location and is more likely to add to the experience of the waterfront environment than a location that is empty and underutilised.

6 Particular Purpose Zone

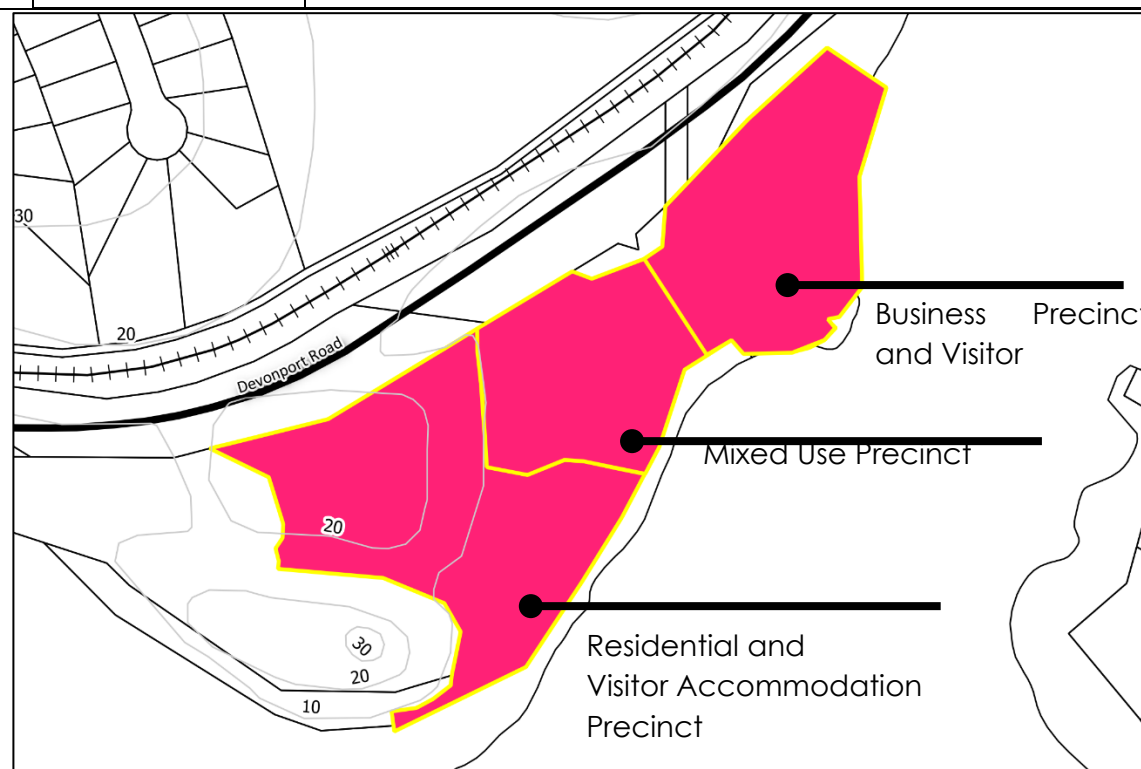
The PPZ has been drafted to provide a unique set of controls to regulate use and development (refer to Appendix C). Table 8 examines the components of the PPZ and the purpose of the proposed controls for the site.

Table 8: Particular Purpose Zone – Waterfront Complex	
33.1 Zone Purpose	
33.1.1 Zone purpose statements:	
33.1.1.1	To provide for a mix of use and activities that are compatible with Visitor Accommodation and Residential use.
33.1.1.2	To provide for limited commercial uses that do not compromise or distort the role of existing activity centres.
33.1.1.3	To provide for use and development that does not interfere with the function of the cycling and pedestrian network.
<p>The PPZ purpose reflects the waterfront location and its unique mix of uses to stimulate a vibrant and energetic zone that adds to the positive experiences of the local population; recreational and commuter riders; and visitors to Devonport.</p> <p>The PPZ provides opportunity for visitor accommodation and residential uses but also recognises that a proportion of non-residential uses are equally important with respect to becoming a riding destination within Devonport.</p> <p>A mix of uses complements the bike riding/pedestrian pathway traversing the zone. This facilitates an increase in patronage of the latter which is aligned with the endorsed local strategies (refer to Section 5).</p>	
33.2 Local Area Objectives	
(a)	To facilitate an integrated mix of activities, buildings, parking and landscaped open spaces.
(b)	To provide for adaption and reuse of existing buildings to support the vitality of the zone.
(c)	To provide for use and development that does not cause unreasonable loss of amenity to Visitor Accommodation or Residential use from noise, traffic generation and movement, light or other emissions.
(d)	The appearance of development is of a bulk, scale and type that is sympathetic to the topography of the site and the waterfront location.

(e) To provide for use and development that supports the continued use of the cycling and pedestrian network.

The area contains three local area precincts as shown on Figure 32.1.2 to this zone.

Retail and Business Precinct	<p>The Business and Visitor Precinct is to provide for:</p> <ul style="list-style-type: none"> (a) the reuse and adaptation of a building that existed on the effective date for visitor accommodation or a single tenancy for commercial use; (b) the use of the car parking area for a market or similar activity providing this does not interfere with the internal driveway servicing the Mixed Use Precinct or the Residential and Visitor Accommodation Precinct.
Mixed Use Precinct	The Mixed Use Precinct is to provide a limited commercial activity higher density residential development and/or visitor accommodation.
Residential and Visitor Accommodation Precinct	The Residential and Visitor Accommodation Precinct is for residential development and visitor accommodation.



Comment

The local area objectives articulate the vision of the zone providing direction for use and development. The PPZ is not intended to be all commercially focussed or service the day-to-day needs of the local population. Additionally, the zone is intended to attract visitors and the population of Devonport to the zone without compromising or detracting the activities located in the CBD. The application of

precincts provides certainty and gives clear direction of the anticipated uses across the site. The local area objectives are aligned with the land use planning outcomes sought as discussed in section 5 of the report.

As the Living City Masterplan takes shape, the proposed rezoning allows to fill a gap in the market for commercial properties and respond to the changing urban environment in Devonport. The PPZ is intended to facilitate adaptation and reuse of existing buildings such as the function centre.

An alternative use to the function centre within the zone is timely as the residential use class is opened for the site. The activities of the function centre means that noise generated from an event held sometimes attracted complaint from adjacent properties. The conversion of the function centre use will ensure that potential conflict with future residential uses on the site is minimised.

This reinforces the Cradle Coast Regional Strategy and the local strategies.

33.2 Use Table	
Use Class	Qualification
No Permit Required	
Natural and cultural values management	
Passive recreation	
Utilities	If for minor utilities
Permitted	
Food Services	If not for (a) a drive-through facility; or (b) take-away food shop.
Residential	
Sports and recreation	If for outdoor recreation.
Visitor accommodation	If not for camping or caravan park.
Discretionary	
Business and Professional Services	If for (a) consulting room; or (b) veterinary centre.
Community meeting and entertainment	If for (a) function centre; (b) place of worship; or (c) public art gallery.
General Retail and Hire	If for (a) market; (b) private art gallery; and (c) shop
Sports and recreation	
Tourist Operation	

Utilities		
<p>Comment</p> <p>Residential and visitor accommodation are listed as permitted in the zone. Consequently, non-residential uses, with the exception of 'food services' and 'sport and recreation' are listed as discretionary.</p> <p>The definition of each of the use classes are wide ranging and could give rise to inappropriate development. Therefore certain use classes in the Table are qualified to limit non-residential uses considered inappropriate in the zone.</p>		
33.3 Use Standards		
33.3.1 Discretionary Uses		
Objective:	That non-residential use does not cause an unreasonable loss of amenity to residential use.	
Acceptable Solutions		Performance Criteria
<p>A1 Hours of operation of for Discretionary Use must be within 6:00am to 6pm.</p>		<p>P1 Hours of operation for Discretionary Use must not cause an unreasonable loss of amenity to a residential use or visitor accommodation within the zone having regard to:</p> <ul style="list-style-type: none"> (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
<p>A2 External lighting for a Discretionary Use must:</p> <ul style="list-style-type: none"> (a) not operate within the hours of midnight to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property. 		<p>P2 External lighting for a use must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <ul style="list-style-type: none"> (a) the level of illumination and duration of lighting; (b) the distance to habitable rooms of an adjacent dwelling or visitor accommodation.
<p>A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a non-residential use must be within the hours of:</p>		<p>P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a non-residential use must not cause</p>

<p>(a) 7:00am to 6:00pm Monday to Saturday; and</p> <p>(b) 9:00 to 4pm Sunday and public holidays.</p>	<p>unreasonable loss of amenity to sensitive uses having regard to:</p> <p>a) the extent and timing of traffic generation;</p> <p>b) the nature of the proposed use; and</p> <p>c) mitigation measures proposed.</p>				
<p>A4</p> <p>Air conditioning, air extraction, heating or refrigeration systems or compressors for a Discretionary Use must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by residential uses or visitor accommodation in the zone</p>	<p>P4</p> <p>Noise, odours, fumes or vibration generated from a Discretionary Use must not cause unreasonable loss of amenity to residential uses or visitor accommodation in the zone, 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;</p> <p>(d) the landscaping of the site; and</p> <p>(e) any mitigation measures proposed.</p>				
<p>Comment</p> <p>The use standards are focussed on assessing the potential impacts and emissions of non-residential uses contained within the zone. The objective of the standard and associated acceptable solutions and performance criteria are with the purpose of protecting residential amenity.</p>					
<p>33.3.2 Discretionary Uses in the Retail and Business Precinct and Mixed Use Precinct</p> <table><tr><td colspan="2"><p>Objective</p><p>That Discretionary Uses in the Retail and Business Precinct or the Mixed Use Precinct are consistent with the local area objectives.</p></td></tr><tr><td><p>Acceptable Solution</p><p>A1</p><p>General Retail and Hire Use or Business and Professional Services uses in the Business and Visitor Precinct must:</p><p>(a) be contained in an existing building and</p><p>(b) be for a single tenancy.</p></td><td><p>Performance Criteria</p><p>P1</p><p>A General and Retail Hire or Business and Professional Services in the Business and Visitor Precinct must not compromise or distort the activity centre hierarchy, having regard to:</p><p>(a) the local area objectives;</p></td></tr></table>		<p>Objective</p> <p>That Discretionary Uses in the Retail and Business Precinct or the Mixed Use Precinct are consistent with the local area objectives.</p>		<p>Acceptable Solution</p> <p>A1</p> <p>General Retail and Hire Use or Business and Professional Services uses in the Business and Visitor Precinct must:</p> <p>(a) be contained in an existing building and</p> <p>(b) be for a single tenancy.</p>	<p>Performance Criteria</p> <p>P1</p> <p>A General and Retail Hire or Business and Professional Services in the Business and Visitor Precinct must not compromise or distort the activity centre hierarchy, having regard to:</p> <p>(a) the local area objectives;</p>
<p>Objective</p> <p>That Discretionary Uses in the Retail and Business Precinct or the Mixed Use Precinct are consistent with the local area objectives.</p>					
<p>Acceptable Solution</p> <p>A1</p> <p>General Retail and Hire Use or Business and Professional Services uses in the Business and Visitor Precinct must:</p> <p>(a) be contained in an existing building and</p> <p>(b) be for a single tenancy.</p>	<p>Performance Criteria</p> <p>P1</p> <p>A General and Retail Hire or Business and Professional Services in the Business and Visitor Precinct must not compromise or distort the activity centre hierarchy, having regard to:</p> <p>(a) the local area objectives;</p>				

	(b) the characteristics of the site; (c) the size and scale of the proposed use; and (d) the extent that the proposed use impacts on activity centres outside of the zone.	
A2 General Retail and Hire Use or Business and Professional Services uses in the Mixed Use Precinct: (a) has a gross floor of not more than 200m²; and (a) is for a single tenancy.	P2 No Performance Criterion.	

Comment

This proposed clause is focussed on limiting 'business and professional services' and 'general retail and hire' uses. The imposed controls for non-residential uses within the zone, ensuring that commercial activities are not dominant and do not distort any other activity centres outside of the zone.

33.3.3 Outdoor Storage

Objective:	That outdoor storage areas do not detract from the appearance of the zone or surrounding area.	
Acceptable Solutions		Performance Criteria
A1 Outdoor storage areas must not be visible from any road, public open space or pedestrian network in or adjoining the zone.		P1 Outdoor storage areas excluding any goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.

Comment

This clause is concerned with the appearance of outdoor storage. As the zone forms part of the public realm, outdoor storage should not be visible from public open spaces

33.4.1 Building Height and Setbacks

Objective
The height and setback of buildings is to: (a) minimise the visual prominence when viewed from the Bass Highway, Devonport Road, the Mersey River environment or other public spaces; (b) not cause unreasonable loss of sunlight to a habitable room of a sensitive use; and (c) minimise the impact on the pedestrian network on adjoining land and parallel to the banks of the Mersey River.

Acceptable Solution		Performance Criteria
A1	Building height must be not more than 10m.	P1 Building height must be compatible with existing buildings and not cause unreasonable loss of amenity having regard to: <ul style="list-style-type: none"> (a) the topography; (b) the bulk and form of existing and proposed buildings; (c) the apparent height of proposed buildings when viewed from the Bass Highway, Devonport Road, and other public places; and (d) overshadowing of public places; (e) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings and visitor accommodation.
A3	Buildings must have a setback from the frontage of Devonport Road of: <ul style="list-style-type: none"> (a) not less than 5m; or (b) not less than the setback of a building existing on the site. 	P3 Buildings must have a setback from the frontage of Devonport Road that is compatible with the streetscape, having regard to: <ul style="list-style-type: none"> (a) the topography of the zone; (b) the setback of existing buildings within the zone; (c) the height, bulk and form of existing and proposed buildings; and (d) the safety or road users.
A3	Buildings, fences, freestanding walls must not be constructed within 30m of the mean high water mark of the Mersey River.	No Performance Criterion..
Comment The approved visitor accommodation has a maximum height of 10m. New buildings cannot be constructed under the Electricity Transmission Corridor. A setback of 5m from the frontage of Devonport Road was applied as this is consistent with approved development within the zone. The perceived setback from Devonport Road will be more than 20m due to the existing wide road reserve.		

Building and fences cannot be constructed within 30m of the high water mark to retain open view lines and strong visual connection with the Mersey River.

33.4.2 Private open space for all dwellings

Objective	
<p>That dwellings are compatible with the amenity and character of the site and provide:</p> <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 Solution	Performance Criteria
<p>A1</p> <p>A dwelling must have private open space that:</p> <ul style="list-style-type: none"> (a) is in one location and is not less than: <ul style="list-style-type: none"> (i) 24m²; or (ii) 12m², if 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); (b) has a minimum horizontal dimension of: <ul style="list-style-type: none"> (i) 4m; or (ii) 2m, if 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); (c) is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10. 	<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> <ul style="list-style-type: none"> (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.

Comment

This clause requires that each residential use (dwelling) is provided with private open space.

33.4.3 Separation of multiple dwellings

Objective	
That the separation between multiple dwellings provides reasonable opportunity for sunlight to enter private open space for dwellings on the same site.	
Acceptable Solution	Performance Criteria
A1 A multiple dwelling that is to the north of the private open space of another dwelling, must be setback a distance of 6m from the northern edge of private open space.	P1 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.
A2 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: (a) 2.5m; or (b) 1m if: <ul style="list-style-type: none"> i. it is separated by a screen of not less than 1.7m in height; or ii. the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level. 	P2 A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

Comment

These development standards are concerned with protecting privacy.

33.4.4 Waste Disposal for Multiple Dwellings

Objective	
To provide for the storage of waste and recycling bins for multiple dwellings	
Acceptable Solution	Performance Criteria
<p>A1</p> <p>A dwelling must have a storage area, for waste and recycling bins, that is an area of not less than 1.5m² per dwelling and is within</p> <ul style="list-style-type: none"> (a) a common storage area with an impervious surface that: <ul style="list-style-type: none"> (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from a dwelling by a wall to a height of not less than 1.2m above the finished surface level of the storage area. 	<p>P1</p> <p>A multiple dwelling must have storage for waste and recycling bins that is:</p> <ul style="list-style-type: none"> (a) capable of storing the number of bins required for the site; (b) screened from the frontage and dwellings; and (c) in a location that can be accessed by a waste collection service.

Comment

This development standard is to enforce waste storage area for multiple dwellings.

33.5 Subdivision

33.5.1 Lot Design

Objective	
That each lot:	
<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; and (c) Contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards. 	
Acceptable Solution	Performance Criteria
<p>A1</p> <p>No Acceptable Solution</p>	<p>P1</p>

		<p>Each lot or a lot proposed on a plan of subdivision must be suitable for use and development that is consistent with the purpose of the zone, having regard to the combination of:</p> <ul style="list-style-type: none"> a) slope, shape, orientation and topography of site; b) any established pattern of use and development; c) connection to the road network; d) availability of or likely requirements for utilities; e) any requirement to protect ecological, scientific, historic, cultural or aesthetic values; and f) present of any natural hazards. 	
A2	<p>Each lot, or a lot proposed in a plan of subdivision, must be provided with vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</p>	<p>P2</p> <p>Each lot, or 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; (c) the nature of the road and the traffic; the anticipated nature of vehicles likely to access the site; and (d) the ability for emergency services to access the site. 	
33.5.3 Services			
Objective			
That the subdivision of land provides services for future use and development of the land.			
Acceptable Solution		Performance Criteria	
A1	<p>Each lot, or lot proposed in a plan of subdivision, must have a connection to a full water supply service.</p>	P1	<p>Each lot or a lot proposed on a plan of subdivision must be suitable for use and development that is consistent with the purpose of the zone, having regard to the combination of:</p>

		<ul style="list-style-type: none"> (a) slope, shape, orientation and topography of site; (b) any established pattern of use and development; (c) connection to the road network; (d) availability of or likely requirements for utilities; (e) any requirement to protect ecological, scientific, historic, cultural or aesthetic values; and (f) any natural hazards. 	
A2	<p>Each lot, or a lot proposed in a plan of subdivision, must be have a connection to a reticulated sewerage system.</p>	P2	No Performance Criterion.
A3	<p>Each lot, or lot proposed in a plan of subdivision, must be capable of connecting to:</p> <ul style="list-style-type: none"> (a) a public stormwater system; or (b) existing stormwater system on the site without increasing the rate of discharge to a waterway. 	P3	<p>A lot proposed in a plan of subdivision must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, have regard to:</p> <ul style="list-style-type: none"> (a) the size of a lot; (b) topography of the site; (c) the flow and rate of discharge to a waterway; (d) any existing buildings on the site; (e) any area of the site covered by impervious surfaces; and (f) water sensitive design measures proposed.
<p>Comment</p> <p>Provisions for provides for opportunity for subdivision and ensuring that lots are appropriately serviced.</p>			

7 Cradle Coast Regional Land Use Strategy

The amendment must be as far as practical to be consistent with the Cradle Coast Regional Land Use Strategy 2010-20130 (CCRLUS).

In short, the CCRLUS provides overall direction on future use and development for the Cradle Coast Region. As required by the Act, this proposed rezoning must be consistent with the CCRLUS. There are no prescribed tests or criteria, however, to determine whether an amendment is consistent with the CCRLUS or what in fact is meant by 'practicable'.

Nevertheless, the spatial application of the proposed PPZ over the site is examined and considered against the relevant strategies and land use policies. The assessment of the strategies is considered as a collective, with not all land use policies being relevant or applicable to the amendment. The assessment has considered the amendment in context of the strategies and the land use planning policies categorised under the following headings:

- Implementation;
- Wise Use of Resources;
- Support for Economic Activity;
- Places for People; and
- Planned Provision of Infrastructure.

In the assessment, the strategies and land use policies have been considered in context of each other. Where a land use policy potentially conflicts with another, the collective position is adopted as reading each strategy or policy in isolation of the other can lead to incoherent or opposing outcomes. This approach is aligned with the approach advocated by the following statement,

"The Strategy does not provide definitive actions for how to deliver the intended result – rather it expresses the principles and policies against which all future proposals for processes and prescriptions for land use planning are to be considered. The Strategy may be applied as a series of questions or reference points to be addressed when contemplating and making land use policy and regulatory requirements" (page 117, CCRLUS).

The assessment of the amendment against the CCRLUS is outlined in Table 9.

Table 9: Applicable Strategies and Land Use Policies considered	
Section	Response
Implementation	
<i>The Cradle Coast Regional Land Use Strategy –</i>	
<ul style="list-style-type: none"> • <i>Promotes regional land use policies that respect the natural environment, facilitate a robust and successful regional economy, provide liveable communities and a sustainable pattern of settlement, and guide new use and development toward a secure and prosperous future</i> 	

- *Consolidates and aligns land use planning with related strategies for economic, social, environmental, conservation and resource management applying for the Cradle Coast Region and places them into an overall context of an integrated regional land use strategy*
- *Provides a basis for the coordination of future actions and initiatives related to the growth and development of the Region and promotes arrangements which optimise benefit for regional communities*
- *Initiates a regional land use planning process to provide a strategic regional perspective and a coordinate framework for consistent regulatory action*

The amendment advocates a tailored approach for future use and development. This is aligned with the intended principles and policies of the CCRLUS. This strives to facilitate and promote a robust and successful regional economy and continues to build a liveable community and a sustainable development pattern as desired by the CCRLUS.

The amendment, through the process provided by the Act, will provide for its implementation in a coordinated fashion across State and Local governments and the private sector. The process also provides for community consultation.

Wise Use of Resources

Use and development of natural and cultural resources in the Cradle Coast Region

–

- **safeguards the life supporting properties of air, water and land**
- **maintains and enhances the health and security of biodiversity and ecological processes**
- **provides sustainable access to natural resources and assets in support of human**
- **activity and economic prosperity**
- **recognises and respects natural and cultural heritage**
- **promotes the optimum use of land and resources**

2.3 Changing climate

a	Promote outcomes which reduce carbon emissions and increase energy efficiency in a manner consistent with and appropriate to furthering declared Commonwealth and State policies and targets	<p>The amendment focusses on continued support to retaining an open bicycle and pedestrian path on the site. This promotes reduction in carbon emissions by encouraging commuter and recreational riding, providing an alternative mode of transport and reducing car trips.</p> <p>The amendment intends to achieve adaptation and reuse of existing</p>
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		<p>buildings, providing opportunity to respond to a changing economic climate.</p> <p>This facilitates continued investment into the existing buildings on the site to assist with maintenance and continued upkeep, ensuring it does not fall in a state of disrepair and potentially extends the lifecycle of a building. This can assist with reducing building demolition resulting in waste generation going to landfill.</p>
b	<p>Promote compact and contained settlement centres which allow reduced dependency on private vehicle use and the length of daily journeys by providing communities with ready local access to daily needs for employment, education, healthcare, retail and personal services and social and recreation facilities, including</p> <ul style="list-style-type: none"> i. a greater mix and less dispersal or segregation in the nature and distribution of land use ii. improvement in the level of internal connectedness and convenience for pedestrian, cycle and public transport options iii. increase in urban densities for residential and commercial use iv. minimise expansion at the urban fringe and creation of rural residential clusters in remote or poorly connected locations 	<p>The amendment opens opportunity for infill development and supports growth and development for housing and local employment through a careful intensification of a mix of uses within the established urban boundary of Devonport.</p> <p>The site is accessible by Devonport Road and the Great Foreshore Ride. The bicycle and pedestrian pathway provides connectedness and convenience for pedestrian and cycle options, encouraging alternative modes of transport and strengthening its links with the CBD and in time with Spreyton. The amendment continues to retain an open waterfront environment to not impede this important network.</p> <p>The area open to redevelopment of the site limited. Although the controls will assist with facilitating infill development for residential and commercial uses. This maximises the efficient use of developed land and mitigates the cost of providing additional infrastructure services and amenities.</p>
2.4 Water Management		
b	Identify the surface water and ground water features, hydrological function, and natural features and	Water sensitive design principles have been adopted on the site to minimise

	areas necessary for the ecological and hydrological integrity of catchments	<p>concentration of water surface run-off from development.</p> <p>The Scheme also assesses the impact of surface water and ground water features from use and development through the relevant Codes.</p>
c	<p>Require catchments, natural water courses and water bodies be adequately buffered against likelihood for resource development, economic activity, utilities and settlement to have adverse effect on –</p> <ul style="list-style-type: none"> i. existing and known likely drinking water supplies ii. surface water, ground water, and water bodies susceptible to impact due to iii. extraction of water or the addition of nutrients, sediments and pollutants iv. hydrological function of water, including its chemical and physical properties, v. and its biological interaction with the environment 	<p>The site is mostly developed with the draft amendment providing opportunity for redevelopment.</p> <p>Walls and structures will be setback 30m from the high water mark. The amendment introduces development controls managing the number of discharge points of surface water from the site.</p>
d	Limit modification of natural drainage systems, including change in channel alignment and in the nature of the stream beds and flow rates	The draft amendment does not propose to modify any natural drainage system or realign any channel.
e	Impact on water quality by runoff from adjacent use or development	<p>The draft amendment does not include any new water discharge points.</p> <p>Any development would be required to comply with relevant legislation to protect water quality.</p>

2.4 e	Require retention and rehabilitation of native vegetation within riparian and foreshore areas	 <p>Figure 27: TasVeg 3.0 for the site (source: theLISTmap)</p>
2.f	Require urban and rural land use or development incorporate measures to manage diffuse and point source pollution from storm water and wastewater discharge in accordance with the Tasmanian State Policy on Water Quality Management 1997 and the Tasmanian State Stormwater Strategy 2010	<p>Any future removal of native vegetation required on the site will be assessed under the Scheme.</p> <p>The draft amendment does not include any new water discharge points.</p> <p>These policies are integrated in the Scheme and therefore will require assessment of any development proposing new point discharge sources.</p>
2.5 Land		
a	Recognise land is an irreplaceable and exhaustible resource	The draft amendment represents a developed site and facilitates infill and redevelopment within the urban area of Devonport.
b	Ensure the sustainable use or development of land in accordance with capability to provide the greatest economic and social for the region's communities benefit at least cost to natural values	The draft amendment promotes sustainable use and development allowing intensification of development on a site where the natural values are already modified.
c	Identify land for:... <ul style="list-style-type: none"> i. protection and conservation ii. primary production; iii. economic activity; iv. settlement v. community, transport and utility infrastructure vi. tourism and recreation 	The site is isolated from adjoining uses due to the topography, river and the railway established in this location. The site is suited to a mix of uses, taking advantage of this unique setting in the urban area of Devonport.

		<p>The inclusion of Crown land into the zone will provide consistency to development on the site.</p> <p>This will not impact on the protection and conservation of the tidal river environment.</p>
2.6 Air		
a-c	<p>Land use planning processes recognise the importance of clean air to climatic and biological health and –</p> <ul style="list-style-type: none"> a. Maintain standards for natural air quality within the Region b. Promote development which satisfies or exceeds applicable regulatory standards c. for air quality d. Buffer development with potential to create adverse effects by nuisance and e. pollutant emissions from settlement areas 	<p>The draft amendment will not provide for use and development that will result in pollutant air emissions.</p>
2.7 Conservation		
b	<p>Recognise land is declared under the legislation of the Commonwealth and of the State of Tasmania for</p> <ul style="list-style-type: none"> i. comprehensive, adequate and representative natural areas are given longterm protection in formal reserves for the maintenance of biological diversity, i. ecological process and geological feature i. areas outside formal reserves which compliment, link or enhance areas of r. conservation status, regional identity or local character are managed to retain natural values and function r. settlement and development on land adjacent to areas of conservation value 	<p>The site is not declared to be within a conservation area or identified as having significant environmental values. The portion of Crown land on the site is developed and has consequently modified the natural values.</p> <p>Continued access to the waterfront will not be impeded by the draft amendment.</p>

	i. is sited and managed to avoid adverse effect on natural values and processes	
e	Promote settlement and land use decisions which integrate with the Cradle Coast Natural Resource Management Strategy	The Scheme considers natural values and resource management as part of the individual applicable codes applied during the assessment of an application.
f	Require settlement development and growth has regard to likely adverse effect on areas of natural conservation value, including remnant vegetation, waterways and water bodies, and coastal systems	The site is adjoining and adjacent to the Mersey River. Development within 30m of the river is established. The draft amendment intends to minimise impacts on waterways by limiting new development within 30m of the river.
g	Restrict land clearing and disturbance of intact natural habitat and vegetation areas, including areas of forest and non-forest vegetation communities declared under the <i>Nature Conservation Act</i> , coastal wetlands, and remnant and appropriate cultural vegetation within settlement areas	The site includes vegetation. This is not contiguous outside of the Devonport Road reserve and adjoining land.
2.8 Coastal Management		
a	Place limits on the expansion of urban and residential use and development within the coastal zone to avoid linear settlement patterns and encroachment onto areas of intact coastal environment	The site is not an intact coastal environment.
c	Minimise or avoid use or development in areas subject to high levels of coastal hazard	The proposed draft Devonport LPS does not include the site in the coastal inundation overlay.
e	Require intensification and redevelopment within established settlements ensure continued and undiminished physical and visual public access to beaches, headland and waterways	The site is within the urban area of Devonport.
2.9 Cultural and Historic Heritage		
a – f	The site is significantly modified from its natural form. There are no known cultural or heritage values associated with the site.	

Wise Use of Resources – Overall Comment

The draft amendment involves a site that has been significantly altered from its natural state. The controls sought by this draft amendment seek to provide optimum use of land within the urban settlement of Devonport

The Scheme will provide an assessment process that will duly consider any impacts of natural resources and values such as native vegetation, impact on water quality of development on the Mersey River and heritage.

