

Application Referral Development Engineering - Response

From:	Ken Denman
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	110 REGENT STREET, SANDY BAY ADJACENT ROAD RESERVE
Proposal:	Partial Demolition, Carport, Front Fencing and Work in Road Reserve
Application No:	PLN-21-881
Assessment Officer:	Tristan Widdowson,

Referral Officer comments:

ASSESSMENT SUMMARY:

• E5.0 Road and railway access code - DOES NOT APPLY / DOES APPLY

- Clause E5.5.1 Existing road accesses and junctions - Not Applicable
- Clause E5.5.2: Existing level crossings - Not Applicable
- Clause E5.6.1: Development adjacent to roads and railways - Not Applicable
- Clause E5.6.2: Road accesses and junctions - Not Applicable
- Clause E5.6.3: New level crossings - Not Applicable
- Clause E5.6.4: Sight distance at accesses, junctions and level crossings - Not Applicable

• E6.0 Parking and Access Code - DOES NOT APPLY / DOES APPLY

- Clause(s) E6.6's: Are all to do with parking number assessment - Not Applicable
- Clause E6.7.1: Number of vehicle accesses - **Acceptable Solution**
- Clause E6.7.2: Design of vehicle accesses - **Performance Criteria : Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.2 (a) [sight distance: 2m x 2.5m sight triangles - These areas to be kept clear of obstructions to visibility] and as such, shall be assessed under Performance Criteria.**

Submitted plans indicate 2m x 2.5m sight triangle areas abutting the driveway are not kept clear of obstructions to visibility due to proposed screen with 50% transparency. Obstructions with 50% transparency above 1.2m above ground level, within the sight triangle is acceptable under performance criteria

- Clause E6.7.3: Vehicle passing area along an access - Not Applicable
- Clause E6.7.4: On-site turning - Not Applicable
- Clause E6.7.5: Layout of parking areas - **Acceptable Solution**
- Clause E6.7.6: Surface treatment of parking areas - **Acceptable Solution**
- Clause E6.7.7: Lighting of parking areas -
- Clause E6.7.8: Landscaping of parking areas -
- Clause E6.7.9: Design of motorcycle parking areas - Not Applicable
- Clause E6.7.10: Design of bicycle parking areas - Not Applicable

- Clause E6.7.11: Bicycle end trip facilities (Planner assessment) -
- Clause E6.7.12: Siting of car parking (Planner assessment based on DE no.'s) -
- Clause E6.7.13: Facilities for commercial vehicles - Not Applicable
- Clause E6.7.14: Access to a road -Acceptable Solution
- Clause E6.7.15: Access to Niree Lane Sandy Bay - Not Applicable

• **E7.0 Stormwater - DOES NOT APPLY / DOES APPLY**

To be assessed by EEU

COMMENTS:

In a council related engineering context, the proposal can be supported in principal subject to the following conditions and advice.

GENERAL CONDITIONS:

ENG1: Pay Costs

ENG 3a: The parking area must be constructed in accordance with the following documentation which forms part of this permit: Preston Lane documentation received by the Council on the 17 May 2022

ENG 4: Surface treatment

ENG sw1: Stormwater

ENV1: SWMP

ADVICE:

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Occupation of the Public Highway
- Driveway surfacing over highway reservation
- Condition endorsement engineering
- Work in the highway reservation
- New Service Connection
- Stormwater

REPRESENTATIONS:

Nil

DETAILED ASSESSMENT:

E5.0 Road and railway access code

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E5.1 Purpose		<p>E5.1.1</p> <p>The purpose of this provision is to:</p> <p>(a) protect the safety and efficiency of the road and railway networks; and</p> <p>(b) reduce conflicts between sensitive uses and major roads and the rail network.</p>
E5.2 Application of this Code	NO	
		This Code applies to use or development of land:
	No	(a) that will require a new vehicle crossing, junction or level crossing; or
	No	(b) that intensifies the use of an existing access; or
	No	(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	No	(i) a rail network;
	No	(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
Clause for Assessment		Comments / Discussion (in bold)
<p>Clause E5.5.1: Existing road accesses and junctions</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.5.1.</u></p> <p>No intensification of existing road accesses and/or junctions proposed.</p>
<p>Clause E5.5.2: Existing level crossings</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.5.2.</u></p> <p>No intensification of an existing level crossings proposed.</p>
<p>Clause E5.6.1: Development adjacent to roads and railways</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.1.</u></p> <p>No development adjacent to category 1 or category 2 road proposed.</p>
<p>Clause E5.6.2: Road accesses and junctions</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.2.</u></p> <p>No new accesses or access junctions proposed.</p>

