

PLANNING APPLICATION FORM

Section 57 & 58

OFFICE USE
ONLY

Application Number	PA2025346
Assess No:	A13740 & A13741
PID No:	9975291 & 9975292

Applicant Name:	Coactive Building Design					
Applicant Contact Name						
Postal Address:						
Contact Phone:	Home		Work		Mobile	
Email Address:						

Planning Application Lodgement Checklist

The following documents have been submitted to support the consideration of this application:

1. A current copy of the property title text, folio plan and schedule of easements ☐
2. A completed application form including a detailed description of the proposal ☐
3. A complete plan set: ☐
 - a) Floor plans ☐
 - b) Elevations (from all orientations/sides and showing natural ground level and finished surface level) ☐
 - c) Site Plan showing: ☐
 - Orientation
 - All title boundaries
 - Location of buildings and structure (both existing and proposed)
 - Setbacks from all boundaries
 - Native vegetation to be removed
 - Onsite services, connections and drainage details (including sewer, water and stormwater)
 - Cut and/or Fill
 - Car parking and access details (including construction material of all trafficable areas)
 - Fence details
 - Contours
4. Other: ☐

*If submitting plans in over the counter please ensure they are A3.
All plans must be to scale.*

WEST TAMAR COUNCIL



Application Number: «Application_Number»

APPLICANT DETAILS

Applicant Name: Coactive Building Design

Note: Full name(s) of person(s) or company making the application and postal address for correspondence.

LAND DETAILS

Owner/Authority Name:
(as per certificate of title) **Wen Ter Kan**

Location / Address: 6 Apollo Avenue & 4 Aristotelis Court Legana TAS 7277

Title Reference: 186045/105 & 186045/106

Zone(s): **Low Density Residential**

Existing Development/Use: Vacant Land

Existing Developed Area: N/A

Are any of the components in this Application seeking retrospective approval?
E.g. Use and/or development that has commenced without a Planning Permit.

YES ☐
NO ☒

(If yes please specify the relevant components):

DEVELOPMENT APPLICATION DETAILS

Proposed Use: Residential: ☐ Visitor Accommodation: ☒ Commercial: ☐ Other: ☐

Description of Use:

Development Type: Building work: ☒ Demolition: ☐ Subdivision: ☐ Other: ☐

Description of development:

New or Additional Area: 536

Estimated construction cost of the proposed development: \$1,400,000

Building Materials:

Wall Type:	Colorbond/Timber	Colour:TBA
Roof Type:	Colorbond	Colour:TBA

Application Number: «Application_Number»

VISITOR ACCOMMODATION

☐ N/A

Gross Floor Area to be used per lot:	253 (Apollo Av) 283 (Aristotelis Ct)	Number of Bedrooms to be used:	11
Number of Carparking Spaces:	9	Maximum Number of Visitors at a time:	22

SUBDIVISION

☐ N/ASubdivision creating additional lots ☐Boundary adjustment with no additional lots created ☐

Number of Lots (existing) :		Number of Lots (proposed) :	
Description:			
If applying for a subdivision which creates a new road(s), please supply three proposed names for the road(s), in order of preference:			
1.			
2.			
3.			

COMMERCIAL, INDUSTRIAL OR OTHER NON-RESIDENTIAL DEVELOPMENT/USE

☐ N/A

Hours of Operation:	Monday / Friday:		To	
	Saturday:		To	
	Sunday:		To	

Existing Car Parking:	
Proposed Car Parking:	

Number of Employees: (Existing)	
Number of Employees: (Proposed)	

Type of Machinery installed:	
Details of trade waste and method of disposal:	

Application Number: «Application Number»

APPLICANT DECLARATION

Owner:

As the owner of the land, I declare that the information contained in this application is a true and accurate representation of the proposal and I consent to this application being submitted and for Council Officers to conduct inspections as required for the proposal,

Name (print)

Signed

Date

Applicant:

(if not the owner)

As the applicant, I declare that I have notified the owner of my intention to make this application and that the information contained in this application is a true and accurate representation of the proposal,

Name (print)

Signed

Date

Please Note: If the application involves Crown Land you will need to provide a letter of consent and this form signed by the Minister, or a delegated officer of the Crown with a copy of the delegation.

**Crown
Consent**
(if required)

Name (print)

Signed

Date

**Chief
Executive
Officer**
(if required)

Name (print)

Signed

Date

If the subject site is accessed via a right of way, the owner of the ROW must also be notified of the application.

Right of Way Owner:

As the applicant, I declare that I have notified the owner of the land encumbered by the Right Of Way, of my intent to lodge this application that will affect their land.

Name (print)

Signed

Date

OWNER DANBURY HEIGHTS PTY LTD FOLIO REFERENCE C.T. 172776/1 GRANTEE PART OF 3200 ^{AC} GRANTED TO DANIEL SUTTON.		PLAN OF SURVEY BY SURVEYOR R. M. PECK LOCATION LAND DISTRICT OF DEVON PARISH OF STANLEY TOWN OF LEGANA SCALE 1:10000 LENGTHS IN METRES		REGISTERED NUMBER SP186045 APPROVED EFFECTIVE FROM 20 DEC 2023 Recorder of Titles	
MAPSHEET MUNICIPAL CODE No	LAST UPI No	LAST PLAN No. P172776	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

INDEX SHEET

LOT 1000 COMPILED FROM CT172776-1, D14673, SP162975, SP157280, SP147829, SP117116, SP164551, SP172753 AND THIS SURVEY

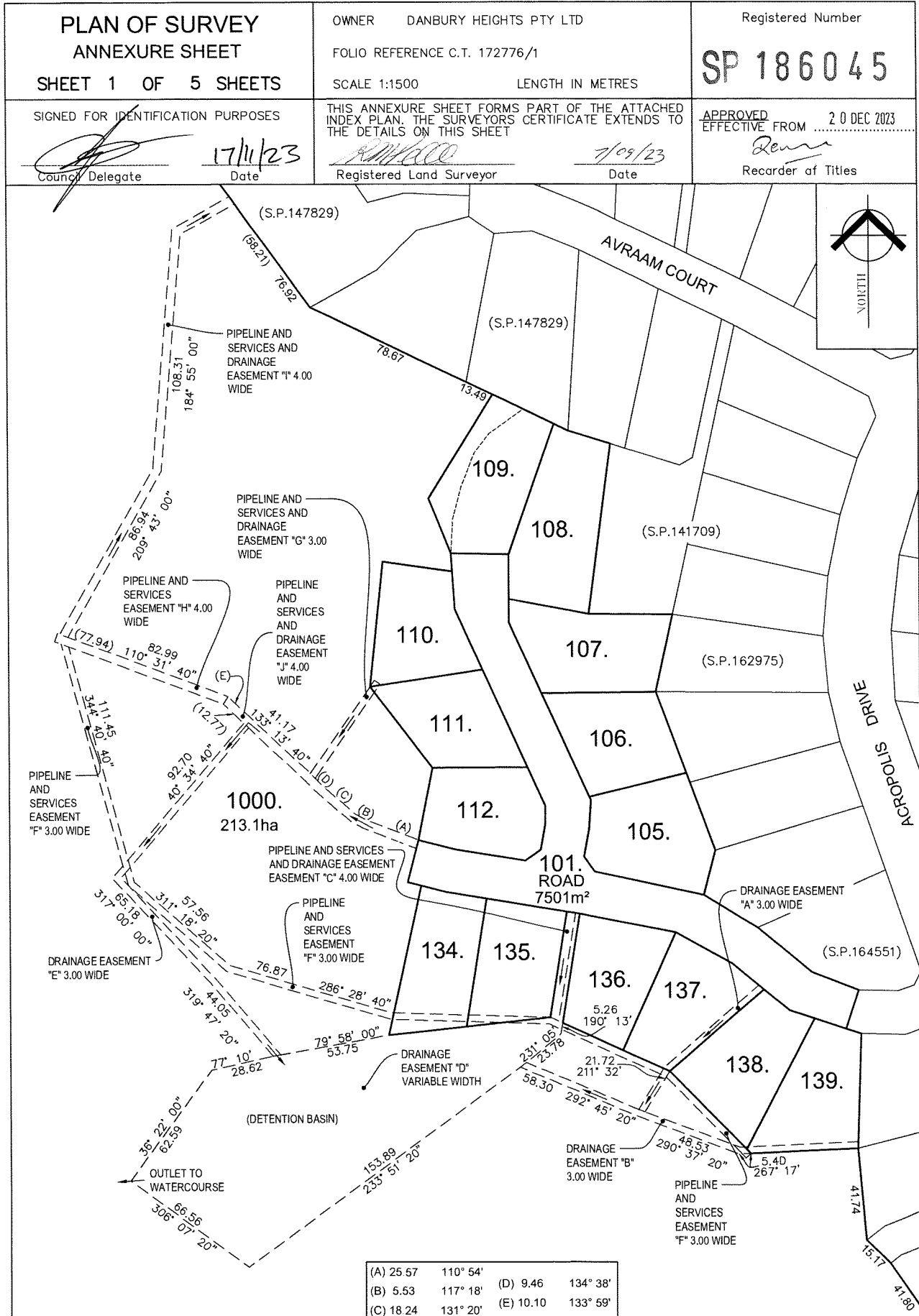
INSERT
SCALE 1:2000

REGISTERED LAND SURVEYOR

7/9/23
 DATE

COUNCIL DELEGATE

17/11/23
 DATE



<p>PLAN OF SURVEY ANNEXURE SHEET SHEET 2 OF 5 SHEETS</p>	<p>OWNER DANBURY HEIGHTS PTY LTD</p> <p>FOLIO REFERENCE C.T. 172776/1</p> <p>SCALE 1:1500 LENGTH IN METRES</p>	<p>Registered Number</p> <p>SP 186045</p>
<p>SIGNED FOR IDENTIFICATION PURPOSES</p> <p><i>[Signature]</i> <u>17/11/23</u> Council Delegate Date</p>	<p>THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET</p> <p><i>[Signature]</i> <u>7/09/23</u> Registered Land Surveyor Date</p>	<p>APPROVED EFFECTIVE FROM 20 DEC 2023</p> <p><i>[Signature]</i> Recorder of Titles</p>

160.41

49.39 (S.P.168715)

65.70

47.54

7.07

30.00

7.07

47.40 (S.P.162975)

44.69

43.70

34.00

72.41 (S.P.157280)

87.70

(S.P.147829)

(38.21) 76.92

78.67

13.49

108.31

184' 55' 00"

PIPELINE AND SERVICES AND DRAINAGE EASEMENT "1" 4.00 WIDE

1000.
213.1ha

TRIGLIA COURT

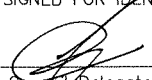
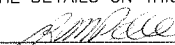

KAVALA STREET

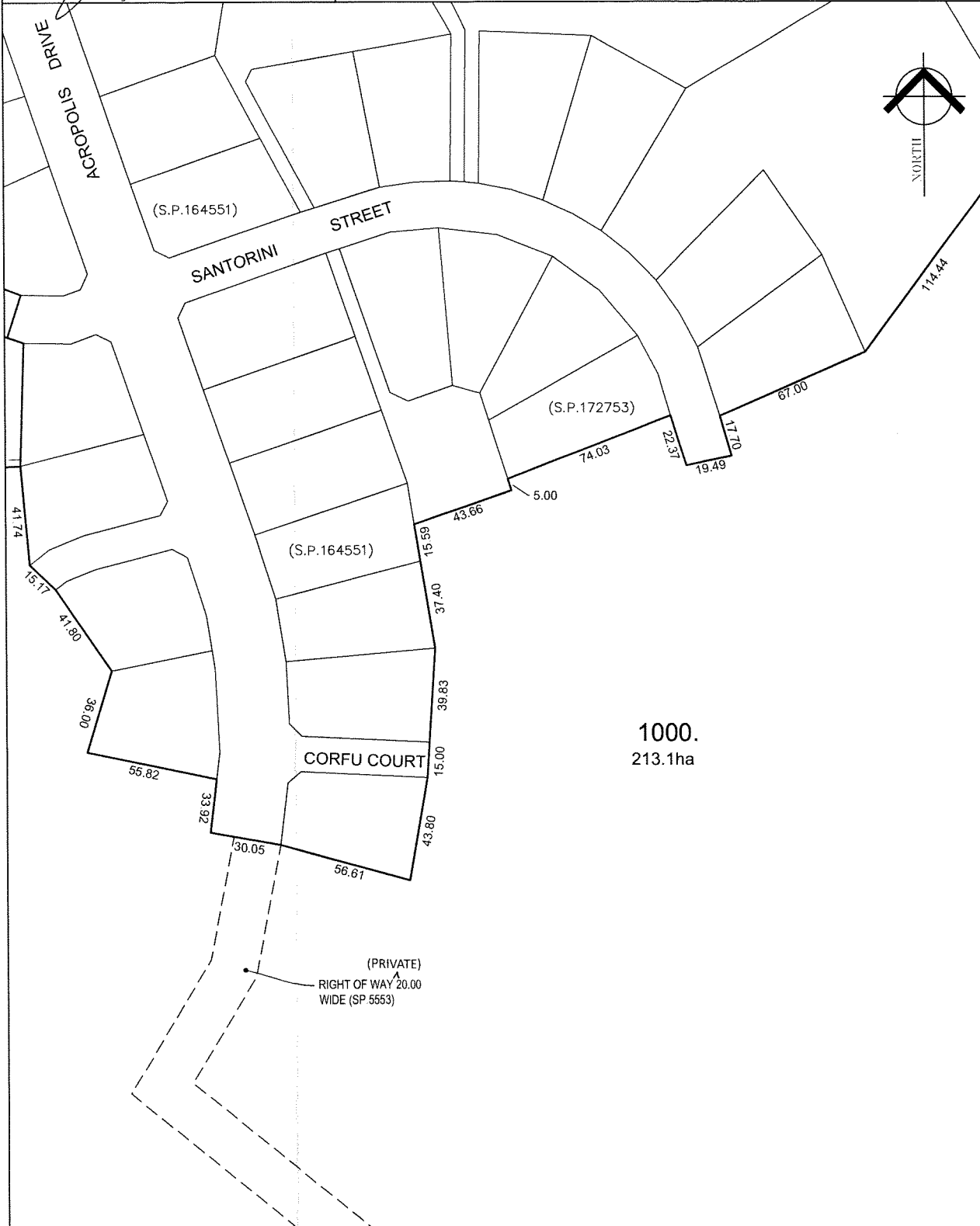
AVRAAM COURT

(S.P.147829)

109.