Economic Activity

Prosperity and liveability of the Cradle Coast Region is achieved through economically, socially and environmentally sustainable development. Land use planning –

- *facilitates regional business through arrangements for the allocation, disposition and regulation of land use which promote diversification, innovation and entrepreneurship and avoid unnecessary restraint on competition and cost for compliance*
- *promotes use and development which maximises the Region's economic potential in key sectors with deep capacity and potential for sustained growth and economic return or a clear strategic advantage*
- *improves the social and environmental sustainability of the State and regional economy by allowing economic development and employment opportunities in a range of locations while respecting the link between a healthy environment and a healthy economy*
- *supports and grows liveable regional communities through coordinate action aligned with State and regional economic development plans specific to the issues, challenges and opportunities of the Region*

a	Facilitate supply of employment land in all settlement areas for industrial, business and institutional use including in residential locations	<p><i>Employment land "are locations designated for clusters of industry, business or other economic activity, including but not limited to manufacturing, processing, transport, storage, business and retail, institutions and tourism" (page 49, CCRLUS).</i></p> <p>The site is a hub of mixed use activity and has supported commercial activity over the last 19 years and has provided local employment.</p> <p>The draft amendment allows a broader range of commercial activities which facilitates new employment opportunities.</p>
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c	Ensure locations for employment use accommodate new forms and changing patterns of economic activity	<p>The investment of new infrastructure and buildings within the Devonport CBD as part of the Living City Master Plan is stimulating new economic activity and revitalising the heart of the City.</p> <p>The demand for the retention of the existing building in Precinct 1 as a function centre is diminishing with new facilities establishing in the municipal area.</p> <p>The draft amendment provides opportunity for repurposing existing buildings and in turn provides capacity to respond to the changing economic activity within the municipal area.</p>
d	<p>Promote provision of employment land in locations where</p> <ol style="list-style-type: none"> land is physically capable of development transport access and utilities can be provided at reasonable economic, social and environmental cost there is access to resource, energy, communication, and workforce sufficient separation can be provided to buffer impact on natural values, economic resources and adjoining settlement 	<p>The site is strategically located within the urban settlement and is separated from other land uses by a way of topography, infrastructure or other natural features.</p> <p>The relaxation of use and development controls increases opportunity for local employment in a location that:</p> <ul style="list-style-type: none"> is serviced by road infrastructure and the bicycle network; is adjacent to residential areas providing access to a potential workforce; and will have minimal impact on natural resource.
e	Protect designated economic activity and employment lands against intrusion by alternate forms of development	<p>Visitor accommodation and other commercial activities including business and professional services on the site contribute to the local and regional economy.</p> <p>The offers employment opportunities at a location with both connectivity and access to walking and cycling.</p> <p>The new function centres within the Devonport area will undoubtedly</p>

		<p>impact on the economic viability and continuation of the function centre on the site. The proposal is paramount as the use and development controls will allow consideration by the planning authority for building reuse and adaptation.</p> <p>This will facilitate the opportunity to convert the function centre to an alternative use which in turn will provide continued employment and boost the economic viability of the site.</p> <p>Limited capacity for new development on the site ensures that commercial activities are small scale in type and nature.</p>
f	Indicate necessary infrastructure must be planned or available and protected to support current and forecast employment needs	The draft amendment is in a location that can be supported by existing infrastructure.
3.3.2 Natural Bio-Resource Production		
a.-e.	Not Applicable. The site is not identified as land significant for bio-resource use	
3.3.3 Agriculture Production		
a-v	Not Applicable. The site is converted land within the urban area of Devonport.	
3.3.4 Minerals, Construction Aggregate and Stone resources extraction		
(a-b)	Not Applicable. The site is converted land within the urban area of Devonport.	
3.35 Sustainable Tourism		
a	<p>facilitate tourism operations and facilities in locates that</p> <ul style="list-style-type: none">i. leverage attraction and uniqueness of authentic experience in natural and wild places, including iconic destinationsii. integrate with other economic activity, including agriculture and miningiii. capitalise on natural and cultural heritage and landscapesiv. provide choice and diversity in character, distribution and scale	<p>The site is a unique mix of development that serves to function visitor economy as well as the local and regional population base.</p> <p>The draft amendment will continue to support tourism.</p> <p>The reuse of the existing function centre for business and professional services is compatible with the established uses on the site and diversifies the economic activity in this location.</p>

f	integrate tourist experience and infrastructure into settlement centres to support and reinforce economic function	The draft amendment assists with facilitating continued investment into the site which in turn provides infrastructure and services that support the visitor economy.
g	void alienation and displacement of local communities and significant change in local character, function and identity	The draft amendment promotes an integrated mix of uses avoiding displacement of local communities by retention of an open waterfront environment accessible to the public.
h	ensure regulatory requirements and approval processes do not unduly direct or restrain the location, nature and flexibility of tourism operations and visitor accommodation.	The draft amendment will retain the opportunity for visitor accommodation to be considered on the site.
3.3.6 Visitor Accommodation		
	<ul style="list-style-type: none">a. facilitate a range of visitor accommodation optionsb. locate high capacity accommodation in major settlement centres and key tourist locationsc. designate sites for campingd. restrict permanent settlement within designated tourist sites and facilities	<p>The draft amendment continues to provide for self-contained accommodation on the site that is distinctly different to traditional motel and hotel accommodation offered within the CBD.</p> <p>The site comprises a mix of uses and is not purely a designated tourist site within Devonport</p>
3.3.7 Energy Generation		
	Not Applicable. The site is not a site identified for alternative energy generation.	
3.3.8 Manufacturing and Processing		
	Not Applicable. The site is not intended for manufacturing and processing.	
3.3.9 Business and Commercial Activity		
a	facilitate convenient access in each settlement area to food and convenience goods retailers and services	The settlement areas are serviced by food and convenience goods by supermarkets and local stores located at Spreyton, Quoiba, Miandetta and Best Street. There is no intention for the site to provide services that meet the day-to-day needs of the local population.
b	promote the distribution of higher order retail goods and services throughout the Region in a manner consistent with recognised settlement patterns and at a scale, type and frequency of occurrence	The draft amendment restricts the use classes 'general retail and hire' and 'business and professional services' in the zone, ensuring the centre hierarchy for the municipal area continues to be implemented (refer to Section 4.4.3).

	appropriate to settlement size, local consumer demand, and relationship to the wider regional market.	
e	maintain the integrity, viability and vitality of established centres by locating new business and commercial development onto land within or immediately contiguous with existing town centres and commercial zones	<p>The precincts proposed reflect the established land use pattern on the site.</p> <p>The draft amendment allows consideration of the use classes 'business and professional services' and 'general retail and hire'. The use classes are tightly regulated and controlled in the zone to maintain the integrity, viability of the Devonport CBD.</p> <p>The amendment seeks to facilitate the reuse of existing buildings and infrastructure.</p>
f	promote increased mix of land use, including for housing, within accessible business centres to encourage viability and vitality	The site is not located within the CBD of Devonport. Although the amendment provides opportunity for housing in a location within 2.5km of the CBD.
g	prevent linear commercial development	The site will not exacerbate any linear commercial development along Devonport Road. Buildings are clustered together and are not individually accessible from Devonport Road.
h	prevent leakage of commercial and retail activities from preferred locations by restricting retail sales in other land use areas	The use and development controls imposed restrict 'general retail and hire' to a floor area of 200m ² . This is consistent with the size, scale and type of non-residential uses allowed within residential areas.
h (i)	provide designated locations for bulky goods and large format retailing, including for vehicle, building and trade supply, and home improvement goods	The Use Table does not allow consideration of bulky goods or large format retailing on the site.
j	restrict sale of food, clothing and carry away consumables through	Refer to (h) and (h)(i).

	bulky goods and large format retail outlets located outside town centres	
k	require proposals for major business or commercial development outside designated town centres be supported by need, absence of suitable alternative sites and of potential for immediate, incremental or cumulative adverse affect on established town centres and the regional pattern of retail and service provision	The controls imposed by the draft amendment provides for reuse of an existing building and other commercial activities at an appropriate scale and size for the location.
3.3.10 Micro enterprises		
	Not Applicable.	
Overall Comment - Economic Activity		
The draft amendment allows consideration of future commercial activities on the site. The controls are tightly regulated for 'general retail and hire' and 'business and professional services'. The opportunity for these use classes on the site are small and do not in any way compromise or draw activity away from the CBD of Devonport.		
4 Places for People		
<p><i>Regional settlements provide liveable and sustainable communities where</i></p> <ul style="list-style-type: none"> <i>the growth and development of centres is contained to create functional places which optimise use of land and infrastructure services and minimise adverse impact on resources of identified economic, natural or cultural value</i> <i>the pattern of settlement provides a network of compact, well connected and separate centres each with individual character and identity</i> <i>land supply is matched to need and there is a balance of infill and expansion</i> <i>there is coordinated and equitable access to provision of regional level services</i> <i>each settlement provides an appropriate level of local development and infrastructure facilities to meet locally specific daily requirements in employment, education, health care, retail, and social and recreation activity for its resident population</i> <i>each settlement provide a healthy, pleasant and safe place in which to live, work and visit there is diversity and choice in affordable and accessible housing</i> <i>people and property are not exposed to unacceptable levels of risk</i> <i>transport, utility and human service infrastructure is planned and available to meet local and regional need</i> <i>energy and resource efficiency is incorporated into the design, construction and operation of all activities</i> 		
4.3.1 Urban Settlement Areas		
b & c	Promote established settlement areas as the focus for growth and development.	The draft amendment will ensure that use and development is primarily focussed within the urban area of Devonport.

	Promote optimum use of land capability and the capacity of available and planned infrastructure service	Future uses allowed by the zone matches the capabilities of the site and the available infrastructure.
4.3.2 Rural Land		
a-e	The amendment does not concern rural land.	
4.4 Protecting People and Property		
b	Establish the priority for risk management is to protect the lives of people, the economic value of buildings, the functional capacity of infrastructure, and the integrity of natural systems.	<p>The main natural hazard is that the site is subject to landslide risk and is in a bushfire prone area.</p> <p>The Scheme implements appropriate Codes to manage the risks of the site through the assessment process.</p> <p>Previous investigations undertaken demonstrate that hazards can be appropriately managed to minimise risk to lives and property.</p>
4.5 Facilitating access to business and community services		
A & b	<p>Require each settlement area facilitate a mix of use and development of a nature and scale sufficient to meet for basic levels of education, health care, retail, personal services and social and economic activity and for local employment opportunities for the convenience of the local resident and catchment population.</p> <p>Locate business and community service activity reliant for operational efficiency on a regional scale population or on a single or limited number of sites at Burnie or Devonport, and at Latrobe, Ulverstone, Sheffield, Wynyard, Smithton, Currie and Queenstown</p>	The proposal will facilitate a zone that will provide for mix uses in a controlled fashion. The established uses and the conversation of the function centre will provide services and local employment opportunities.
4.7 Housing Land – places to live		
b	Facilitate choice and diversity in location, form and type of housing to meet the economic social, health and well-being requirements and preferences of all people;	The site has the potential to increase housing choice and diversity although this is limited to proposed Precinct 2 and Precinct 3.

		<p>Traditionally the residential areas of Miandetta are characterised by single detached dwellings on traditional sized lots. If the visitor accommodation should become superfluous, the proposed zone provides for the conversion of buildings for this purpose to residential use.</p> <p>The conversion of these buildings can be achieved through the adaptation of existing buildings.</p>
4.8 Healthy and Educated Communities		
c	Facilitate local development of community service facilities in locations accessible and convenient to the population they serve	<p>The draft amendment will not remove recreational facilities from the site.</p> <p>The site does not offer any major sporting facility. The adjoining walking and water pursuits of the Mersey River will not be impacted by the proposed rezoning.</p>
4.9 Active Communities		
a	<p>a. Assist implementation of the Tasmanian Open Space Policy and Planning Framework 2010 and the Cradle Coast Regional Open Space Strategy 2009 and other related sport and recreation plans and strategies endorsed by government agencies and planning authorities</p> <p>b. Recognise recreation, leisure and wellbeing opportunities are integrated with settlement activity and do not always require a discrete land allocation, such as urban trails and walkways as detailed in the North West Coastal Pathway project.</p>	<p>The draft amendment will continue to integrate the Great Foreshore Ride infrastructure with future use and development on the site.</p>
<p>Overall Comment – Places for People</p> <p>The draft amendment facilitates a mix of uses. The use class 'residential' is introduced to the Use Table facilitating opportunity for medium density housing within an assigned precinct on a site that is well connected to the CBD by a bicycle/walking network.</p>		

Hazards can be appropriately managed for the site as demonstrated by previous investigations undertaken.

The balance of community infrastructure, businesses, visitor accommodation and residential use provides for infill development within the urban area of Devonport and creates a point of interest to both visitors and local population.

5 Planned Provision of Infrastructure

Economic prosperity, liveable settlement and environmental health is underpinned by integrated land use and infrastructure planning to facilitate provision of adequate, appropriate and reliable infrastructure in a manner that –

- *ensures infrastructure is planned and available commensurate with the use and development of land*
- *prioritises optimum use of existing infrastructure over provision of new or expanded services*
- *protects the function, capacity and security of existing and planned infrastructure corridors, facilities and sites*

Transport Systems - 5.4.4 Road Transport

5.4.2 Sea Transport

The amendment does not impact or impede the Devonport port.

5.4.3 Air Transport

The amendment does not impede on the Devonport Airport. The Scheme manages the impacts of land on the operation of the airport.

5.4.4 Road Transport

	Require local road networks provide a high level of accessibility and connectedness to local destinations, including for pedestrian, cycle and public transport	The draft amendment will not modify the existing access arrangements to Devonport Road.
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5.4.5 Rail Transport

	Recognise the strategic significance for Tasmanian import and export trade of the regional rail links to Western Junction and Melba for freight movement.	The amendment is separated by the road reserve of Devonport Road from the railway and is separated by 50m from the site. The Scheme manages impacts of sensitive uses on the railway.
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5.4.6 Active Transport

	Recognise policies for improved pedestrian, cycle and public transport forms as an alternative to personal car travel contained in the Tasmanian Walking and Cycling Active Transport Strategy.	This policy seeks to reduce the number of short car trips with opportunity to walk and cycle. Car dependency is reduced by providing higher density mixed use areas with improved levels of connections.
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5.5 Energy – generation, distribution and supply

The amendment will not impact on energy supply or systems.

5.6 Water Supply

The amendment allows for development that has capacity to be serviced by a mains water supply.		
5.7 Information Technology		
The amendment will not impact on information technology infrastructure.		
5.8 Waste Management – solid and liquid waste		
	Seeks a coordinated approach to solid waste reduction, disposal and recovery action	The amendment seeks to repurpose existing buildings to ensure investment and continued upkeep with the intention of increasing the life cycle of the building.
5.9 Community Services		
	Facilitate community service activity and facilities in locations for housing and business	The amendment continues to support the Great Foreshore Ride infrastructure.
Overall Comment – Planned Provision of Infrastructure		
The amendment seeks to create a site that forms a seamless extension with the waterfront. The bike riding and pedestrian network in conjunction with a limited mix of commercial uses creates a riding/walking destination in Devonport.		

8 Statutory Requirements

The former *Land Use Planning and Approvals Act 1993*⁴ (*the Act*) is the applicable legislation regulating the process and requirements for an amendment to the Scheme.

A decision to initiate an amendment to the Scheme is a strategic consideration. A decision on whether to approve and implement a planning scheme amendment is made by the Tasmanian Planning Commission (the Commission).

The Act provides transitional arrangements in Schedule 6. These arrangements apply during the transitional period between the introduction of legislation to create the Tasmanian Planning Scheme and the making of the Devonport Local Provisions Schedule. A planning authority can continue to initiate amendments to the Scheme until such time that a local provisions schedule is made.

Accordingly, the Council can consider the application made pursuant to section 43A of the former provisions⁵. In accordance with this section s33, the planning authority must make a decision whether to initiate an amendment of the Scheme. Before making this decision, it must consider whether the amendment meets the following criteria:

- furthers the statutory objectives for the Tasmanian Resource Management and Planning System of Tasmania and planning processes;
- be consistent with each State policy;
- be consistent, as far as practicable, with the Cradle Coast Regional Land Use Strategy;
- be consistent with the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates;
- have regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000;
- must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area;
- must not conflict with any mandatory provision required to be in the planning scheme by instruction of a Planning Directive; and

⁴ The former provisions is the Land Use Planning and Approvals Act 1993 that was in force on and before 16 December 2015.

- must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

8.1 Objectives of the Resource Management and Planning System of Tasmania

The comments that follow are offered in support of this submission to demonstrate that the proposal furthers the Objectives of the Resource Management and Planning System as set out in Parts 1 and 2 of Schedule 1 of the Act.

8.1.1 Furthering the Objectives of Schedule 1 of the Act

(a) promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity.

Response

The draft amendment involves a highly modified and developed site that is uniquely located to take advantage of the views of the Mersey River.

The impediments on the site as discussed in this report limits future use and development. The assessment against the applicable codes ensure that the natural and physical resources are duly considered in any application for a future use and development on the site.

The impacts of the relaxation of the use and development controls to broaden the mix of uses on the site are applied to an area that is already approved to be developed.

The amendment will not compromise the natural and physical resources and the maintenance of ecological processes and genetic diversity.

(b) To provide for the fair, orderly and sustainable use and development of air, land and water.

Response

The draft amendment provides for infill development opportunity within the urban area of Devonport. Any future redevelopment of the site will utilise the existing infrastructure.

This allows for fair, orderly and sustainable use of land, consistent with this objective.

(c) To encourage public involvement in resource management and planning.

Response

Public involvement will be achieved through the exhibition process of the amendment and associated planning permit application.

(d) To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c).

Response

The draft amendment facilitates economic development as it opens opportunity for a broader range of use and development on the site. This will enable alternative compatible uses to establish on the site and improve the capacity of repurposing buildings which in turn will stimulate economic development.

Specific development controls imposed in the Scheme will consider the impact on the natural values of the site.

(e) To promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

Response

Responsibility for resource management and planning will have been shared between the City of Devonport and the Tasmanian Planning Commission, the community and industry.

8.1.2 Objectives under Part 2 of Schedule 1 (of The Act).

(a) To require sound strategic planning and co-ordinated action by state and local Government.

Response

The draft amendment is in accordance with the state policies, the CCRLUS and endorsed local strategies as discussed throughout this report. The proposed modification represents an approach consistent that is aligned with the strategic direction of the Council and State government.

(b) To establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land.

Response

By consideration of this submission, the Scheme can be modified, providing a tailored approach consistent with the strategic context.

The draft PPZ provides detailed use and development controls in conjunction with existing codes in the Scheme. The amendment to the Scheme sets the direction for use and development on the site that is consistent with the strategic goals and objectives as considered in sections 5 and 7 in this report.

(c) To ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.

Response

The draft amendment is to facilitate further economic development in a serviced area of Devonport. This enables facilitating a mix uses on the site that facilitate the social infrastructure of the pedestrian and bicycle network. Creating a vibrant and dynamic site with safe and secure spaces is intended to encourage walking and riding by the population. This is considered to provide considerable benefits to the community as articulated in Council's local endorsed strategies.

(d) To require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional, and municipal levels.

Response

The inclusion of the site into a PPZ will allow a broader and more efficient use of existing infrastructure (roads and services). The opportunity for further development on the site is consistent with the strategies and objectives advocated at a State, regional and municipal levels.

(e) To provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals.

Response

The draft amendment provides opportunity to consider the change of use of the function centre together rather than through two individual processes.

(f) To secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania.

Response

Inclusion of land through the proposed zoning will help facilitate the integration of compatible and complementary land use activities that will not have an adverse impact on adjoining development.

<i>(g) To conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.</i>
There are no buildings on the site that are of conservation value.
<i>(h) To protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.</i>
The site is located within a serviced area of Devonport.
i) To provide a planning framework which fully considers land capability.
The site is located within the urban area of Devonport. This objective is not considered to be relevant to this submission.

8.2 State Policies

The following State Policies are made under the *State Policies and Projects Act 1993*:

- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997; and
- Tasmanian State Coastal Policy 1996.

The National Environmental Protection Measures are automatically adopted as State Policies under the *State Policies and Projects Act 1993*.

The following section examines the State Policies as they apply to this amendment.

8.2.1 State Policy on the Protection of Agricultural Land 2009

The purpose of the State Policy on the Protection of Agricultural Land 2009 (PAL Policy) is to 'conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land'.

The site is within the established urban area of Devonport and does not impact on any agricultural land. This policy is not applicable to the amendment.

8.2.2 Tasmanian State Coastal Policy 1996

The State Coastal Policy 1996 (revised 16 April 2003) places significant emphasis on the 'precautionary principle' when making decisions in relation to use and development within coastal areas.

Accordingly, the relevant principles and outcomes of the State Coastal Policy as they apply to the site are assessed in context of the amendment. The relevant principles and outcome for consideration of this draft amendment are outlined in Table 10.

Table 7: Relevant principles and outcomes of the State Coastal Policy	
Principle	Outcome
1	Protection of Natural and Cultural Values of the Coastal Zone
1.1	Natural Resources and Ecosystems
1.1.2	<p>The coastal zone will be managed to protect ecological, geomorphologic and geological coastal features and aquatic environments of conservation value.</p> <p>Response The site is adjacent to inland tidal waters. The array of land uses that have occupied the site over time have resulted in the modification of the natural landform. The Scheme assesses any use and development that is within 30m of the Mersey River. New development within 30m (other than that already approved) of the waterway is unlikely given the restrictions associated with the site.</p>
1.1.3	<p>The coastal zone will be managed to conserve the diversity of all native flora and fauna and their habitats, including seagrass and seaweed beds, spawning and breeding areas. Appropriate conservation measures will be adopted for the protection of migratory species and the protection and recovery of rare, vulnerable and endangered species in accordance with this Policy and other relevant Acts and policies.</p> <p>Response The site is a highly modified and is approved for the construction of visitor accommodation.</p>
1.1.5	<p>Water quality in the coastal zone will be improved, protected and enhanced to maintain coastal and marine ecosystems, and to support other values and uses, such as contact recreation, fishing and aquaculture in designated areas.</p> <p>Response Use and development within the proposed PPZ will have capacity to connect to reticulated sewer and water. New</p>

Table 7: Relevant principles and outcomes of the State Coastal Policy	
Principle	Outcome
	stormwater discharges will be appropriately assessed against the relevant codes of the Scheme.
1.4	Coastal Hazards
1.4.1	<p>Areas subject to significant risk from natural coastal processes and hazards such as flooding, storms, erosion, landslip, littoral drift, dune mobility and sea level rise will be identified and managed to minimise the need for engineering or remediation works to protect land, property and human life.</p> <p>Response</p> <p>Mapping as part of the Hazard Band series prepared by the Department of Premier and Cabinet has identified a risk of coastal inundation and erosion and landslip hazard.</p> <p>Anecdotal evidence suggests that flooding of the Mersey River that has occurred in recent years did not impact on the site. All buildings were unaffected. This has been verbally advised by Council.</p> <p>Previous assessment of the landslip has demonstrated that the risk can be managed.</p>
2	Sustainable Development of Coastal Areas and Resources
2.1	Coastal uses and Development
2.1.2	<p>Development proposals will be subject to environmental impact assessment as and where required by State legislation including the Environmental Management and Pollution Control Act 1994.</p> <p>Response</p> <p>The use and development of land will be appropriately managed in accordance with the Scheme. The amendment does not provide for any use or development that will require assessment against the <i>Environmental Management and Pollution Control Act 1994</i>.</p>
2.1.5	The precautionary principle will be applied to development which may pose serious or irreversible environmental damage to ensure that environmental degradation can be avoided, remedied or mitigated. Development proposals shall include strategies to avoid or mitigate potential adverse environmental effects.

Table 7: Relevant principles and outcomes of the State Coastal Policy

Principle	Outcome
	Response Use and development will be assessed against the requirements of the Scheme. The site is highly modified from its natural state. The amendment will not give rise to any new development (other than already approved) within 30m of the waterway.
2.1.6	In determining decisions on use and development in the coastal zone, priority will be given to those which are dependent on a coastal location for spatial, social, economic, cultural or environmental reasons.
	Response The amendment concerns land area within the urban boundary of Devonport.
2.4	Urban and Residential Development
2.4.2	Urban and residential development in the coastal zone will be based on existing towns and townships. Compact and contained planned urban and residential development will be encouraged in order to avoid ribbon development and unrelated cluster developments along the coast.
	Response The draft amendment will not result in any further ribbon development along Devonport Road.
2.4.3	Any urban and residential development in the coastal zone, future and existing, will be identified through designation of areas in planning schemes consistent with the objectives, principles and outcomes of this Policy.
	Response The draft amendment will appropriately identify use and development compatible with the site.

The proposed rezoning of the site is aligned with the intended outcomes of this Policy.

8.2.3 State Policy on Water Quality Management 1997

The State Policy on Water Quality Management is concerned with achieving 'sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the

objectives of Tasmania's Resource Management and Planning System'.

The management of surface water is appropriately managed through the current provisions within the Scheme. The existing provisions are aligned with this State Policy.

New use and development will be appropriately managed through the assessment process pursuant to section 57 or section 58 of the Land Use Planning and Approvals Act 1993.

8.3 Cradle Coast Regional Land Use Strategy

Section 7 of this report demonstrates that the draft amendment is consistent with the Cradle Coast Regional Land Use Strategy.

8.4 Section 66 of the Local Government Act 1993

Section 5 of this report considers the endorsed local strategy and demonstrates that the draft amendment is consistent with the local context.

8.5 Land Use Conflict

The topography, river, road and rail infrastructure separates the site from adjacent residential and recreational areas as demonstrated throughout this report. The draft amendment will not give rise to land use conflicts with development permissible under the Scheme applying to the adjacent area.

8.6 Gas Pipelines Act 2000

The infrastructure corridor containing the gas pipeline is not located in the vicinity of the site.

8.7 Mandatory Provisions

The common provisions in the Scheme are as follows:

- Planning Directive No 1 – the Format and Structure of Planning Schemes;
- Planning Directive 4.1 Standards for Residential Development in the General Residential Zone;
- Planning Directive No 5: Bushfire-Prone Areas Code; and
- Planning Directive No 6 – Exemption and Standards for Visitor Accommodation in Planning Schemes.

The amendment will rezone land to control the future use and development of the site. The amend will be in a format and structure that is consistent with Planning Directive No 1.

The amendment involves rezoning land from Recreation and Environmental Management to PPZ. Planning Directive 4.1, as referred to above, applies to land zoned General Residential. The rezoning will not conflict with any common provision of Planning Directive 4.1.

A Bushfire Hazard Assessment has been undertaken for the site, ensuring that areas to be rezoned can satisfy the requirements of the Planning Directive No 5 and therefore will not conflict with these provisions.

The Planning Directive No 6 does not apply to land zoned Particular Purpose.

8.8 Use and Development of the Region

The draft amendment intends to:

- protect the social infrastructure established on the site which has significant benefit to the community and visitors alike;
- stimulate economic development by providing opportunity for controlled commercial and retail activities to support the adaptation and reuse of existing buildings in the long term;
- continue to provide local employment opportunities through small scale commercial development; and
- create a safe and attractive site that forms a seamless extension of the public realm supporting incidental community interactions.

The draft amendment also provides for use and development which will result in the careful management of natural values, hazards and water management.

The various sections of this report have discussed the impacts that the use and development permissible under the draft amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

9 Planning Application

9.1 Proposal

The application seeks a planning permit to convert the Waterfront Function Centre building located within the Commercial and Visitor Accommodation Precinct, from 'community meeting and entertainment' to 'visitor accommodation' (refer to Appendix K).

The proposed visitor accommodation will split the building into four individual rooms, each with their own bathroom and kitchenet. The visitor accommodation will operate seven days per week.

The application has been assessed as if the amendment to the Scheme is approved and therefore the assessment is against the provisions of the PPZ and the applicable codes. The assessment against the Scheme is provided below.

9.2 Particular Purpose Zone – Waterfront Complex

33.3 Use Standards		
Scheme Standard	Comment	Assessment
33.3.1 Non - residential uses		
A1	The proposal is for a Permitted Use.	Complies
A2	External lighting associated with the building will not be modified by the proposal.	Not applicable
A3	Commercial vehicle movements will be within the hours of 7:00am to 6:00pm Monday to Saturday. Commercial vehicle movements will be restricted within the hours of 9:00am and 4:00pm on Sunday and public holidays.	Complies
A4	There is no new air conditioning, air extraction, pumping or refrigeration proposed.	Not applicable
33.3.2 Discretionary Uses in the Retail and Business Precinct and Mixed Use Precinct		
A1	the application is for visitor accommodation.	Not Applicable
A2	Use and development is not proposed within the Mixed Use Precinct.	Not Applicable
33.3.3 Outdoor Storage		
A1	The application does not propose outdoor storage areas	Not Applicable
33.4 Development Standards		
33.4.1 Dwelling Density		
A1	The application does not propose new dwellings	Not Applicable
A2	The application does not concern use and development within the Mixed Use Precinct.	Not Applicable
33.4.2 Building Height and Setbacks		

A1	The application does not propose a new building.	Not Applicable
A2	The application does not propose a new building.	Not Applicable
A3	The application does not propose the construction of a fence.	Not Applicable
33.4.3 Private open space for all dwellings		
A1	The application does not propose a residential use.	Not Applicable
33.4.4 Separation of multiple dwellings		
A1	The application does not include multiple dwellings.	Not Applicable
A2	The application does not include multiple dwellings.	Not Applicable
33.4.5 Waste Disposal for Multiple Dwellings		
A1	The application does not include multiple dwellings.	Not Applicable.
33.5 Subdivision		
Subdivision is not proposed as part of this application.		Not Applicable

9.3 Codes

9.3.1 E1 Bushfire-Prone Areas Code

The site is assessed to be within a bushfire-prone area. However, the Code is not applicable as the proposed change of use does not involve subdivision, a vulnerable use or hazardous use.