Clause E5.6.3: New level crossings			<u>Documentation submitted to date appears not to invoke clause E5.6.3.</u>
NOT APPLICABLE			No new level crossings proposed.
Clause E5.6.4: Sight distance at accesses, junctions and level crossings			<u>Documentation submitted to date appears not to invoke clause E5.6.4.</u>
NOT APPLICABLE			No new accesses (road) and/or junctions proposed.

E 6.0 Parking and Access Code

E6.1 Purpose			E6.1.1 The purpose of this provision is to:
	Yes		(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
		N/A	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
		N/A	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes		(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes		(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes		(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
		N/A	(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
		N/A	(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	YES	—	This code applies to all use and development.
Clause for Assessment			Comments / Discussion (in bold)

<p>Clause(s) 6.6's are all to do with parking number assessment. These will be assessed by planner based on DE assessment of the following relevant clauses.</p> <p>NOT APPLICABLE</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.6's.</u></p> <p>Submitted documentation appears to indicate no car parking requirements.</p>
<p>Clause E6.7.1: Number of vehicle accesses</p> <p>ACCEPTABLE SOLUTION</p>		<p>The number of vehicle accesses must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>. <u>Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.1.</u></p> <p>Acceptable solution: - COMPLIANT</p> <p>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</p> <p>One (1x) crossover (Alexander Street frontage) - Existing, no additional crossover(s) proposed.</p>
<p>Clause E6.7.2: Design of vehicle accesses</p> <p>PERFORMANCE CRITERIA</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the <i>Hobart Interim Planning Scheme 2015 (HIPS 2015)</i>. <u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.2 (a) [sight distance: 2m x 2.5m sight triangles - These areas to be kept clear of obstructions to visibility] and as such, shall be assessed under Performance Criteria.</u></p> <p>Submitted plans indicate 2m x 2.5m sight triangle areas abutting the driveway are <u>not</u> kept clear of obstructions to visibility due to proposed screen with 50% transparency. Obstructions with 50% transparency above 1.2m above ground level, within the sight triangle is acceptable under performance criteria</p> <p>Acceptable Solution - A1: - NON COMPLIANT</p> <p>Design of vehicle access points must comply with all of the following:</p> <p>(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking</p>

Areas and Queuing Areas” of AS/NZS 2890.1:2004
Parking Facilities Part 1: Off-street car parking.

Performance Criteria - P1:

Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:

(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;

- **Acceptable, submitted documentation appears to satisfy this requirement**

(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;

- **Acceptable, submitted documentation appears to satisfy this requirement**

(c) suitability for the type and volume of traffic likely to be generated by the use or development; and

- **Acceptable, submitted documentation appears to satisfy this requirement**

(d) ease of accessibility and recognition for users.

- **Acceptable, submitted documentation appears to satisfy this requirement**

Based on the above assessment and given the submitted documentation, sight lines that may be accepted under *Performance Criteria P1:E6.7.2* of the Planning Scheme. Given the location of the access and driveway, and the low volume of traffic on the road from which the property gains access.