NORTH

<p>PLAN OF SURVEY ANNEXURE SHEET SHEET 3 OF 5 SHEETS</p>	<p>OWNER DANBURY HEIGHTS PTY LTD</p> <p>FOLIO REFERENCE C.T. 172776/1</p> <p>SCALE 1:1500 LENGTH IN METRES</p>	<p>Registered Number</p> <p>SP 186045</p>
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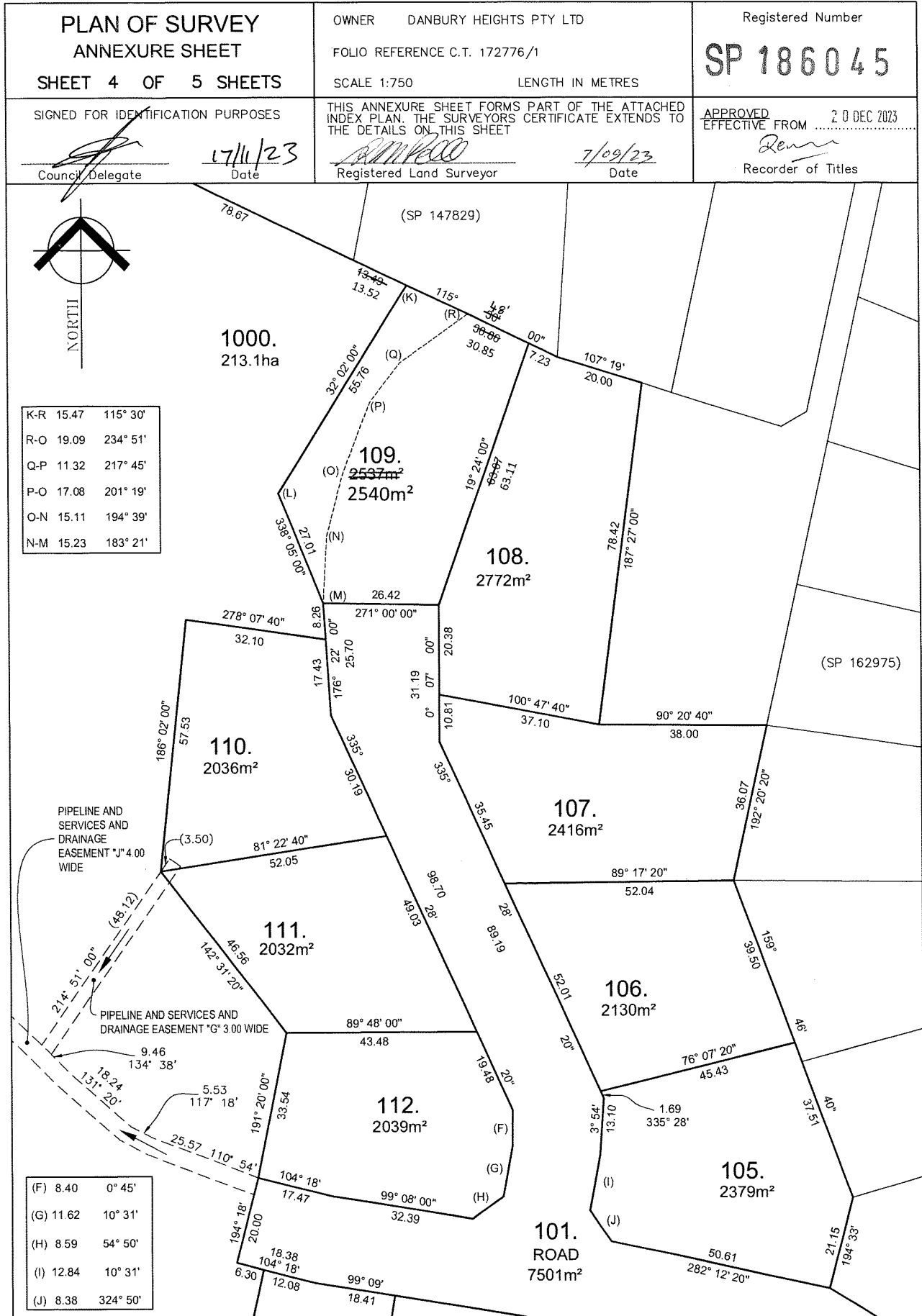
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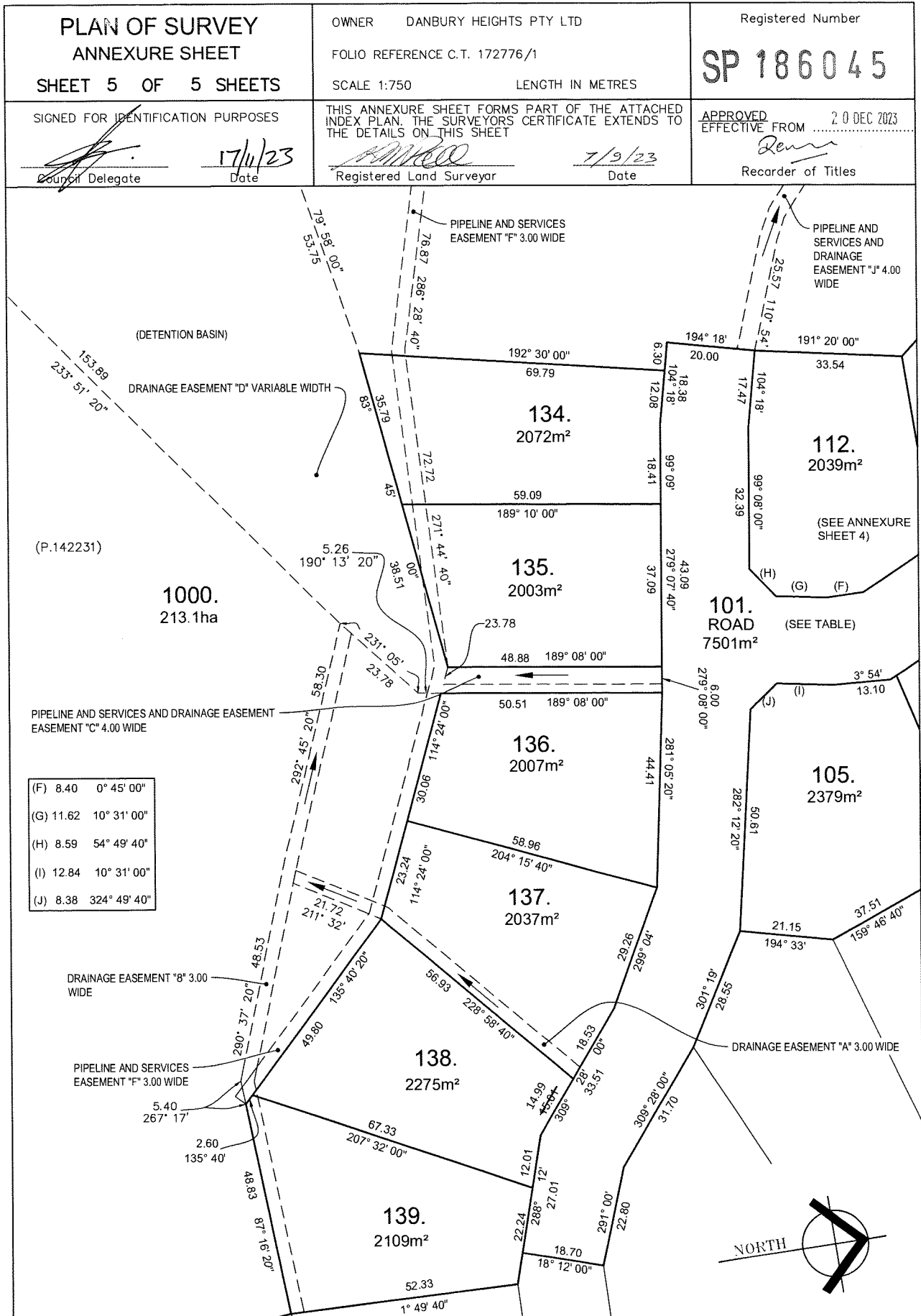
(S.P.172753)

(S.P.164551)

1000.
213.1ha

(PRIVATE)
RIGHT OF WAY 20.00
WIDE (SP.5553)





OWNER DANBURY HEIGHTS PTY LTD		PLAN OF SURVEY		REGISTERED NUMBER SP186045	
FOLIO REFERENCE C.T. 172776/1		BY SURVEYOR R. M. PECK		<div>6ty° 20.216</div>	
GRANTEE PART OF 3200 ^{AC} GRANTED TO DANIEL SUTTON.		LOCATION LAND DISTRICT OF DEVON PARISH OF STANLEY TOWN OF LEGANA			
		SCALE 1:10000			
		LENGTHS IN METRES		APPROVED EFFECTIVE FROM 20 DEC 2023 Recorder of Titles	
MAPSHEET MUNICIPAL CODE No		LAST UPI No		LAST PLAN No. P172776	
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN					

INDEX SHEET

LOT 1000 COMPILED FROM CT172776-1, D14673, SP162975, SP157280, SP147829, SP117116, SP164551, SP172753 AND THIS SURVEY

1000.
213.1 ha

(P.142231)
SEE ANNEXURE SHEET 1 FOR EASEMENTS

(P.163284)

(P.848)D.O.

INSERT

SCALE 1:2000

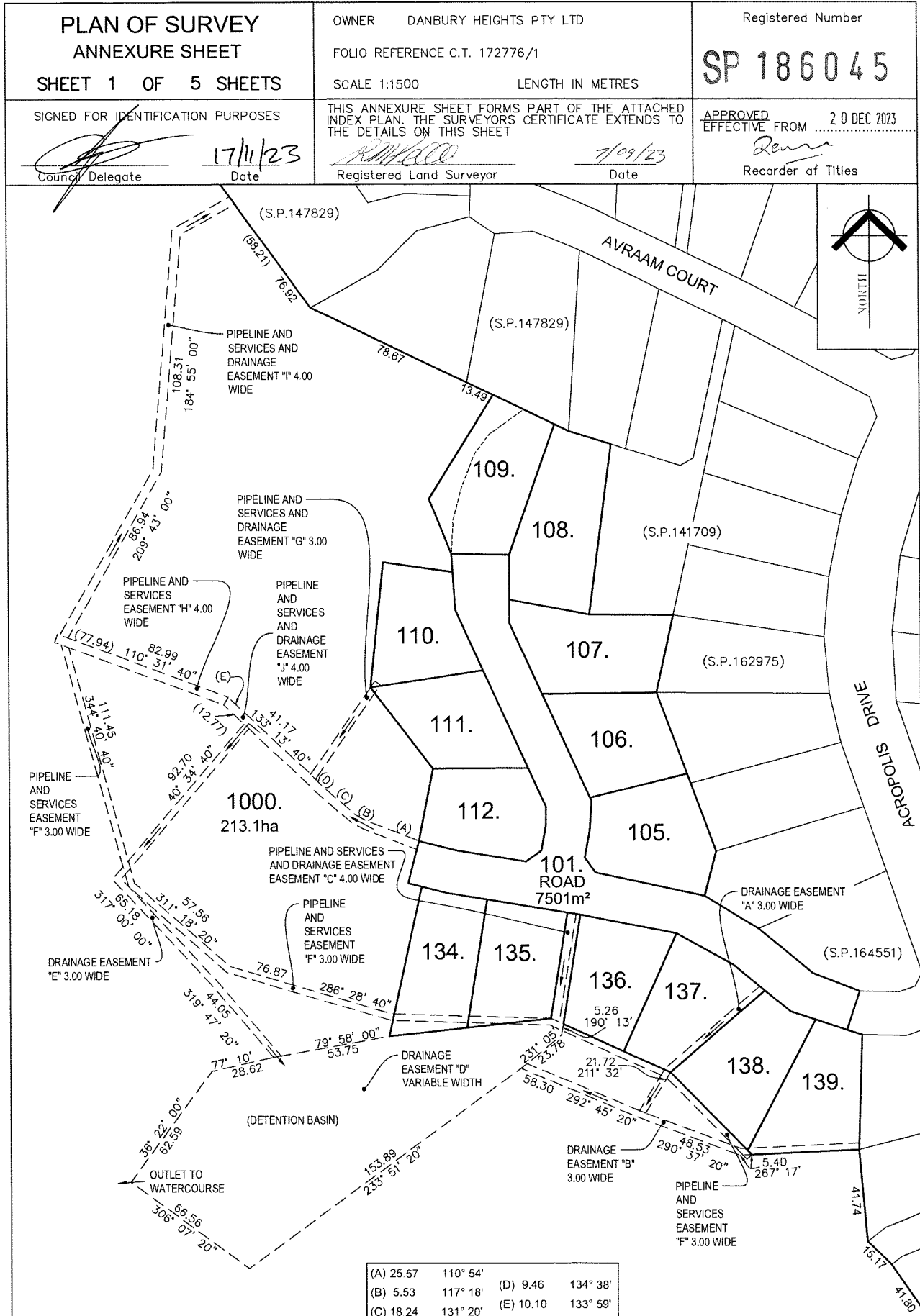
(D14673)

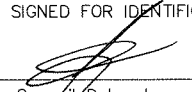
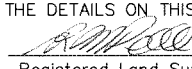
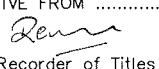
REGISTERED LAND SURVEYOR

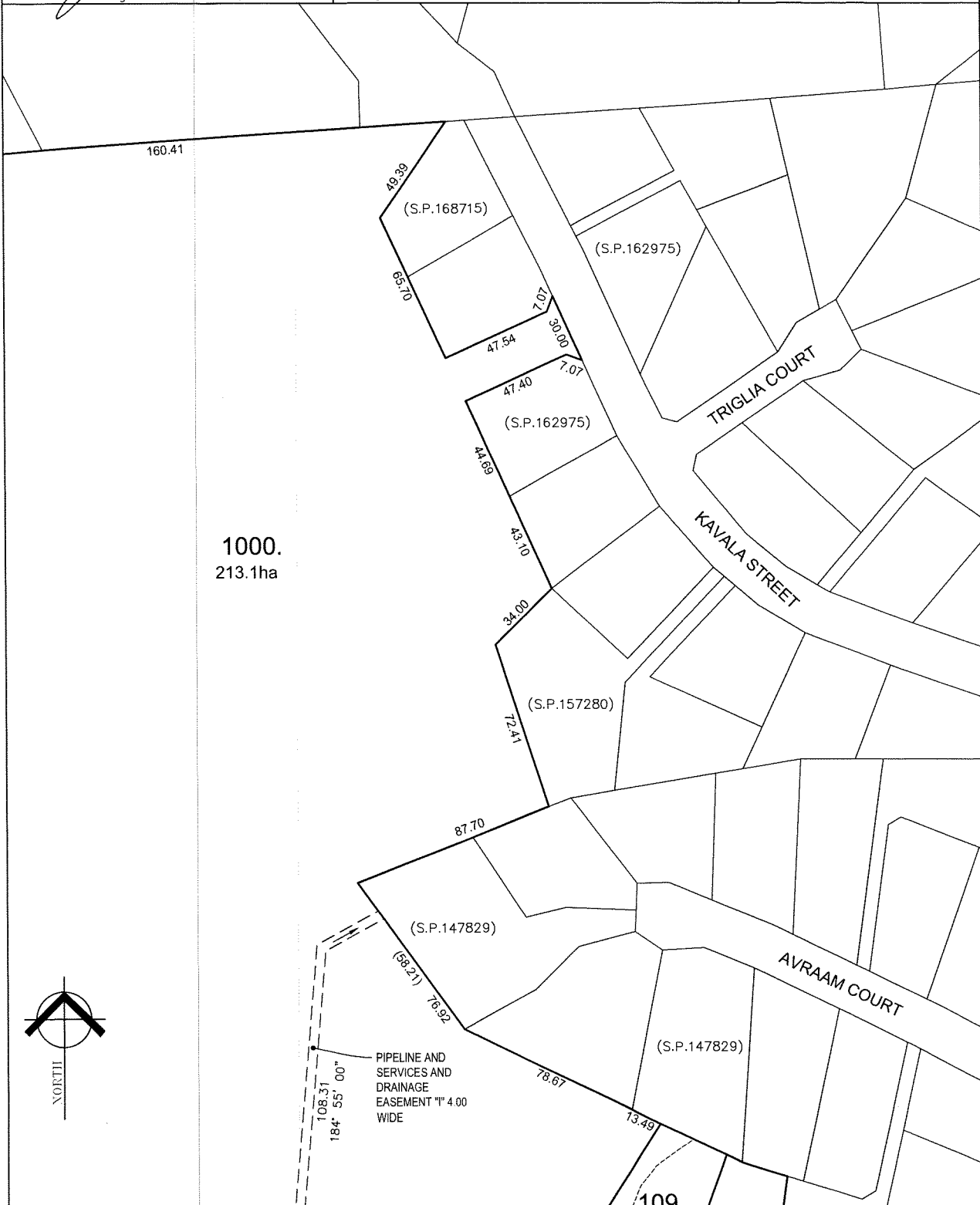
7/9/23
DATE

COUNCIL DELEGATE

17/1/24
DATE



<p>PLAN OF SURVEY ANNEXURE SHEET SHEET 2 OF 5 SHEETS</p>	<p>OWNER DANBURY HEIGHTS PTY LTD</p> <p>FOLIO REFERENCE C.T. 172776/1</p> <p>SCALE 1:1500 LENGTH IN METRES</p>	<p>Registered Number</p> <p>SP 186045</p>
<p>SIGNED FOR IDENTIFICATION PURPOSES</p> <p> Council Delegate</p> <p><u>17/11/23</u> Date</p>	<p>THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET</p> <p> Registered Land Surveyor</p> <p><u>7/09/23</u> Date</p>	<p>APPROVED EFFECTIVE FROM 20 DEC 2023</p> <p> Recorder of Titles</p>



1000.213.1ha

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65.70

47.54

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184° 55' 00"

PIPELINE AND SERVICES AND DRAINAGE EASEMENT "1" 4.00 WIDE

109.