9.3.2 E2 Airport Impact Management Code

The site is identified on the DIPS Overlay Map as being within the operational airspace of the Devonport airport. Accordingly, the proposed use and development has been assessed against this code.

Scheme Standard	Comment	Assessment
E2.6.1 Exposure to Aircraft Noise		
A1	The proposal is placed well outside of the area subject to ANEF noise exposure level. Not Applicable to the proposed change of use.	Not Applicable
E2.6.2 Protection of operation airspace		
A1	The proposal is located 5km south-west of the Devonport Airport and at the very edge of the operational airspace. The s not located directly underneath any flight path. The proposal will not interfere with operation of the Devonport Airport.	Complies
E2.6.3 Public Safety Areas		
A1	The proposed use and development of the site is located 5km south-west of the Devonport Airport,	Not Applicable.

	outside any area used for take-off or landing. Not Applicable.	
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9.3.3 E3 Clearing and Conversion of Vegetation Code

The proposal does not require any clearing of vegetation. This Code is not applicable.

9.3.4 E4 Change in Ground Level Code

The proposal will not change the natural ground level of the site. This Code is not applicable.

9.3.5 E5 Local Heritage Code

The proposal does not concern a local heritage place. This Code is not applicable.

9.3.6 E6 Hazard Management Code

The site is identified on the Landslide Hazard Map under the DIPS. The proposed change of use is outside of any area subject to landslide risk.

9.3.7 E8 Telecommunication Code

The proposal does not propose any telecommunication facilities. This Code is not applicable

9.3.8 E7 Sign Code

The proposal will not require any new signage. This Code is not applicable.

9.3.9 E9 Traffic Generating Use and Parking Code

This code applies to all use or development. Accordingly, the proposal is assessed against the relevant provisions of this Code. The road authority has confirmed that the proposed change of use did not present any issue with respect to traffic generation or safety of the road network.

Scheme Standard	Comment	Assessment
E9.5.1 Provision of parking		
A1(a)	The change of use will require 1 space per bedroom. This means that 4 parking spaces are required. The site provides in excess of 80 parking spaces and complies with the standard.	Complies with the Acceptable Solution
E9.5.2 Provision for loading and unloading vehicles		

A1 (a)	Not required.	Complies with the Acceptable Solution
A1 (b)	Not Applicable. The proposal only requires 4 parking spaces.	Not Applicable
E9.5.3 Devonport Local Area Parking Scheme		
A1	The site does not fall within the Devonport Local Area Parking Scheme.	Not Applicable
E9.6.1 Design of vehicle parking and loading areas		
A1.1 and A1.2	The proposal is for a change of use and car parking will not be modified.	Not Applicable
A2	The proposal is for a change of use and car parking will not be modified.	Traffic Generating Use and Parking Code

9.3.10 E10 Water and Waterways Code

Scheme Standard	Comment	Assessment
E10.6.1 Proximity to a water body, watercourse or wetland		
A1	No new development is proposed.	Not Applicable
E10.6.2 Development in a shoreline area		
A1	No new development is proposed	Not Applicable

4 Conclusion

Based on the assessment within the above report it is considered that the Waterfront Complex, 17 Devonport Road, Devonport and Crown land can be zoned Particular Purpose. This submission has demonstrated:

- The site can is unique with the proposed PPZ providing flexibility for future use and development;
- The current zoning is not reflective of the purpose or intent of the site;
- The Environmental Management zone does not facilitate the reuse of existing buildings;
- The proposal furthers the Objectives and Resource Management and Planning System as set out in Part 1 and Part 2 of the Schedule 1 of the Land Use Planning and Approvals Act 1993; and
- The change of use of the function centre will provide for a compatible use on the site;
- The use and development restrictions of the site will ensure that business and professional services remain a limited use of the site.

For these reasons this submission can be supported.

Appendix A – Application Form

Appendix B - Section 43D Consents

Form No. 1

Owners' consent

Accompanying draft planning scheme amendment requests under section 33(1), including combined permit applications under section 43A of the *Land Use Planning and Approvals Act 1993*.

Requests for draft amendments or combined permit applications require owners' consent. This form must be completed if the person making the request is not the owner, or the sole owner.

The person making the request must clearly demonstrate that all owners have consented.

Please read the notes below to assist with filling in this form.

1. Request made by:

Name(s):

Marcus and Deborah Higgs
Rynmarc Pty. Ltd.

Address:

13 Longview Crescent
Devonport, 7310

Email address:

matthew@waterfrontcomplex.com.au

Contact number:

0408 515 772

2. Site address:

Address:

17 Devonport Road
Devonport, 7310

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

3. Consent of registered land owner(s):

Every owner, joint or part owner of the land to which the application relates must sign this form (or a separate letter signed by each owner is to be attached).

Consent to this request for a draft amendment/and combined permit application is given by:

Registered owner :

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable): *Director*

Signature: *Meldges*

Date: *21/5/20*

Registered owner (please print): *RYMMARC P/L*

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable): *Director*

Signature: *Riggs*

Date: *21/5/20*

Registered owner (please print): *RYMMARC P/L*

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature:

Date:

NOTES:

a. Who can sign as owner?

Where an owner is a natural person they must generally sign the owner's consent form personally.

Where an owner is not a natural person then the signatory must be a person with legal authority to sign, for example company director or company secretary.

If the person is acting on behalf of the owner under a legal authority, then they must identify their position, for example trustee or under a power of attorney. Documentary evidence of that authority must also be given, such as a full copy of the relevant Trust Deed, Power of Attorney, Grant of Probate; Grant of Letters of Administration; Delegation etc.

Please attach additional pages or separate written authority as required.

b. Strata title lots

Permission must be provided for any affected lot owner and for common property for land under a strata title under the *Strata Titles Act 1998*. For common property, permission can be provided in one of the following ways:

- i. a letter affixed with the body corporate's common seal, witnessed by at least two members of the body corporate (unless there is only one member, in which case the seal must be witnessed by that member) and which cites the date on which the body corporate or its committee of management met and resolved to give its consent to the application; or,
- ii. the consent of each owner of each lot on the strata plan.

c. Companies

If the land is owned by a company then consent must be signed in accordance with the *Corporations Act 2001 (Cwth)* as follows:

- i. one company director and company secretary; or
- ii. two company directors; or
- iii. if a sole director/sole shareholder who is also the sole secretary, the sole director; or,
- iv. a company with a common seal may execute a document if the seal is fixed to the document and witnessed by two directors; or one director and a company secretary, or for a proprietary company that has a sole director who is also the sole company secretary, that director.

The ABN or ACN, the names and positions of those signing the consent, and a current ASIC company extract (www.asic.gov.au) must be provided.

d. Associations

If the land is owned by an incorporated association then the document must be signed in accordance with the rules of the association by, for example being:

- i. sealed and witnessed in accordance with the association's rules; or,
- ii. signed by a person authorised in accordance with the association's rules.

The ABN, the names and positions of those signing the consent, and copy of the association's rules must be provided.

e. Council or the Crown

If the land is owned by a council or the Crown then consent must be signed by a person authorised by the relevant council or, for Crown land, by the Minister responsible for the Crown land, or a duly authorised delegate.

The name and positions of those signing must be provided.

Effective Date: 30 March 2020

¹ References to provisions of the *Land Use Planning and Approvals Act 1993* (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The commencement day was 17 December 2015.

Appendix C – Particular Purpose Zone – Waterfront Complex

33.0 Particular Purpose Zone – Waterfront Complex

33.1 Zone Purpose

33.1.1 Zone purpose statements:

- 33.1.1.1 To provide for a mix of use and activities that are compatible with Visitor Accommodation and Residential use.
- 33.1.1.2 To provide for limited commercial uses that do not compromise or distort the role of existing activity centres.
- 33.1.1.3 To provide for use and development that does not interfere with the function of the cycling and pedestrian network.

33.2 Local Area Objectives

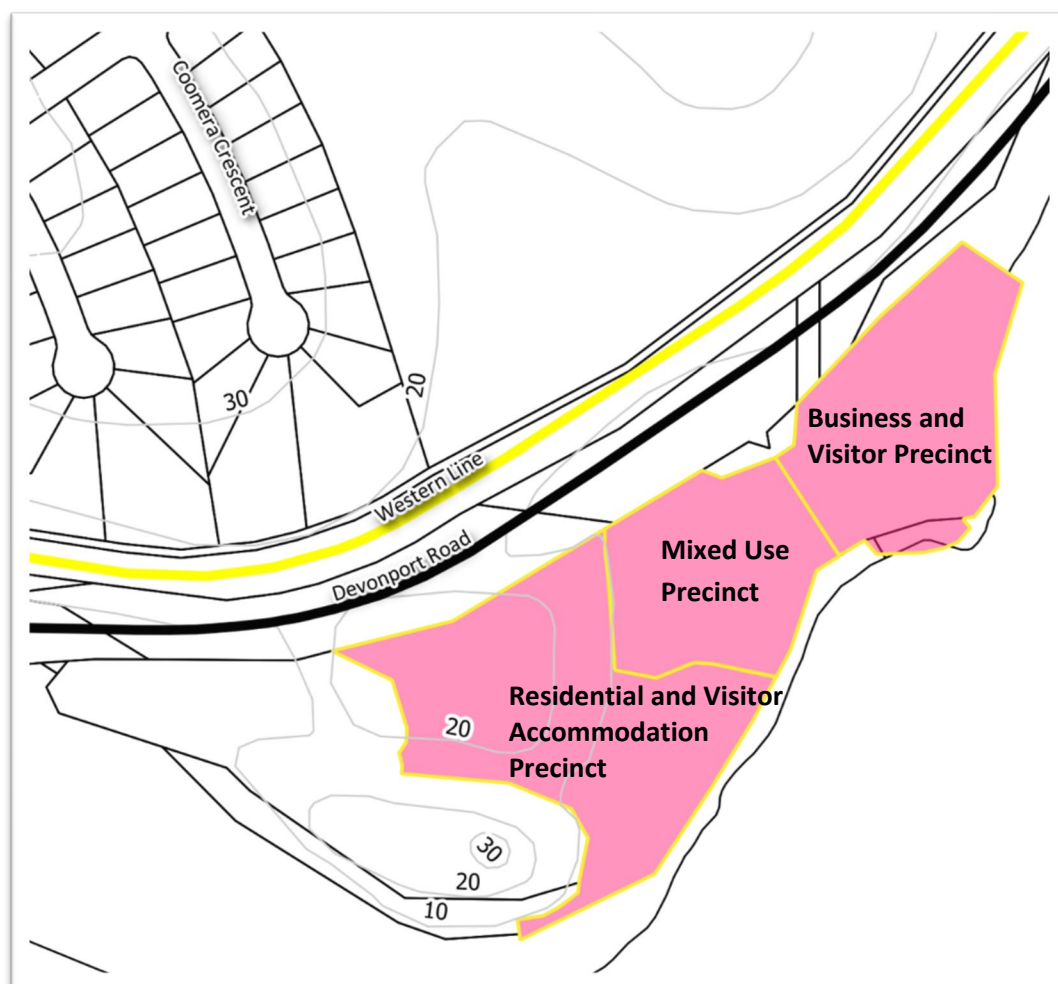
- (a) To facilitate an integrated mix of activities, buildings, parking and landscaped open spaces.
- (b) To provide for adaption and reuse of existing buildings to support the vitality of the zone.
- (c) To provide for use and development that does not cause unreasonable loss of amenity to Visitor Accommodation or Residential use from noise, traffic generation and movement, light or other emissions.
- (d) The appearance of development is of a bulk, scale and type that is compatible to the topography of the site and the waterfront location.
- (e) To provide for use and development that supports the continued use of the cycling and pedestrian network.

The area contains three local area precincts as shown on Figure 32.1.2 to this zone.

Retail Business Precinct and	The Business and Visitor Precinct is to provide for: <ul style="list-style-type: none">(a) the reuse and adaptation of a building that existed on the effective date for visitor accommodation or a single tenancy for commercial use;(b) the use of the car parking area for a market or similar activity providing this does not interfere with the internal driveway servicing the Mixed Use Precinct or the Residential and Visitor Accommodation Precinct.
Mixed Use Precinct	The Mixed Use Precinct is to provide a limited commercial activity to service residents or visitors to the area, higher density residential development or visitor accommodation.

Residential and Visitor Accommodation Precinct	The Residential and Visitor Accommodation Precinct is for residential development and visitor accommodation.
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Figure 32.1.2 – Waterfront Complex Precinct Plan



33.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and cultural values	
Passive recreation	
Utilities	If for minor utilities
Permitted	
Community meeting and entertainment	If for (a) public art gallery.
Food Services	If not for: (a) a drive-through facility; or (b) take-away food shop.
Residential	
Sports and recreation	If for outdoor recreation.

Visitor accommodation	If not for camping or caravan park.
Discretionary	
Business and Professional Services	If for (a) consulting room; or (b) veterinary centre.
Community meeting and entertainment	If for (a) function centre; (b) place of worship; or (c) public art gallery.
Food services	I
General Retail and Hire	If for (a) market; (b) private art gallery; and (c) shop
Sports and recreation	
Tourist Operation	
Utilities	

33.3 Use Standards

33.3.1 Discretionary Uses

Objective:	That Discretionary Uses do not cause an unreasonable loss of amenity to visitor accommodation or residential use.	
Acceptable Solutions	Performance Criteria	
A1 Hours of operation of for Discretionary Use must be within 6:00am to 6pm.	P1 Hours of operation for Discretionary Use must not cause an unreasonable loss of amenity to a residential use or visitor accommodation within the zone having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.	
A2 External lighting for a Discretionary Use must: (a) not operate within the hours of midnight to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property.	P2 External lighting for a Discretionary Use must not cause an unreasonable loss of amenity within the zone or adjoining land, having regard to: (a) the level of illumination and duration of lighting; (b) the distance to habitable rooms of an adjacent dwelling or visitor accommodation.	
A3	P3	

Commercial vehicle movements and the unloading and loading of commercial vehicles for a non-residential use must be within the hours of: (a) 7:00am to 6:00pm Monday to Saturday; and (b) 9:00 to 4pm Sunday and public holidays.	Commercial vehicle movements and the unloading and loading of commercial vehicles for a non-residential use must not cause unreasonable loss of amenity to sensitive uses having regard to: a) the extent and timing of traffic generation; b) the nature of the proposed use; and c) mitigation measures proposed.
A4 Air conditioning, air extraction, heating or refrigeration systems or compressors for a Discretionary Use must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by residential uses or visitor accommodation in the zone	P4 Noise, odours, fumes or vibration generated from a Discretionary Use must not cause unreasonable loss of amenity to residential uses or visitor accommodation in the zone, having regard to - (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site; (d) the landscaping of the site; and (e) any mitigation measures proposed.

33.3.2 Discretionary Uses in the Retail and Business Precinct and Mixed Use Precinct

Objective	
That Discretionary Uses in the Business and Visitor Precinct in the Mixed Use Precinct are consistent with the local area objectives.	
Acceptable Solution	Performance Criteria
A1 General Retail and Hire Use or Business and Professional Services uses in the Business and Visitor Precinct must: (a) be contained in an existing building and (b) be for a single tenancy.	P1 A General and Retail Hire or Business and Professional Services in the Business and Visitor Precinct must not compromise or distort the activity centre hierarchy, having regard to: (a) the local area objectives; (b) the characteristics of the site; (c) the size and scale of the proposed use; and (d) the extent that the proposed use impacts on activity centres outside of the zone.
A2 General Retail and Hire Use or Business and Professional Services uses in the Mixed Use Precinct:	P2 No Performance Criterion.

(a) has a gross floor of not more than 200m ² ; and (b) is for a single tenancy.	
--	--

33.3.3 Outdoor Storage

Objective:	That outdoor storage areas do not detract from the appearance of the zone or surrounding area.	
Acceptable Solutions	Performance Criteria	
A1 Outdoor storage areas must not be visible from any road, public open space or pedestrian network in or adjoining the zone.	P1 Outdoor storage areas excluding any goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.	

33.4 Development Standards

33.4.1 Building Height and Setbacks

Objective	
The height and setback of buildings is to: (a) minimise the visual prominence when viewed from the Bass Highway, Devonport Road, the Mersey River environment or other public spaces; (b) not cause unreasonable loss of sunlight to a habitable room of a sensitive use; and (c) minimise the impact on the pedestrian network on adjoining land and parallel to the banks of the Mersey River.	
Acceptable Solution	Performance Criteria
A1 Building height must be not more than 10m.	P1 Building height must be compatible with existing buildings and not cause unreasonable loss of amenity having regard to: (a) the topography; (b) the bulk and form of existing and proposed buildings; (c) the apparent height of proposed buildings when viewed from the Bass Highway, Devonport Road, and other public places; and (d) overshadowing of public places; (e) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings and visitor accommodation.
A3	P3

Buildings must have a setback from the frontage of Devonport Road of: (a) not less than 5m; or (b) not less than the setback of a building existing on the site.	Buildings must have a setback from the frontage of Devonport Road that is compatible with the streetscape, having regard to: (a) the topography of the zone; (b) the setback of existing buildings within the zone; (c) the height, bulk and form of existing and proposed buildings; and (d) the safety of road users.
A3 Buildings, fences, freestanding walls must not be constructed within 30m of the mean high water mark of the Mersey River.	P3 No Performance Criterion.

33.4.2 Private open space for all dwellings

Objective	
That dwellings are compatible with the amenity and character of the site and provide: (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 Solution	Performance Criteria
A1 A dwelling must have private open space that: (a) is in one location and is not less than: (i) 24m ² ; or (ii) 12m ² , if 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); (b) has a minimum horizontal dimension of: (i) 4m; or (ii) 2m, if 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); (c) is orientated between 30 degrees west of true north and 30 degrees east of true north; and	P2 A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is: (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.

(d) has a gradient not steeper than 1 in 10.	
--	--

33.4.3 Separation of multiple dwellings

Objective	
That the separation between multiple dwellings provides reasonable opportunity for sunlight to enter private open space for dwellings on the same site.	
Acceptable Solution	Performance Criteria
A1 A multiple dwelling that is to the north of the private open space of another dwelling, must be setback a distance of 6m from the northern edge of private open space.	P1 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.
A2 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: <ul style="list-style-type: none"> (a) 2.5m; or (b) 1m if: <ul style="list-style-type: none"> i. it is separated by a screen of not less than 1.7m in height; or ii. the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level. 	P2 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.

33.4.4 Waste Disposal for Multiple Dwellings

Objective	
To provide for the storage of waste and recycling bins for multiple dwellings	
Acceptable Solution	Performance Criteria
A1 A dwelling must have a storage area, for waste and recycling bins,	P1 A multiple dwelling must have storage for waste and recycling bins that is:

<p>that is an area of not less than 1.5m² per dwelling and is within</p> <p>(a) a common storage area with an impervious surface that:</p> <ul style="list-style-type: none"> (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from a dwelling by a wall to a height of not less than 1.2m above the finished surface level of the storage area. 	<ul style="list-style-type: none"> (a) capable of storing the number of bins required for the site; (b) screened from the frontage and dwellings; and (c) in a location that can be accessed by a waste collection service.
--	--

33.5 Subdivision

33.5.1 Lot Design

Objective	
<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; and (c) Contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards. 	
Acceptable Solution	Performance Criteria

<p>A1</p> <p>No Acceptable Solution</p>	<p>P1</p> <p>Each lot or a lot proposed on a plan of subdivision must be suitable for use and development that is consistent with the purpose of the zone, having regard to the combination of:</p> <ul style="list-style-type: none"> a) slope, shape, orientation and topography of site; b) any established pattern of use and development; c) connection to the road network; d) availability of or likely requirements for utilities; e) any requirement to protect ecological, scientific, historic, cultural or aesthetic values; and f) present of any natural hazards.
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with vehicular access from the</p>	<p>P2</p> <p>Each lot, or proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary</p>

boundary of the lot to a road in accordance with the requirements of the road authority.	<p>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; (c) the nature of the road and the traffic; the anticipated nature of vehicles likely to access the site; and (d) the ability for emergency services to access the site.
--	--

33.5.3 Services

Objective	
That the subdivision of land provides services for future use and development of land.	
Acceptable Solution	Performance Criteria
<p>A1</p> <p>Each lot, or lot proposed in a plan of subdivision, must have a connection to a full water supply service.</p>	<p>P1</p> <p>Each lot or a lot proposed on a plan of subdivision must be suitable for use and development that is consistent with the purpose of the zone, having regard to the combination of:</p> <ul style="list-style-type: none"> (a) slope, shape, orientation and topography of a lot; (b) any established pattern of use and development; (c) connection to the road network; (d) availability of or likely requirements for utilities; (e) any requirement to protect ecological, scientific, historic, cultural or aesthetic values; and (f) any natural hazards.
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be have a connection to a reticulated sewerage system.</p>	<p>P2</p> <p>No Performance Criterion</p>
<p>A3</p> <p>Each lot, or lot proposed in a plan of subdivision, must be capable of connecting to:</p> <ul style="list-style-type: none"> (a) a public stormwater system; or (b) existing stormwater system on the site without increasing the rate of discharge to a waterway. 	<p>P3</p> <p>A lot proposed in a plan of subdivision must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, have regard to:</p> <ul style="list-style-type: none"> (a) the size of a lot; (b) topography of the site; (c) the flow and rate of discharge to a waterway; (d) any existing buildings on the site;

	(e) any area of the site covered by impervious surfaces; and (f) water sensitive design measures proposed.
--	---

Appendix D – Lease

(Not included)

Appendix E - Certificates of Title

SEARCH OF TORRENS TITLE

VOLUME 42522	FOLIO 4
EDITION 2	DATE OF ISSUE 13-Jan-2012

SEARCH DATE : 28-Feb-2019

SEARCH TIME : 10.35 AM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 4 on Sealed Plan 42522

Derivation : Whole of Lot 40984, 40985 and 40986 Gtd. to

Rynmarc Pty Ltd and Part of 500 Acres Gtd. to J. Thomas

Prior CT 4770/79

SCHEDULE 1

B427410 TRANSFER to RYNMARC PROPRIETARY LIMITED

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

348/47 CROWN GRANT: Land is limited to depth to 15 metres
excludes minerals and is subject to reservations
relating to drains sewers and waterways in favour of
the Crown

348/47 EASEMENTS in Grant

SP 42522 EASEMENTS in Schedule of Easements

C904578 BURDENING EASEMENT: a right of carriageway in favour
of Devonport City Council over the land marked Right
of Way marked ABC, Right of Way marked DEFG and Right
of Way marked HIJK on Sealed Plan 42522 Registered
13-Jan-2012 at noon

B427411 MORTGAGE to Westpac Banking Corporation Registered
08-May-1991 at 12.03 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

42522

This is the schedule of easements attached to the plan of
(Insert Subdivider's Full Name)

..... affecting land in

.....
(Insert Title Reference)

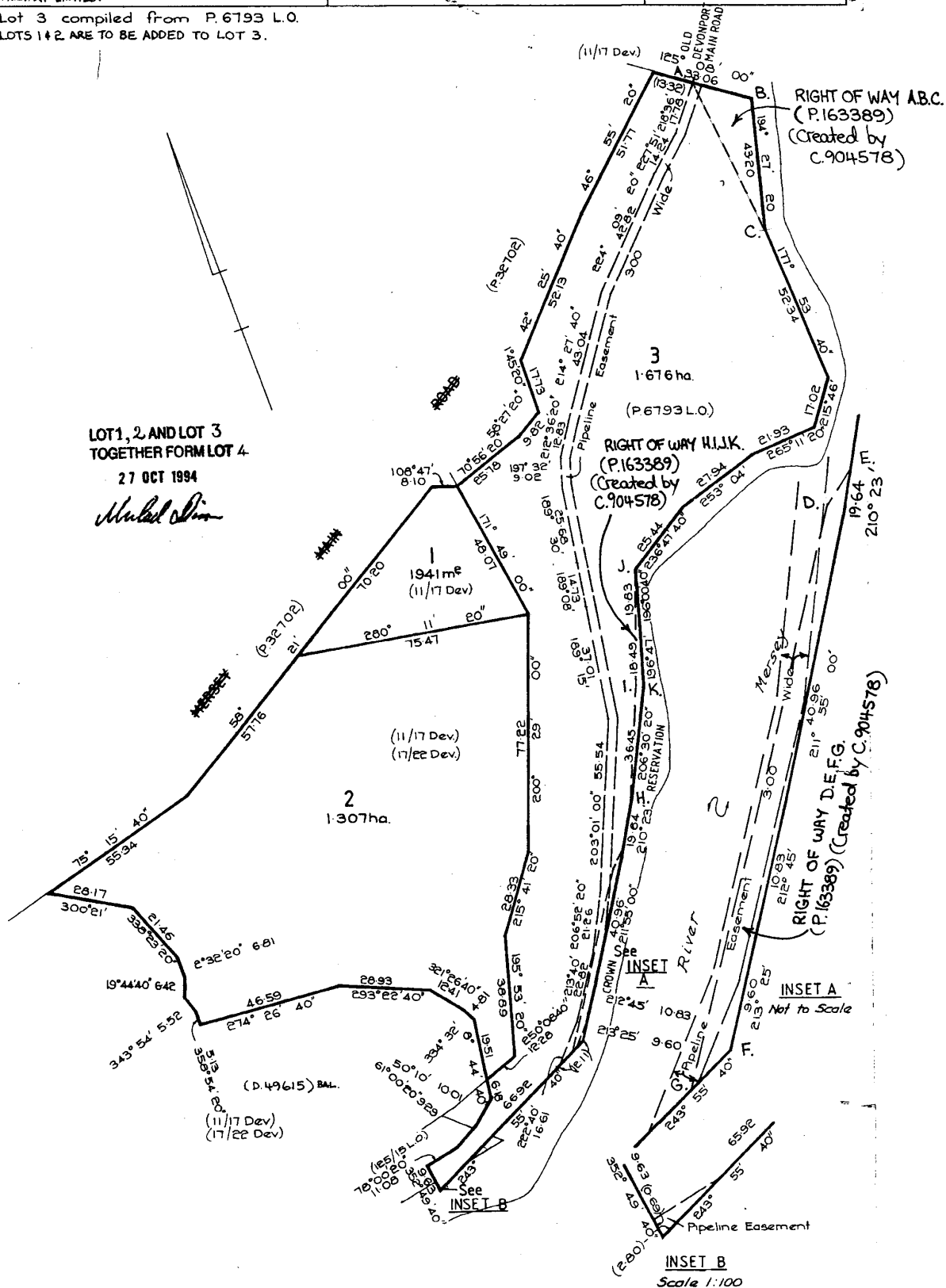
Sealed by Devonport City Council on 11th December 1989

Solicitor's Reference
.....
Council Clerk/Town Clerk

OS-K 3134

Owner: Port of Devonport Authority	PLAN OF SURVEY by Surveyor MR. E.R.D. FRANKS of of land situated in the LESTER, FRANKS & CO. PTY. LTD. CITY OF DEVONPORT	Registered Number: SP42522 Approved Effective from: 6 - MAY 1991 <i>M. J. J. J.</i> Recorder of Titles
Title Reference: CT. 4602/63, CT. 4602/64 & CT. 4769/51	SCALE 1: 1000. MEASUREMENTS IN METRES	
Grantee: Part of Lot 278, 500 Acs, Jocelyn Thomas, pur. WHOLE OF LOT 40984, 1.660 ha LOT 40985, 134m ² & LOT 40986 27.0m ² STD TO RIVMARC PROPRIETARY LIMITED.		

Lot 3 compiled from P.6193 L.O.
LOTS 1 & 2 ARE TO BE ADDED TO LOT 3.