<p>Clause E6.7.3: Vehicle passing area along an access</p> <p>NOT APPLICABLE</p>		<p>Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.4.</u></p> <p>Submitted documentation appears to indicate no facility / requirement for vehicle passing.</p> <p><u>Acceptable solution - A1:</u> Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; - No (ii) is more than 30 m long; - No (iii) it meets a road serving more than 6000 vehicles per day; - No (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - N/A (c) have the first passing area constructed at the kerb; - N/A (d) be at intervals of no more than 30 m along the access. - N/A</p>
<p>Clause E6.7.4: On-site turning</p> <p>NOT APPLICABLE</p>		<p>On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.4.</u></p> <p><u>Acceptable solution - A1:</u> On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; - COMPLIES (b) it meets a road carrying less than 6000 vehicles per day. - COMPLIES</p> <p>Submitted documentation appears to indicate no facility / requirement for on-site turning.</p>
<p>Clause E6.7.5: Layout of parking areas</p> <p>ACCEPTABLE SOLUTION</p>		<p>The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause 6.7.5.</u></p> <p><u>Acceptable Solution A1: - COMPLIANT</u> The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and</p>

constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.

- Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A):

- **Submitted documentation appears to satisfy this requirement**

- Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side):

- **Submitted documentation appears to satisfy this requirement**

- Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance):

- **Submitted documentation appears to satisfy this requirement**

- Parking Space Gradient (5%):

- **Submitted documentation appears to satisfy this requirement**

- Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A):

- **Submitted documentation appears to satisfy this requirement**

- Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron):

- **Submitted documentation appears to satisfy this requirement**

- Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance):

- **Submitted documentation appears to satisfy this requirement**

- Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m):

- **Submitted documentation appears to satisfy this requirement**

- Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition):

- **Submitted documentation appears to satisfy this requirement**

- Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope):

- **Submitted documentation appears to satisfy this requirement**

- Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra):

- **N/A**

			<ul style="list-style-type: none"> • "Jockey Parking" (Performance Assessment): - <u>Not indicated</u>
<p>Clause E6.7.6: Surface treatment of parking areas</p> <p style="text-align: center;">ACCEPTABLE SOLUTION</p>			<p>The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.6.</u></p> <p><u>Acceptable Solution - A1: - COMPLIANT</u> Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; and (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p> <p>Submitted plans indicate a concrete surface treatment. Condition on Planning Permit to ratify timing.</p>
<p>Clause E6.7.7: Lighting of parking areas (Planner and health unit to assess)</p>	—	—	Planner to assess
<p>Clause E6.7.8: Landscaping of parking areas (Planner to assess)</p>	—	—	Planner to assess
<p>Clause E6.7.9: Design of motorcycle parking areas</p> <p style="text-align: center;">NOT APPLICABLE</p>			<p>The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.9.</u></p> <p><u>Acceptable Solution A1 (E6.6.3):</u> The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p> <p>NO REQUIREMENT (<19 car parking spaces).</p>

<p>Clause E6.7.10: Design of bicycle parking areas</p> <p>NOT APPLICABLE</p>			<p>The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.10.</u></p> <p><u>Acceptable Solution A1:</u> The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> <p><u>Acceptable Solution A2:</u> The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 “Design of Parking Facilities” and clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard.</p> <p>User Class: Residential</p> <p>Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.</p> <p>NO REQUIREMENT</p>
<p>Clause E6.7.11: Bicycle end trip facilities <i>(Planner to assess)</i></p>	—	—	<p>Planner to assess</p>
<p>Clause 6.7.12: Siting of car parking <i>(Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area)</i></p>	—	—	<p>Planner to assess</p>
<p>Clause E6.7.13: Facilities for commercial vehicles</p> <p>NOT APPLICABLE</p>			<p>The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.13.</u></p> <p>Submitted documentation appears to indicate no commercial vehicles loading, unloading or manoeuvring.</p>

<p>Clause E6.7.14: Access to a road</p> <p>ACCEPTABLE SOLUTION</p>		<p>The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E6.7.14.</u></p> <p>Acceptable Solution A1: - COMPLIANT Access to a road must be in accordance with the requirements of the road authority.</p> <p>Performance Criteria - P1: No Performance Criteria</p> <p>Referred to the Roads and Capital Works Unit for determination and conditioning.</p>
<p>Clause E6.7.15: Access to Niree Lane Sandy Bay</p> <p>NOT APPLICABLE</p>		<p>The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.15.</u></p> <p>No development proposed within Niree Lane.</p>

E 7.0 Stormwater

To be assessed by EEU

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	Why?
Stormwater pipes	Not required
Council road network	Yes - During construction