TRIGLIA COURT

KAVALA STREET

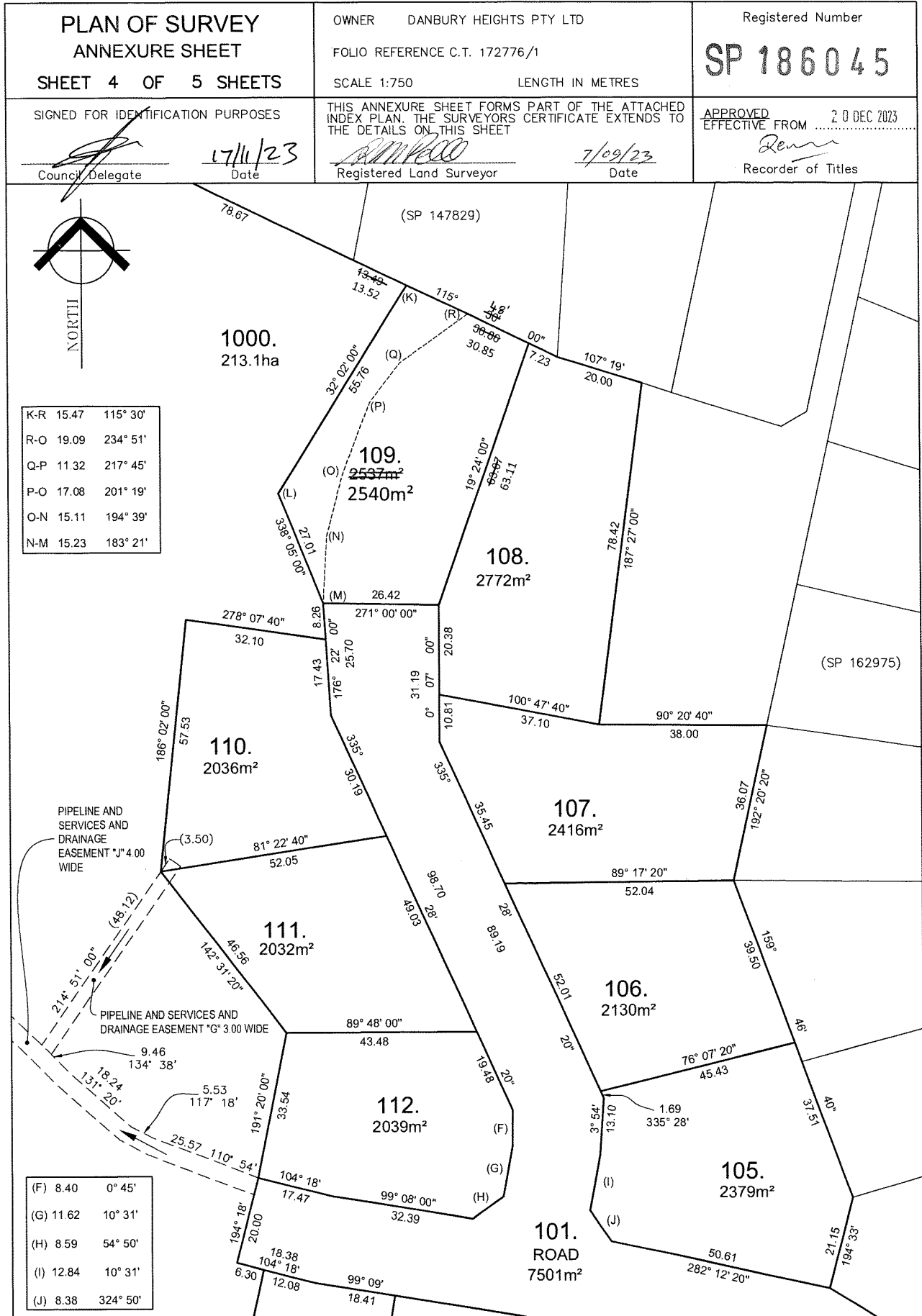
AVRAAM COURT

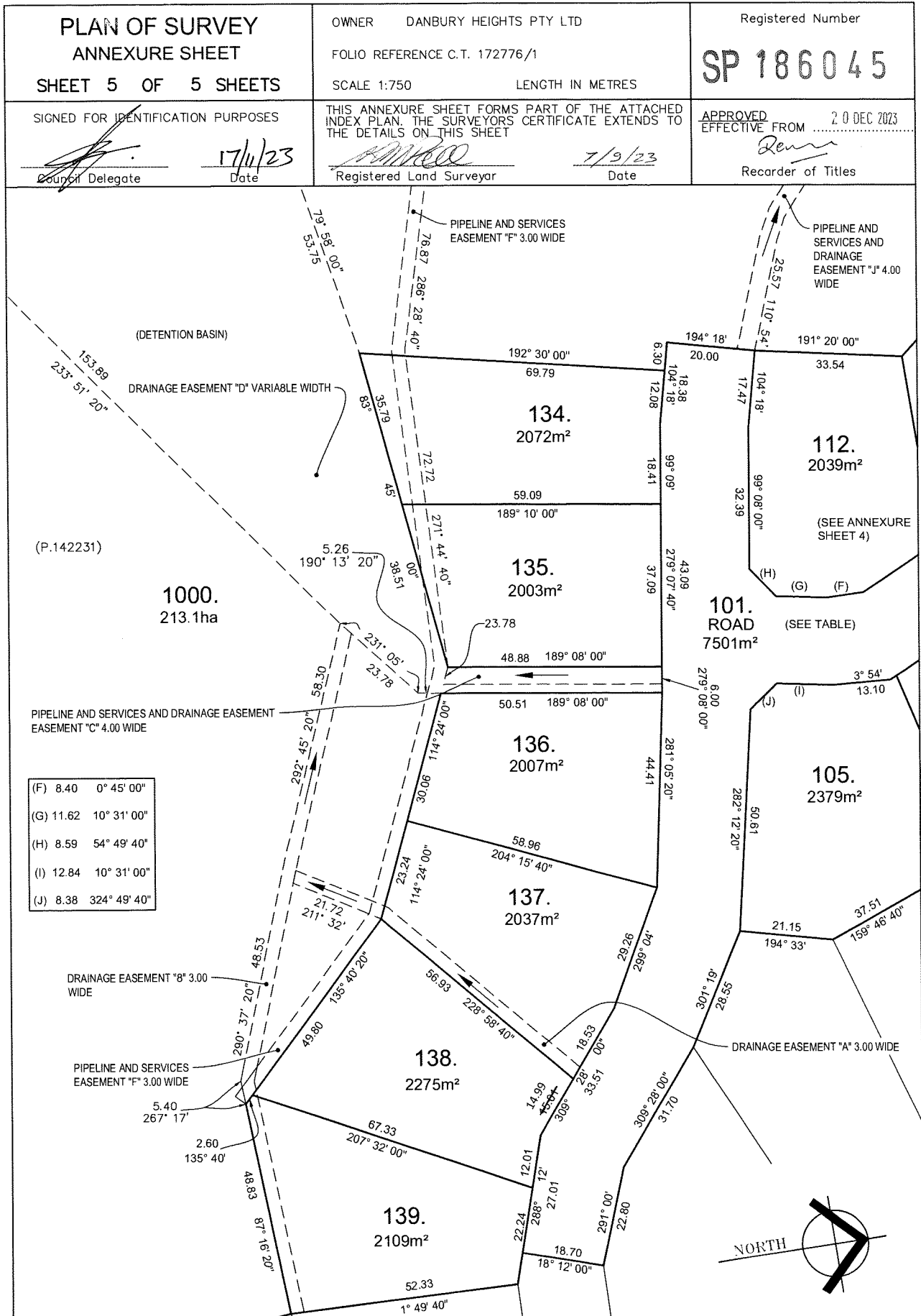
(S.P.147829)

<p>PLAN OF SURVEY ANNEXURE SHEET SHEET 3 OF 5 SHEETS</p>	<p>OWNER DANBURY HEIGHTS PTY LTD</p> <p>FOLIO REFERENCE C.T. 172776/1</p> <p>SCALE 1:1500 LENGTH IN METRES</p>	<p>Registered Number</p> <p>SP 186045</p>
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The map shows a residential development with several land parcels. Key features include:

- Streets:** ACROPOLIS DRIVE, SANTORINI STREET, and CORFU COURT.
- Parcels:** Several parcels are labeled with their Survey Plan (S.P.) numbers, including (S.P.164551) and (S.P.172753).
- Dimensions:** Various boundary dimensions are provided in meters, such as 41.74, 15.17, 41.80, 36.00, 55.82, 33.92, 30.05, 56.61, 43.80, 15.01, 39.83, 37.40, 15.59, 43.66, 5.00, 74.03, 22.37, 19.49, 17.70, 67.00, 114.44, and 1000.213.1ha.
- Private Right of Way:** A dashed line indicates a (PRIVATE) RIGHT OF WAY 20.00 WIDE (SP.5553).
- North Arrow:** Located in the upper right corner, pointing towards the top right of the page.





SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 186045

PAGE 1 OF 4 PAGES

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown 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 a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown 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 a prendre described hereunder.

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

BURDENING EASEMENTS

Lots 137 and 1000 on the Plan are SUBJECT TO a Right of Drainage ~~Easement~~ in gross in favour of West Tamar Council over the land marked 'DRAINAGE EASEMENT "A" 3.00 WIDE' on the Plan.

Lots 138, 139 and 1000 on the Plan are SUBJECT TO a Right of Drainage ~~Easement~~ in gross in favour of West Tamar Council over the land marked 'DRAINAGE EASEMENT "B" 3.00 WIDE' on the Plan.

Lot 1000 on the Plan is SUBJECT TO a Right of Drainage ~~Easement~~ in gross in favour of West Tamar Council over the land marked 'PIPELINE AND SERVICES AND DRAINAGE EASEMENT "C" 4.00 WIDE' on the Plan.


Lot 1000 on the Plan is SUBJECT TO a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked 'PIPELINE AND SERVICES AND DRAINAGE EASEMENT "C" 4.00 WIDE' on the Plan.

Lot 1000 on the Plan is SUBJECT TO a Right of Drainage ~~Easement~~ in gross in favour of West Tamar Council over the land marked 'DRAINAGE EASEMENT "D" VARIABLE WIDTH' on the Plan.

Lot 1000 on the Plan is SUBJECT TO a Right of Drainage ~~Easement~~ in gross in favour of West Tamar Council over the land marked 'DRAINAGE EASEMENT "E" 3.00 WIDE' on the Plan.

Lots 134, 135 and 1000 on the Plan are SUBJECT TO a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked 'PIPELINE AND SERVICES EASEMENT "F" 3.00 WIDE' on the Plan.

Lots 110, 111 and 1000 on the Plan are SUBJECT TO a Right of Drainage ~~Easement~~ in gross in favour of West Tamar Council over the land marked 'PIPELINE AND SERVICES AND DRAINAGE EASEMENT "G" 3.00 WIDE' on the Plan.


Director
Director/Secretary

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: DANBURY HEIGHTS PTY. LTD. ACN 009 506 003	PLAN SEALED BY: West Tamar Council
FOLIO REF: 172776/1	DATE: 17/11/23
SOLICITOR & REFERENCE: SIMMONS WOLFHAGEN ZED 231113	REF NO. DA 49/08
 Council Delegate	
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 4 PAGES	Registered Number SP 186045
SUBDIVIDER: DANBURY HEIGHTS PTY. LTD. ACN 009 506 003 FOLIO REFERENCE: 172776/1	

Lots 110, 111 and 1000 on the Plan are SUBJECT TO a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked 'PIPELINE AND SERVICES AND DRAINAGE EASEMENT "G" 3.00 WIDE' on the Plan.

Lot 1000 on the Plan is SUBJECT TO a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked 'PIPELINE AND SERVICES EASEMENT "H" 4.00 WIDE' on the Plan.

Lot 1000 on the Plan is SUBJECT TO a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked 'PIPELINE AND SERVICES AND DRAINAGE EASEMENT "I" 4.00 WIDE' on the Plan.

Lot 1000 on the Plan is SUBJECT TO a Right of Drainage ~~Easement~~ in gross in favour of West Tamar Council over the land marked 'PIPELINE AND SERVICES AND DRAINAGE EASEMENT "I" 4.00 WIDE' on the Plan.

Lot 1000 on the Plan is SUBJECT TO a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked 'PIPELINE AND SERVICES AND DRAINAGE EASEMENT "J" 4.00 WIDE' on the Plan.

Lot 1000 on the Plan is SUBJECT TO a Right of Drainage ~~Easement~~ in gross in favour of West Tamar Council over the land marked 'PIPELINE AND SERVICES AND DRAINAGE EASEMENT "J" 4.00 WIDE' on the Plan.

Lot 1000 on the Plan is SUBJECT TO a Right of Carriageway appurtenant to the balance of the land in Conveyance 44/5681 over the land marked 'RIGHT OF WAY 20.00 WIDE (S.P. 5553)' on the Plan.

(PRIVATE)

BENEFITTING EASEMENTS

Lot 1000 on the Plan is TOGETHER WITH a Right of Drainage over the land marked 'DRAINAGE EASEMENT 'A' 3.00 WIDE (SP147829)' on P. 172776.

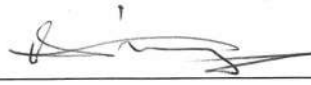
Lot 1000 on the Plan is TOGETHER WITH a Right of Drainage over the land marked 'AB' and shown passing through lots 50, 51 and 52 on SP141709.


Lot 1000 on the Plan is TOGETHER WITH a Right of Drainage over the land marked 'DRAINAGE EASEMENT 10.00 WIDE (SP15273)' and 'DRAINAGE EASEMENT 3.00 WIDE (SP15273)' on P172776 & shown on the Plan.

Lot 1000 on the Plan is TOGETHER WITH a Right of Drainage over the land marked 'DRAINAGE EASEMENT 4.00 WIDE (SP117116)' on P172776.

FENCING PROVISION

In relation to the lots on the Plan the Vendor (Danbury Heights Pty Ltd) shall not be required to fence.



Director

Director/Secretary

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 4 PAGES	Registered Number SP 186045
SUBDIVIDER: DANBURY HEIGHTS PTY. LTD. ACN 009 506 003 FOLIO REFERENCE: 172776/1	



INTERPRETATION

"Pipeline and Services Easement" is defined as follows:-

FIRSTLY, THE FULL AND FREE RIGHT AND LIBERTY for TasWater and its employees, contractors, agents and all other persons duly authorised by it, at all times to:

- (1) enter and remain upon the Easement Land with or without machinery, vehicles, plant and equipment;
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse, repair, remove and replace the Infrastructure;
- (4) run and pass sewage, water and electricity through and along the Infrastructure;
- (5) do all works reasonably required in connection with such activities or as may be authorised or required by any law:
 - (a) without doing unnecessary damage to the Easement Land; and
 - (b) leaving the Easement Land in a clean and tidy condition;
- (6) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and any other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any vehicle entry and cross the Lot to the Easement Land; and
- (7) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

SECONDLY, the benefit of a covenant in gross for TasWater with the registered proprietor/s of the Easement Land and their successors and assigns not to erect any building, or place any structures, objects, vegetation, or remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land, without the prior written consent of TasWater to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement herein described.


Director
Director/Secretary

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.


ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 4 PAGES	Registered Number SP 186045
SUBDIVIDER: DANBURY HEIGHTS PTY. LTD. ACN 009 506 003 FOLIO REFERENCE: 172776/1	

Interpretation:

"Infrastructure" means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

- (a) sewer pipes and water pipes and associated valves;
- (b) telemetry and monitoring devices;
- (c) inspection and access pits;
- (d) electricity assets and other conducting media (excluding telemetry and monitoring devices);
- (e) markers or signs indicating the location of the Easement Land or any other Infrastructure or any warnings or restrictions with respect to the Easement Land or any other Infrastructure;

Executed by **DANBURY HEIGHTS PTY LTD**
ACN 009 506 003 being the registered proprietor
of the land described by Folio of the Register
Volume 172776 Folio 1 under section 127 of the
Corporations Act 2001:



Director
Danbury Heights Pty Ltd ACN 009 506 003

DIRECTOR NAME:
ANANIAS TSINOGLU



Director/Secretary

DIRECTOR/SECRETARY NAME:
MAKRINA MARIA TSINOGLU

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

PLANNING REPORT

VISITOR ACCOMMODATION

6 APOLLO AVENUE & 4 ARISTOTELIS COURT, LEGANA

October 2025



Unlocking land potential.



Job Number: L251004

Prepared by: Alex Bowles

(alex@novaland.com.au)

Town Planner

Reviewed by: James Stewart

Senior Town Planner

Rev. no	Description	Date
1	Draft	15 October 2025
2	Final	23 October 2025



Land Surveying | Town Planning | Project Management

w novaland.com.au

e info@novaland.com.au

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Launceston

156 George Street

Launceston 7250

p (03) 6709 8116

Hobart

Rear studio, 132 Davey
Street

Hobart 7000

p (03) 6227 7968



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1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the *Land Use Planning and Approval Act 1993* (the 'Act') to develop land at 6 Apollo Avenue & 4 Aristotelis Court, Legana (the 'subject site').

The proposal seeks approval for the intended use or development of Visitor Accommodation at the subject site. This report provides a detailed assessment of the site's characteristics, the proposed development's alignment with planning controls of the municipal area and considers any potential impacts.

This application is to be read in conjunction with the following supporting documentation:

Document	Consultant
Proposal Plans	Coactive Building Design
Landscape Concept Plans	Lange Design

1.1 Summary

Subject Site	
Address(es)	6 Apollo Avenue & 4 Aristotelis Court, Legana
Property ID	9975291 & 9975292
Title(s)	186045/105 & 186045/106
Land area	2130m ² & 2379m ² (Total site - 4509m ²)
Planning Authority	West Tamar Council
Covenant/Easements	No covenants or easements registered against the title.
Access	Access is via the existing crossover on Aristotelis Court & Apollo Avenue
Planning Controls	
Zone	Low Density Residential Zone (10.0)
General Overlay	WTA- S3.0 - Residential Supply and Density - Specific Area Plan
Overlays	Bushfire-Prone Areas Code (C13.0)
Proposal	
Proposed Use/Development	Visitor Accommodation
Use Class	Visitor Accommodation



Use Class Status	Permitted
Existing services and infrastructure	
Water	Within a TasWater serviced area
Sewer	Within a TasWater serviced area
Stormwater	Within a stormwater serviced area, managed by a stormwater authority

2. Site Characteristics and Surroundings

2.1 Subject Site

The subject site comprises two titles located at 6 Apollo Avenue and 4 Aristotelis Court, Legana, with a combined area of approximately 4,509m² (2,130m² and 2,379m² respectively). The land is fully serviced and zoned Low Density Residential under the *Tasmanian Planning Scheme – West Tamar*. The site is also subject to the WTA-S3.0 Residential Supply and Density Specific Area Plan and is mapped as being within a Bushfire-Prone Area.

Both lots are of a regular shape, with 4 Aristotelis Court having direct frontage to Aristotelis Court, and 6 Apollo Avenue being a corner lot has frontage to both Apollo Avenue and Aristotelis Court.

New crossovers have been constructed to each lot as part of the approved subdivision works.

The site is situated on the northern side of Apollo Avenue and exhibits a moderate general fall of approximately 9–10° from north to south. This topography is consistent with the broader subdivision pattern, where lots generally fall toward the south.

The land is currently vacant and presents no significant topographical or physical constraints to development, aside from the consideration of bushfire hazard.

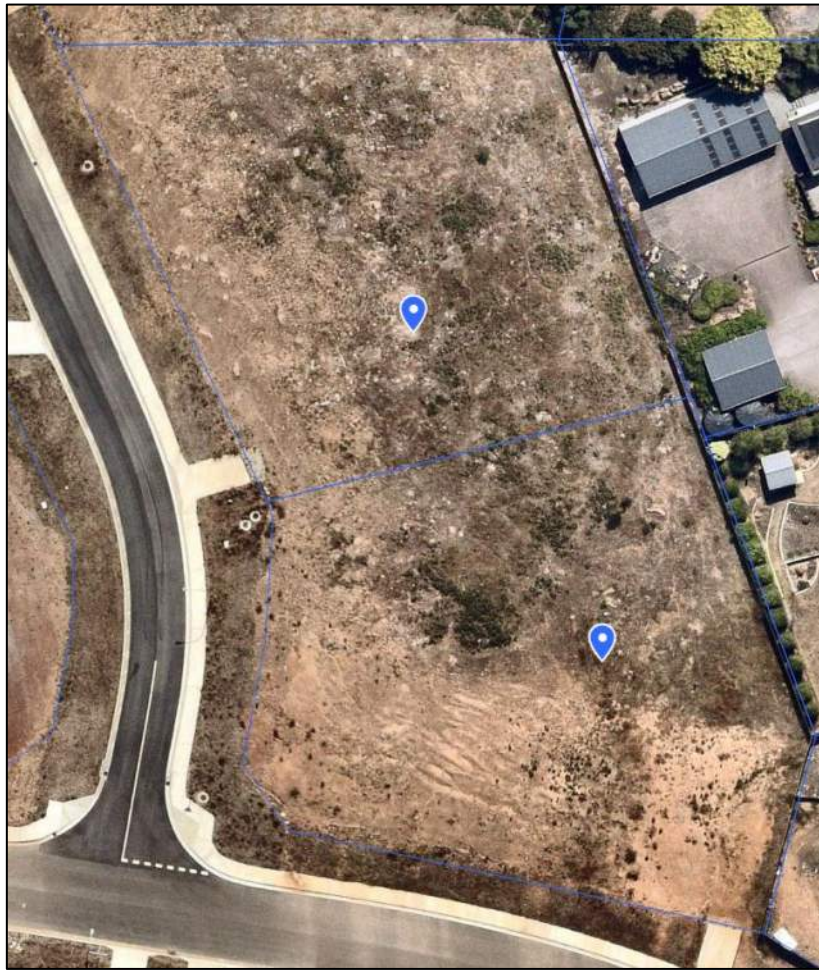


Figure 1 – Aerial Image of the subject site. Source: NearMap

2.2 Surrounding Area

The surrounding context is characterised by low density residential development consistent with the zoning and subdivision pattern of the subject land.