**Appendix F – Endorsed Plans of Planning Permit
PA2014.173 Waterfront Villa Apartments**

Project: **PROPOSED WATERFRONT VILLAS**

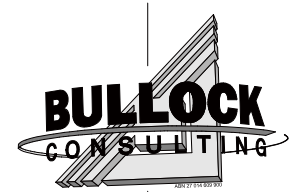
At: **17 DEVONPORT ROAD,
DEVONPORT**

For: **RYNMARC PTY LTD**

Project: 13.276

Drawings:

Ap01	TITLE BOUNDARY PLAN
Ap02	SITE PLAN
Ap03	UNIT TYPE 1 PLANS & ELEVATIONS
Ap04	UNIT TYPE 2 PLANS & ELEVATIONS



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ENGINEERS



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ABP No. CC1653 Structural / Civil

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57 Best Street
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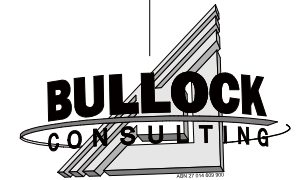
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PLANNING APPROVAL

Issue date: 07-10-14



LOCATION PLAN
SCALE 1:1000



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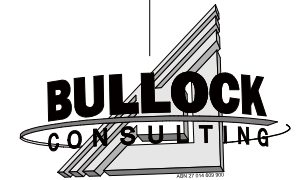
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WATERFRONT VILLAS
AT: 17 DEVONPORT ROAD,
DEVONPORT
FOR: RYNMARC PTY LTD
DRAWING: TITLE BOUNDARY PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:1000 AT A1 SIZE DRAWING SHEET

PROJECT NO. 13.276 DRAWING NO. Ap01 REV. -



SITE PLAN
SCALE 1:500



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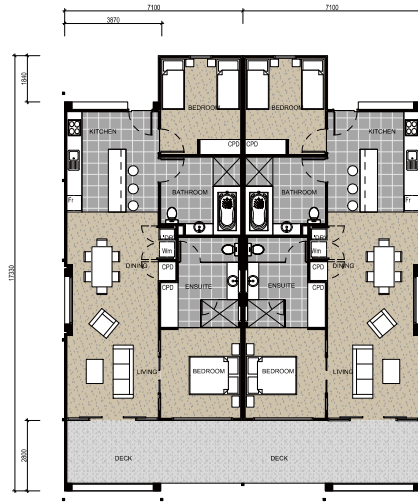
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WATERFRONT VILLAS
17 DEVONPORT ROAD,
DEVONPORT
FOR: RYNMARC PTY LTD

DRAWING: SITE PLAN

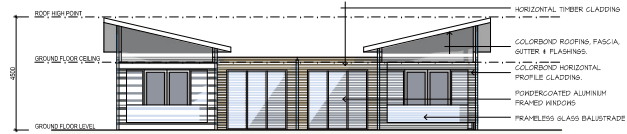
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PROJECT NO. 13.276 DRAWING NO. Ap02 -



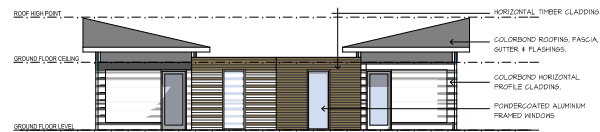
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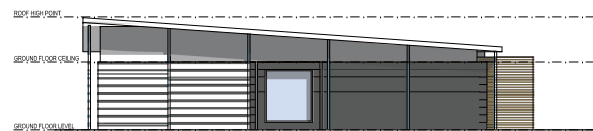
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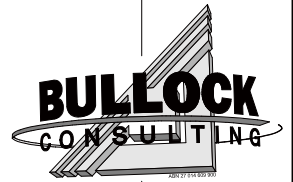
ELEVATION 2
SCALE 1:100



ELEVATION 3
SCALE 1:100



ELEVATION 4
SCALE 1:100



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PROJECT: **PROPOSED
WATERFRONT VILLAS
17 DEVONPORT ROAD,
DEVONPORT
RYNMARC PTY LTD**

DRAWING: **UNIT TYPE 1 PLANS &
ELEVATIONS**

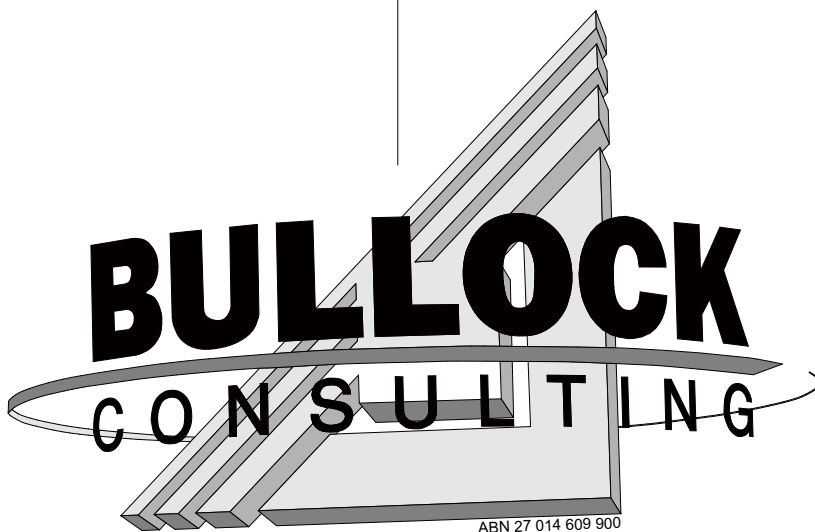
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SITE PLAN
SCALE 1:500



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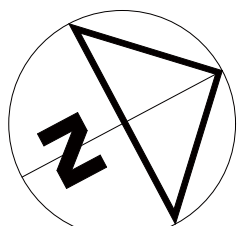
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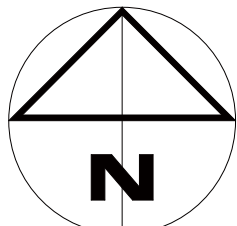
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02	25.09.19	D.A. MINOR AMENDMENT	A



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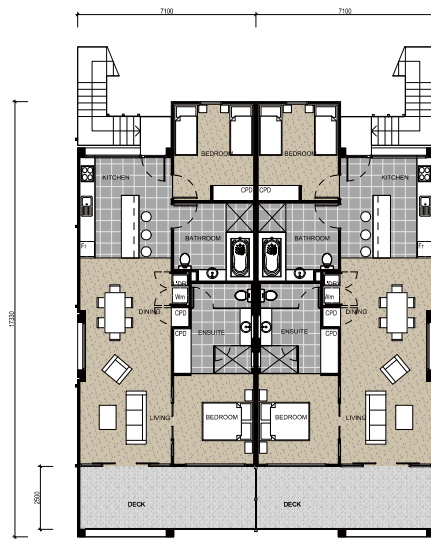
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PROJECT: **PROPOSED
WATERFRONT VILLAS**
AT: **17 DEVONPORT ROAD,
DEVONPORT**
FOR: **RYNMARC PTY LTD**
DRAWING: **SITE PLAN**

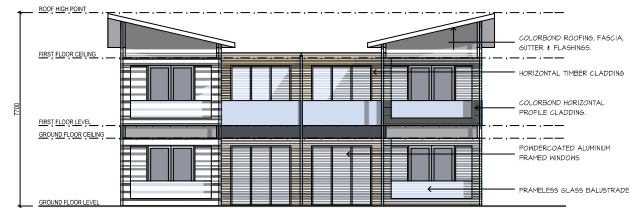
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PROJECT No. **13.276** DRAWING No. **Ap02** REV. **-**



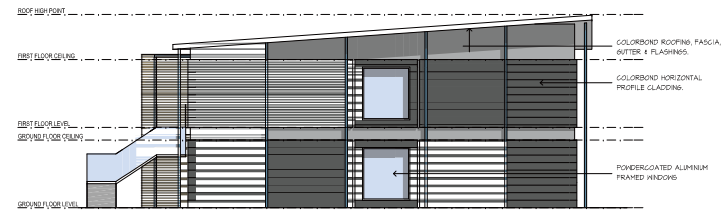
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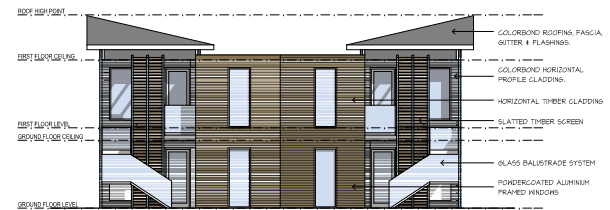
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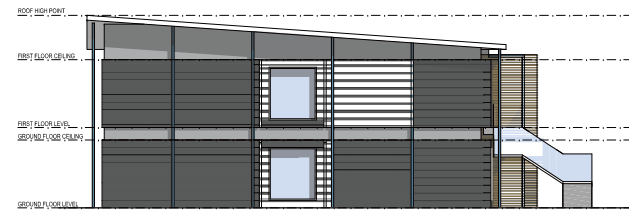
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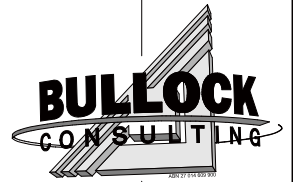
ELEVATION 2
SCALE 1:100



ELEVATION 3
SCALE 1:100



ELEVATION 4
SCALE 1:100



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PROJECT: **PROPOSED
WATERFRONT VILLAS
17 DEVONPORT ROAD,
DEVONPORT
RYNMARC PTY LTD**

AT:

FOR:

DRAWING: **UNIT TYPE 2 PLANS &
ELEVATIONS**

DESIGNED: DVG DRAWN: MJB CHECKED:

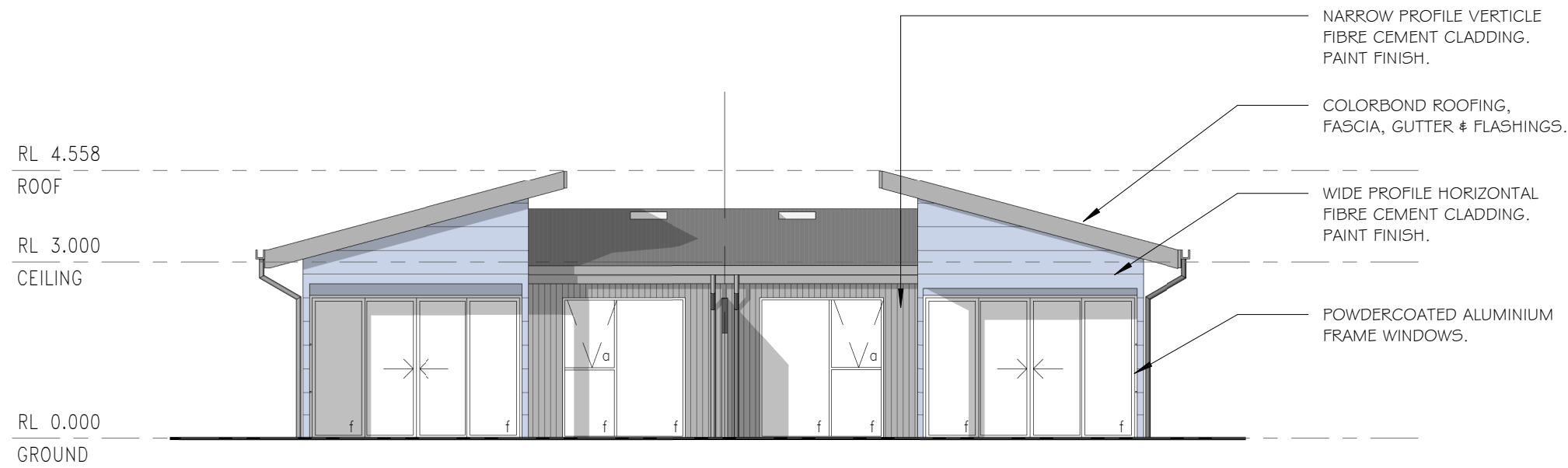
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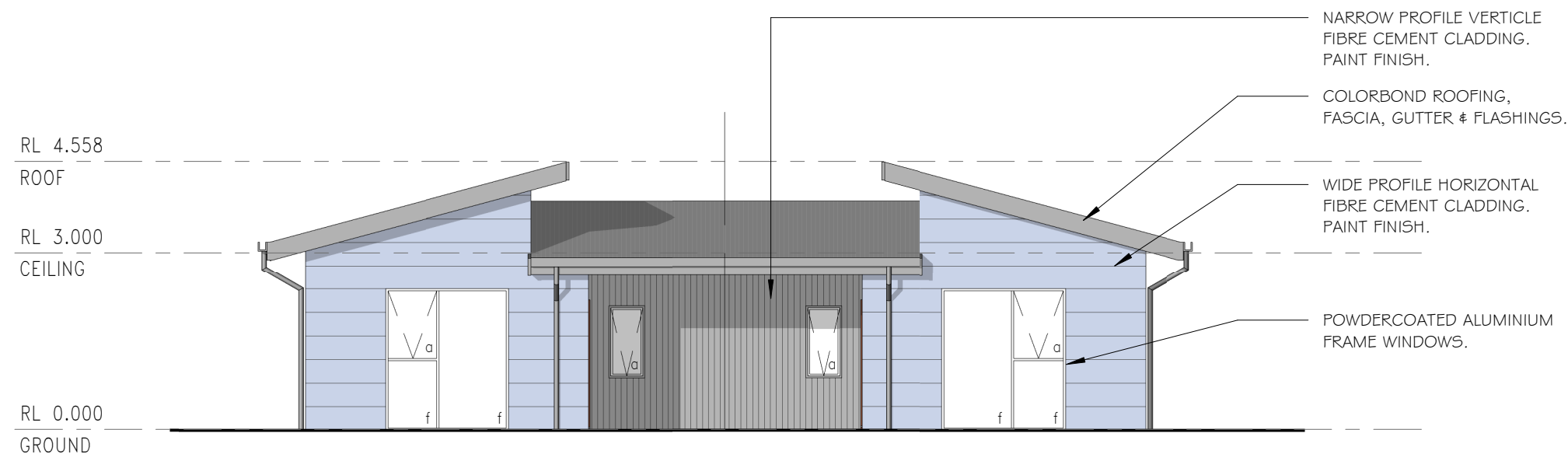
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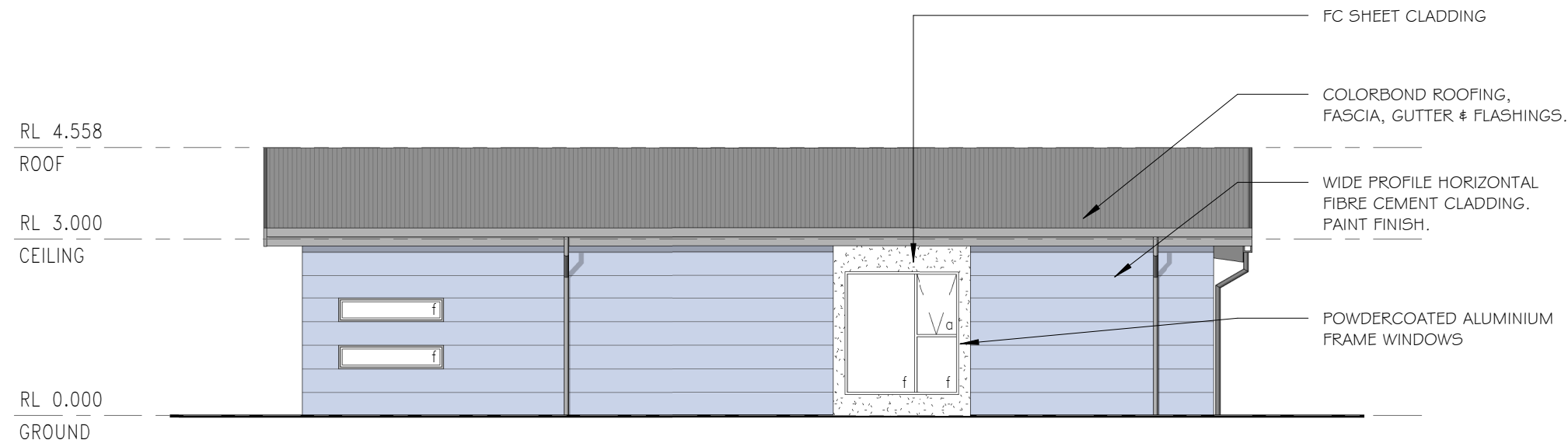
SOUTH ELEVATION

SCALE 1 : 100



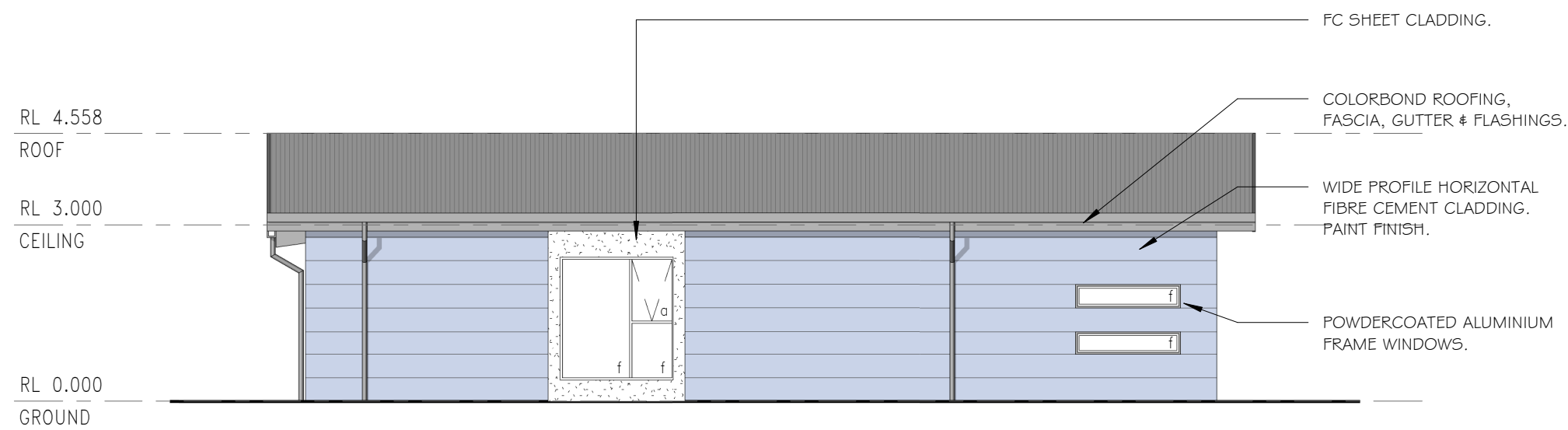
NORTH ELEVATION

SCALE 1 : 100



EAST ELEVATION

SCALE 1 : 100



WEST ELEVATION

SCALE 1 : 100

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
1	16.09.19	D.A MINOR AMENDMENT	1



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PROJECT: PROPOSED WATERFRONT VILLAS

AT: 17 DEVONPORT RD, DEVONPORT

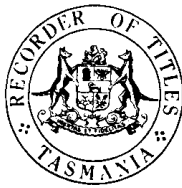
FOR: RYNMARC PTY LTD

DRAWING: UNIT TYPE 3, PLANS & ELEVATIONS

DESIGNED: MJB DRAWN: CCH CHECKED: MJB

SCALES: 1 : 100 AT A1 SIZE DRAWING SHEET

PROJECT No. 13.276 DRAWING No. Ap05 REV 1



SCHEDULE OF EASEMENTS

PLAN NO.

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

SP42522

EASEMENTS AND PROFITS

Each lot on the plan is together with:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

EASEMENTS

Lot 3 on the plan is SUBJECT TO the full free and uninterrupted right and liberty from time to time at all times hereafter at the will and pleasure of the Mayor Aldermen and Electors of the City of Devonport to lay relay inspect maintain repair renew remove and cleanse a line or lines of water mains and water pipes on and under the surface of the strip of land marked "Pipeline Easement 3.00 wide" hereon together with all such sluice and other valves manholes inspection openings stopcocks and other fittings of whatever nature as may be necessary or expedient and for that purpose full free and uninterrupted right and liberty to go pass and repass over and along the said strip of land TOGETHER WITH the right to enter upon and under the said strip of land with or without inspectors workmen servants agents or other persons authorised by the Mayor Aldermen and Electors of the City of Devonport and for the purposes aforesaid to open and break up the soil of the said strip of land and remove such materials machinery and things in the said strip of land as the Mayor Aldermen and Electors of the City of Devonport shall in its discretion think fit doing as little damage as possible but without being responsible or held liable for any inconvenience to the owner or owners his or their successors heirs and assigns or occupiers for the time being of the said strip of land the Mayor Aldermen and Electors of the City of Devonport repairing maintaining and keeping in good order the said line or lines of water pipe and water mains and all fixtures and fittings therein and at all times hereafter making good any disturbance to the soil.

- 2 -

COVENANTS

The Owner of each Lot on the plan covenants with each of the others of the said owners and the owners of the balance land to the intent that the burden of this covenant may run with and bind the covenantor's lot and every part thereof and that the benefit thereof may be annexed to and devolved with each and every part of the other Lots on the plan and the balance land not to construct an access or to use any access to or from the said Lot onto the Mersey Main Road other than by means of the existing access at the date hereof without the previous agreement of the Mayor Aldermen and Electors of the City of Devonport, the Owner of the balance land and the Department of Main Roads.

"The balance land" shall mean the balance land comprised in Certificate of Title Volume 3198 Folio 48 and Volume 3199 Folio 5 after excluding Lots 1 and 2 on the Plan.

THE COMMON SEAL OF THE)
PORT OF DEVONPORT AUTHORITY)
THE REGISTERED PROPRIETOR)
OF THE LAND COMPRISED IN)
FOLIOS OF THE REGISTER)
VOLUME 3198 FOLIO 48 AND)
VOLUME 3199 FOLIO 5 WAS)
HEREUNTO AFFIXED IN THE)
PRESENCE OF:)

For THE PORT OF DEVONPORT AUTHORITY

A. Hargrave
Master
A. Hargrave
Secretary

REF: 0297w CKC:LY

**Appendix G – Endorsed Plans of Minor Amendment,
Planning Permit PA2014.173**

Appendix H – Traffic Impact Assessment

Rynmarc Pty Ltd Waterfront Villas Development Assessment of Existing Access

transport | community | industrial & mining | carbon & energy



Prepared for:

Rynmarc Pty Ltd

Client representative:

Marc Higgs

Date:

**25 September 2014
Rev00**

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2.	Surrounding Road Network.....	2
3.	Proposed Access Site of the Development	2
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5.	Generated Vehicle Use.....	7
6.	Historical Traffic Crash Data	9
7.	Conclusion	9

Appendix A	IPWEA Standard Drawings TSD-RF01-v1
Appendix B	Site Plan Provided by the Developer
Appendix C	Figure 4.9 taken from Austroads Guidelines
Appendix D	Traffic Crash Data

Prepared by:



Phil Bowen

Date: 25 September 2014

Reviewed by:



Andrew Van Tatenhove

Date: 25 September 2014

Authorised by:



Phil Bowen

Date: 25 September 2014

Report Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Waterfront Villas Development - Assessment of Existing Access	P Bowen	A Van Tatenhove	P Bowen	25/09/14

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1. Introduction

Rynmarc Pty Ltd is proposing a waterfront villas development at 17 Devonport Road, Devonport. The development is to be located adjacent to the Mersey River at a site already used by complimentary facilities, namely a Waterfront Function Centre, Cafe and a “Mini” Golf games area. The existing vehicular access onto Devonport Road is already well developed and appears to have been developed with significant traffic volumes in mind, possibly when the facility was operating as an amusement park.

Devonport City Council (DCC) has requested that a Traffic Impact Assessment (TIA) be presented to accompany a development application. This is to establish the suitability of the existing access for the proposed use. This report addresses that request.

A TIA was previously developed for a proposed motel development which did not go ahead. This report is based on that report and modified accordingly to take into consideration the proposed development.



Figure 1 – Locality Plan (source Google Maps)

2. Surrounding Road Network

Devonport Road is a main connector road between the centre of Devonport and the southern areas of Devonport. This section of Devonport Road is also a designated B-Double Route (HPV). It is formed up as a sealed road with 4m lanes and nominally 1m sealed shoulders. The existing access itself incorporates additional sealed widening and auxiliary lanes to facilitate left and right turns into the site.

The indicated speed limit on Devonport Road is 60 km/hr. The practical speed environment is considered the same as the existing road width and alignment is suitable for such speeds.

In assessing the access as being suitable for the proposed development, traffic volumes for Devonport Road have been sourced from DCC. Although the dates and locations of the counts vary, they provide a good indication of the existing traffic volumes for Devonport Road. (Refer figure 2)

Advice from DCC indicates that this section of Devonport Road experiences peak hourly traffic equivalent to a rural road. As such, peak hourly traffic is approximated by taking 11% of the Average Daily Traffic (ADT).

From the information given the South of the Port access is considered the most applicable.

Location	Date	Average Daily Traffic ADT	Assumed Peak Hourly Traffic
Mersey – Durkins	Jul 1999	7436	820
South of Port Access	Sep 2001	6138	675
South of Horsehead Creek	Sep 2003	5659	622
South of Horsehead Creek	Nov 2001	5194	571

Figure 2 – Indicative traffic volumes for Devonport Road

The existing and proposed development currently accesses Devonport Road at an existing access as shown in figure 3 below.

3. Proposed Access Site of the Development

As previously indicated, as part of the development it is proposed to utilise the existing access onto Devonport Road. This is for a variety of reasons but primarily because it is well developed and suitably located for visibility both north and south of the access. A sketch of the proposed development site provided by the developer has been included in Appendix B of this report. Figure 3 below shows the existing access, looking northward from the exit lane of the access.

The existing access is currently configured with an auxiliary turning lane (AUL) for southbound traffic. For northbound traffic turning the intersection currently has a basic right turn treatment (BAR). Such a configuration is suitable for rural and urban fringe unsignalised intersections for a range of traffic volumes and turning movements.

The suitability of this access for the proposed development is discussed in section 5.



Figure 3 – Existing access into the development site, looking north

4. Available Sight Distance

Specific requirements for new or existing accesses have not been given by DCC. However, the developers have been requested to provide a TIA addressing the proposed development, utilising the existing access. To assist in undertaking this assessment recognised standards have been utilised in its assessment.

During the preparation of the previous report pertaining to the earlier development application, Phillip Bowen of **pitt&sherry** undertook a site visit to determine the available sight distances for the existing access. This investigation was undertaken in accordance with the *Austrroads Guideline to Traffic Engineering Practice – Part 5: Intersections at Grade*.

vehicle Speed (km/h)	Safe Intersection Site Dist. (m)	
	60 km/hr or less	Greater than 60 km/hr
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

Figure 4 – Safe Intersection Site Distance

Figure 4 above has been taken from the *IPWEA/LGAT Standard Drawing for Intersection Site Distance Requirements – TSD-RF01-v1*. For reference purposes, copies have also been included in Appendix A of this report. This drawing also outlines the requirements and methodology for determining the available sight distance for the access.

The sight distances were assessed using a setback of 5m from the centre of the south bound lane, assuming a sight line (driver to object vehicle) between points 1.25m above the road and access surface at the respective vehicle positions. This reference height is in accordance with the relevant standard drawing.

The posted speed limit for Devonport Road in the vicinity of the access is 60km/h. The proposed access is located in the middle of a very slight change in horizontal and vertical alignments that do not negatively impact on the available site distances.

Following several drive-throughs past the proposed developments site, it is considered that it is reasonable to use the posted speed as the prevailing speed environment for approaching vehicles from either north or south and this has been adopted for this assessment.

Given the reasonably intensive nature of the proposed development, it is considered appropriate to assess this access as a rural road intersection, rather than as a private access. For design speeds of 60km/h, the required sight distance is therefore 105m (refer Figure 4 above).



Figure 5 – Looking north from the existing access point maximum visibility at around 300m



Figure 6 – Looking south from the existing access point maximum visibility at around 250m

The available sight distances were measured as per the guidelines and are set out in the table provided in figure 7 below.

Direction	Maximum	Useful
North	300	250
South	250	200

Figure 7 – Measured sight distances

As can be seen the available sight distance, both north and south, exceed the requirements of the recognised standards for both rural and urban environments at the prevailing 60 km/hr vehicular approach speeds. The limiting factor for clear sight distance in both directions is more to do with driver awareness of the approaching intersection rather than limitations of road geometry. This is illustrated in figure 8 and 9 below and hence the indication of a 'useful' distances in the above table.



Figure 8 – Sight distance looking from the northern approach with the access far off in the distance of over 300m



Figure 9 – Sight distance looking from the northern approach with the access more readily visible at 250m

5. Generated Vehicle Use

pitt&sherry generally use the guidelines for traffic generation issued by the Roads and Traffic Authority of New South Wales.

Figure 10 below summarises the expected level of activity that would be generated by the uses nominated by the developer. There are no values given for Cafes, however, it has been assessed as generating similar values to the function centre and restaurant with consideration being given for the traffic generally being generated during the day rather than mornings and evenings. In this way the overall traffic generated can be considered as being spread at a reasonably consistent rate during the day

Land Use	Vehicle Trips/day	Peak Hour
Motels/Casual Units	3/unit	0.4/unit
Restaurants	60/100sq.m floor	5/100sq.m floor

Figure 10 – Typical Land Use Traffic Generation

pitt&sherry understand that the development comprises 30 small single bedroom units whilst the existing café and function centre is around 500 sq.m. This results in around 90 vehicle trips per day for the accommodation and 300 vehicle trips per day being generated by the existing cafe/function centre. Peak traffic volumes per hour are 12 and 25 respectively.

However, due to the nature of the two facilities involved it is considered that the two peak volumes should not necessarily be considered as acting concurrently. The function centre typically holds functions in either the afternoon or evening whilst the proposed Motel would normally experience peak traffic mid morning due to the usual practice of 10am check out. Accordingly peak traffic volumes of around 30 v/hr, have been assumed to coincide with the peak traffic volume of 675 v/hr for this section of Devonport Road (Refer Figure 2).

Given the location of the access relative to the centre of Devonport and the Bass Highway north of the site, two thirds of the vehicle movements are assumed to be either heading from or to the facility from that direction. It has therefore been assumed that 20 v/hr enter from/to the north (a left turn in/right turn out) whilst 10 v/hour enter or leave to the south (a right turn in/left turn out).

Under the Austroads Guide to Road Design Part 4A – Unsignalised and Signalised Intersections, warrants are indicated for unsignalised intersections. These act as guidelines for the installation of appropriate intersection treatments. From the above, information relevant to the warrants can be summarised as follows:

- Main Road Vehicular Speed - 60 km/hr
- Road environment – Rural
- Peak Traffic Volume – 742 v/hour (10% allowance for growth)
- Traffic Volume for Left Turn into the site – 20 v/hr (Q_L)
- Traffic Volume for Right Turn – 10 v/hr (Q_R)
- $Q_{T1} = Q_{T2} = 371$ v/hour (individual lane through traffic)

In accordance with Figure 4.9b taken from the Ausroads guide the maximum permissible lane traffic volume (Q_{T2}) for an intersection configured with a basic left turn configuration (BAL) is approximately 300 v/hour. A channelised left turn lane (CHL) is recommended for lane traffic volumes greater than 750 v/hour. Therefore, for the above prevailing peak lane traffic volumes of 371 v/hour (Q_{T2}) the existing auxiliary left turn lane (AUL) is considered suitable for the proposed use and furthermore should be suitable for a considerable time even allowing for future growth in traffic volumes.