To the north, the site adjoins upslope residential lots within the same subdivision.

To the east and south, the land is bordered by similarly zoned and comparably sized residential lots, also forming part of the recent subdivision.

To the west, the site adjoins a previous stage of subdivision, comprising lots of a comparable size and character within the same Low Density Residential Zone.

Overall, the surrounding area reflects a cohesive residential character, with a developing pattern of detached dwellings set within a landscaped and low-density environment.

2.3 Planning Matters

This report has been prepared to address the relevant provisions of the State Planning Provisions (SPPs) and the Local Provisions Schedule (LPS) of the *Tasmanian Planning Scheme – West Tamar*.

The subject site is located within the Low-Density Residential Zone. Accordingly, the proposal must demonstrate compliance with the relevant use and development standards applicable to a Visitor Accommodation use within this zone.

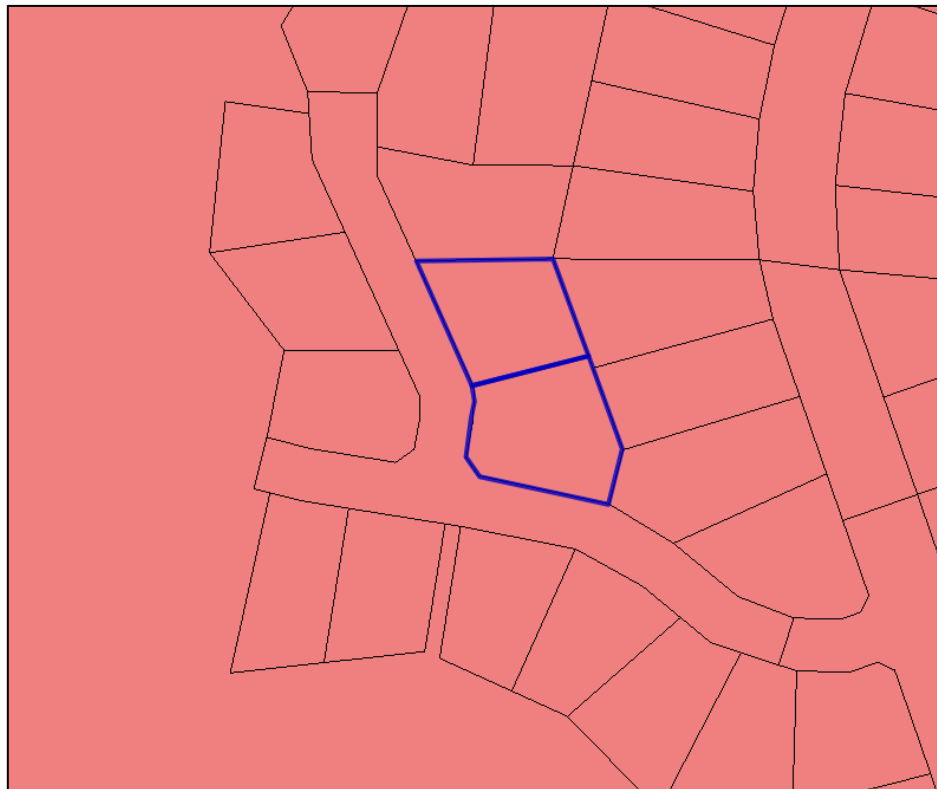


Figure 1 - Zoning of the subject site. Source: LISTMAP

As the proposal involves both use and development, it is also subject to assessment under the Parking and Sustainable Transport Code (C2.0) to ensure appropriate provision for on-site parking and vehicle access. In addition, the Road and Railway Assets Code (C3.0) is applicable due to the inclusion of an additional vehicular crossover associated with the development.

The site is mapped as being within a Bushfire-Prone Area Overlay. However, in accordance with the Bushfire-Prone Areas Code, assessment is not required at this stage, as bushfire considerations will be addressed as part of any future building application under the Building Act 2016. Therefore, this code is not applicable to the current proposal.

The site is also contained within the *WTA-S3.0 Residential Supply and Density Specific Area Plan (SAP)*, which primarily modifies provisions relating to subdivision density and certain use classes. The proposed Visitor Accommodation use's categorisation within the use table is not modified by this SAP, and the SAP does not introduce any additional standards requiring assessment. As such, while the site is within the SAP area, the provisions do not drastically alter the permissibility or assessment pathway of the proposed use and development.

3. Proposed Use and Development

3.1 Proposal

The proposal is seeking discretionary approval for a Visitor Accommodation at 6 Apollo Avenue & 4 Aristotelis Court, Legana.

The development consists of seven (7) separate accommodation buildings, a glass house structure on the northern side of the site, and associated infrastructure including accessways, parking, landscaping, and reticulated services.

The proposal provides a total of nine (9) guest tenancies across the two titles, distributed as follows:

- 6 Apollo Avenue – four (4) buildings accommodating five (5) tenancies; and
- 4 Aristotelis Court – three (3) buildings accommodating four (4) tenancies.



Figure 3 – 4 Aristotelis Court(left) & 6 Apollo Avenue (right) – Site Plan. Source: Coactive Building Design

The accommodation buildings are proposed in four typologies, generally consistent in form and scale:

- 1-Bed Deluxe Suite – 1 building
- 2-Bed Deluxe Suite – 2 buildings
- Conjoined Studio Apartments (2x 1-Bed Tenancies) – 2 buildings
- 1-Bed Deluxe Suite (Accessible) – 2 buildings



Figure 5 – Floor Plan (left), Elevations - North/East (right) – Building 1A. Source: Coactive Building Design

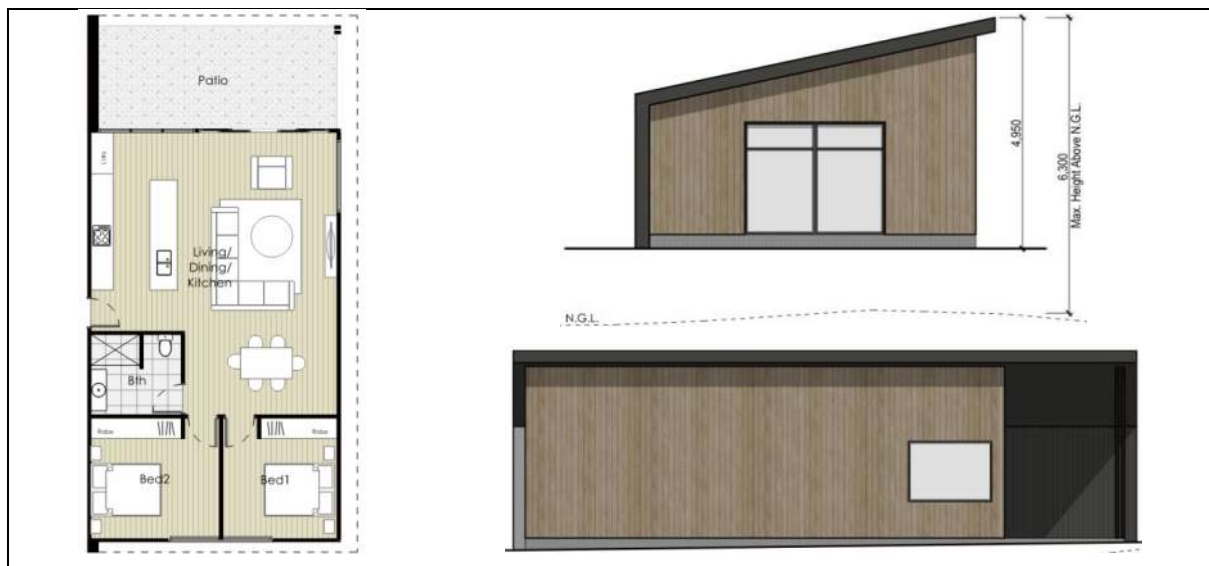


Figure 6 – Floor Plan (left), Elevations - North/East (right) – Building 1B. Source: Coactive Building Design



Figure 7 – Floor Plan (left), Elevations – North/East (right) – Building 1C. Source: Coactive Building Design

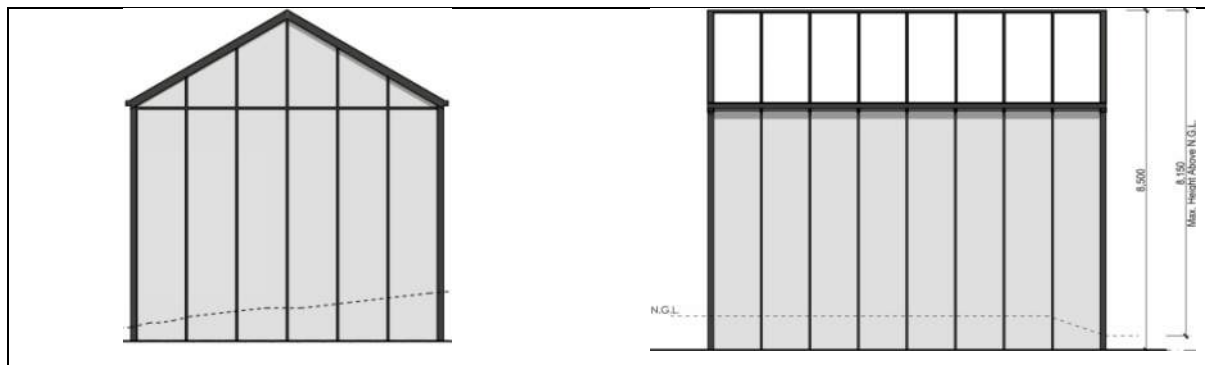


Figure 8 – Elevations – North (right), East (left) – Glass House. Source: Coactive Building Design

The glass house is proposed on the northern side of the site, positioned on the upslope portion of the land. It will form a more prominent structure within the development due to its elevated location and transparency.

All buildings are proposed to be connected to reticulated services, including water, sewer, and stormwater. Access to the site will be provided via a combination of new and existing crossovers, with internal circulation designed to operate as a one-way system generally directed toward Apollo Avenue.

Waste collection will occur through a weekly private collection service, with bin storage areas identified for each lot and screened from public view.

Signage will be limited to minor identification signage, like letterbox signage and unit identification signs.

Lighting will consist of building-mounted lighting for entries and façades, and low-level bollard or landscape lighting to provide safe access within the site.

A full set of proposal plans are provided as part of this application.



4. Planning Assessment

4.1 Planning Scheme Zone Assessment

10.0 Low Density Residential Zone

10.1 Zone Purpose

The purpose of the Low Density Residential Zone is:

- 10.1.1 To provide for residential use and development in residential areas where there are infrastructure or environmental constraints that limit the density, location or form of development.
- 10.1.2 To provide for non-residential use that does not cause an unreasonable loss of amenity, through scale, intensity, noise, traffic generation and movement, or other off site impacts.
- 10.1.3 To provide for Visitor Accommodation that is compatible with residential character.

Planners Response:

Clause 10.1.1 is not applicable, as the proposal does not involve residential use or development.

The proposal is for Visitor Accommodation within an established low-density residential area. The development consists of seven low-profile buildings dispersed across two adjoining lots, along with a glass house and associated infrastructure. The site is fully serviced and has a moderate slope, with no significant physical constraints that would limit the development.

The scale and intensity of the use are modest and consistent with the surrounding residential area. Traffic generated by the development is expected to be low, with internal circulation contained within the site and access via existing and new crossovers. Waste collection, lighting, and signage are minimal and designed to maintain residential amenity.

The proposed buildings are small scale and contemporary in form. The development maintains the character of the area through low building heights, dispersed siting within a low density residential area, and landscaping, ensuring the use is compatible with the surrounding residential context and does not exhibit any form of dominance over the residential character of the area.

Considered consistent with the residential character of the area.

10.2 Use Table (substituted as per SAP WTA-3.5)

Use Class	Qualification
No Permit Required	

Natural and Cultural Values Management	
Passive Recreation	
Residential	If for a single dwelling.
Utilities	If for minor utilities.
Permitted	
Residential	If for a home-based business.
Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services.
Community Meeting and Entertainment	If for a place of worship, art and craft centre or public hall.
Educational and Occasional Care	If not for a tertiary institution.
Emergency Services	
Food Services	If not for a take away food premises with a drive through facility.
General Retail and Hire	If for a local shop.
Residential	If not: (a) for multiple dwellings; or (b) listed as No Permit Required or Permitted
Sports and Recreation	If for a fitness centre, gymnasium, public swimming pool or sports ground.
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

Planners Response:

The Low Density Residential Zone use table has been superseded by the provisions of the WTA-S3.0 Residential Supply and Density Specific Area Plan (SAP).

The proposed use is classified as Visitor Accommodation, defined in the scheme as:

“Use of land for providing short or medium-term accommodation for persons away from their normal place of residence on a commercial basis or otherwise available to the general public at no cost. Examples include a backpackers hostel, camping and caravan park, holiday cabin, motel, overnight camping area, residential hotel, and serviced apartment complex.”

The proposal is considered to be consistent with this definition.

10.3 Use Standards

10.3.1 Discretionary uses

Planners Response: Not applicable to application.

Proposal is not for a ‘discretionary’ use as defined in 10.2 – Use Table.

The ‘Visitor Accommodation’ use is considered a ‘permitted’ use within the zone.

Standards within this section (10.3.1) are therefore not considered applicable.

10.3.2 Visitor Accommodation

Objective:	That Visitor Accommodation: (a) is compatible with the character and use of the area; (b) does not cause an unreasonable loss of residential amenity; and (c) does not impact the safety and efficiency of local roads or rights of way.
Acceptable Solutions	Performance Criteria
A1 Visitor Accommodation must: (a) accommodate guests in existing habitable buildings; and (d) have a gross floor area of not more than 200m ² per lot.	P1 Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to: (a) the privacy of adjoining properties; (b) any likely increase in noise to adjoining properties; (c) the scale of the use and its compatibility with the surrounding character and uses within the area; (d) retaining the primary residential function of an area; (e) the impact on the safety and efficiency of

	<p>the local road network; and</p> <p>(f) any impact on the owners and users rights of way.</p>
<p>Planners Response: Relies on performance criteria.</p> <p>The proposed Visitor Accommodation is considered compatible with the character and use of the area and is not expected to cause an unreasonable loss of residential amenity.</p> <p>The development is located on the corner of Apollo Avenue and Aristotelis Court, with a slope toward the road reserve to the south and west. Additionally, separation from property boundaries with sensitive uses and the layout of the visitor accommodation buildings on the site ensures that privacy of adjoining properties is maintained and won't be compromised.</p> <p>The site is relatively large being a total area of 4509m², and the single storey buildings with generally low pitch skillion roofs which are modest in scale, with a proposed site coverage of approximately 13.6%, which is consistent with the surrounding residential development. For comparison, adjoining properties at 44, 46, and 48 Acropolis Avenue have site coverages of approximately 23.5%, 12.7%, and 17.5%, respectively. The proposed buildings are low-profile and positioned to integrate with the broader lifestyle residential estate, with a scale that will not dominate the streetscape. Significant vegetation, as shown in the submitted plans, is intended to provide both screening for the development and a sense of scale.</p> <p>Although the use & development are contained across two titles, the overall scale and intensity of the use are modest. The proposal does not alter the established residential character or pattern of land use within the area. The primary residential function of the locality, which remains the dominant use of surrounding properties, will not be compromised by the introduction of small-scale Visitor Accommodation.</p> <p>The scale of the accommodation units, generally small, one- or two-bedroom tenancies as opposed to large suites and villas, means that party sizes are generally more limited and noise generation from the site would not be at risk of exceeding what would reasonably be expected in a residential area.</p> <p>Locationally, the site is removed from high-traffic roads or major activity centres, further limiting any off-site impacts.</p> <p>Traffic impacts are not expected, and the development will not affect the operation or safety of the local road network. Similarly, the proposal does not interfere with existing rights of way. Overall, the proposal retains the primary residential function of the area and is consistent with the surrounding character and scale of development.</p> <p>The proposal is considered of a scale that does not dominate the residential function of the area, nor does it unreasonably impact the residential amenity of surrounding properties. The proposal is considered consistent with the performance criteria and the objectives of the standard.</p>	
<p>A2</p> <p>Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.</p>	<p>P2</p> <p>Visitor Accommodation within a strata scheme must not cause an unreasonable loss of residential amenity to long term residents occupying other strata lots within the strata scheme, having regard to:</p> <p>(a) the privacy of residents;</p> <p>(b) any likely increase in noise;</p>

	<ul style="list-style-type: none"> (c) the residential function of the strata scheme; (d) the location and layout of the strata lots; (e) the extent and nature of any other non-residential uses; and (f) any impact on shared access and common property.
<p>Planners Response: Not applicable to application.</p> <p>Site is not contained within a strata lot and not proposed to be contained within a strata, therefore standard is not applicable to the application.</p>	

10.4 Development Standards for Dwellings

<p>Planners Response: Not applicable to application.</p> <p>Proposal is not for a dwelling.</p> <p>Therefore the development standards for a dwelling are not applicable to the application.</p>

10.5 Development Standards for Non-dwellings

10.5.1 Non-dwelling development

Objective:	<p>That all non-dwelling development:</p> <ul style="list-style-type: none"> (a) is compatible with the streetscape; (b) is compatible with the form and scale of existing residential development; and (c) does not cause an unreasonable loss of amenity to adjoining properties.
Acceptable Solutions	Performance Criteria

<p>A1</p> <p>A building that is not a dwelling must have a building height not more than 8.5m.</p>	<p>P1</p> <p>The height of a building that is not a dwelling must be compatible with the streetscape and not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the height of buildings on the site and adjacent properties; (c) the bulk and form of existing and proposed buildings; (d) sunlight to habitable rooms of dwellings and private open space; and (e) any overshadowing of adjoining properties.
<p>Planners Response: Complies with acceptable solution.</p> <p>All structures do not exceed 8.5m in height.</p> <p>Complies with acceptable solution.</p>	
<p>A2</p> <p>A building that is not a dwelling, excluding protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage not less than 8m.</p>	<p>P2</p> <p>The siting of a building that is not a dwelling must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the setbacks of surrounding buildings; (c) the height, bulk and form of existing and proposed buildings; (d) the appearance when viewed from roads and public open space adjacent to the site; and (e) the safety of road users.
<p>Planners Response: Complies with acceptable solution.</p> <p>All structures are setback form the frontage at least 8m.</p> <p>Complies.</p>	

<p>A3</p> <p>A building that is not a dwelling excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally from the building, must have a setback from side and rear boundaries of not less than 5m.</p>	<p>P3</p> <p>The siting of a building that is not a dwelling, must not cause unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the size, shape and orientation of the site; (c) the setbacks of surrounding buildings; (d) the height, bulk and form of existing and proposed buildings; (e) the existing buildings and private open space areas on the site; (f) sunlight to private open space and windows of habitable rooms on adjoining properties; and (g) the character of development existing on established properties in the area.
<p>Planners Response: Relies on performance criteria.</p> <p>The Visitor Accommodation units on the site are located in accordance with the Acceptable Solution setbacks, and by meeting these requirements, they are considered to have acceptable amenity impacts consistent with the intent of the performance criteria. However, the glass house is proposed to be located within 5m of the northern and eastern boundary</p> <p>The proposed glass house is located toward the northern side of the site on a topographical high point. The site itself is large and provides adequate separation from adjoining properties. Screening is proposed along the closest boundaries to ensure the structure is appropriately filtered from view and does not result in unreasonable visual impacts.</p> <p>Although the glass house is a relatively large structure, its transparent design and lightweight form substantially reduce its visual bulk and overall prominence. The nearest existing building on an adjoining lot is located approximately 3 metres from the boundary, and the proposed siting of the glass house will generally reflect this established pattern of development.</p> <p>The site is currently vacant, with no existing buildings or private open space areas likely to be affected by the proposal.</p> <p>Any shadowing resulting from the glass house will be limited in extent and duration, with most shadows falling within the subject site during the morning and midday periods, and only partially extending onto the adjoining property at 44 Acropolis Drive during the afternoon. This does not represent an unreasonable level of shadowing.</p> <p>While the external finish of the structure will differ from typical outbuildings in the area, the overall scale and form are comparable to other ancillary structures located on similarly sized residential lots. The area is characterised by larger dwellings with associated outbuildings, and the proposed glass house is consistent with this established development pattern.</p> <p>Accordingly, the siting, scale, and design of the glass house are considered to achieve the</p>	

intent of the performance criteria, ensuring no unreasonable loss of amenity to adjoining properties and maintaining compatibility with the established character of the area.

A4

A building that is not a dwelling must have a site coverage of not more than 30%.

P4

The site coverage of a building that is not a dwelling must be consistent with that existing on established properties in the area, having regard to:

- (a) the topography of the site;
- (b) the capacity of the site to absorb runoff;
- (c) the size and shape of the site;
- (d) the existing buildings and any constraints imposed by existing development;
- (e) the provision for landscaping and private open space;
- (f) the need to remove vegetation; and
- (g) the site coverage of adjacent properties.

Planners Response: Complies with acceptable solution.

Approx. 13.6% site coverage, well below the acceptable solution threshold of 30%. Complies.

A5

No Acceptable Solution.

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

P5

A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must:

- (a) provide for security and privacy, while allowing for passive surveillance of the road; and
- (b) be consistent with the height and transparency of fences in the street, having regard to:
 - (i) the topography of the site; and
 - (ii) traffic volumes on the adjoining road.

Planners Response: Complies with acceptable solution.

Proposal has a wire frontage fence of 1.5m height within the frontage.

This is considered to have sufficient transparency to meet the exemption outlined in 4.6.3.

<p>A6</p> <p>Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not:</p> <ul style="list-style-type: none"> (a) be visible from any road or public open space adjoining the site; and (b) encroach upon parking areas, driveways or landscaped areas. 	<p>P6</p> <p>Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise its impact on views into the site from any roads or public open space adjoining the site, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the type of goods, materials or waste to be stored; (c) the topography of the site; and (d) any screening proposed.
<p>Planners Response: Complies with acceptable solution.</p> <p>Waste storage is the only proposed outdoor storage area. This is located within a screened 'zone' as shown on the plans, which will not be visible from public areas because of the screening and landscaping surrounding it. It is separated from landscaped, parking and vehicle areas such that it is considered compliant with the acceptable solution.</p>	
<p>A7</p> <p>Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use of not less than 10m.</p> <p>(An exemption applies for heat pumps and air conditioners in this zone – see Table 4.6.)</p>	<p>P7</p> <p>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of a the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of the sensitive use; and (d) any mitigation measures proposed.
<p>Planners Response: Complies with acceptable solution.</p> <p>Air conditioning units will be comparable to residential units and located behind the building line consistent with the exemption.</p> <p>Therefore, this is considered to have sufficient transparency to meet the exemption outlined in 4.6.11.</p>	

10.6 Development Standards for Subdivision

Planners Response: Not applicable to application.

Proposal is not for subdivision.

Standards within 10.6 are not applicable to the application.

4.2 Planning Scheme Code Assessment

C2.0 Parking and Sustainable Transport Code

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective:	That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions		Performance Criteria
A1 The number of on-site car parking spaces must be no less than the number specified in Table 2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: <ul style="list-style-type: none"> (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car 		P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: <ul style="list-style-type: none"> (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety

<p>parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p>$N = A + (C - B)$</p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature and intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the surrounding area.</p>
<p>Planners Response: Complies with acceptable solution.</p> <p>Table C2.1 outlines a requirement for – “1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater”</p> <p>Proposal outlines nine (9) spaces, one dedicated for each visitor unit in the complex.</p> <p>Therefore, the proposal is considered compliant with the acceptable solution.</p>	

C2.5.2 Bicycle parking numbers

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

A1 Bicycle parking spaces must: <ul style="list-style-type: none"> (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1. 	P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: <ul style="list-style-type: none"> (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
Planners Response: Not applicable to application. As per C2.1, there is no requirement to provide dedicated bicycle parking for a Visitor Accommodation use. It is noted there is sufficient space within each tenancy for guests to park bicycle if required.	

C2.5.3 Motorcycle parking numbers

Objective:	That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solutions		Performance Criteria
A1 The number of on-site motorcycle parking spaces for all uses must: <ul style="list-style-type: none"> (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained. 		P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: <ul style="list-style-type: none"> (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
Planners Response: Not applicable to application. As per clause C2.2.2, this standard is not applicable to the Visitor Accommodation use.		

C2.5.4 Loading Bays

Objective:	That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.	
Acceptable Solutions		Performance Criteria
A1 A loading bay must be provided for uses with a floor area of more than 1000m ² in a single occupancy.		P1 Adequate space for loading and unloading of vehicles must be provided, having regard to: <ul style="list-style-type: none"> (a) the type of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.
Planners Response: Not applicable to application. As per clause C2.2.3, this standard is not applicable to the Visitor Accommodation use.		

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

Objective:	To: <ul style="list-style-type: none"> (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse. 	
Acceptable Solutions		Performance Criteria
A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: <ul style="list-style-type: none"> (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and 		P1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:

<p>(b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>	<ul style="list-style-type: none"> (a) car parking demand generated by the proposed use during its proposed hours of operation; (b) the availability of on-street and public car parking in the surrounding area; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision; (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any relevant parking plan for the area adopted by council; (i) any existing on-street car parking restrictions; and (j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.
<p>Planners Response: Not applicable to application.</p> <p>As per clause C2.2.5, this standard is not applicable to the Visitor Accommodation use.</p>	

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective:	That parking areas are constructed to an appropriate standard.
Acceptable Solutions	Performance Criteria
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p>	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they</p>

<p>(a) be constructed with a durable all weather pavement;</p> <p>(b) be drained to the public stormwater system, or contain stormwater on the site; and</p> <p>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</p>	<p>are useable in all weather conditions, having regard to:</p> <p>(a) the nature of the use;</p> <p>(b) the topography of the land;</p> <p>(c) the drainage system available;</p> <p>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</p> <p>(e) the likelihood of generating dust; and</p> <p>(f) the nature of the proposed surfacing.</p>
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Planners Response: Complies with acceptable solution.

As shown on the plans, the surfaces of parking and vehicles accesses are sealed, drained via the grated drains into the public stormwater system and sufficiently formed.

C2.6.2 Design and layout of parking areas

Objective:	That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions		Performance Criteria
<p>A1.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <p>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</p> <p>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</p> <p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(v) have a combined access and manoeuvring</p> <p>width adjacent to parking spaces not less than the requirements in</p>		<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the proposed slope, dimensions and layout;</p> <p>(c) useability in all weather conditions;</p> <p>(d) vehicle and pedestrian traffic safety;</p> <p>(e) the nature and use of the development;</p> <p>(f) the expected number and type of vehicles;</p> <p>(g) the likely use of the parking areas by persons with a disability;</p> <p>(h) the nature of traffic in the surrounding area;</p> <p>(i) the proposed means of parking delineation; and</p> <p>(j) the provisions of <i>Australian Standard AS</i></p>

<p>Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p>A1.2</p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i>¹</p>	<p><i>2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</i></p>
<p>Planners Response: Complies with acceptable solution.</p> <p>Proposal's carparking meets all of the requisite requirements in <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6.</i></p> <p>Complies.</p>	

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

C2.6.3 Number of accesses for vehicles

Objective:	<p>That:</p> <p>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>(c) the number of accesses minimise impacts on the streetscape.</p>
Acceptable Solutions	Performance Criteria

<p>A1</p> <p>The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater. 	<p>P1</p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
<p>Planners Response: Relies on performance criteria.</p> <p>Relies on performance criteria.</p> <p>The proposal includes two new vehicle crossovers designed to safely and efficiently service the development while maintaining an appropriate streetscape outcome. The surrounding roads are low-traffic residential streets with adequate width and on-street parking capacity, and the additional vehicle movements are expected to be minimal.</p> <p>The location and design of the access points will not adversely affect amenity, safety, or the residential character of the area.</p> <p>Refer to the <i>Traffic Impact Statement</i> for detailed assessment of access design, traffic generation, and safety considerations.</p>	
<p>A2</p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p>P2</p> <p>Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <ul style="list-style-type: none"> (a) not have an adverse impact on: <ul style="list-style-type: none"> (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.
<p>Planners Response: Not applicable to application.</p> <p>Not within Central Business Zone.</p>	

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

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

C2.6.5 Pedestrian access

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

<p>A1.1 Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p>P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the nature of the use;</p> <p>(c) the number of parking spaces;</p> <p>(d) the frequency of vehicle movements;</p> <p>(e) the needs of persons with a disability;</p> <p>(f) the location and number of footpath crossings;</p> <p>(g) vehicle and pedestrian traffic safety;</p> <p>(h) the location of any access ways or parking aisles; and</p> <p>(i) any protective devices proposed for pedestrian safety.</p>
<p>Planners Response: Not applicable to application.</p> <p>Use requires nine (9) spaces, therefore dedicated pedestrian access is not required.</p>	

C2.6.6 Loading bays

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

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

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

Objective:	That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.	
Acceptable Solutions		Performance Criteria
A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must: <ul style="list-style-type: none"> (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from an entrance; (c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of <i>Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.</i> 		P1 Bicycle parking must be provided in a safe, secure and convenient location, having regard to: <ul style="list-style-type: none"> (a) the accessibility to the site; (b) the characteristics of the site; (c) the nature of the proposed use; (d) the number of employees; (e) the users of the site and the likelihood of travel by bicycle; (f) the location and visibility of proposed parking for bicycles; (g) whether there are other parking areas on the site; and (h) the opportunity for sharing bicycle parking on nearby sites.
Planners Response: Not applicable to application. Not within General Business Zone and Central Business Zone. Standard not applicable to application.		
A2 Bicycle parking spaces must: <ul style="list-style-type: none"> (a) have dimensions not less than: <ul style="list-style-type: none"> (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle 		P2 Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to: <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the space available; (c) the safety of cyclists; and (d) the provisions of <i>Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking.</i>

<p>that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</p>	
<p>Planners Response: Not applicable to application.</p> <p>No dedicated bicycle parking provided therefore standard not applicable to proposal.</p>	

C2.6.8 Siting of parking and turning areas

<p>Objective:</p>	<p>That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</p>
Acceptable Solutions	Performance Criteria
<p>A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p>P1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) topographical or other site constraints; (b) availability of space behind the building line; (c) availability of space for vehicle access to the side or rear of the property;

	<ul style="list-style-type: none"> (d) the gradient between the front and the rear of existing or proposed buildings; (e) the length of access or shared access required to service the car parking; (f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; (g) the visual impact of the vehicle parking and access on the site; (h) the streetscape character and amenity; (i) the nature of the zone in which the site is located and its preferred uses; and (j) opportunities for passive surveillance of the road.
<p>Planners Response: Not applicable to application.</p> <p>Not within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone.</p> <p>Therefore, standard not applicable.</p>	
<p>A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads. 	<p>P2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <ul style="list-style-type: none"> (a) the streetscape; (b) any unreasonable loss of amenity of the occupants of adjoining properties; and (c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.
<p>Planners Response: Not applicable to application.</p> <p>Not within Central Business Zone.</p> <p>Therefore, standard not applicable.</p>	

C2.7 Parking Precinct Plan

C2.7.1 Parking precinct plan

Objective:	To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.	
Acceptable Solutions		Performance Criteria
A1 Within a parking precinct plan, on-site car parking must: <ul style="list-style-type: none"> (a) not be provided; or (b) not be increased above existing parking numbers. 		P1 Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to: <ul style="list-style-type: none"> (a) the availability of off-street public parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (i) variations in parking demand over time; or (ii) efficiencies gained by consolidation of parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (f) the streetscape; (g) the topography of the site; (h) the location of existing buildings on the site; (i) any constraints imposed by existing development; and (j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development,

	and (k) not exceed the number specified in Table C2.1.
Planners Response: Not applicable to application. Not within parking precinct. Therefore, standard not applicable.	

C3.0 Road and Railway Assets Code

C3.5 Use Standards

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

Objective:	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Acceptable Solutions	Performance Criteria
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: <ul style="list-style-type: none"> (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. A1.4	P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: <ul style="list-style-type: none"> (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.

<p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	
<p>Planners Response: Relies on Performance Criteria.</p> <p>The proposal requires assessment against the performance criteria as it involves the creation of two new access points to facilitate the proposed Visitor Accommodation use.</p> <p>The accompanying <i>Traffic Impact Statement (TIS)</i> identifies an expected traffic generation of approximately 36 vehicle movements per day, with a peak of around 5 vehicle movements per hour, assuming 100% occupancy. This level of traffic is considered low and well within the acceptable threshold outlined in Table C3.1 of the Planning Scheme.</p> <p>The site is accessed from local residential roads with a 50 km/h speed limit and low existing traffic volumes. Given these conditions, the proposed access arrangements are not expected to compromise the safety or efficiency of the surrounding road network.</p> <p>Accordingly, based on the findings of the <i>Traffic Impact Statement</i>, the proposal is considered to satisfy the performance criteria relating to traffic generation and access.</p>	

C3.6 Development Standards for Buildings or Works

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

Objective:	To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:</p> <ul style="list-style-type: none"> (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; 	<p>P1</p> <p>Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the proposed setback; (c) any buffers created by natural or other

<p>(b) an extension which extends no closer to the existing or future major road or rail network than:</p> <ul style="list-style-type: none"> (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; or <p>(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i>.</p>	<p>features;</p> <ul style="list-style-type: none"> (d) the location of existing or proposed buildings on the site; (e) the frequency of use of the rail network; (f) the speed limit and traffic volume of the road; (g) any noise, vibration, light and air emissions from the rail network or road; (h) the nature of the road; (i) the nature of the development; (k) the need for the development; any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.
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Planners Response: Not applicable to application.

Not within a road or railway attenuation area.

Therefore, standard not applicable.

C3.7 Development Standards for Subdivision

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

Objective:	To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) any buffers created by natural or other features; (c) the location of existing or proposed buildings on the site;

	<ul style="list-style-type: none"> (d) the frequency of use of the rail network; (e) the speed limit and traffic volume of the road; (f) any noise, vibration, light and air emissions from the rail network or road; (g) the nature of the road; (h) the nature of the intended uses; (i) the layout of the subdivision; (j) the need for the subdivision; (k) any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.
<p>Planners Response: Not applicable to application.</p> <p>Not within a road or railway attenuation area.</p> <p>Therefore, standard not applicable.</p>	



5.0 Conclusion

In conclusion, the proposed development for Visitor Accommodation across 4 Aristotelis Court and 6 Apollo Avenue meets the relevant provisions of the Tasmanian Planning Scheme and is considered consistent with the planning objectives of the Zone. The proposal provides a modest-scale, well-designed form of short-stay accommodation that integrates with the surrounding residential environment and maintains the residential character of the area without dominating the current/future streetscape.