Figure 4.9b works similar for right hand turn movements, however, in this case the relevant peak hourly traffic volume is the combination of both lanes and the left turning traffic volumes ie. 762 v/hour. The use of a standard channelised right turn lane (CHR) would be required at around 1000 v/hour. Whilst the basic right turn treatment (BAR) is considered adequate for 400 v/hour or less. For the range of traffic volumes between, a short version of the channelised right turn (CHR(S)) is recommended. Such arrangements can typically be achieved by adjusting linemarking if there is sufficient width of seal.

For reference the relevant chart (Figure 4.9b) and generic intersection arrangements are included in Appendix C. Figure 4.9b has been marked up to show the assumed intercept of the prevailing traffic volumes discussed above.

6. Historical Traffic Crash Data

Historical traffic crash data available from the state road authority has been included in appendix D.

There was no recorded data available for the actual location of the access. Slightly further to the south there has been a history of incidents that appear to be related to the previous speed limit of 80 km/hour and the loss of control at changes in the road alignment when the road surface condition is wet.

Based on the available information, there does not appear to be any ongoing safety concerns at the access location.

7. Conclusion

After inspecting the site and reviewing the proposed development plan, it is considered that utilising the existing access provides the best option for access to the proposed development. The existing access can either be utilised as is or possibly modified as discussed below, depending on the requirements of the planning authority.

For south bound traffic the existing left turn arrangement is considered adequate.

For north bound traffic the current configuration may not be suitable as a long term arrangement, and subject to further investigation, it may be possible to adjust the existing linemarking to achieve a channelised right turn lane for right turning traffic into the site. This will enable ongoing use of the intersection, for a greater range of turning and main road peak traffic volumes.

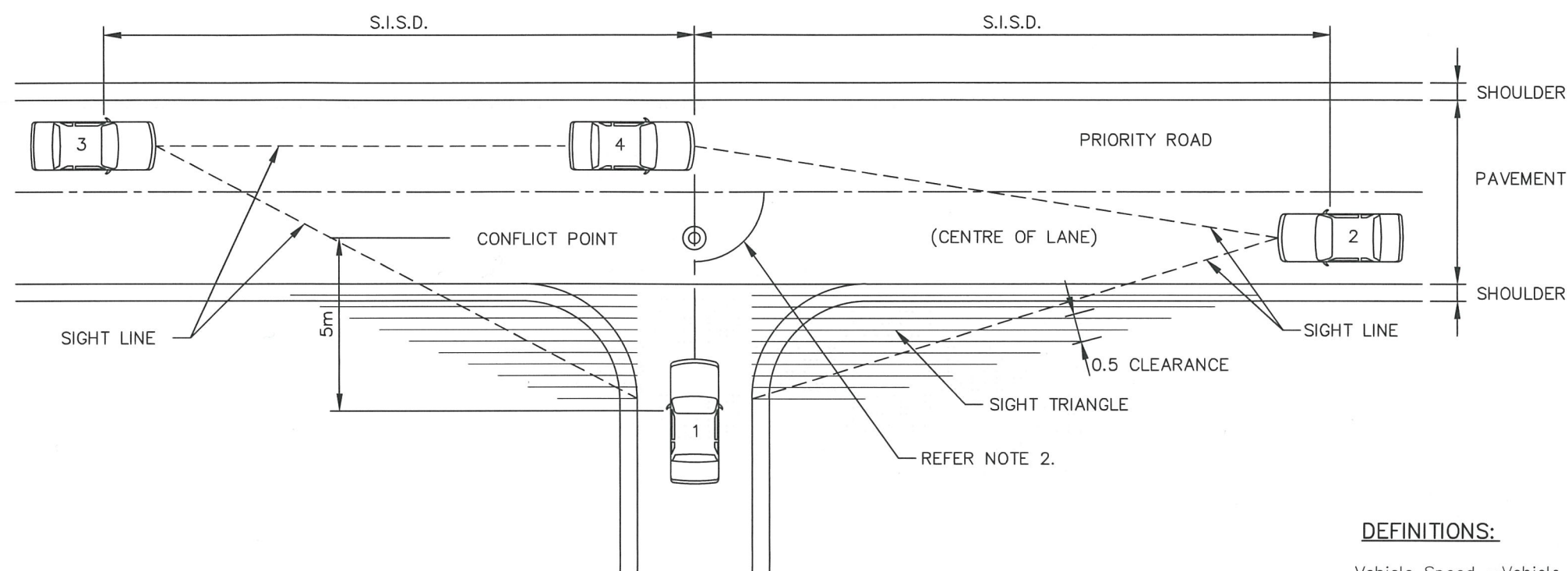
It was noted during the earlier inspection three years ago that vegetation had been allowed to encroach onto the gravel shoulder along the western side of Devonport Road. It is understood that this vegetation has subsequently been removed which has allowed full use of the existing sealed width and adjacent gravel verge.

Appendix A

IPWEA Standard Drawings TSD-RF01-v1



SIGHT DISTANCES
(2 LANE ROAD ONLY)



PLAN

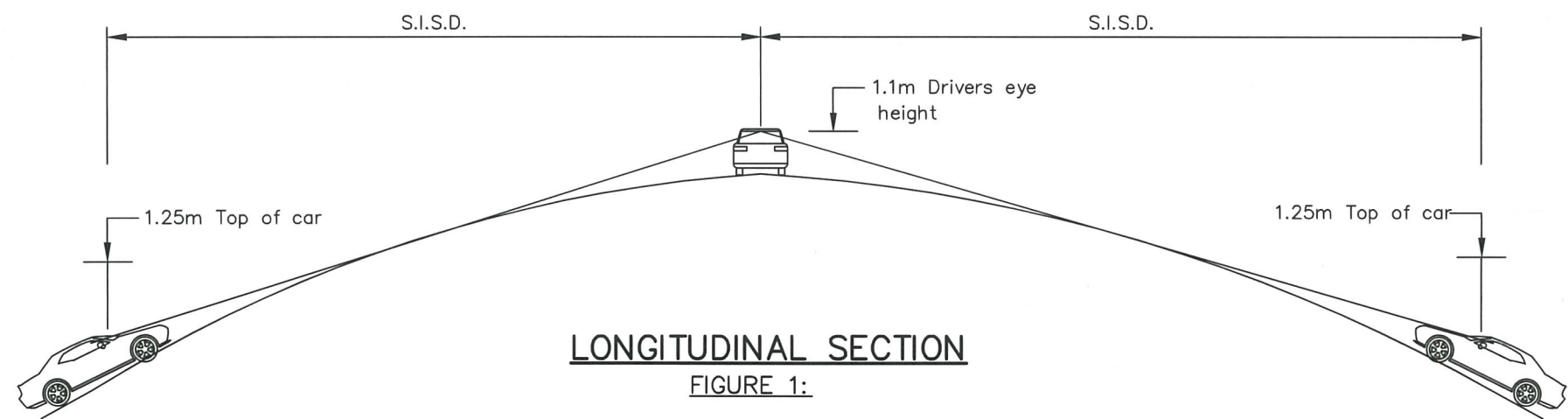


FIGURE 1:

VEHICLE SPEED (km/h)	SAFE INTERSECTION SIGHT DISTANCE METRES, FOR SPEED LIMITS OF:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

NOTES:

1. – For maximum driveway access slopes refer TSD-R04
2. – The angle of intersection should be between 70° and 90° to the major road.
3. – Shall be the posted speed limit for assessment of access driveways.
4. – Refer to AGRD04A – Part 4A Unsignalised and Signalised Intersection.

DEFINITIONS:

Vehicle Speed = Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.

S.I.S.D = Safe Intersection Sight Distance.

- Provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a driveway approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point.
- Is viewed between two points to provide inter-visibility between drivers and vehicles on the major road and minor road approaches. It is measured from a driver eye height of 1.1m above the road to points 1.25m above the road which represents drivers seeing the upper part of cars as illustrated on Figure 1.
- Assumes that the driver on the minor road is situated at a distance of 5m (minimum of 3m) from the lip of the channel or edge line projection of the major road. SISD allows for a 3s observation time for a driver on the priority legs of the intersection to detect the problem ahead, (e.g. car from driveway stalling on through lane) plus the SSD.
- Provides sufficient distance for a vehicle to cross the non-terminating movement on two-lane two way roads, or undertake two-stage crossing of dual carriageways, including those with vehicle speeds of 80 km/h or more.
- Should also be provided for drivers stored in the centre of the road when undertaking a crossing or right-turning movement.
- Enables approaching drivers to see an articulated vehicle, which has properly commenced a manoeuvre from a leg without priority, but its length creates an obstruction.
- Is measured along the carriageway from the approaching vehicle to the conflict point, the line of sight having to be clear to a point 5m (3m minimum) back from the holding line or stop line on the side road.

SCALES: AS SHOWN
(All scales are correct at A3)

XRef File: TSD-RF01-v1.dwg

REFERENCES

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IPWEA

INSTITUTE OF PUBLIC WORKS
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TAS Division



Local Government Association Tasmania

STANDARD DRAWING
GUIDE TO INTERSECTION AND DOMESTIC ACCESS
SIGHT DISTANCE REQUIREMENTS

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ISSUE DATE:

30-11-2013

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TSD-RF01-v1

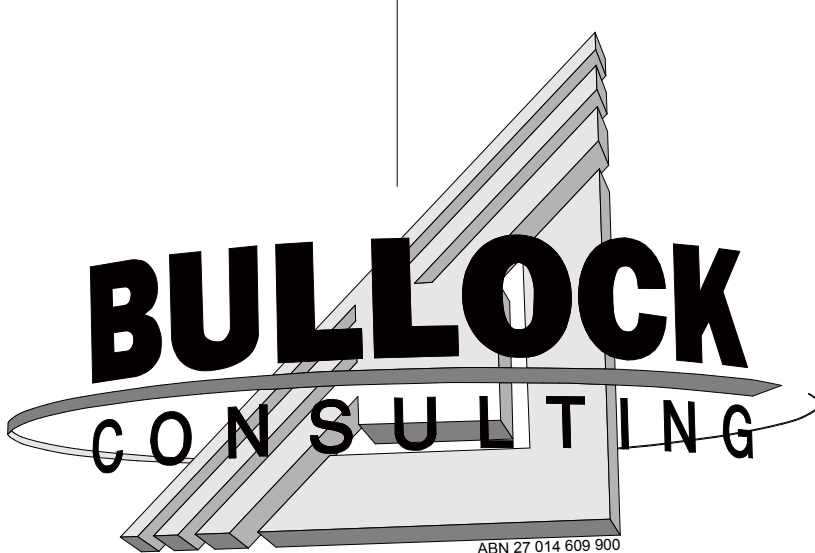
Appendix B

Site Plan Provided by the Developer





SITE PLAN
SCALE 1:500



ARCHITECTS
SURVEYORS
ENGINEERS



ABP No. CC4874f Architectural
ABP No. CC1633i Structural / Civil

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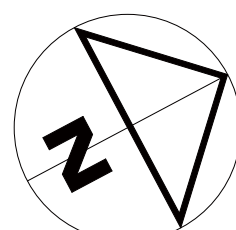
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Devonport Tasmania
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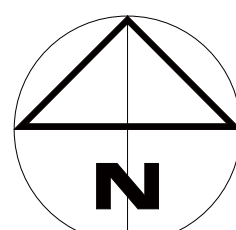
e: admin@bullock.com.au
w: www.bullock.com.au

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	29.04.14	INFORMATION	-
02	05.06.14	INFORMATION	-
03	17.06.14	INFORMATION	-
04	27.06.14	INFORMATION	-
05	27.08.14	INFORMATION	-



TRUE NORTH



PROJECT NORTH

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PROJECT: **PROPOSED
WATERFRONT VILLAS**
AT: **17 DEVONPORT ROAD,
DEVONPORT**
FOR: **RYNMARC PTY LTD**

DRAWING: **SITE PLAN**

DESIGNED: DVG DRAWN: MJB CHECKED:

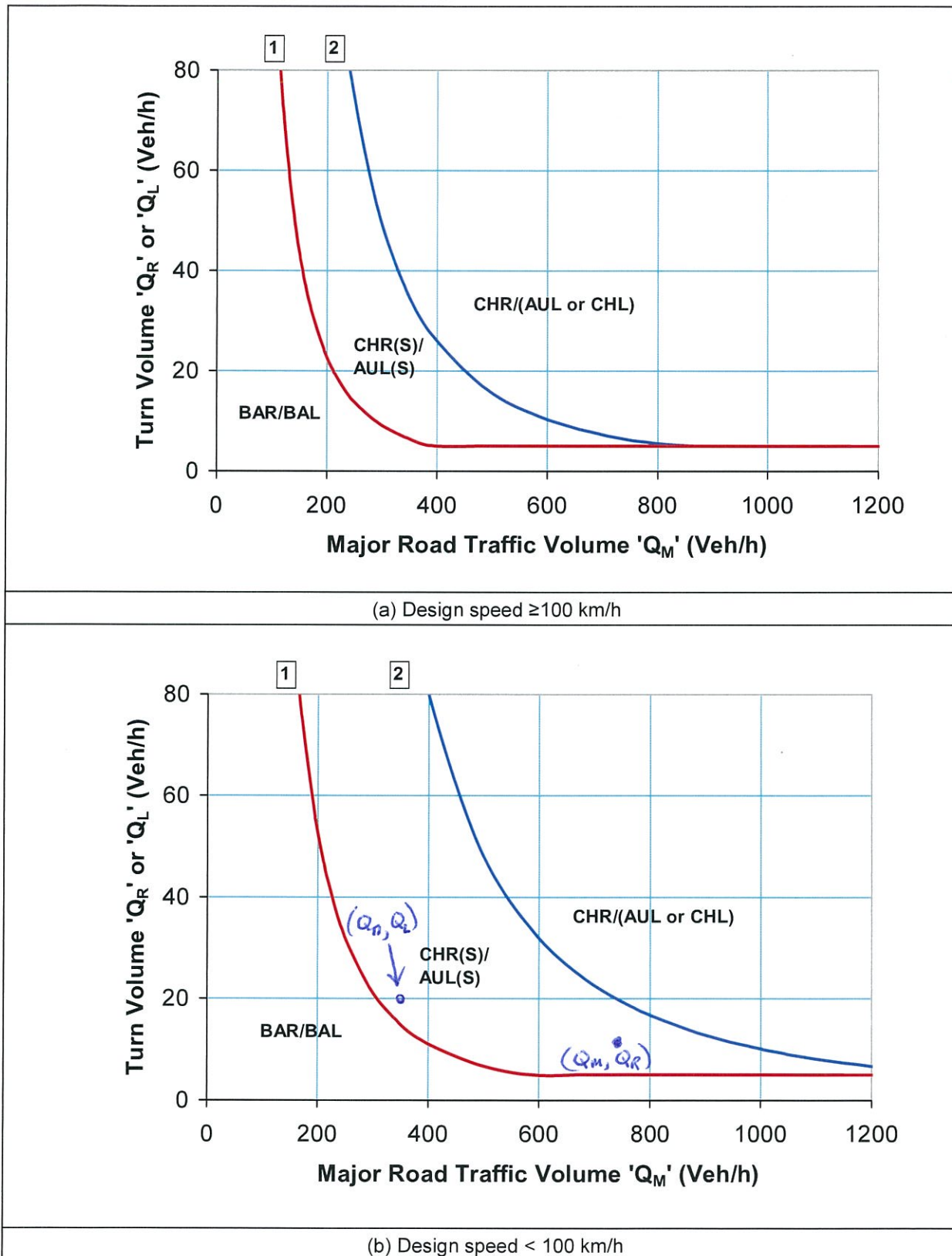
SCALES: 1:500 AT A1 SIZE DRAWING SHEET

PROJECT No. **13.276** DRAWING No. **As00** REV. **-**

Appendix C

Figure 4.9 taken from Austroads Guidelines



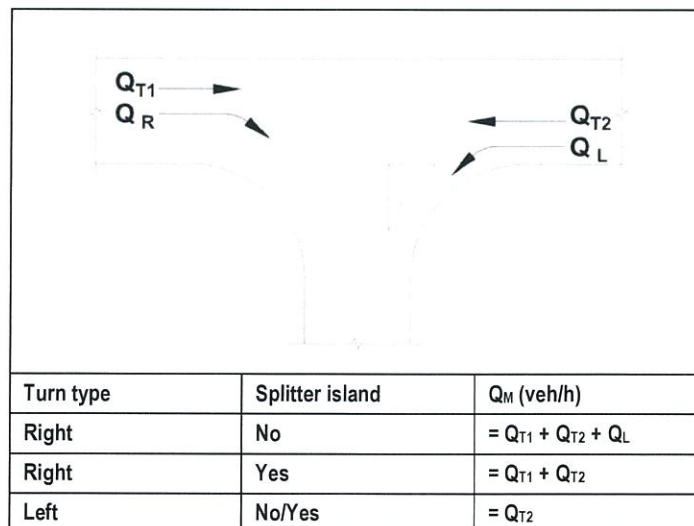


Source: Arndt and Troutbeck (2006).

Figure 4.9: Warrants for turn treatments on the major road at unsignalised intersections

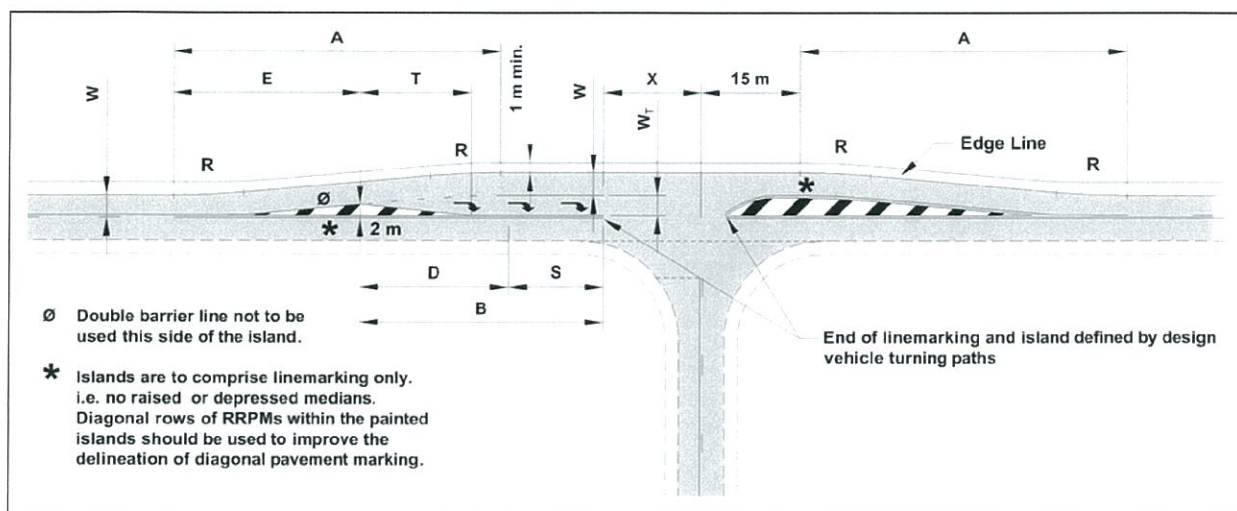
In applying the warrants in Figure 4.9 designers should note that:

- Curve 1 represents the boundary between a BAR and a CHR(S) turn treatment and between a BAL and an AUL(S) turn treatment.
- Curve 2 represents the boundary between a CHR(S) and a CHR turn treatment and between an AUL(S) and an AUL or CHL turn treatment. The choice of CHL over an AUL will depend on factors such as the need to change the give way rule in favour of other manoeuvres at the intersection and the need to define more appropriately the driving path by reducing the area of bitumen surfacing.
- The warrants apply to turning movements from the major road only (the road with priority).
- Figure 4.10 is to be used to calculate the value of the major road traffic volume parameter (Q_M).
- Traffic flows applicable to the warrants are peak hour flows, with each vehicle counted as one unit (i.e. do not use equivalent passenger car units [pcus]). Where peak hour volumes or peak hour percentages are not available, assume that the design peak hour volume equals 8% to 10% of the AADT for urban situations and that the design hour volume equals 11% to 16% of AADT for rural situations.
- If more than 50% of the traffic approaching on a major road leg turns left or right, consideration needs to be given to possible realignment of the intersection to suit the major traffic movement. However, route continuity issues must also be considered (for example, realigning a highway to suit the major traffic movement into and out of a side road would be unlikely to meet driver expectation).
- If a turn is associated with other geometric minima, consideration should be given to the adoption of a turn treatment of a higher order than that indicated by the warrants.
- Some road authorities may consider that the CHR(S) treatment is not a suitable arrangement in all instances. Where this occurs, the Main Roads Western Australia AUR treatment may be used as an alternative. However the CHR(S) treatment is considered to be preferable for general use on major roads.
- Where the major road has four lanes (e.g. two in each direction) the value used for Q_M is the volume in the closest through lane to the turning movement.



Source: Arndt and Troutbeck (2006).

Figure 4.10: Calculation of the major road traffic volume parameter Q_M



Note: The dimensions of the treatment are defined below and values of A, D, R and T are shown in Table 7.1:

W = Nominal through lane width (m) (including widening for curves). For a new intersection on an existing road, the width is to be in accordance with the current link strategy.

W_T = Nominal width of turn lane (m), including widening for curves based on the design turning vehicle = 3.0 m minimum.

B = Total length of auxiliary lane including taper, diverge/deceleration and storage (m).

E = Distance from start of taper to 2.0 m width (m) and is given by:

$$E = 2 \left(\frac{A}{W_T} \right)$$

T = Taper length (m) and is given by:

$$T = \frac{0.33xVxW_T}{3.6}$$

S = Storage length to cater for one design turning vehicle (m).

V = Design speed of major road approach (km/h).

X = Distance based on design vehicle turning path, typically 10–15 m.

Source: QDMR (2006).

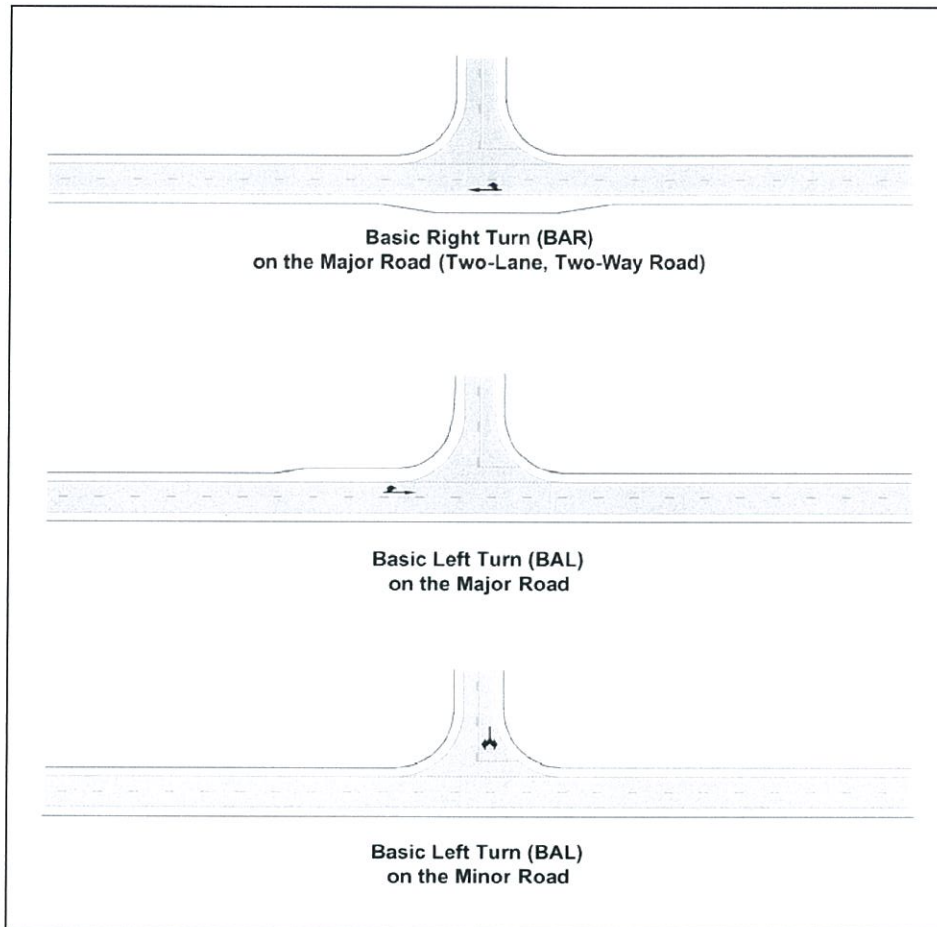
Figure 7.6: Channelised right-turn treatment with a short turn slot [CHR(S)] two-lane rural road

7.5.3 Rural Channelised T-junction – Full Length (CHR)

For this layout, all traffic is required to deviate and therefore the road alignment for the through movement must be designed to suit the operating speed. This deviation requires the pavement to be widened to provide a full-length right-turn lane as shown in Figure 7.7.

The minimum lengths of deceleration (D) for different design speeds are shown in Table 5.2 and should be based on the comfortable deceleration rate of 2.5 m/s². The storage length (S) is usually determined through the use of computer programs such as aaSIDRA.

Details of the departure end of the right-turn lane should be determined using turning path templates (minimum radius 15.0 m). This will depend on the width and the angle of intersection of the road that the turning vehicle is entering.



Note: Arrows indicate movements relevant to the turn type. They do not represent actual pavement markings.

Source: QDMR (2006).

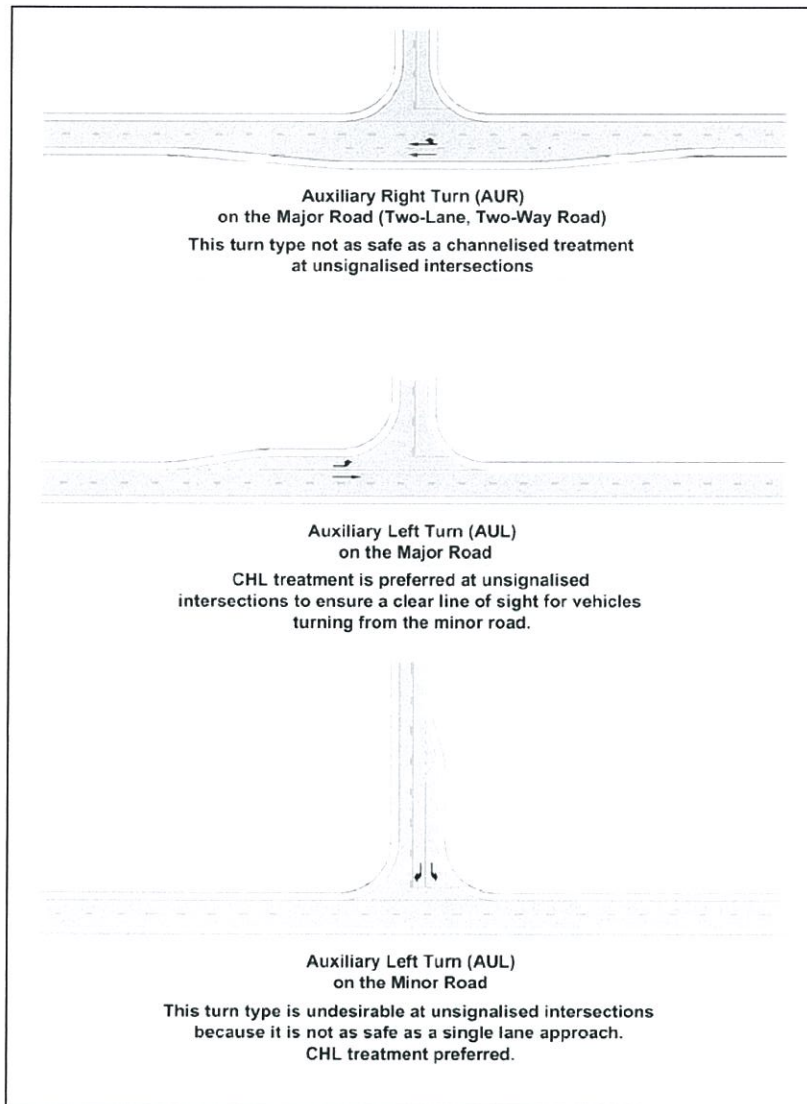
Figure 4.1: Rural basic BA turn treatments

Figure 4.1 shows only basic T-intersection treatments because unsignalised and signalised crossroads should not be provided because of road safety risk in high speed situations (e.g. > 80 km/h) unless treated with channelisation (e.g. roundabout, wide median treatment) and/or traffic management devices. However, CHR treatments may be applied to existing crossroads where there is a need to shelter turning vehicles on the major road and the risk associated with crossing traffic is considered to be low (e.g. no crashes recorded, very low approach speeds, negligible traffic crossing). This treatment is implemented under extended design domain principles (Appendix A and the *Guide to Road Design – Part 2: Design Considerations*, (Austroads 2006c).

4.5.2 Urban Basic (BA) Turn Treatments

Figure 4.2 shows the features of urban BA turn treatments. It can be seen that:

- the basic right-turn treatment and basic left-turn treatments are achieved by resuming parking space at and near the intersection
- a bicycle lane on the major road may be incorporated into the treatment and should always be continued through unsignalised intersections.



Notes:

1. Arrows indicate movements relevant to the turn type. They do not represent actual pavement markings.
2. Not used by the Queensland Department of Main Roads or the New Zealand Transport Agency.

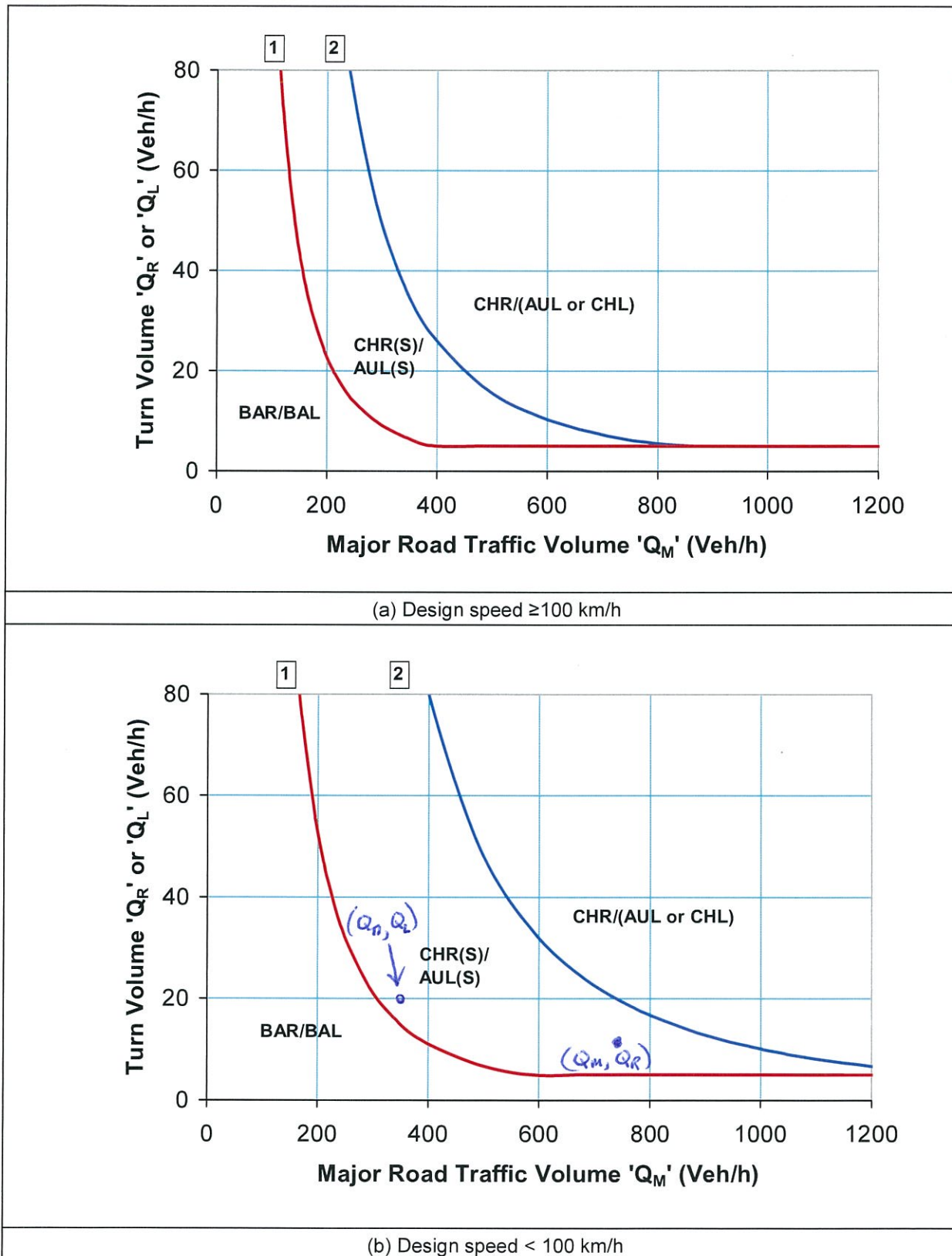
Source: Based on QDMR (2006).

Figure 4.5: Rural auxiliary lane (AU) turn treatments

4.6.2 Urban Auxiliary Lane (AU) Turn Treatments

Figure 4.6 shows the features of urban AU turn treatments at T-intersections, namely:

- AUR turn treatment is created by the addition of a short section of traffic lane with standard painted stripes
- AUL turn treatment on the major road may be a normal indented turn lane or be shielded by a parking lane, depending on the situation
- AUL turn treatment in the minor road may also be a normal indented turn lane or be shielded by parked cars, depending on the situation.

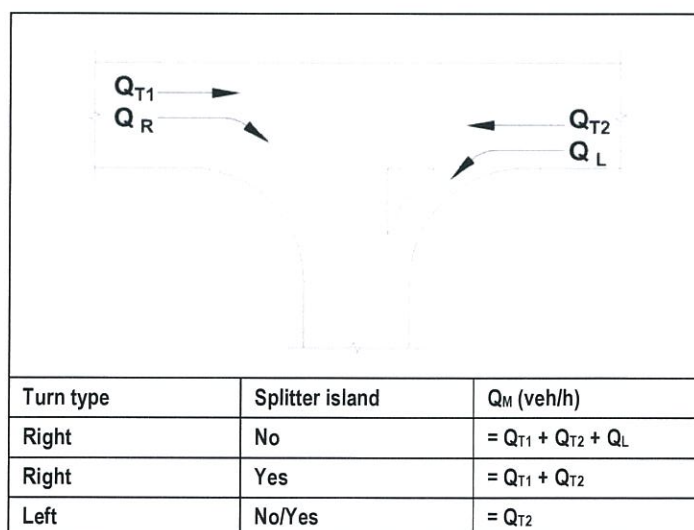


Source: Arndt and Troutbeck (2006).

Figure 4.9: Warrants for turn treatments on the major road at unsignalised intersections

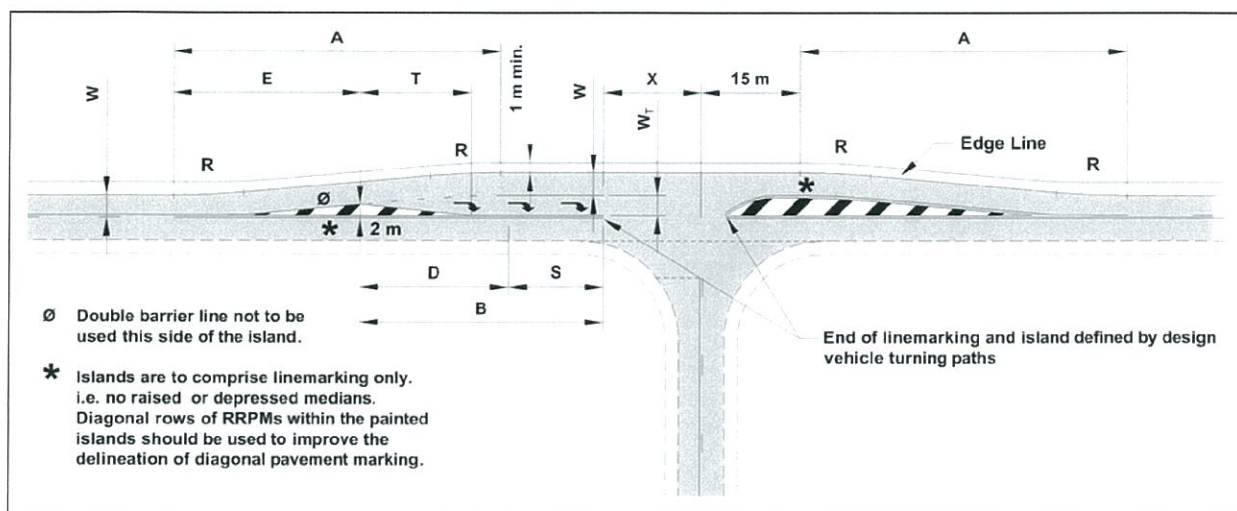
In applying the warrants in Figure 4.9 designers should note that:

- Curve 1 represents the boundary between a BAR and a CHR(S) turn treatment and between a BAL and an AUL(S) turn treatment.
- Curve 2 represents the boundary between a CHR(S) and a CHR turn treatment and between an AUL(S) and an AUL or CHL turn treatment. The choice of CHL over an AUL will depend on factors such as the need to change the give way rule in favour of other manoeuvres at the intersection and the need to define more appropriately the driving path by reducing the area of bitumen surfacing.
- The warrants apply to turning movements from the major road only (the road with priority).
- Figure 4.10 is to be used to calculate the value of the major road traffic volume parameter (Q_M).
- Traffic flows applicable to the warrants are peak hour flows, with each vehicle counted as one unit (i.e. do not use equivalent passenger car units [pcus]). Where peak hour volumes or peak hour percentages are not available, assume that the design peak hour volume equals 8% to 10% of the AADT for urban situations and that the design hour volume equals 11% to 16% of AADT for rural situations.
- If more than 50% of the traffic approaching on a major road leg turns left or right, consideration needs to be given to possible realignment of the intersection to suit the major traffic movement. However, route continuity issues must also be considered (for example, realigning a highway to suit the major traffic movement into and out of a side road would be unlikely to meet driver expectation).
- If a turn is associated with other geometric minima, consideration should be given to the adoption of a turn treatment of a higher order than that indicated by the warrants.
- Some road authorities may consider that the CHR(S) treatment is not a suitable arrangement in all instances. Where this occurs, the Main Roads Western Australia AUR treatment may be used as an alternative. However the CHR(S) treatment is considered to be preferable for general use on major roads.
- Where the major road has four lanes (e.g. two in each direction) the value used for Q_M is the volume in the closest through lane to the turning movement.



Source: Arndt and Troutbeck (2006).

Figure 4.10: Calculation of the major road traffic volume parameter Q_M



Note: The dimensions of the treatment are defined below and values of A, D, R and T are shown in Table 7.1:

W = Nominal through lane width (m) (including widening for curves). For a new intersection on an existing road, the width is to be in accordance with the current link strategy.

W_T = Nominal width of turn lane (m), including widening for curves based on the design turning vehicle = 3.0 m minimum.

B = Total length of auxiliary lane including taper, diverge/deceleration and storage (m).

E = Distance from start of taper to 2.0 m width (m) and is given by:

$$E = 2 \left(\frac{A}{W_T} \right)$$

T = Taper length (m) and is given by:

$$T = \frac{0.33xVxW_T}{3.6}$$

S = Storage length to cater for one design turning vehicle (m).

V = Design speed of major road approach (km/h).

X = Distance based on design vehicle turning path, typically 10–15 m.

Source: QDMR (2006).

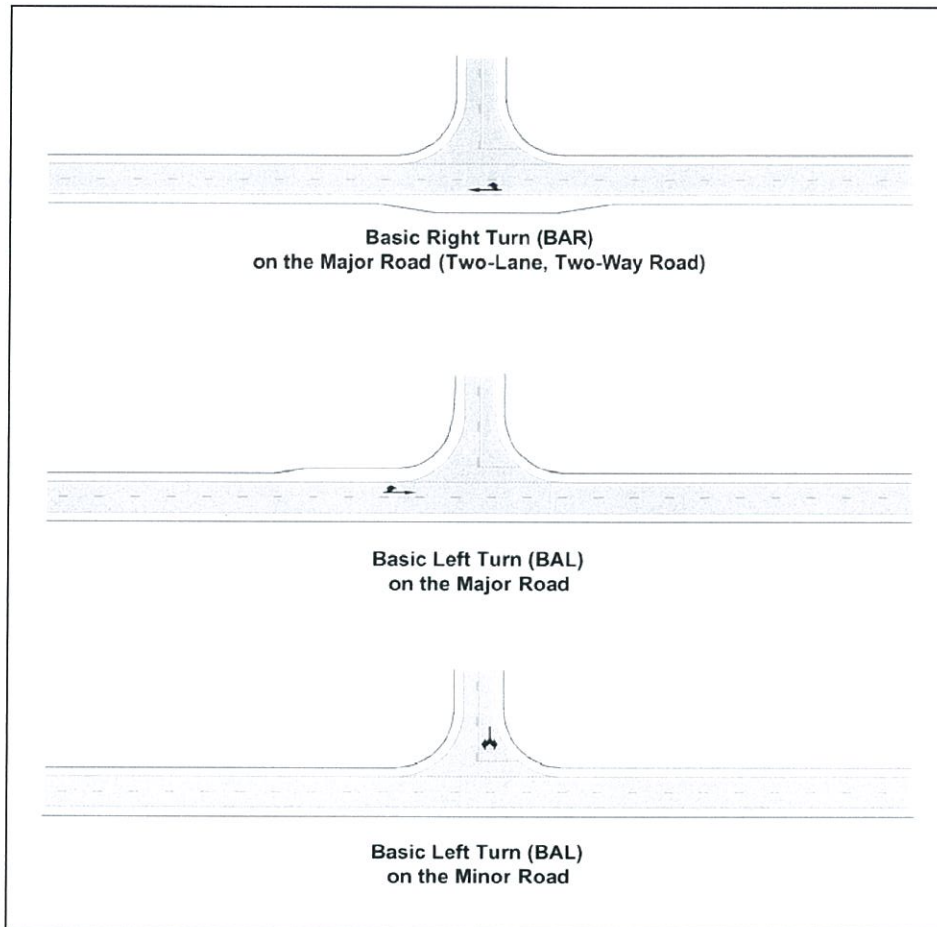
Figure 7.6: Channelised right-turn treatment with a short turn slot [CHR(S)] two-lane rural road

7.5.3 Rural Channelised T-junction – Full Length (CHR)

For this layout, all traffic is required to deviate and therefore the road alignment for the through movement must be designed to suit the operating speed. This deviation requires the pavement to be widened to provide a full-length right-turn lane as shown in Figure 7.7.

The minimum lengths of deceleration (D) for different design speeds are shown in Table 5.2 and should be based on the comfortable deceleration rate of 2.5 m/s². The storage length (S) is usually determined through the use of computer programs such as aaSIDRA.

Details of the departure end of the right-turn lane should be determined using turning path templates (minimum radius 15.0 m). This will depend on the width and the angle of intersection of the road that the turning vehicle is entering.



Note: Arrows indicate movements relevant to the turn type. They do not represent actual pavement markings.

Source: QDMR (2006).

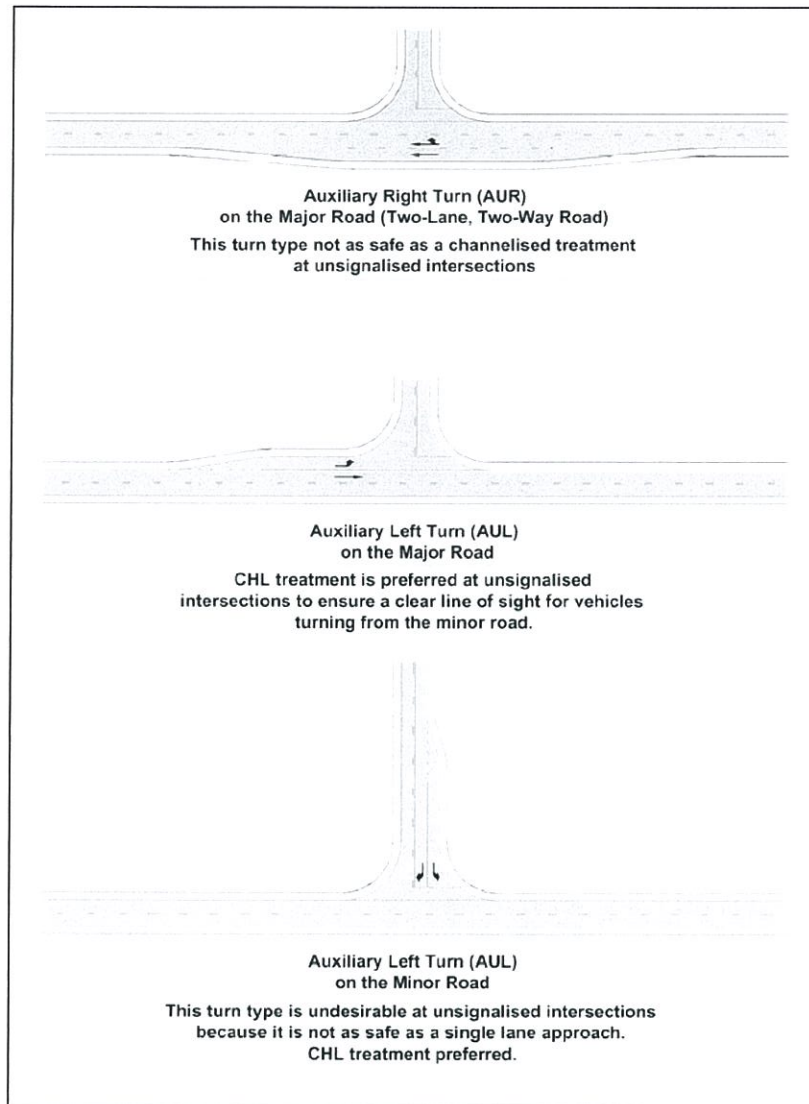
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- AUL turn treatment in the minor road may also be a normal indented turn lane or be shielded by parked cars, depending on the situation.

Appendix D

Traffic Crash Data



Crash ID	Crash Date	Crash Time	Severity	DCA Code	Speed Limit at crash	Location Description	Surface Condition
30004581	7/08/2006	20:05	Property Damage Only	181 Off right bend into object/parked vehicle	80	Devonport Road, Miandetta, Devonport	Wet
30004863	14/04/2006	22:30	Property Damage Only	183 Off left bend into object/parked vehicle	80	Devonport Road, Miandetta, Devonport	Dry
30011380	28/01/2006	18:50	Property Damage Only	171 Left off carriageway into object or parked vehicle	80	Devonport Road, Miandetta, Devonport	Wet
30028885	20/01/2007	22:15	Property Damage Only	180 Off carriageway right bend	80	Devonport Road, Miandetta, Devonport	Wet
30064663	31/07/2008	16:36	Property Damage Only	120 Wrong side/other head on (not overtaking)	80	Devonport Road, Miandetta, Devonport	Wet
30074600	26/11/2009	20:19	Property Damage Only	184 Out of control on carriageway	80	Devonport Road, Miandetta, Devonport	Wet
30086958	28/05/2010	10:20	Property Damage Only	181 Off right bend into object/parked vehicle	80	Devonport Road, Miandetta, Devonport	Wet
30103549	22/11/2009	10:24	Property Damage Only	181 Off right bend into object/parked vehicle	80	Devonport Road, Miandetta, Devonport	Wet
30103783	24/11/2010	11:20	Property Damage Only	183 Off left bend into object/parked vehicle	80	Devonport Road, Miandetta, Devonport	Wet

Contact

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pbowen@pittsh.com.au

transport | community | industrial & mining | carbon & energy



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sustainablethinking®



Appendix I – Landslide Risk Assessment

26 June 2014

Reference No. GL14147Aa

Bullock Consulting
PO Box 63
RIVERSIDE TAS 7250

Attention: Ms Heidi Goess

Dear Madam

RE: Fee Proposal
Landslide Risk Assessment
17 Devonport Road, Devonport

1 INTRODUCTION

In response to your enquiry on 25 June 2014, Geoton Pty Ltd is pleased to submit this fee proposal to carry out a landslide risk assessment of a rock cutting situated within a proposed unit development at 17 Devonport Road, Devonport.

In order to prepare this proposal staff visited the site and noted that the rock cutting is approximately 100m long and typically consists of well exposed jointed dolerite rock with a minimal soil cover.

It is understood that the landslide risk assessment requires a rock mapping exercise in order to conduct the risk assessment in relation to rockfall.

A site plan showing the proposed unit development was provided (prepared by Bullock Consulting, Project No.13.276, Drawing No. As00).

2 REPORT REQUIREMENTS

The landslide assessment will be completed in accordance with E6 Hazard Management Code of the Devonport Interim Planning Scheme. As such, the report will be completed by a suitably qualified person with relevant expertise and experience in land stability assessment. The report will be prepared in accordance with the Australian Standard for Geotechnical Site Investigation AS1726 and Practice Note Guidelines for Landslide Risk Management 2007, Australian Geomechanics Journal, Vol 42, No. 1 (2007).

3 BACKGROUND

3.1 Geology

The Mineral Resources Tasmania (MRT) Landslide Map Series, Devonport – Geology Map, 1:25,000 Scale, indicates that the site is underlain by Jurassic aged dolerite.

3.2 Landslide Susceptibility

Examination of the MRT Tasmanian Landslide Map Series, Devonport – Rockfall Susceptibility Map, indicates that the rock cut area is situated within susceptibility source and runout zone for rockfall.

4 SCOPE OF WORKS

We propose the following scope of work:

- Carry out a desk study of available MRT records and published information of the site and surrounding area;
- Site walk over including examination of site conditions and surrounding landforms;
- Clear vegetation and topsoil in select areas;
- Rock face mapping including joint orientation mapping;
- Rock slope dips analyses using Rocscience Dips program (engineering analysis of the rock face); and
- Provide a report that details the following:
 - The findings of the desk study;
 - Rock slope dips analysis;
 - Landslide Risk Assessment;
 - Identified rockfall risks and required setbacks (if any); and
 - Recommendations to maintain or possibly lower the potential rockfall risks.

5 YOUR OBLIGATIONS

To enable us to carry out the field activities of this proposal, we request that you:

- Make arrangements for our personnel to enter the site;
- Advise us immediately if you become aware of any matter which may change the scope or timing of the service to be provided by us for the project; and
- Advise us as soon as possible if you require additional work to be carried out.

6 PROGRAMME

We can carry out the field work within 2 weeks after receipt of your authorisation to proceed. Analyses and reporting are expected to be completed within 2 weeks of completing the field work.

An authorisation to proceed pro forma is attached to this proposal.

7 FEE ESTIMATE

Our fee estimate to carry out the above scope of works is as follows:

Activity	Cost Estimate (excluding GST)
Planning/communications	\$180
Fieldwork and travel	\$1,500
Analyses, reporting and peer review	\$1,850
Sub Total	\$3,530
GST	\$353
Total (including GST)	\$3,883

8 INVOICE TERMS

Progress Invoices will be issued at the completion of the fieldwork and/or monthly. Where the project completion is to be approximately a month an invoice will be issued at the end of the project.

Payment terms for invoices are strictly 14 days.

9 CLOSURE

We thank you for the opportunity to provide you with our proposal. We shall be pleased to undertake the work described herein for you and look forward to receiving your acceptance of this proposal so work can begin.

Should you require further information or clarification of any details, please do not hesitate to contact this office.

Fee Proposal

For and on behalf of Geoton Pty Ltd



Tony Barraiera

Director

Attachment A: Authorisation to Proceed

Geoton Terms of Agreement

Attachment A

Post, Fax or email to:

Geoton Pty Ltd., (ABN 69 315 541 003)

PO Box 522 Prospect Vale TAS 7250

Facsimile No: 03 6343 1906

Email address: tbarriera@geoton.com.au

Attention: Tony Barriera

RE: Authorisation to Proceed with Landslide Risk Assessment at 17 Devonport Road, Devonport

It is hereby agreed that I/we accept the scope of work, programme, cost, terms and conditions as described in Geoton's proposal Ref: GL14147Aa, dated 26 June 2014 and that Geoton is authorised to proceed.

*Please note that **the organisation who authorises the work is responsible for payment.** Payment is to be made by the due date regardless of any contracts that may be held with third parties. Commissioning of work by third party organisations that are not responsible for the payment will not be accepted.*

Name: _____ Position: _____

Signature: _____ Date: _____

Email Address: _____

Company to Invoice: _____

ACN: _____ ABN: _____

Accounts Mailing Address: _____

State & Postcode: _____

Street Address (must be provided) _____

State & Postcode: _____

Accounts Phone: _____ Accounts Fax: _____

Accounts Email Address: _____

PLEASE SIGN THIS ACCEPTANCE AND FORWARD TO GEOTON BY FAX, MAIL OR EMAIL. UPON RECEIPT OF THIS ACCEPTANCE, GEOTON WILL COMMENCE WORK ON THE PROJECT

Appendix H – Landslide Risk Assessment

Geotechnical Consultants

Terms of Agreement for Professional Services

1.0 INTRODUCTION

These Terms of Agreement apply to work carried out by the Company. The "Company" shall mean Geoton Pty Ltd and the servants and agents thereof, which is providing the services. The "Client" shall mean and include the body, corporation or person with whom the Company contracts for or in relation to the performance of functions or the provision of goods or services. "Subcontractor" shall mean and include:

- a. any person, firm or company with whom the Company may arrange for any work to be performed for the Client, and
- b. any person who is now or hereafter a servant, agent or subcontractor of any of the persons referred to in (a) above.

2.0 SCOPE OF RESPONSIBILITY

2.1 All goods or services provided by the Company are subject only to these Terms. Except where necessarily incorporated by statute, no other term, condition or warranty shall be incorporated herein unless specifically agreed in writing by the Company.

2.2 The Company undertakes to exercise reasonable care in accordance with standards ordinarily exercised by members of the profession who practice in the same locality and under similar conditions. There shall be no liability whatsoever in respect of any failure to exercise a degree or level of care beyond such reasonable care.

2.3 The Client will indemnify and hold the Company harmless against all claims, costs and demands (including in respect of negligence) by third parties in respect of the service concerned.

2.4 The Client acknowledges that in the event of the Company having failed to exercise reasonable care, the Company's liability, if any, shall be absolutely extinguished after the expiration of twelve months from the date of the Company's invoice in respect of the service.

2.5 In the event that the Company is liable to the Client for failure to exercise reasonable care, such liability shall be limited to the greater of:

- the amount of the fee actually paid by the Client to the Company for the service concerned (to a maximum of \$20,000) or,
- any other amount agreed in writing between the Client and the Company.

2.6 If the Company is liable to the Client for any loss or damage arising in connection with any goods or services provided by the Company pursuant to this Agreement or otherwise, the Client's entitlement to recover damages from the Company shall be reduced by such amount as fairly reflects the extent to which any act, omission or negligence of the Client or any third party caused or contributed to such loss or damage.

2.7 Under no circumstances, whether as a result of any act, neglect or default or otherwise howsoever, shall the Company have any liability for or in relation to any work, reports, information, plans, designs, or specifications supplied or performed by any third party, including a third party engaged by or at the suggestion of the Company.

2.8 The Client acknowledges that:

- the Company does not supervise the work of others who may be working pursuant to directions from the Company. The Company is responsible for exercising reasonable care in giving the directions, but is not responsible for the manner in which the directions are carried out;
- Documents (including reports) required by the Company's servants are signed by them, for and on behalf of the Company and not in any personal capacity
- the copyright in all documents prepared by or at the request or direction of the Company shall be and remain the property of the Company;
- the Client will not supply or permit any report of the Company to be seen by or given to any third party unless that report has incorporated in or attached to it these Terms;
- samples will be retained by the Company for at least 3 months after which they will be disposed of unless the Client has requested in writing that the Company retain samples for a longer period.

2.9 For the purposes of this Clause and without limiting Clause 2.8, the Client acknowledges that the Company is contracting as principal for and on behalf of its servants, agents and Subcontractors. The servants, agents and Subcontractors of the Company shall not be liable in respect of any loss or damage suffered by the Client as a result of goods or services provided by the Company, nor for any consequential loss or damage suffered by any third party.

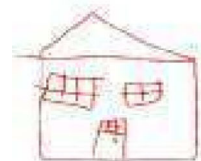
2.10 Unless advised otherwise by the Client in writing, the Company can use information regarding the project which is the subject of this Agreement in any promotional material it may prepare to use.

3.0 GENERAL

3.1 Disputes. In the event that a dispute should arise involving litigation relating to the performance of the services to be provided under this Agreement, it is agreed where the Company prevails that it shall be entitled to recover all reasonable costs incurred in the defence of the claim, including staff time, court costs, legal fees assessed on a solicitor and client basis and other claim related expenses.

3.2 Termination. This Agreement may be terminated by either party upon seven (7) days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof. Such termination shall not be effective if that failure has been remedied before expiration of the period specified in the written notice. In the event of termination the Company shall be paid for services performed to the termination notice date plus reasonable termination expenses.. If the Company is prevented by circumstances beyond its direct control from performing the services the Agreement shall end without prejudice to the accrued rights of either party.

Appendix J – Bushfire Hazard Management Plan



Tammy Smith Energy

Bushfire Report

17 Devonport Road, Devonport

Prepared for Rynmarc Pty. Ltd

By: Tammy Smith

Date: 20th December 2016

Report No: B1617-034



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Attachment 01	Bushfire Hazard Management Site Plan
Attachment 02	Bushfire Hazard Management Advice
Attachment 03	Fire Resisting Garden Plants

Introduction

This Bushfire Attack Level (BAL) assessment report has been prepared for the construction of a 2 new units at **17 Devonport Road, Devonport**. The need for the BAL assessment report is required as the proposed new dwelling is to be built on bushfire prone land which is defined as:

- a) Land that is within the boundary of a bushfire-prone area shown on an overlay of a planning scheme map; and
- b) Where there is no overlay on a planning scheme map, or where the land is outside the boundary of a bushfire-prone area shown on an overlay on such a map, land that is within 100 metres of an area of bushfire-prone vegetation equal to, or greater than one hectare. (Building Regulations Version 1 (Tas) 2014)

In this instance the proposed new dwelling is to be situated on, and surrounded by land that is classified as bushfire prone vegetation, and is within 100 m of bushfire-prone vegetation equal to or greater than one hectare.

Aim

This assessment report has been provided to assist the owner with identifying the relevant requirements for the proposed dwelling described in Australian standard AS 3959-2009.