The development utilises existing infrastructure, provides appropriate on-site access and parking, and is not expected to result in unreasonable impacts on residential amenity, traffic, or privacy.

Given the site's scale, the low volume of anticipated vehicle movements, and the small-scale, self-contained nature of the accommodation units, the proposal is considered an appropriate and compatible use within this residential setting.



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Proposed Visitor Accommodation

at

4 Aristotelis Court &
6 Apollo Avenue, Legana

for

Wen Ter Kan

Project No.

25006

Drawings:

Ap001	Concept Servicing Plan
Ap101	6 Apollo Avenue - Proposed Site Plan
Ap102	6 Apollo Avenue - Floor Plans
Ap103	6 Apollo Avenue - Elevations
Ap201	4 Aristotelis Court - Proposed Site Plan
Ap202	4 Aristotelis Court - Floor Plans
Ap203	4 Aristotelis Court - Elevations

Issue:

For Approval

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Proposed Visitor
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at
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6 Apollo Avenue, Legana
for
Wen Ter Kan

A2	04-12-25	RESPONSE TO MORE INFORMATION REQUEST	MB
A1	22-10-25	ISSUED FOR PLANNING APPLICATION	MB

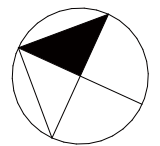
REV.	DATE	DESCRIPTION	INT.
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F O R A P P R O V A L

DESIGNED: MJB	DRAWN: MJB	CHECKED: -	SCALES: 1:200 @ A1
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DRAWING TITLE:
Concept Servicing Plan

PROJECT NO: 25006	DRAWING NO: Ap001	REV. A2
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coactive
building design

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Proposed Visitor
Accommodation
at
4 Aristotelis Court &
6 Apollo Avenue, Legana
for
Wen Ter Kan

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A1	22-10-25	ISSUED FOR PLANNING APPLICATION	MB

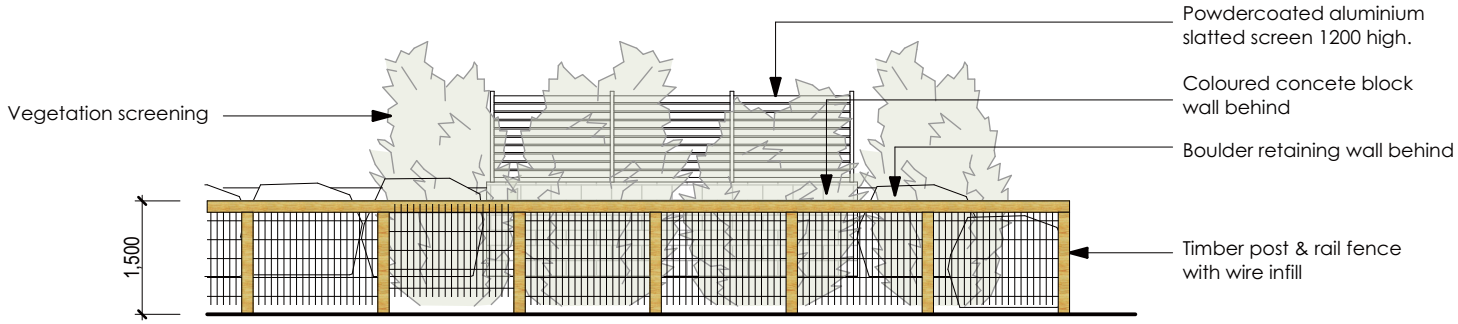
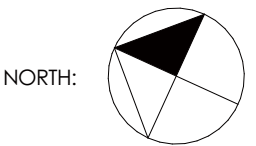
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PROJECT NO: 25006	DRAWING NO: Ap101	REV. A2
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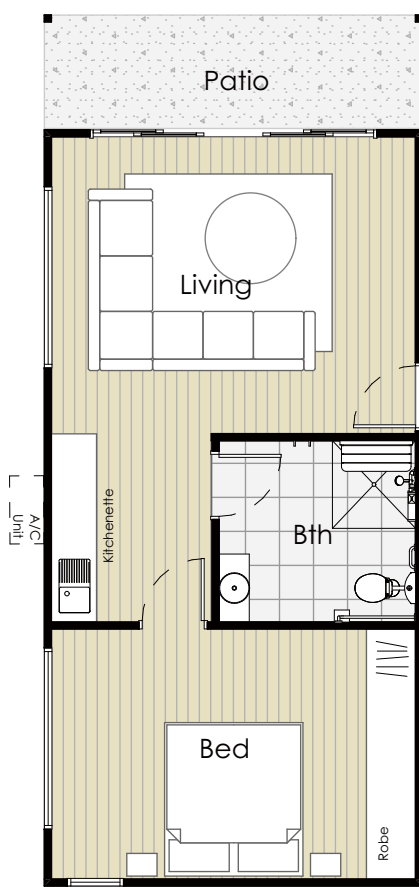
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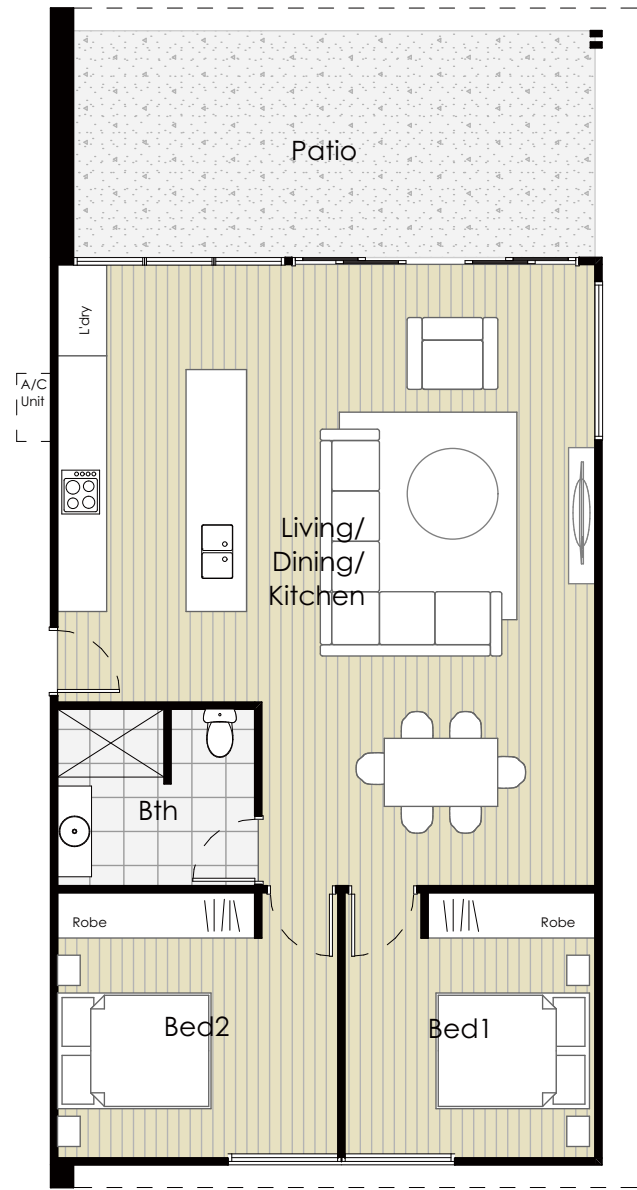
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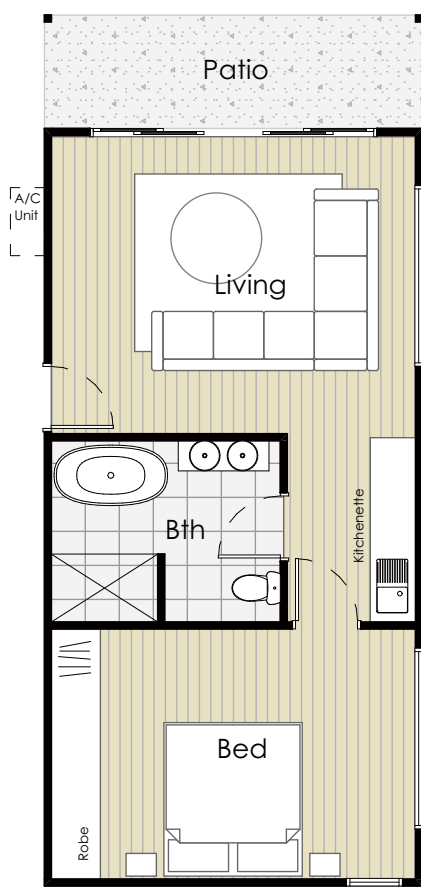
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Scale 1:100