The purpose of this Bushfire Assessment Report is to provide knowledge to the public/ individual/ landholder the need to protect their property from bushfire. And to reduce the occurrence of, and minimise the impact of bushfires, thereby reducing the risk to human life, property, the environment, and the cost to the community caused by bushfires.

To provide for sufficient separation of building areas from bushfire-prone vegetation and to reduce the radiant heat levels, direct flame attack and ember attack at the building site;

The inspection has been undertaken and the report provided is on the understanding that;

- 1) This report assesses the site with respect to Interim Planning Directive No.1 Bushfire-Prone Areas Code. All other statutory assessments are outside the scope of this report unless specifically included.
- 2) The report only identifies the size, volume and status of the vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development or where the vegetation separation distance established in this report has changed.

This assessment is based on an inspection of the site 29th November 2016

The proposed building site has existing buildings present that have been assessed independent of this report.

Property Details:

Property Address:	17 Devonport Road, Devonport
Certificate of Title:	7703892
Land Area:	3 hectares (approx)
Type Of Building/Construction:	2 new villas
NCC Classification:	Class 1
Zoning:	Recreation
Planning Scheme:	Devonport Interim Planning Scheme



Approx. Location of proposed new units



Location of closest fire hydrants

Description of the Area

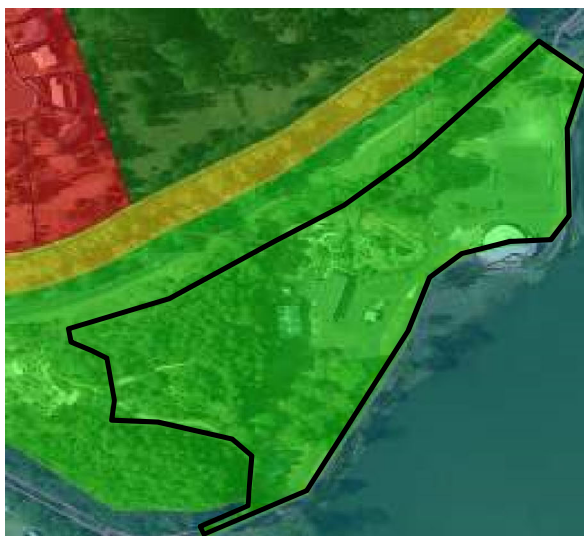
Climate The climate in the Devonport area is cool/temperate; the growing season for vegetation is during April/May (autumn) & October/November (spring). The Devonport area has an average rainfall of 700 to 900 mm per year. In general the fire season is in the dryer months during January through to the end of March, with winds predominately prevailing from the West. Due to the topography of the land the land, these new builds are likely to be sheltered from the prevailing Westerly weather

Land Topography: Vegetation/Contours

TOPOGRAPHY: The gradient of the land the proposed new buildings are to be built on is flat. In a western direction the land has a steep cliff face. Located upslope from these new builds. This was determined by a site inspection made on the 29th November, and a site plan provided by Mathew Smith.

Reference to Tasmanian Vegetation Monitoring & Mapping Program (TASVEG) indicates the vegetation immediately surrounding the new builds is maintained gardens and lawns, also cleared carpark area. The vegetation located on top of the cliff face is currently unmanaged, and consist of scrub vegetation. The site these buildings are proposed constructed on is cleared of any tall vegetation, with the exception of sparse native eucalypts.

Devonport Planning Scheme



Recreation



Environmental Management



Open Space

Tas Veg 3.0



(FUM) Extra-urban miscellaneous



DSC - Dry eucalypt forest and woodland



OAQ - Water & Sea

General Site description: - Villa 1



This is a large Recreation allotment, located on the outskirts of Devonport. This allotment currently contains existing buildings consisting of a Café, Managers residence, storage facility and a mini golf course. This Villa is located on the eastern side of a steep rocky outcrop. Villa 1 faces the Mersey River to the South. The construction materials are fibro clad on the external walls, a colourbond roof, constructed on a reinforced concrete slab

NORTH Villa 1 is located approx 95.0 metres from the Northern boundary. An existing storage shed, and manager residence is located in this direction, further North East is a maintained mini golf course. Sparse woodland vegetation is located parallel to Devonport Road. This vegetation is located **85.0 metres** from this villa, at the closest point (North West) and is contiguous with vegetation located further to the West.

WEST A cleared area of vegetation is located to the west of villa 1. This area provides an area for car parking, also road access to Villa 2. A very steep rocky embankment is located 30.0 metres from this villa. The Cliff face has sparse vegetation, this vegetation continues to the apex. The apex of this cliff is 10.0 metres high. The vegetation located on the apex of this steep embankment is native scrub vegetation consisting of leptospermum, and varieties of Acacia. This vegetation located on the top of this cliff is **40.0 metres** from this villa.

SOUTH Villa 2 is located 5.43 metres from this southern elevation of Villa 1. The vegetation located in a Southern direction is maintained, and will continue to be maintained as this site developed further. The Mersey River and a walking/cycle track is parallel to this boundary. Sparse mature eucalyptus trees, form part of the maintained vegetation.

EAST The maintained vegetation continues from the South in this direction. The Mersey River, and footpath also form part of this Eastern boundary. The immediate vegetation is maintained. The distance this new villa is located from this boundary is 12.70 metres.

PHOTOS of SITE and VEGETATION – Villa 1



NORTH View from the building site showing the existing storage shed, and manager's residence from the western elevation of Villa 1, The vegetation behind the storage shed is parallel to Devonport Road, and located 85 metres from villa 1.



WEST View showing Villa 1, Scrub vegetation is located at the apex of a steep outcrop further to the west.



SOUTH WEST View from villa 1 showing a car parking area, also an access road to villa 2.



EAST View The Mersey River is parallel to this boundary.

Villa 01

Fire Danger Index (FDI) of 50 (1090) for Tasmania

	North West		West		South		East	
Vegetation Classification								
Group A - Forest								
Group B - Woodland	X							
Group C - Shrubland								
Group D - Scrub			X					
Group E - Mallee/Mulga								
Group F - Rainforest								
Group G - Grassland								
Exclusions (refer pg. 14)					(f)		(f)	
Distance to Classified Vegetation	85.0 metres		40.0 metres					
Effective Slope under classified vegetation	Upslope							
	0 degrees	X	0 degrees	X	0 degrees		0 degrees	
	Downslope							
	> 0 to 5		> 0 to 5		>0 to 5		> 0 to 5	
	> 5 to 10		> 5 to 10		> 5 to 10		> 5 to 10	
	> 10 to 15		> 10 to 15		> 10 to 15		> 10 to 15	
	> 15 to 20		> 15 to 20		> 15 to 20		> 15 to 20	
	BAL Rating for each orientation on the site	BAL 12.5		BAL 12.5		BAL LOW		BAL LOW

Determination of Bushfire Attack Level: **BAL 12.5**

Description of predicted bushfire attack and levels of BAL 12.5 is primarily concerned with protection from ember attack and radiant heat up to and including 12.5 kW/m² where the site is less than 100 m from the source of bushfire attack

In this assessment the BAL applicable to the new dwelling is BAL 12.5 to the North West and West direction, and as such no further BAL can occur.



General Site description: - Villa 2

This is a large Recreation allotment, located on the outskirts of Devonport. This allotment currently contains existing buildings consisting of a Café, Managers residence, storage facility, 1 Villa and a mini golf course. This Villa is located on the Eastern side of a steep rocky outcrop. Villa 2 faces the Mersey River to the South. The construction materials are fibro clad on the external walls, a colourbond roof, constructed on a reinforced concrete slab

NORTH Villa 2 is located approx 110.0 metres from the Northern boundary. Mature eucalyptus trees are located parallel to Devonport Road. This vegetation is located 110.0 metres from this villa. An existing storage shed, and manager residence is located in this direction, further North is a maintained mini golf course. Villa 1 is located 5.43 metres South East of this villa.

WEST A cleared area of vegetation is located to the west of villa 2. This area provides an area for car parking, also road access to future developments. A very steep rocky embankment is located 18.0 metres from this villa. The Cliff face has sparse vegetation, this vegetation continues to the apex. The vegetation located on the apex of this steep embankment is sparse native scrub vegetation consisting of leptospermum, and varieties of Acacia. This cliff face is approximately 10.0 metres in height. The vegetation located on the apex of this cliff is **28.0 metres** from this villa.

SOUTH/SOUTH WEST The vegetation located in a South Western direction is located **51.9 metres** from this villa. This vegetation consists of mature eucalyptus trees, with an unmaintained understorey. This vegetation is contiguous with vegetation located to the West, and is under the direction of others. An access road continues in this direction to the boundary. At present relocatable site office is located in this direction. Mersey River and a walking/cycle track is parallel to the Southern boundary. Sparse mature eucalyptus trees, form part of the immediate maintained vegetation.

EAST The maintained vegetation continues from the South in this direction. The Mersey River and footpath also form part of this Eastern boundary. The immediate vegetation is maintained. This villa is located 19.5 metres from this boundary.

PHOTOS of SITE and VEGETATION – Villa 2



NORTH View Villa 1, and numerous outbuildings are located in this direction the tall vegetation located to the rear of the storage shed is located 110 metres from this villa.



WEST view this shows sparse scrub vegetation located on a steep embankment, Villa 2 is located to the right of this picture. The vegetation at the apex of this embankment is scrub located 28 metres from this villa.



SOUTH View from villa 2 showing maintained vegetation to the boundary. Forest vegetation is located 51.9 metres from this villa. The Mersey River is located in a Southern direction.



EAST View the Mersey River is located Parallel to this boundary

Villa 02

Fire Danger Index (FDI) of 50 (1090) for Tasmania

Vegetation Classification	North		West		South West		East	
Group A - Forest					X			
Group B - Woodland	X							
Group C - Shrubland								
Group D - Scrub			X					
Group E - Mallee/Mulga								
Group F - Rainforest								
Group G - Grassland								
Exclusions (refer pg. 14)								(f)
Distance to Classified Vegetation	110.0 metres		28.0 metres		51.9 metres			
Effective Slope under classified vegetation	Upslope							
	0 degrees	X	0 degrees	X	0 degrees	X	0 degrees	
	Downslope							
	> 0 to 5		> 0 to 5		>0 to 5		> 0 to 5	
	> 5 to 10		> 5 to 10		> 5 to 10		> 5 to 10	
	> 10 to 15		> 10 to 15		> 10 to 15		> 10 to 15	
	> 15 to 20		> 15 to 20		> 15 to 20		> 15 to 20	
BAL Rating for each orientation on the site	BAL LOW		BAL 12.5		BAL 12.5		BAL LOW	

Determination of Bushfire Attack Level: BAL 12.5

Description of predicted bushfire attack and levels of BAL 12.5 is primarily concerned with protection from ember attack and radiant heat up to and including 12.5 kW/m² where the site is less than 100 m from the source of bushfire attack

In this assessment the BAL applicable to villa 2 is BAL 12.5 in two directions and as such no further BAL can occur.

The bushfire Attack level shall be classified BAL-LOW where the vegetation is one or a combination of any of the following:

- (a) Vegetation of any type that is more than 100 m of other areas of vegetation being classified.
- (b) Single areas of vegetation less than 1 ha in area and not with 100 metres of other areas of vegetation being classified.
- (c) Multiple areas of vegetation less than 0.25 ha in area and not within 20 m of the site, or each other.
- (d) Strips of vegetation less than 20 m in width (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of length and not within 20 m of the site or each other, or other areas of vegetation being classified.
- (e) Non-vegetated areas, including waterways, roads, footpaths, buildings, and rocky outcrops
- (f) Low threat vegetation, including grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks.

NOTE: minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognizable as short-cropped grass for example, to nominal height of 100mm)

Property Access

This property has a driveway access/egress to the North East, (Devonport Road) of the property. Devonport Road is a major public sealed road, and travels in a North-East/North-West direction, and is adequate width allowing the safe passing of emergency vehicles. This road is compliant with Table E3: of IPD1 *"Standards for Roads"*

The driveway access is multi-purpose, and services the restaurant, mini golf complex, and associated buildings. Two large sealed carparks are located within this complex. These carparks have adequate width to provide a turning, and parking area for emergency vehicles.

Access to these two villas is through these established carparks. Access to both villa 1 and 2 is less than 30 metres in length, from the large car parking area, this driveway is less than 30.0 metres in length, and therefore no specific design and construction is required as the access complies with Table E4 *"Standards for Property Access"* (IPD1)



Water Supply

Reticulated water supply is available to this allotment.

The location of the nearest fire hydrants is shown on page 4 of this document.

Three fire hydrants are located within the complex. Two Fire Hydrants are a within 120.0 metres hoselay to these new villas, and are in compliance with IPD1 table E6 “Reticulated Water Supply for firefighting” Requirements, and as such no static water supply for firefighting will be required to be installed on this allotment.

One of the compliant fire hydrants is located within a car park. This fire hydrant would be inaccessible to emergency vehicles should a car be parked over this hydrant.

It is suggested a no parking area be defined over this fire hydrant.



Location of closest fire hydrant

Location of fire hydrant located in the carpark, this hydrant is within 120 metres hoselay to the new villas, but maybe inaccessible for a fire vehicle should a vehicle be parked over this fire plug.

Summary & Recommendations

This is a large property zoned recreation within the town boundaries of Devonport. The site is currently being utilised as a mini golf course, a restaurant, and function centre.

Devonport Road is parallel to the Northern boundary. The Mersey River is parallel to the South & Eastern boundaries.

A rocky outcrop is located to the Western corner of this allotment. This outcrop covers the majority of West, and North western corner of this lot. This rocky out crop has sparse vegetation on the face, and more dense native scrub vegetation on the apex. This vegetation is approximately 8000m² in total.

To the South West this allotment abuts a parcel of land also zoned recreation. The topography of this land is a continuation of the rocky out crop. The vegetation located on this neighbouring land is dense, and unmanaged, and approx. 9000m² in total. This neighbouring property is approx. 1.5 hectares.

As the vegetation located on this property is contiguous with the neighbouring vegetation totalling in excess of a hectare in total, and as such must be classified.

The vegetation located on the cliffs of the rocky out crop immediately to the West, North West of these new villas is sparse. The vegetation located on the apex is continuous with vegetation located on the neighbouring property.

The winds generally prevail from a Westerly direction, and due to the proximity of these new villas, to this vegetation, the wind may fuel a fire ignited in this vegetation towards these new villas. Should this occur there is an increased possibility of an ember attack on these villas.

Access/egress to these villas is adequate, and falls within the requirements of IPD1.

The availability of reticulated water is also within the IPD1 requirements, It is strongly recommended that the fire hydrant located in the car park be kept clear of any parked vehicles

The assessment of the proposed site, and plans provided by Mathew Smith, has identified that the Bushfire Attack Level (BAL) for the new villas is BAL 12.5.


The construction requirements are detailed in sections 3 and 5 of AS3959-2009

This BAL rating has been determined given the knowledge that the owner/caretaker will maintain this vegetation surrounding these villas in a minimum fuel condition. (*refer Bushfire Hazard management site plan, attachment 01*) It is a requirement the attached 'Bushfire Hazard Management Site Plan' be adhered to.

In establishment of the landscaping, minimum fuel condition should be achieved for a distance surrounding the dwelling. (*see attachment Fire Resisting Garden Plants*). To be provided consistent with clause 2.2.3.2 of AS 3959). This allows the planting of trees with a discontinuous canopy and no understorey.

Statement:

I have taken all reasonable steps to ensure that the information provided in this assessment is accurate and reflects the conditions on and around the site and allotment on the date of this assessment.



Tammy Smith
Bush Fire Assessor
Accreditation 126

Date: 20th December 2016

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0419 560 727

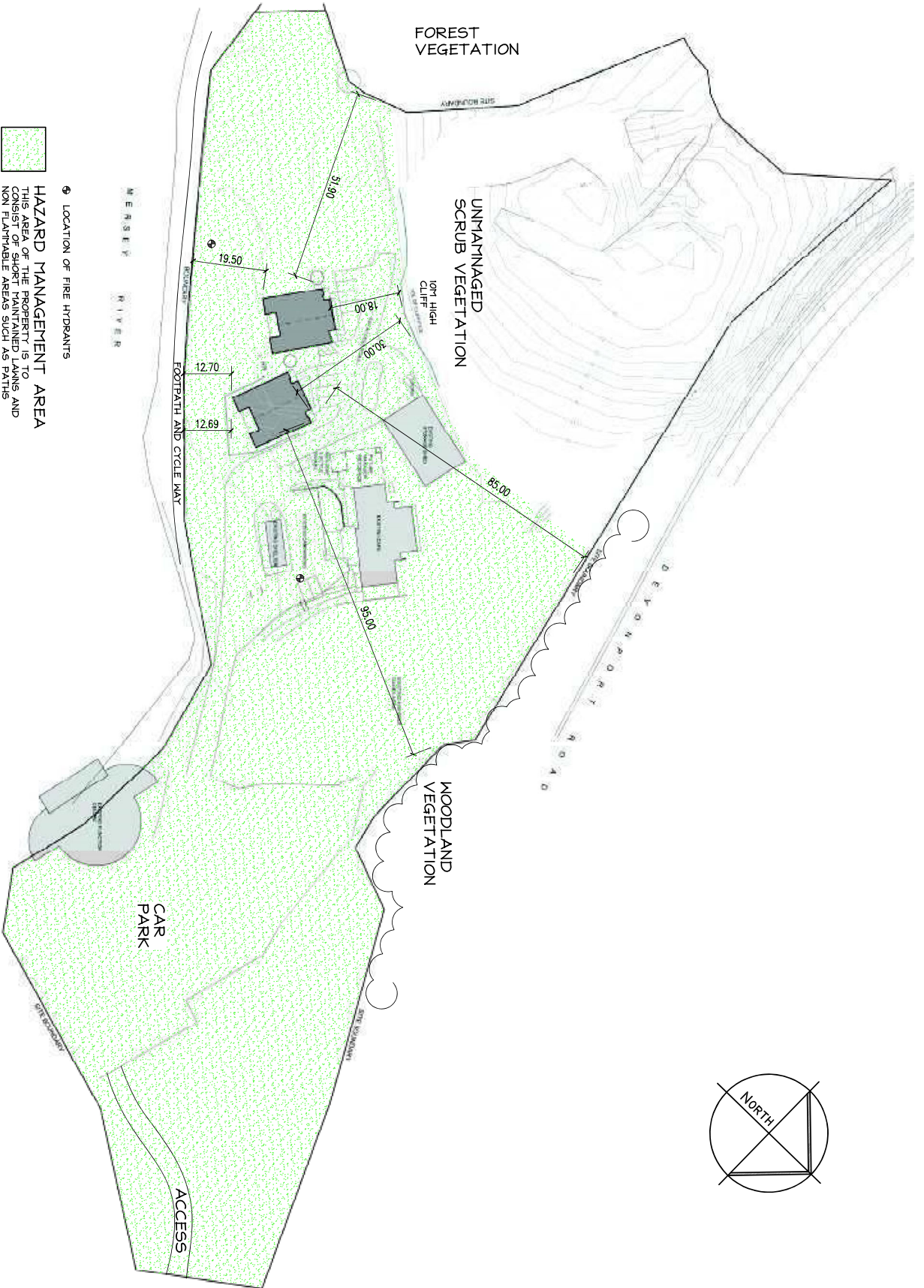
The measures contained in this report cannot guarantee that a building will survive a bushfire event on every occasion. This is due to the degree of vegetation management, the unpredictable nature and behaviour of fire, and weather conditions.

References

- . Architectural site plan by 6ty
- . Devonport Council- Interim Planning Scheme 2013
- . Australian Standards; AS 3959-2009 (Including amendment No. 3) – Constructions of Buildings in Bushfire-prone areas.
- . Resource Management & Conservation Division of the Department Primary Industry & Water September 2006, TASVEG
- . Interim Planning Directive No. 1 Bushfire-Prone Areas Code
- . Tasmanian Government, Land-Information-Systems-Tasmania.
www.thelist.tas.gov.au
- . Fire resisting Garden Plants - Tas Fire Service/Alan Grey
- . National Construction Code (BCA 2016)

HAZARD MANAGEMENT AREA
 THIS AREA OF THE PROPERTY IS TO
 CONSIST OF SHORT MAINTAINED LAWNS AND
 NON FLAMMABLE AREAS SUCH AS PATHS
 AND DRIVEWAYS AND PAVED
 VEGETAL GARDENS AND EFFLUENT
 DISPOSAL AREAS CAN BE LOCATED HERE.
 ALL FLAMMABLE ITEMS SUCH AS WOOD
 PILES, RUBBISH HEAPS AND STORED FUELS
 ARE TO BE KEPT CLEAR OF BUILDINGS.
 ALL FLAMMABLE PLANT SPECIES MUST BE
 AVOIDED IN THIS AREA

6 LOCATION OF FIRE HYDRANTS



Tammy Smith Energy
 Accreditation: BFP-126
 PO Box 1218 Devonport
 Tasmania 7310
 6428 6634
 ABN - 84 530 598 051

Amendments:		
01	FINAL	20-12-2016

Proposed Villas
 17 Devonport Road
 Devonport
Rynmarc PTY LTD
 Bushfire Hazard Management Plan

Project No.:
 B1617-034
 Penton
 Scale at A3:
 1:1000

Bushfire Hazard Management Advice

Prepared for Rynmarc Pty Ltd

17 Devonport Road, Devonport

This Bushfire Hazard Management is in relation to 2 new villas located at 17 Devonport Road, Devonport.

This bushfire Hazard Management Advice is to be read in conjunction with the Bushfire Hazard Management Plan (attachment 01), and the Bushfire Report for this new building work.

Implementation of the Bushfire Hazard Management Plan is the responsibility of the owner or occupier of the land.

It is important to recognise that, particularly in extreme and major bushfires, no single option is likely to provide sufficient protection from bushfires. A range of options need to be implemented to reduce the bushfire risk to an acceptable level. While hazard reduction will reduce the severity of a bushfire and therefore improve the chance of survival; people, houses, and other assets. The owners/occupiers may have a better chance of survival from a bushfire if preventative measures have been implemented to make their dwellings less vulnerable to bushfire attack.

The following is recommended:

- 1) Continually maintain your dwelling and other assets in a minimal fuel condition
- 2) Locate flammable fuels away from the residence, and separate from each other
- 3) Road access to the property is to be maintained as an all-weather road, ensuring the height and width of vegetation remains cleared providing clear access for emergency vehicles (in accordance with current BCA)
- 4) Minimise flammable materials around the home.
- 5) Regularly clean vegetation and debris from gutters.
- 6) Develop a household bush fire/evacuation plan and have available the necessary basic bush firefighting equipment.
- 7) Continually check screens on windows and doors are in good condition without breaks or holes in the flyscreen material, and frames are well fitting into sills and window frames. When replacing existing flyscreens, replace with metal flyscreen mesh.
- 8) Ensure painted surfaces are in good condition with decaying timbers given particular attention to prevent the lodging of embers within the gaps

Hazard Management Area:

To be read in conjunction with Bushfire Hazard Management Plan (attachment 01)

A Hazard Management Area within the existing boundaries of the new dwelling and is required, to ensure that potential fuel surrounding this dwelling is minimised. (*Minimal Fuel Condition*)

This area is located within the boundaries of this allotment, ensuring there is little or no material available to burn around the dwelling when bushfires approach.

The Hazard Management Area is achieved by:

- 1) Use non-flammable mulch; do not use woodchips or bark
- 2) Include non-flammable areas such as path, driveways and short cropped lawns
- 3) Locating dams, orchards, vegetable gardens and effluent disposal areas (if possible) on the fire prone side of the building
- 4) Using radiation shields and windbreaks such as non-combustible fences and hedgerows, avoiding highly flammable plants (refer fire resistant garden plants)
- 5) Selectively removing small trees and shrubs to create clumps, rather than a continuous wall separated by open areas
- 6) Removing fire hazards such as wood piles rubbish heaps and stored fuels.
- 7) Replacing highly flammable plants with low flammable species.
- 8) Active weed management – removing the fuel on the ground, around the base of the tree canopy and to a height of at least 2 metres (prune lower branches)
- 9) Allow clear space from the dwelling of at least 4 times the mature height of any shrubs planted – no vegetation should be able to fall on the building.

There is no need to remove all trees as they can be beneficial in trapping embers and reducing wind speeds and may not be involved in a bushfire once the fuels below (understorey) have been modified. Individual trees rarely cause houses to burn in bushfires.



Tammy Smith
BAL Assessor
Accreditation BFP-126

Date: 20th December 2016

Fire Resisting Garden Plants

For the Urban Fringe and Rural Areas



Tammy Smith Energy

Introduction

All vegetation will burn in a bushfire and pose a hazard to people and their homes. However not all vegetation has the same flammability and there is great potential for people living in bushfire prone areas to reduce their fire hazard by changing the plants in their gardens.

Flammability Groups

In the following list:

E denotes an exotic plant.

TN a plant native to Tasmania,

AN a plant native to mainland Australia and

X a known environmental weed.

High Flammability

These plants have been shown to be highly flammable and should not be planted or allowed to remain inside your dwelling's Hazard Management Area. They should also be avoided in the Fuel Modified Zone. Move these plants away from your house and replace them with less flammable plants.

Acacia dealbata	TN	Silver Wattle
Acacia stricta	TN	Hop Wattle
Acacia verticillata	TN	Prickly Moses
Acer palmatum	E	Japanese Maple
Acmena smithii	AN	Lilly Pilly
Aesculus hippocastanum	E	Common Horse Chestnut
Allocasuarina cunninghamiana	AN	River Sheoak
Angophora floribunda	E	Rough-barked Apple
Bambusa vulgaris	E	Bamboo
Banksia integrifolia	AN	Coast Banksia
Banksia marginate	TN	Honeysuckle
Betula pendula	E	Silver birch
Buddleia davidii	E	Butterfly Bush
Callistemon citrinus	AN	Common Red Bottlebrush
Callitris rhomboidea	TF	Oyster Bay Pine
Cassia javanica	E	Pink Cassia
Chanaecypris lawsoniana	E	Lawson Cypress
Cinnamomum camphora	E	Camphor Laurel
Citrus limon	E	Lemon
Cortaderia argentea	EX	Pampus Grass
Corymbia maculata	AN	Spotted Gum
Cupressus funebris	E	Morning Cypress
Dodonaea viscosa	TN	Native Hop
Elaeocarpus reticulatus	TN	Blueberry Ash
Eucalyptus amygdalina	TN	Black Peppermint

Moderate Flammability

These plants should be avoided in the Hazard Management Area. They should not be allowed to dominate your garden and should be well maintained, being especially careful to remove dead material before it accumulates

Acacia baileyana	AN X	Cootamundra Wattle
Acacia decurrens	AN	Green Wattle
Acacia mearnsii	TN	Black Wattle
Acacia melanoxylon	TN	Blackwood
Acacia podalyrifolia	AN	Mt. Morgan Wattle
Actinidia chinensis	E	Kiwi Fruit
Araucaria heterophylla	AN	Norfolk Island Pine
Atherosperma moschatum	TN	Sassafras
Bedfordia salicina	TN	Blanket Bush
Beyeria viscosa	TN	Pinkwood
Brachychiton acerifolius	AN	Illawarra Flame Tree
Brachychiton discolor	AN	Lacebark
Brachychiton rupestris	AN	Bottle Tree
Calodendrum capense	E	Cape Chestnut
Canna indica	E	Canna Lily
Cassia floribunda	E	Smooth Cassia
Ceanothus papillosus	E	Pacific Blue
Chaenomeles japonica	E	Flowering Quince
Chrysanthemum indicum	E	Chrysanthemum
Citrus nobilis	E	Mandarin
Coleonema pulchrum	E	Diosma
Cotoneaster glaucophyllus	E X	Cotoneaster
Cucurbita maxima	E	Pumpkin
Cymbopogon citratus	E	Lemon Grass
Cyphomandra betacea	E	Tamarillo
Delonix regia	E	Poinciana
Dicksonia antarctica	T N	Man Fern
Diospyros sp.	E	Persimmon
Eriobotrya japonica	E	Loquat
Escallonia macrantha	E	Escallonia
Euryops pectinatus	E	Yellow Daisy Bush
Genista monspessulana	E X	Montpellier Broom
Koeleruteria paniculata	E	Golden Rain Tree
Lantana vernalis	E	Lantana
Ligustrum lucidum	E	Large-leaved Privet
Liquidambar styraciflua	E	Liquidambar
Magnolia grandiflora	E	Magnolia
Morus sp.	E	Mulberry
Myoporum insulare	AN	Boobyalla
Nerium oleander	E	Oleander
Olearia argophylla	TN	Musk
Photinia glabra var. rubens	E	Chinese Fire Bush or Red-leafed photinia
Pittosporum bicolor	TN	Cheesewood
Pteridium esculentum	TN	Bracken Fern
Rhododendron sp	E	Rhododendron
Rosa sp	E X	Roses, Briars
Salix babylonica	E	Weeping Willow
Salix chilensis	E	Pencil Willow
Sorbus aucuparia	E	Rowan
Spathodea campanulata	E	African Tulip Tree
Syringa vulgaris	E	Lilac
Weigela florida	E	Fairy Trumpets
Zieria arborescens	TN	Stinkwood

Low Flammability

These plants are acceptable in the Hazard Management Area and will be valuable replacements for more flammable plants.