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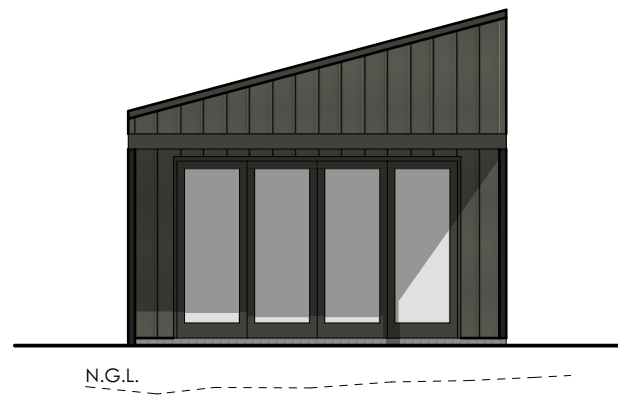
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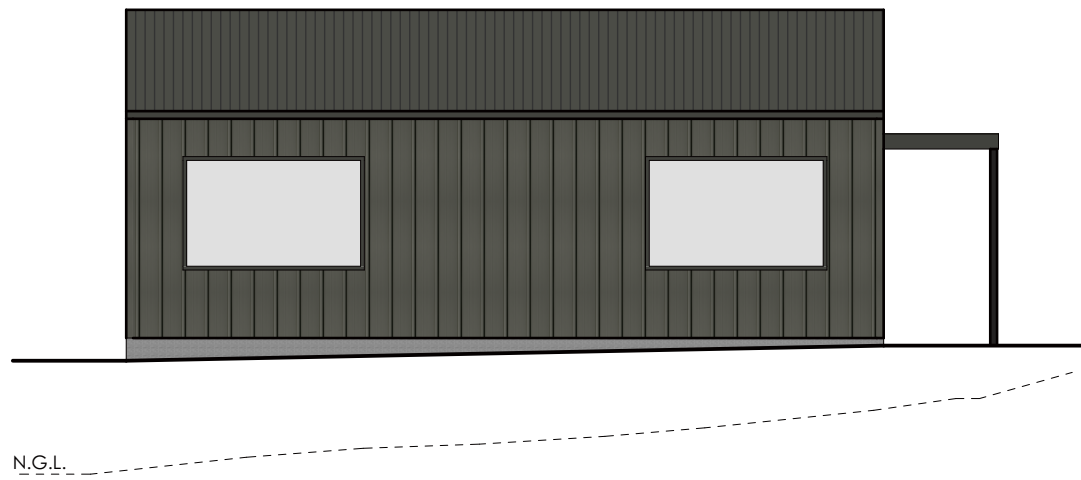
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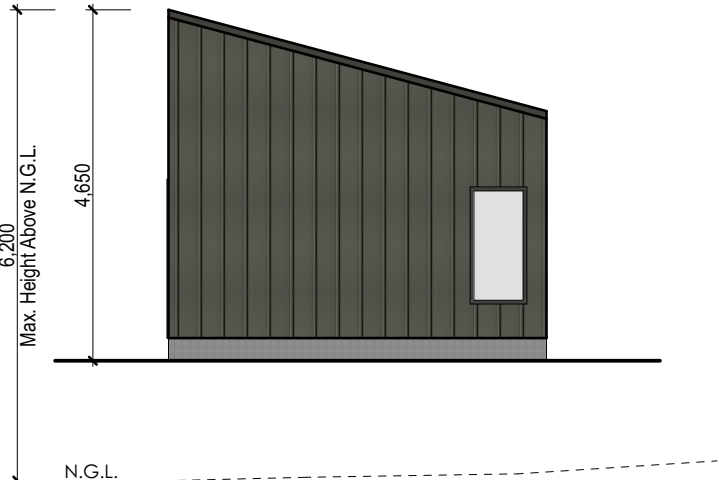
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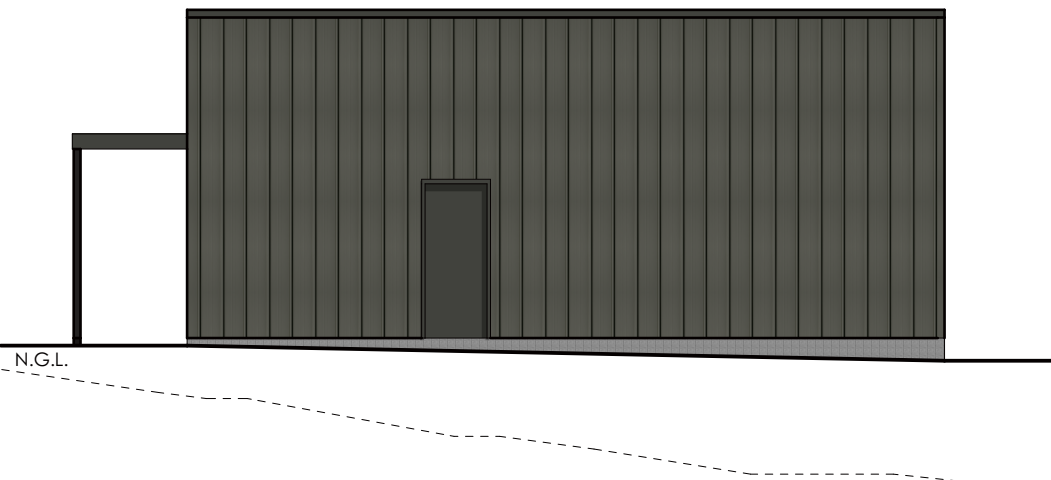
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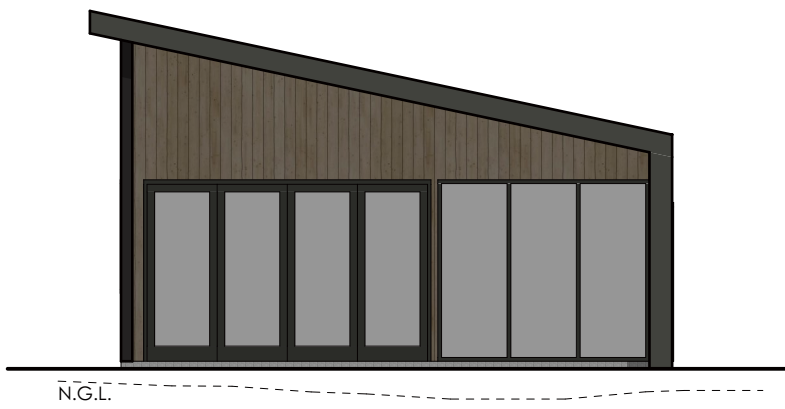
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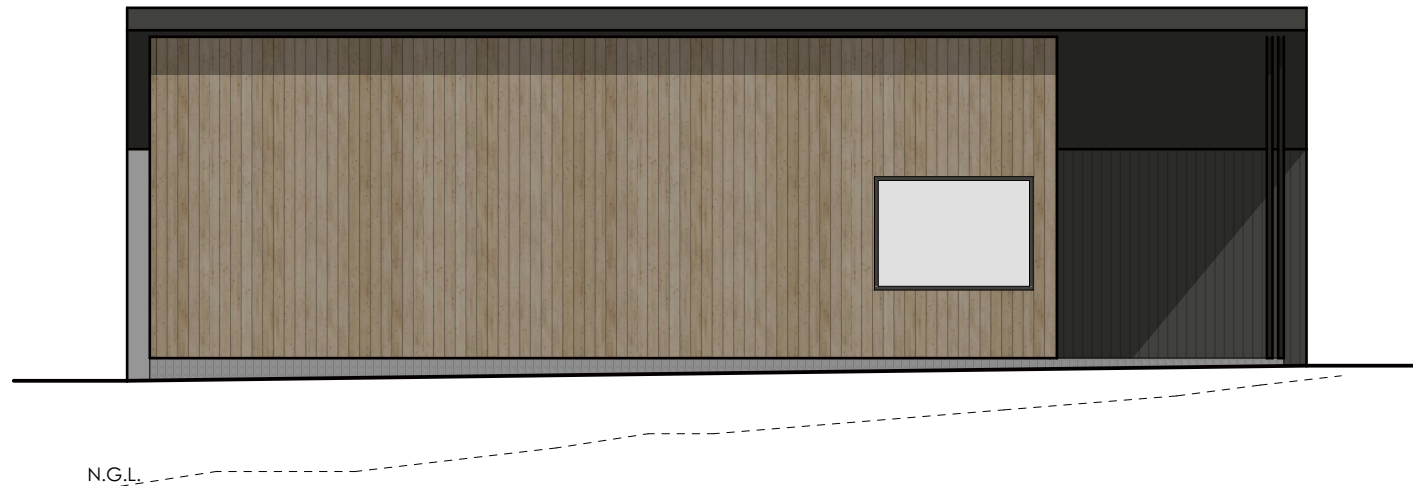
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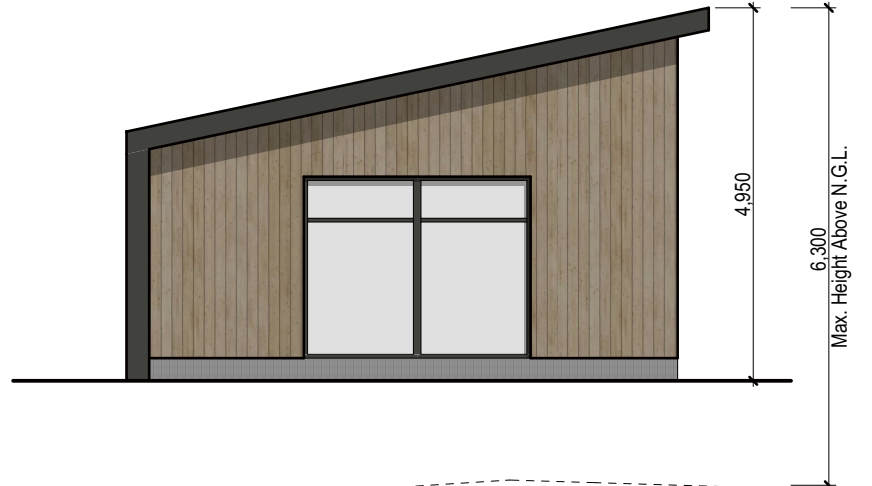
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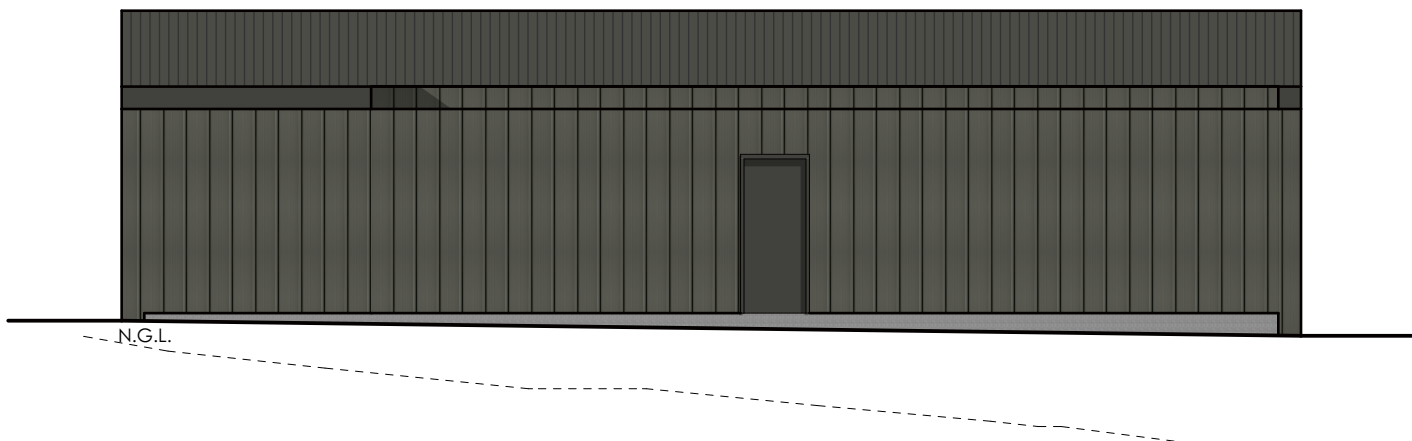
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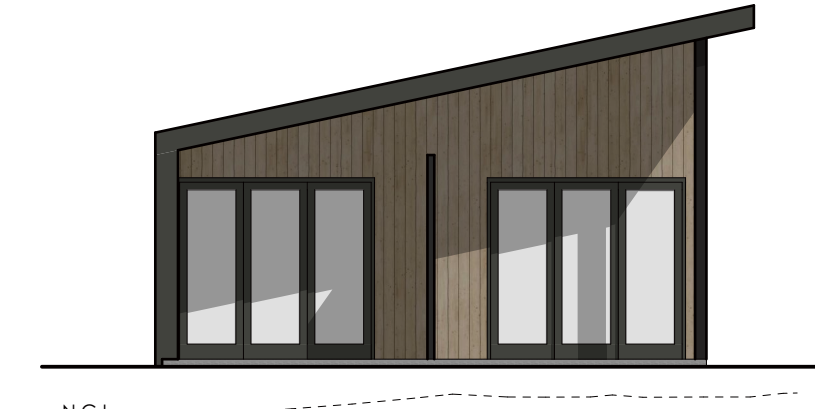
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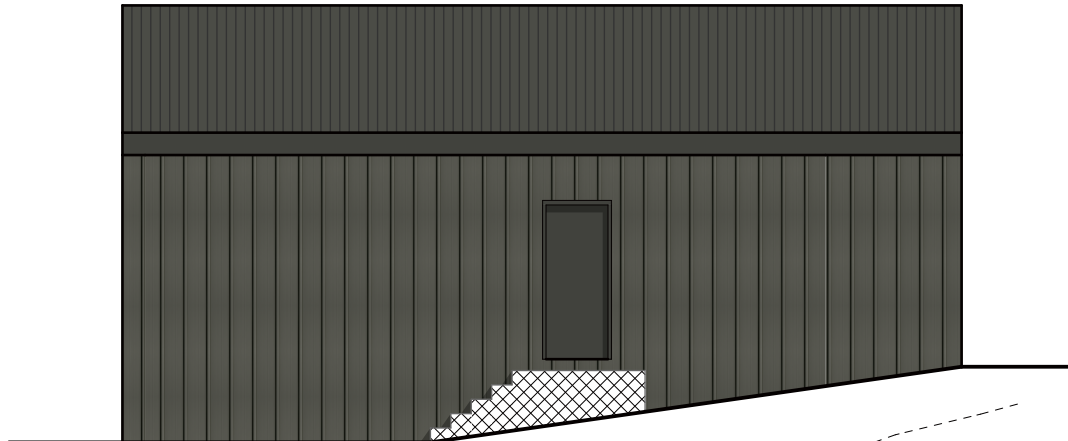
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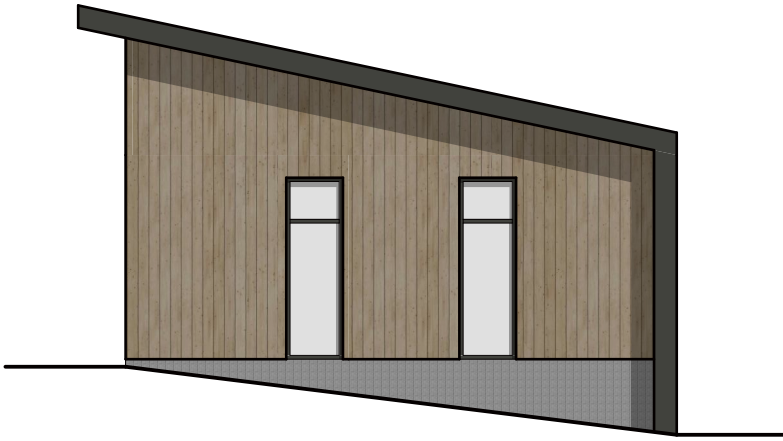
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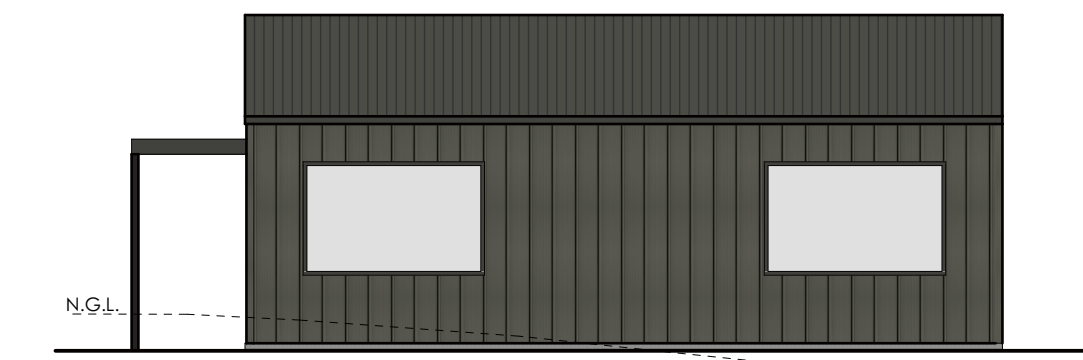
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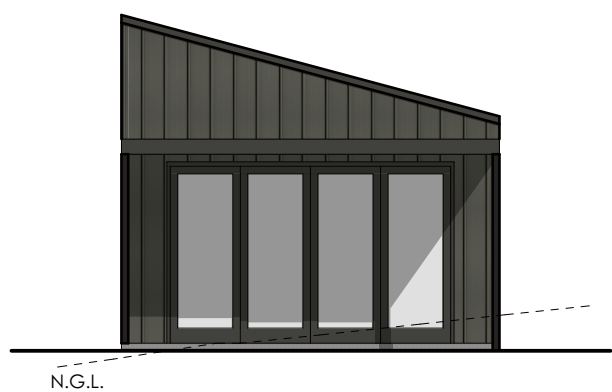
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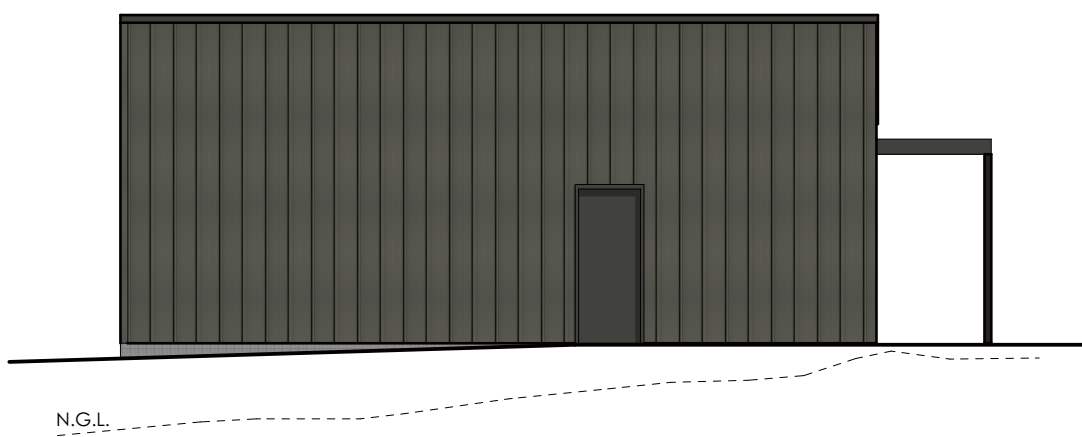
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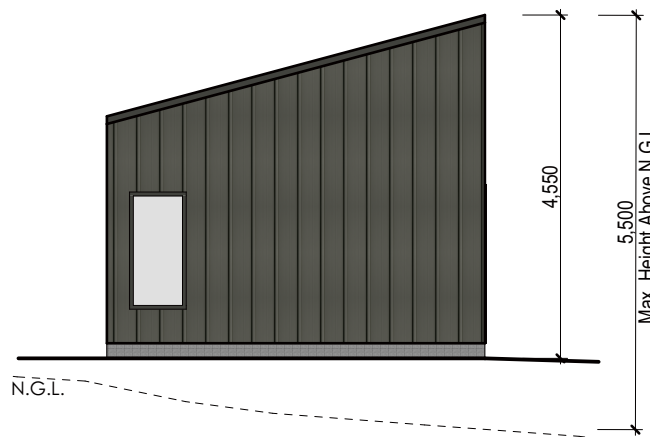
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Building 1D East Elevation
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Building 1D South Elevation
Scale 1:100



Building 1D West Elevation
Scale 1:100



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DRAWING TITLE:
6 Apollo Avenue -
Elevations
NORTH:

PROJECT NO: 25006
DRAWING NO: Ap103
REV. A2

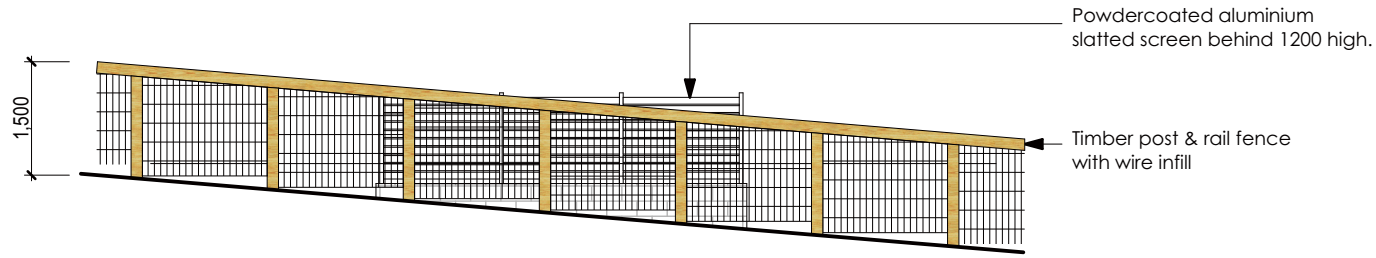


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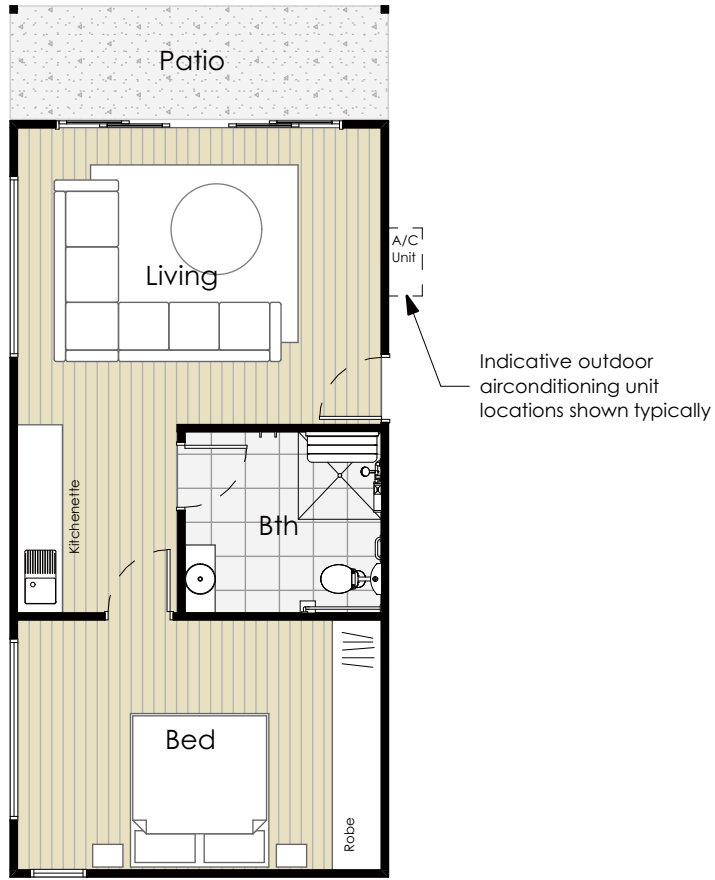
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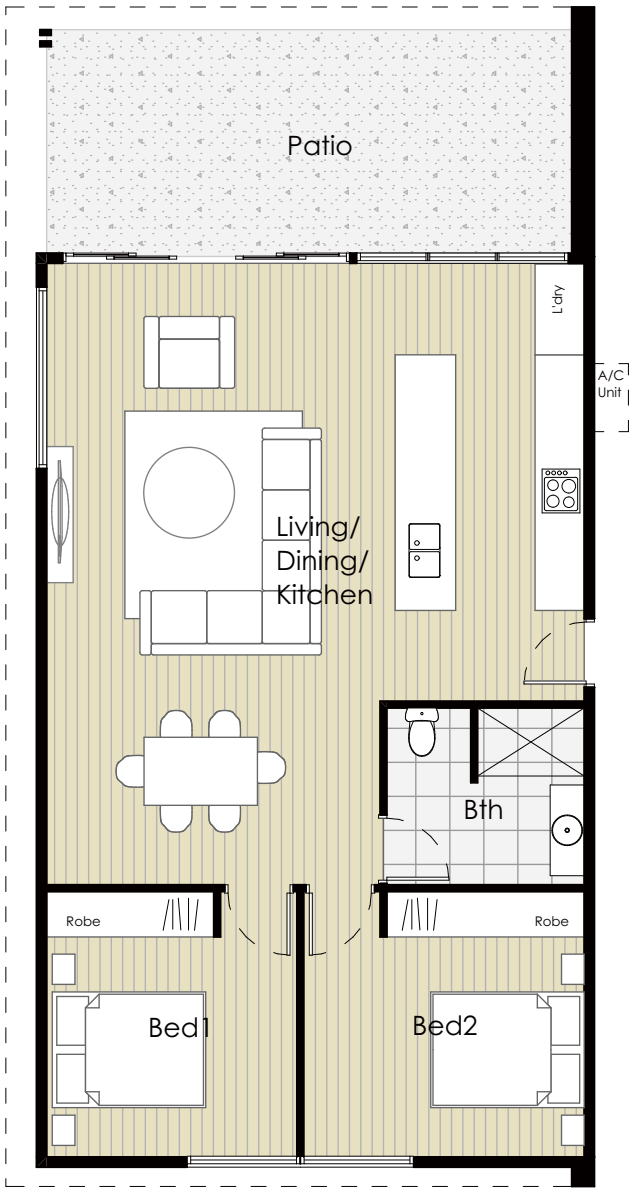
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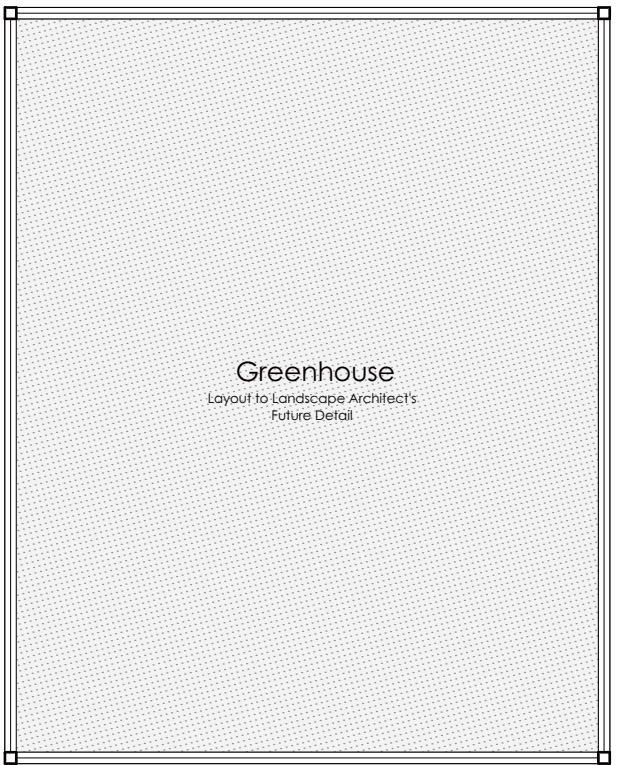
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Building 2B Floor Plan
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Building 2C Floor Plan
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Building 3 Floor Plan
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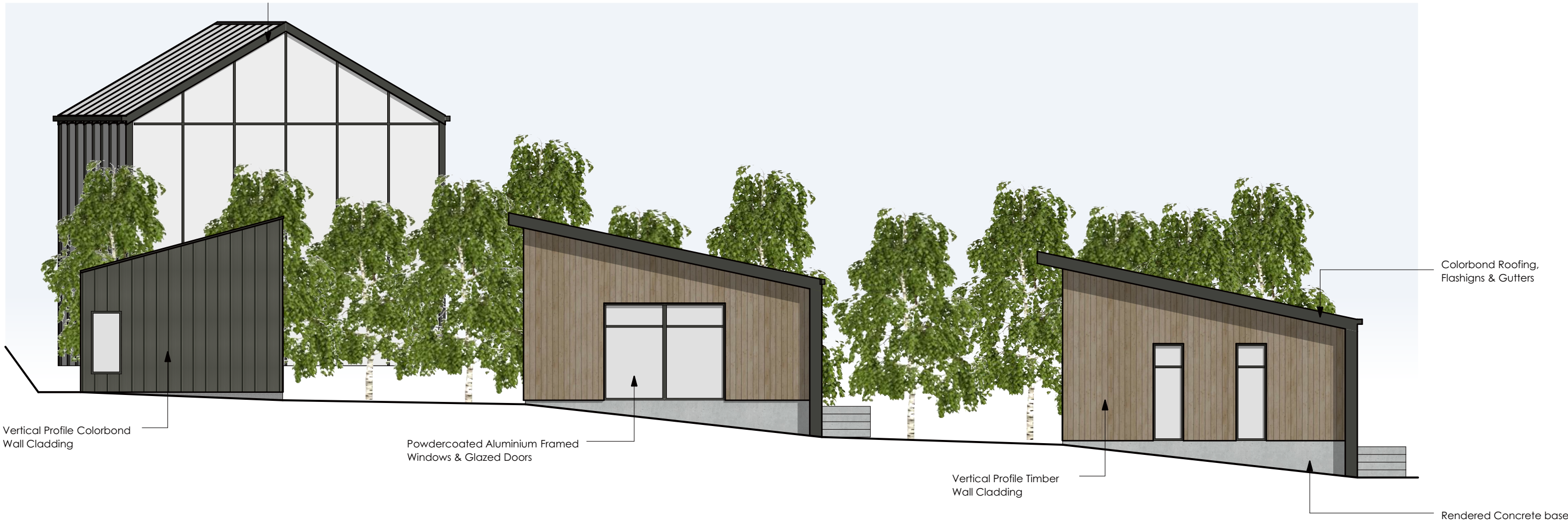
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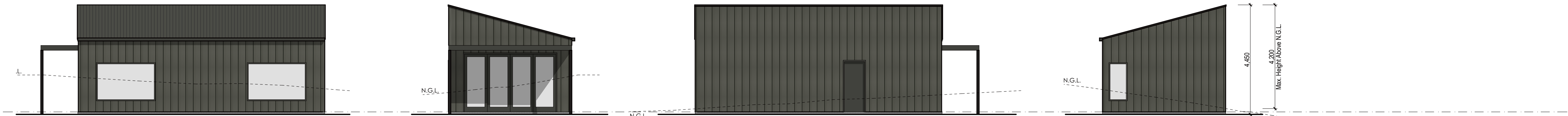
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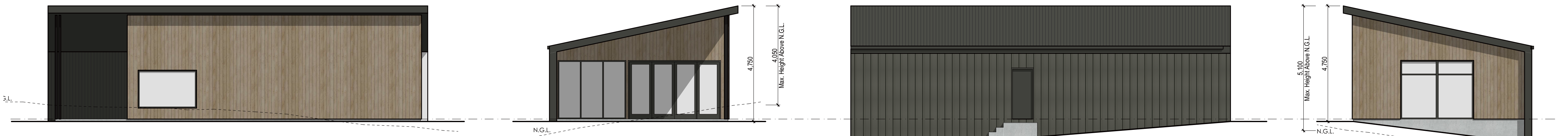