Acacia melanoxylon	TN	Blackwood
Acacia terminalis	TN	Southern Wattle
Allocasuarina monilifera	TN	necklace sheoak
Artemisia sp	E	Wormwood or Angels Hair
Amperea xiphoclada	TN	Broom Spurge
Banksia marginate	TN	Silver Banksia
Camellia sp	E	Camellias
Capsicum annum var.	E	Chilli
Carpobrotus rossii	TN	Native Pigface
Correa blackhouseana	TN	Coast correa
Coprosma hirtella	TN	Coffee berry
Daviesia latifolia	TN	Hop bitter-pea
Diplarrena moraea	TN	White Flag Iris
Gazania hybrid	E	Treasure Flower
Goodenia ovata	TN	Parrots foot
Goodia lotifolia	TN	Smooth goldtip
Grevillea Australis	TN	Southern grevillea
Hakea nodosa	TN	Yellow needlebush
Hebe speciosa	E	Veronica
Hemerocallis aurantiaca	E	Day Lilly
Hydrangea macrophylla	E	Hydrangea
Hymenocallis littoralis	E	Spider Lily or Spider Flower
Hymenosporum flavum	AN	Native Frangipanni
Kennedia prostrata	TN	Running postman
Lomandra longifolia	TN	Sagg
Lomatia tinctoria	TN	Guitar Plant
Lampranthus aurantiacus	E	Pigface or Iceplant
Lavendula angustifolia	E	English Lavender
Myoporum parvifolium	TN	Creeping boobialla
Micrantheum hexandrum	TN	River tridentbush
Notelaea ligustrina	TN	Native Olive
Oxylobium ellipticum	TN	Golden rosemary
Perlargonium austral	TN	Southern storksbill
Passiflora herbertiana	AN	Native Passionfruit
Pelargonium peltatum	E	Geranium
Platylobium obtusangulum	TN	Common flat-pea
Pomaderris apetala	TN	Dogwood
Pomaderris elliptica	TN	Yellow dogwood
Prunus sp	E	Plum
Solanum melongera	E	Eggplant
Veronica formosa	TN	Speedwell bush

Why Plant Flammability is Important?

During a bushfire, the type and arrangement of vegetation is critically important for the survival of your house. The fuel for bushfires is the main danger factor that people can control. Hazard reduction activities such as clearing and fuel reduction burning, aim to lower the vegetation hazard to a safe level. Because some plants have a higher resistance to burning than others, we can use low flammability plants for added protection in addition to normal maintenance and hazard reduction activities. The influence of plant shape is a lot more subjective; low growing plants and ground covers are better than shrubs; plants with dense foliage are better than those with open airy crowns; plants which don't retain dead material are better than those which hold up lots of fuel. Fire retardant plants can absorb more of the heat of an approaching bushfire without burning (than the more flammable plants). They can trap burning embers and sparks, and reduce wind speeds near your house if correctly positioned and, maintained.

When choosing fire retardant plants other attributes should be taken into consideration such as their aesthetic appeal, growth rate, resistance to drought and frost, and possibly their ability to regenerate following fire.

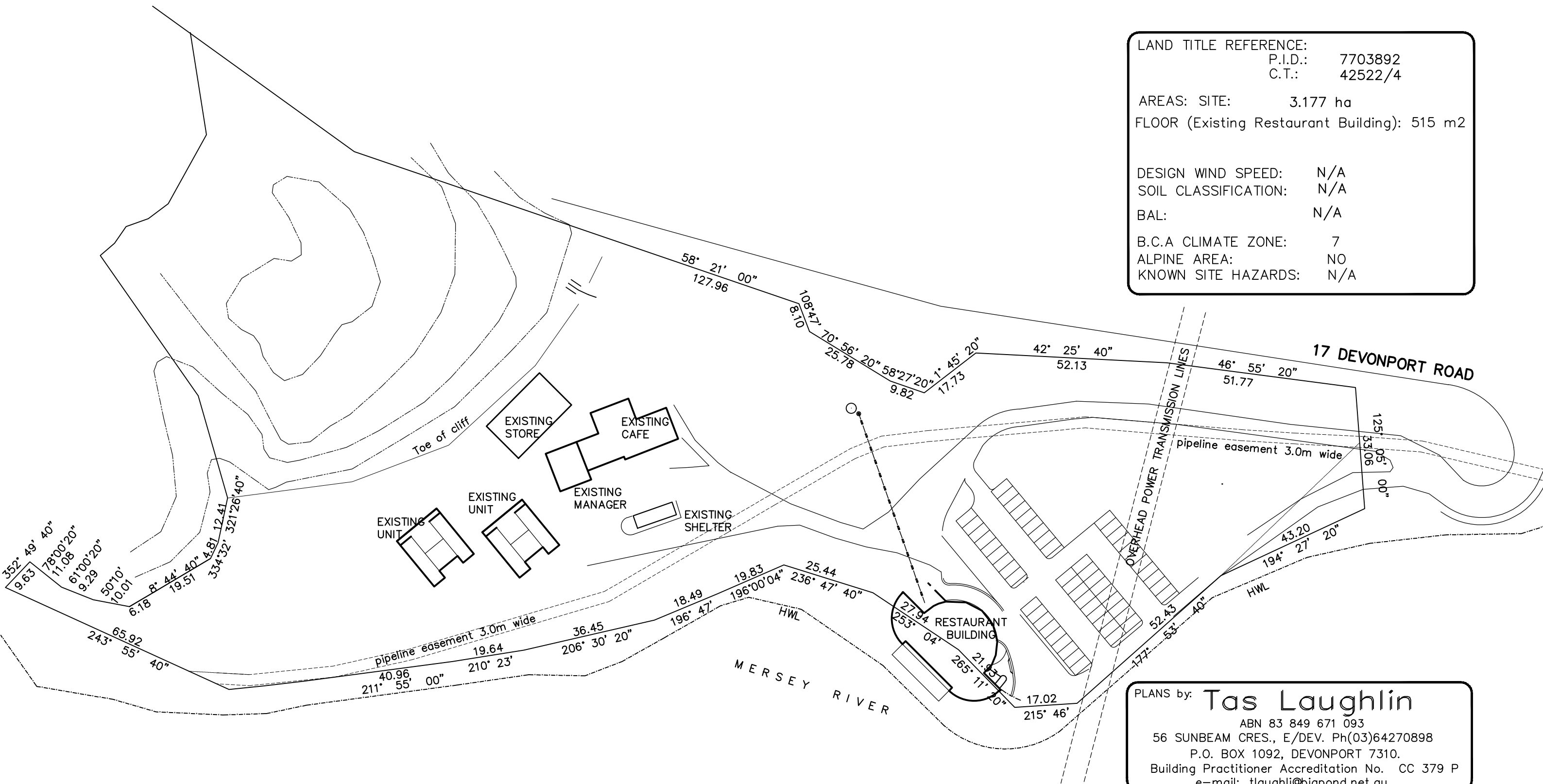
Environmental Weeds; some plants are not wanted in the bush even if they are valued in the garden. Unfortunately there are many ornamental plants which can multiply when they get into the bush they choke out our natives, like blackberries, or become a fire hazard like gorse. Known environmental weeds should be avoided, these are noted on the plant flammability List.

Replacement planting with low flammability plants is not sufficient protection on its own. People living on the urban fringe and in rural areas need to be aware of the risk of bushfires and prepare themselves and their homes for when the fire comes.

For fire safety advice and other information contact Tasmanian Fire Service

References Fire resistant Garden Plants – Tas fire service
 Alan Gray -

Appendix K – Planning Permit Application



LAND TITLE REFERENCE:	
P.I.D.:	7703892
C.T.:	42522/4
AREAS: SITE: 3.177 ha	
FLOOR (Existing Restaurant Building): 515 m2	
DESIGN WIND SPEED:	N/A
SOIL CLASSIFICATION:	N/A
BAL:	N/A
B.C.A CLIMATE ZONE:	7
ALPINE AREA:	NO
KNOWN SITE HAZARDS:	N/A

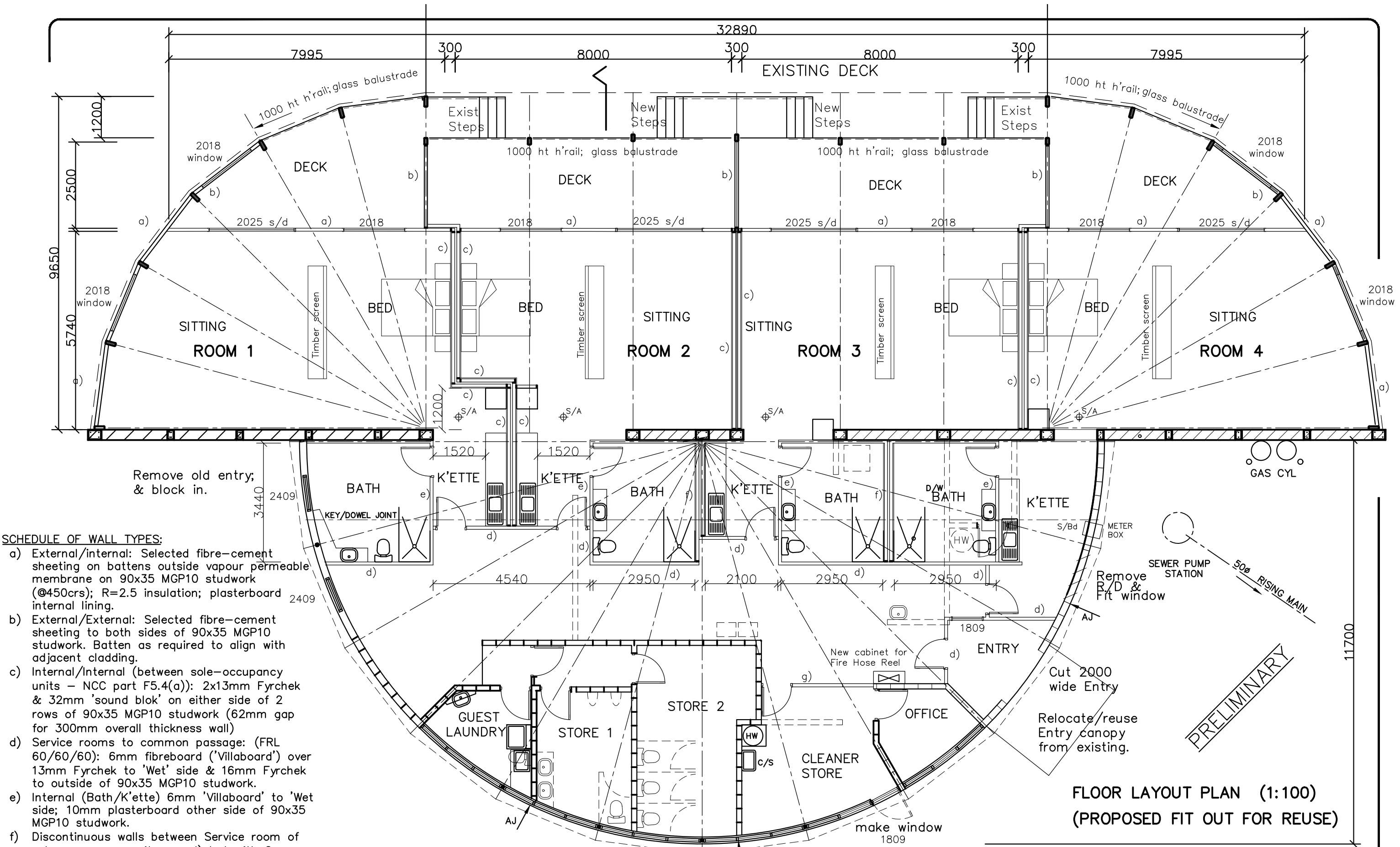
PRELIMINARY

- DRAWING SCHEDULE:
- 01 SITE PLAN
 - 02 PLAN as EXISTING (Demolition)
 - 03 FLOOR PLAN
 - 04 DRAINAGE PLAN
 - 05 ELEVATIONS (1)
 - 06 ELEVATIONS (2)
 - 07 SECTIONS & DETAILS

PLANS by: **Tas Laughlin**
ABN 83 849 671 093
56 SUNBEAM CRES., E/DEV. Ph(03)64270898
P.O. BOX 1092, DEVONPORT 7310.
Building Practitioner Accreditation No. CC 379 P
e-mail: tlaughli@bigpond.net.au
GOD HAS A PLAN FOR EVERY LIFE

PROPOSED **CHANGE OF USE from**
RESTAURANT to MOTEL ACCOMMODATION
FOR **RYNMARC PTY LTD**
AT **17 DEVONPORT ROAD**
MIANDETTA 7310

NORTH 	DRAWING SITE LOCATION PLAN	DRG No. 01 /-
	DATE 21/4/2020 SCALE 1:1000	JOB No. 0402-19 Amendmt. -



SCHEDULE OF WALL TYPES:

- a) External/internal: Selected fibre-cement sheeting on battens outside vapour permeable membrane on 90x35 MGP10 studwork (@450crs); R=2.5 insulation; plasterboard internal lining.
- b) External/External: Selected fibre-cement sheeting to both sides of 90x35 MGP10 studwork. Batten as required to align with adjacent cladding.
- c) Internal/Internal (between sole-occupancy units - NCC part F5.4(a)): 2x13mm Fyrchek & 32mm 'sound blok' on either side of 2 rows of 90x35 MGP10 studwork (62mm gap for 300mm overall thickness wall)
- d) Service rooms to common passage: (FRL 60/60/60): 6mm fibreboard ('Villaboard') over 13mm Fyrchek to 'Wet' side & 16mm Fyrchek to outside of 90x35 MGP10 studwork.
- e) Internal (Bath/K'ette) 6mm 'Villaboard' to 'Wet' side; 10mm plasterboard other side of 90x35 MGP10 studwork.
- f) Discontinuous walls between Service room of sole-occupancy units: as d) but with 2 rows studwork with min 20mm gap between studs)
- g) General walling: 10mm plasterboard to either side of 90x35 MGP10 studwork.
- h) FRL 60/60/60 walling above 'Party walls to under roof sheeting: 1x16mm 'Fyrchek' to either side of 90x35 studwork. Fit sound attenuating mounts between double studs under ceiling to framing above ceiling. Seal with 'Rock-wool' batts to under roofing.

PLANS by: **Tas Laughlin**
ABN 83 849 671 093
56 SUNBEAM CRES., E/DEV. Ph(03)64270898
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Building Practitioner Accreditation No. CC 379 P
e-mail: tlaughli@bigpond.net.au
GOD HAS A PLAN FOR EVERY LIFE

PROPOSED **CHANGE OF USE from**
RESTAURANT to MOTEL ACCOMMODATION
FOR AT **RYNMARC PTY LTD**
17 DEVONPORT ROAD
MIANDETTA 7310

NORTH 	DRAWING NEW FLOOR PLAN		DRG No. 03
	DATE 21/4/2020	JOB No. 0402-19	
	SCALE 1:100	Amendmt. -	

PLUMBING NOTES:
ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY.

ALL WORK SHALL COMPLY WITH AS/NZS 3500 & THE TASMANIAN PLUMBING CODE, AND MUST BE CARRIED OUT BY A LICENSED TRADESMAN ONLY.

LEGEND OF PIPE SIZES:
WASH TROUGH = 50mm
SINK = 50mm
BATH = 40mm
BASIN = 40mm
SHOWER = 50mm
WC (toilet pan) = 100mm
HWC (hot water cylinder) OVERFLOW TUNDISH = 50mm
SEWER = DN100 uPVC class S.H. as AS1260
ORG = OVERFLOW RELIEF GULLY (Ø 150 below FL)
EV (drain vent) = 50mm
IO = INSPECTION OPENING
RA = ROD ACCESS
DP = 90° or 100x50 uPVC (as noted on plan)
STORMWATER = DN100 uPVC class H.D. as AS1254

WATER SUPPLY:
MAIN COLD WATER LINE = DN25 with DN16 branches
HOT WATER MAIN LINE = DN20 with DN16 branches
to comply with AS/NZS 3500.5.2000 & AS/NZS 3500.1.2003.
Main hot water line to be insulated with 19mm Armaflex to requirement of NCC part 3.12.5.
Hot water cylinder shall have a 500kPa pressure limiting valve (rated at 80°C) installed at exit from cylinder, and the installation shall deliver hot water to ALL SANITARY FIXTURES for personal hygiene at 50°C.
KITCHEN SINK & LAUNDRY shall be at 60°C as required by AS/NZS3500.5.2000 section 3.4

Reuse WC connection for Laundry fixtures.

Retain fixtures.

Remove fixtures & cap off.

Remove fixtures & cap off.


DRAINAGE PLAN

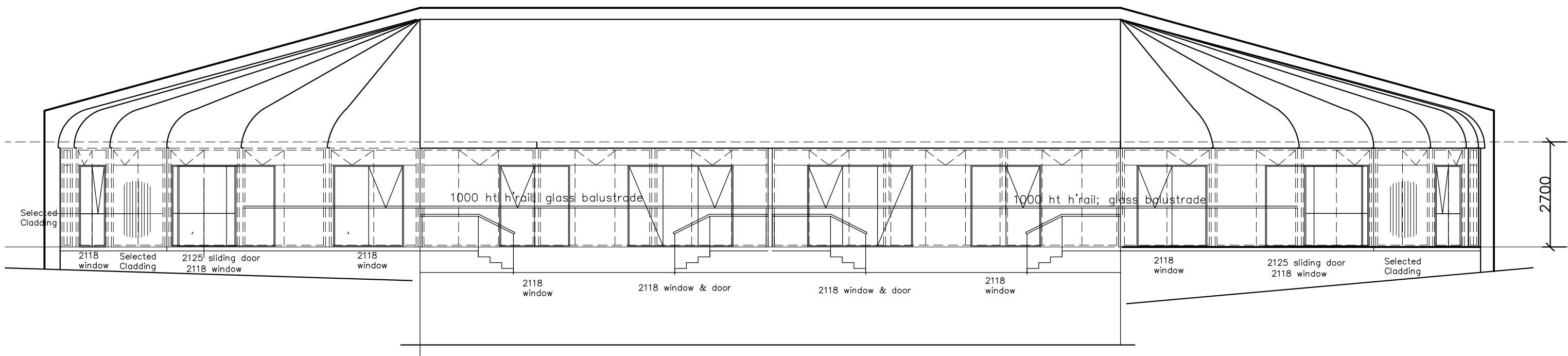
TYPICAL - 120mm THICK SLAB
RF82 . (30 TOP COVER)

PRELIMINARY

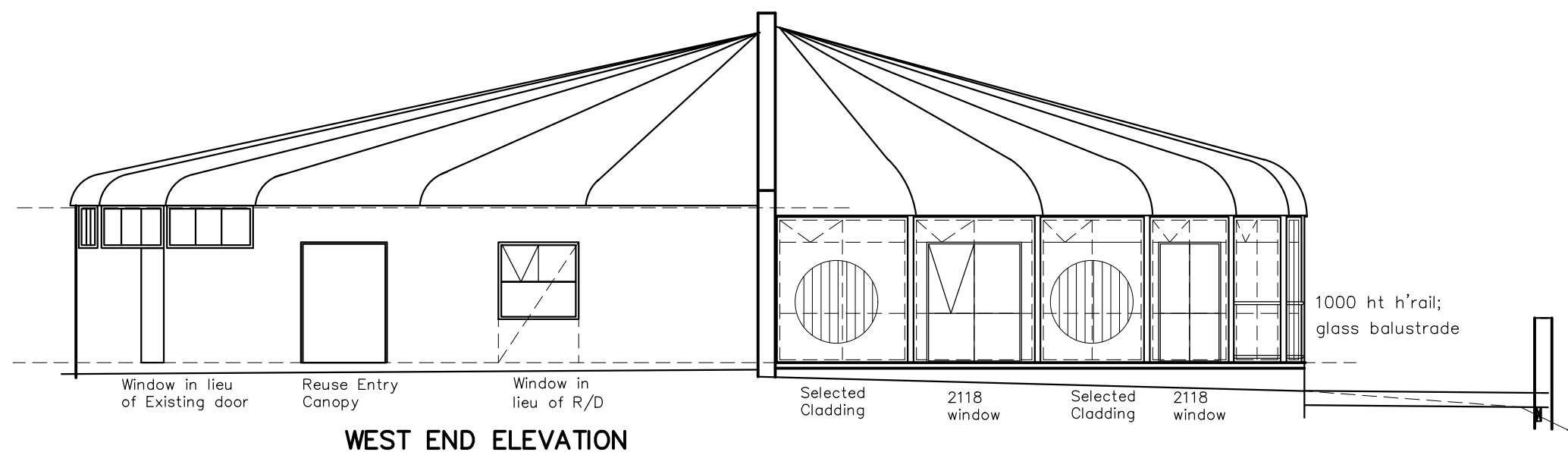
PLANS by: **Tas Laughlin**
ABN 83 849 671 093
56 SUNBEAM CRES., E/DEV. Ph(03)64270898
P.O. BOX 1092, DEVONPORT 7310.
Building Practitioner Accreditation No. CC 379 P
e-mail: tlaughli@bigpond.net.au

PROPOSED **CHANGE OF USE from**
RESTAURANT to MOTEL ACCOMMODATION
FOR AT **RYNMARC PTY LTD**
17 DEVONPORT ROAD
MIANDETTA 7310

NORTH 	DRAWING DRAINAGE PLAN		DRG No. 04 /-
	DATE 21/4/2020	JOB No. 0402-19	Amendmt. -
SCALE 1:100			



SOUTH ELEVATION (TO MERSEY RIVER)
(Deck omitted for clarity)



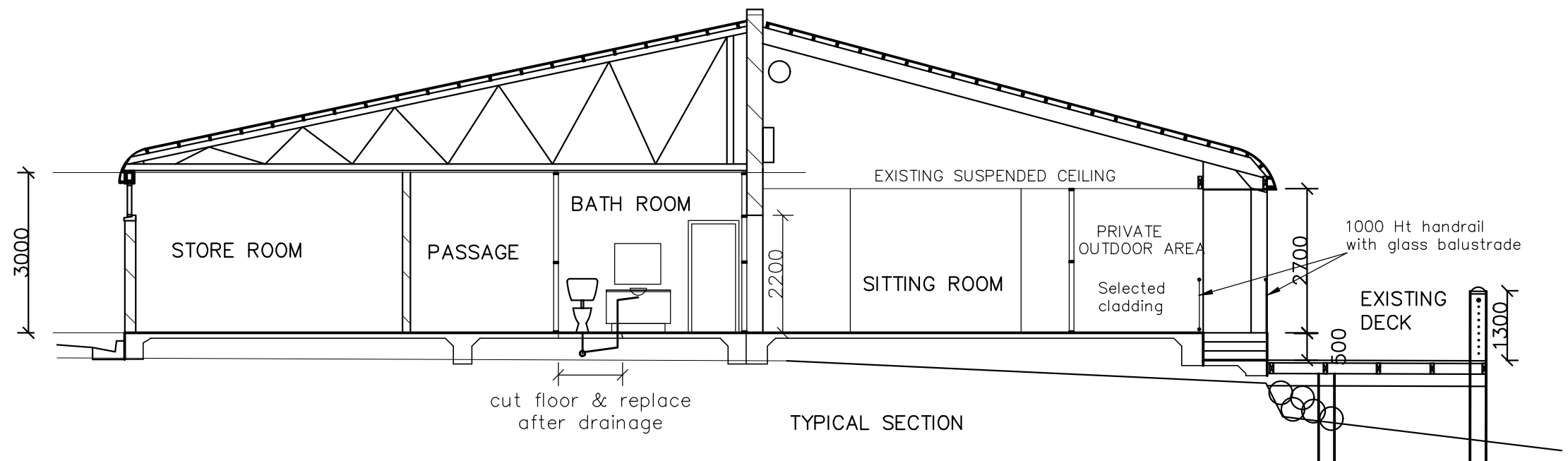
WEST END ELEVATION

PRELIMINARY

PLANS by: **Tas Laughlin**
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GOD HAS A PLAN FOR EVERY LIFE

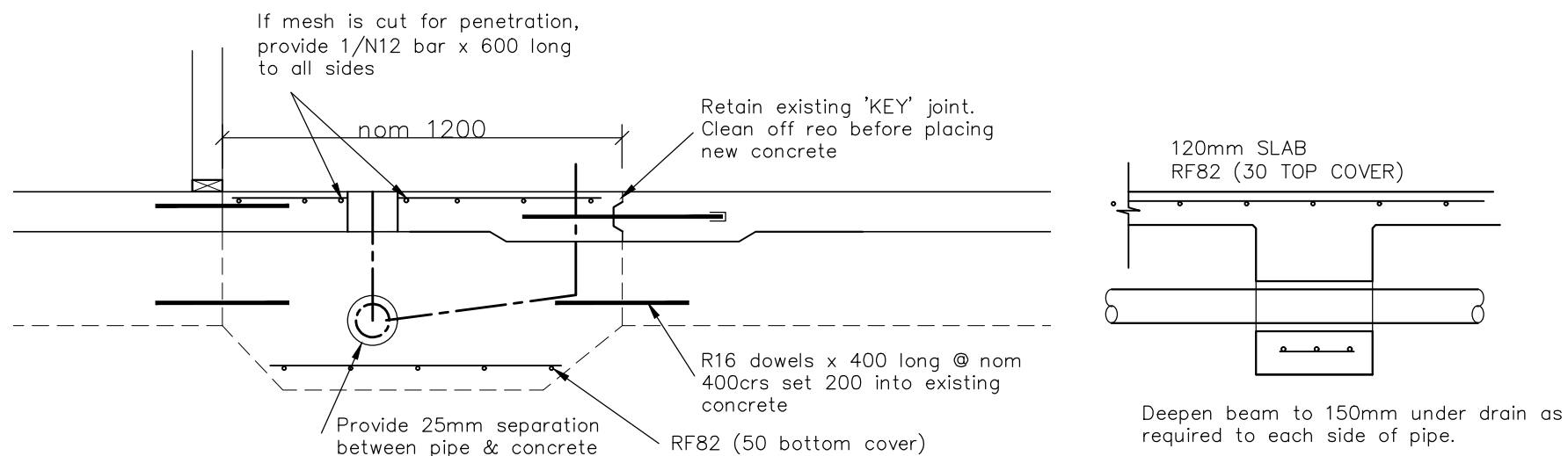
PROPOSED **CHANGE OF USE from**
RESTAURANT to MOTEL ACCOMMODATION
FOR **RYNMARC PTY LTD**
AT **17 DEVONPORT ROAD**
MIANDETTA 7310

NORTH	DRAWING ELEVATIONS (1)		DRG No. 05
	DATE 21/4/2020 SCALE 1:100	JOB No. 0402-19	Amendmt. -

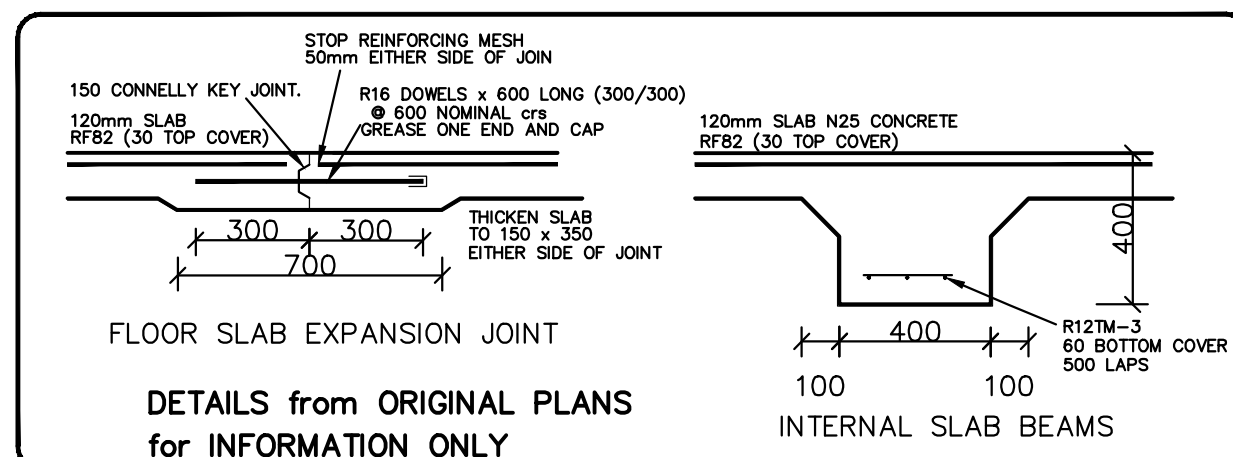


SPECIFICATION NOTES:

- SMOKE ALARMS: To be hard wired to 240v power supply (fitted with battery back-up) and be interconnected where two or more alarms are required by AS3786 & NCC part 3.7.2.2.
- WET AREAS: To floor & walls of 'Wet Areas' as defined in B.C.A part 3.8.1, seal/waterproof with min 2 coats liquid membrane (as 'Hydra Ban' by Laticrete) under tiled surfaces to at least 1.50m radius from shower head. Fall shower floor at 1 in 80 to floor waste outlet.
- SERVICES: Joinery, Electrical & Plumbing to be as directed on site by Owner.
- STEPS & STAIRS: Any step or stair shall have max 190mm riser x min 250 going and be slip resistant to NCC part 3.9.1.3 & 4, and shall not have an opening that would allow a 125Ø sphere to pass.



DRAIN PENETRATIONS THRU BEAMS & SLAB



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 GOD HAS A PLAN FOR EVERY LIFE

PROPOSED **CHANGE OF USE from**
RESTAURANT to MOTEL ACCOMMODATION
 FOR **RYNMARC PTY LTD**
 AT **17 DEVONPORT ROAD**
MIANDETTA 7310

NORTH	DRAWING SECTION & DETAILS		DRG No. 07
	DATE 21/4/2020	JOB No. 0402-19	Amendmt. -
	SCALE 1:100; 1:20		