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Building 2A West Elevation
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Building 2B West Elevation
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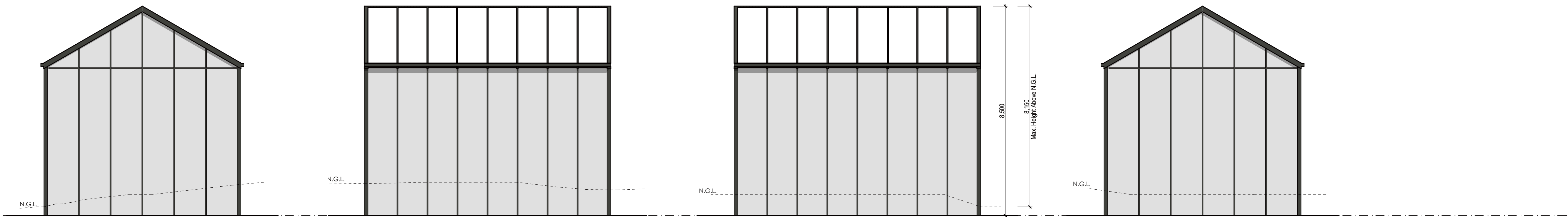


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Building 2C West Elevation
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Building 3 North East Elevation
Scale 1:100

Building 3 North Elevation
Scale 1:100

Building 3 South Elevation
Scale 1:100

Building 3 West Elevation
Scale 1:100



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Coactive Building Design

**4 Aristotelis Court &
6 Apollo Ave, Legana**

Traffic Impact Statement

October 2025



CELEBRATING 15 YEARS
2008 - 2023

Contents

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1. Introduction

1.1 Background

Midson Traffic were engaged by Coactive Building Design to prepare a traffic impact assessment for a proposed visitor accommodation development at 4 Aristotelis Court and 6 Apollo Avenue, Legana.

1.2 Traffic Impact Assessment/ Traffic Impact Statement

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

A traffic impact statement (TIS) is a reduced form of a TIA, where only specific traffic and/or parking matters are required to be investigated. A TIS is often undertaken when the full traffic and transport impacts associated with a development are not considered necessary.

This TIS has generally been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments*, 2007. This TIS has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2019.

This TIS also addresses the relevant clauses of C2.0, *Parking and Sustainable Transport Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme. Council have requested that a Traffic Impact Statement be prepared to investigate the traffic impacts associated with the development proposal.

1.3 Statement of Qualification and Experience

This TIS has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIS was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 29 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 4 Aristotelis Court and 6 Apollo Avenue, Legana. The site currently consists of two vacant lots within a recently constructed subdivision.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network



Image Source: LIST Map, DPIPW

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – West Tamar, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, *Guide to Road Design*, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Aristotelis Court, Apollo Avenue, and Acropolis Drive.

Acropolis Drive is a collector road that connects to West Tamar Highway at a roundabout. It services a small residential catchment area in Legana. The general urban speed limit of 50-km/h is applicable to Acropolis Drive. It carries a traffic volume of approximately 1,500 vehicles per day¹ towards its eastern end.

Aristotelis Court is a short local access road that has recently been constructed. It provides access to a small number of residential properties along its length.

Aristotelis Court adjacent to the subject site is shown in Figure 2.

Figure 2 Aristotelis Court

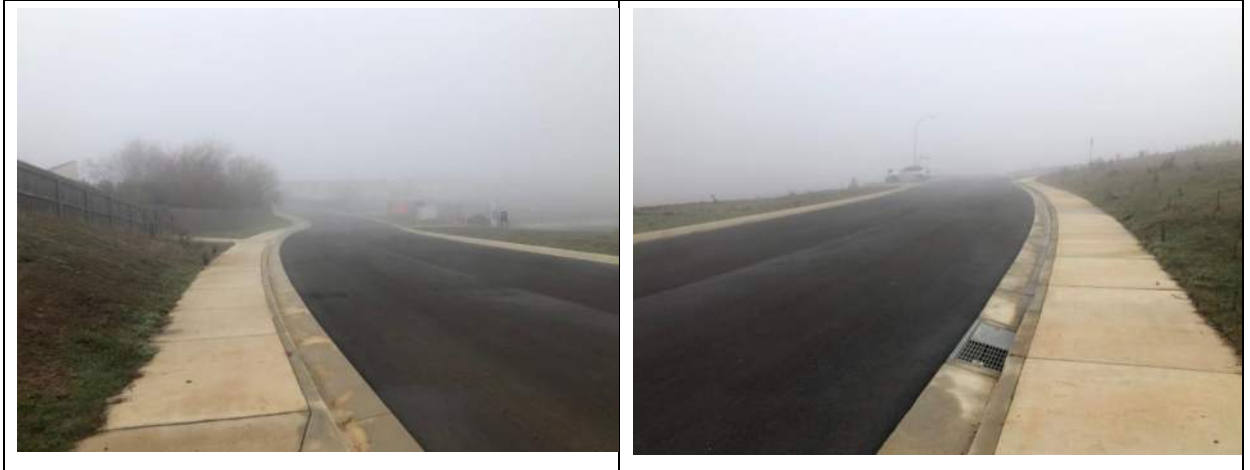


Apollo Avenue is a recently constructed residential road that services a small catchment area. It connects to Acropolis Drive at a T-junction with Acropolis Drive having priority. The general urban speed limit of 50-km/h is applicable to Apollo Avenue. Based on current and projected land use development, Apollo Drive has a forecast traffic volume of approximately 200 vehicles per day.

Apollo Avenue connects to Acropolis Drive at a roundabout, with Santorini Street connecting opposite the Apollo Drive leg. Apollo Avenue adjacent to the subject site is shown in Figure 3.

¹ West Tamar Council traffic data: December 2018, Acropolis Drive near house 13 – 847 vpd. Factoring traffic growth associated with residential development in the area, it has been assumed that the current volumes towards its eastern end is in the order of 1,500 vehicles per day.

Figure 3 Apollo Avenue



2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2020 and 31st July 2025 for Aristotelis Court, Apollo Avenue and Aristotelis Court. Excluding reported crashes reported at the West Tamar Highway/ Acropolis Drive roundabout, no crashes were reported in either road.

3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of 9 visitor accommodation units. Access is provided via separated entry and exit driveways for each site, with a one-way accessway connecting between the driveways to service the parking associated with each accommodation unit.

On-site car parking is provided for 9 cars (1 space for each accommodation unit).

The proposed development is shown in Figure 4.

Figure 4 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Traffic generation was sourced from the TfNSW Guide. Trip generation rates for visitor accommodation is assumed to be similar to residential. A rate of 4 trips per day per dwelling, with a peak of 0.6 trips per dwelling per hour has been adopted.

This equates to a total traffic generation of 36 vehicle per day, with a peak of 5 vehicles per hour.

The traffic generation will be split between the two sites as follows:

- 4 Aristotelis Court. 16 vehicles per day/ peak 2 vehicles per hour
- 6 Apollo Drive. 20 vehicles per day/ peak 3 vehicles per hour

4.2 Trip Assignment

Based on the connectivity of the site with the surrounding road network, the trip distribution will be as follows:

- 4 Aristotelis Court. Right-in/ left-out.
- 6 Apollo Drive. Right-in/ left-out.

4.3 Number of Accesses

The Acceptable Solution A1 of Clause C2.6.3 of the Planning Scheme states "*the number of accesses provided for each frontage must: (a) be no more than 1; or (b) be no more than the existing number of accesses, whichever is greater*".

In this case one access is provided at each road frontage (comprising of a separated entry and exit driveway). The Acceptable Solution A1 of Clause C2.6.3 of the Planning Scheme is satisfied.

4.4 Traffic Generation Impacts at Accesses

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states "*Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than the amounts in Table C3.1*".

Table C3.1 specifies a maximum increase of 20% or 40 vehicles per day, whichever is greater. In this case the maximum increase will be 8 vehicles per day and 10 vehicles per day for the existing Aristotelis Court and Apollo Drive accesses respectively (noting that the existing driveways will cater for 50% of the daily traffic generation associated with exit movements only, with the proposed new accesses catering for the 50% inward traffic generation).

On this basis, the existing accesses satisfy the requirements of Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme.

4.5 Access Impacts

Both sites provide a separated entry and exit arrangement, with one-way flow between the accesses. Existing driveways are utilised for the sites, as well as a new driveway crossover is proposed for each site to provide separated entry and exit accesses.

Access to the development is provided as follows:

- 4 Aristotelis Court. Entry access located at the northern boundary of the site, with exit located near the southern boundary of the site.
- 6 Apollo Drive. Entry access located at the western boundary of the site, with exit located near the eastern boundary of the site.

A one-way internal accessway connects between the driveways within each site, which provides access to the car parking associated with each visitor accommodation unit. This arrangement reduces the number of driveway accesses at the road frontages (ie. each visitor accommodation unit does not provide a separate driveway connecting directly to the road).

The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states *"For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority"*.

A new driveway crossover is proposed on Aristotelis Court and Apollo Drive. No written approval has been provided by Council (as road authority) and therefore the accesses are assessed under the Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme, which states:

"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

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

The following is relevant with respect to the proposed access:

- a. Increase in traffic. The increase in traffic movements associated with the proposed development is minimal, generating only 36 vehicle trips per day in total across both sites. This equates to around 5 vehicles per hour at peak times. Such an increase is negligible when distributed across Aristotelis Court and Apollo Avenue, and will not materially impact the efficiency or safety of the local road network.
- b. Nature of traffic. Traffic associated with visitor accommodation primarily consists of light vehicles. The development will not generate heavy vehicle movements, aside from infrequent service or delivery vehicles. The nature of traffic is therefore compatible with the surrounding residential environment.
- c. Nature of road. Aristotelis Court and Apollo Avenue are newly constructed residential streets designed to accommodate local access traffic. They have low traffic volumes (forecast 200 vpd on Apollo Avenue; <200 vpd on Aristotelis Court) and operate in a low-speed, low-risk environment. The road standard is appropriate to cater for the small increase in traffic.
- d. Speed limit and traffic flow. Both roads have a 50 km/h urban speed limit. Existing traffic volumes are low and flows are uncongested, ensuring safe and efficient operation of the accesses. The additional development traffic will not compromise this operating environment.
- e. Alternative access. The subject sites have limited frontage and are appropriately serviced by the proposed access arrangements. Alternative access locations are not practicable or necessary, and the separated entry/exit design improves safety by reducing vehicle conflict points.
- f. Need for use. The development provides additional visitor accommodation within Legana, supporting local tourism and the regional economy. Appropriate access is required to enable the development to function safely and efficiently.
- g. Traffic impact assessment. This report documents the findings of a traffic impact assessment, confirming that the access arrangements are consistent with planning scheme requirements and will not cause adverse impacts.
- h. Road authority advice. Council (as road authority) require a TIA to be prepared for the proposed development.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.

4.6 Sight Distance

The Australian Standards, AS2890.1, provides the relevant sight distance requirements for residential, domestic and commercial driveways.

For a frontage road speed of 50-km/h, the required sight distance for a commercial property driveway access is 45 metres. The available sight distance exceeds 45 metres in both directions from the exit driveway of each site. The sight distance requirements of AS2890.1 are therefore satisfied.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 9 on-site car parking spaces. This consists of one parking space for each accommodation unit.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

- (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
- (b) the site is contained within a parking precinct plan and subject to Clause C2.7;*
- (c) the site is subject to Clause C2.5.5; or*
- (d) it relates to an intensification of an existing use or development or a change of use where:*
 - (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*
 - (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".

In this case, sub-points (a), (b), (c), and (d) are not applicable. Table C2.1 requires 1 space per self-contained accommodation unit. This is a requirement for 9 parking spaces. Nine spaces are provided, therefore the Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme is met.

6. Conclusions

This Traffic Impact Statement (TIS) has assessed the likely traffic and parking impacts associated with the proposed development of nine visitor accommodation units at 4 Aristotelis Court and 6 Apollo Avenue, Legana.

The key findings of the assessment are as follows:

- Traffic generation: The development is expected to generate approximately 36 vehicle trips per day, with a peak of 5 vehicles per hour. This traffic will be spread across two road frontages and can be readily absorbed within the surrounding residential street network.
- Access arrangements: Each site is provided with separated entry and exit driveways connected by a one-way internal accessway. This reduces the number of direct road frontages, improves vehicle circulation, and ensures compliance with planning scheme requirements.
- Access performance: The proposed new driveways satisfy the Performance Criteria of Clause C3.5.1 of the Planning Scheme. The increase in traffic volumes is low, the nature of traffic is compatible with the local road environment, and the accesses achieve required sight distances.
- Sight distance: Exit sight distances exceed the 45-metre requirement of AS2890.1 for 50-km/h frontage roads.
- Parking provision: Nine on-site car parking spaces are provided, meeting the Planning Scheme requirement of one space per accommodation unit.

The proposed development will not result in any adverse traffic or parking impacts on the surrounding transport network. The development is therefore supported on traffic engineering and transport planning grounds.

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Document Status

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