Attachment to item number 4.1 -

Loci Architecture Planning Report & Ratio Consultants Car Parking Assessment

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PLANNING REPORT – SORELL JOBS HUB – DUBS & CO DRIVE, SORELL

Address:	**Dubs & Co Drive, TAS 7172**
Title:	**CT-164990/1**
Application No.:	**N/A**
Zone:	**General Business Zone**
Codes:	**Parking & Sustainable Transport Code,** **Signs Code,** **Flood Prone Areas Code,** **Airport Obstacle Limitation Area Code.**
Specific Area Plans:	**N/A**
Date Produced:	**26.01.2023**
Key Policies & Mechanisms:	**Land Use Planning and Approvals Act 1993;** **Tasmanian Planning Scheme;** **Sorell Local Provisions Schedule;** **AS/NZS 1158.3.1:2020;** **AS/NZS 2890.1;** **AS/NZS 2890.6:2009.**
Author:	**Jonathan Blood** **for Loci Architecture & Planning**

DESCRIPTION OF SUBJECT SITE AND ENVIRONS

Figure 01- Aerial image of site and surrounding environs.

The subject site is located on the south side of Dubs and Co Drive, Sorell. The overall site is an irregular shape described by Title Plan 164990/1 (refer Figure 02). The total site area is 5.38ha. The portion of the site proposed for the works is neighboured to the south by Sorell Council chambers and associated parking, to the west by land earmarked for a one-way road, and to the east by vacant land earmarked for public open space.

In accordance with the Tasmanian Planning Scheme (the Scheme) the subject site is zoned General Business Zone. The site is also subject to the Signs Code, Parking and Sustainable Transport Code, Flood-Prone Areas Hazards Code, and Safeguarding of Airports Code.

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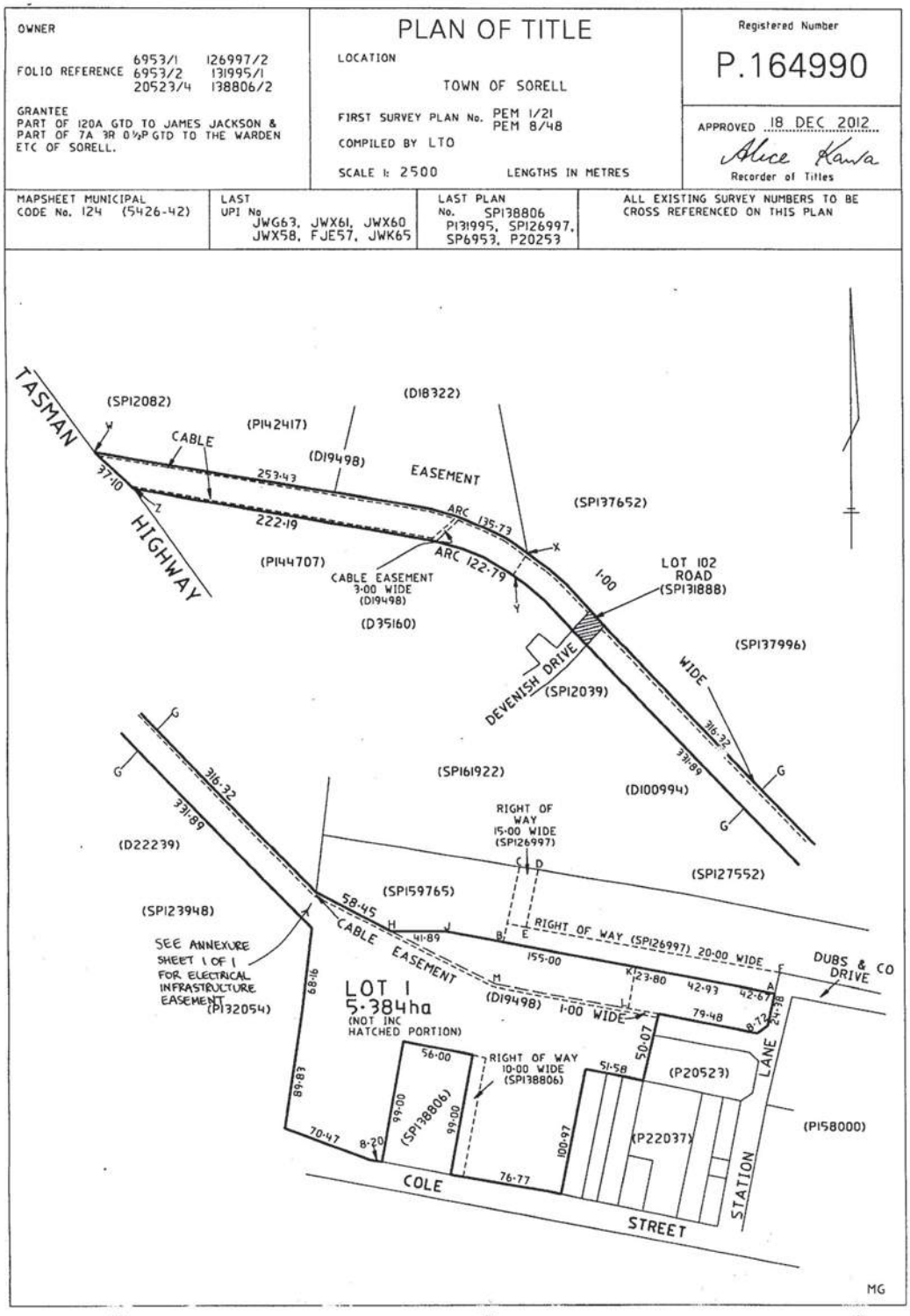
Figure 02- Title Plan CT 164990/1 for the subject site:



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EXISTING USE & PROPOSAL

The subject site is currently vacant. The proposal is for a new office building, intended to house various employment services. The building will house offices, mentoring spaces, meeting rooms, and supporting amenities for

The hours of operation will be Monday – Friday 9am – 6pm
There will be up to 21 staff members using the building at any one time.
No commercial vehicles are planned to frequent the proposed building.

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15.0 GENERAL BUSINESS ZONE

The subject site is classified General Business Zone under the Scheme, as identified by the Land Information System Tasmania (refer Figure 03):

Figure 03- General Business Zone (coloured blue) on site:

Part 15.2 Use Table:

The proposed use is *Business & Professional Services*, which is a *No Permit Required* Use in the General Business Zone under Table 15.2 of the Scheme.

Part 15.3 Compliance:

Business & Professional Services is a *No Permit Required* Use in the General Business Zone under table 15.2 of the Scheme. No Use Standards apply to the proposal.

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15.4 Development Standards for Buildings and Works

The proposed development must comply with the requirements of Part 15.4 of the Scheme, as discussed below:

15.4.1 Building height

Objective:	
That building height: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential zones.	
Acceptable Solutions	**Performance Criteria**
A1 Building height must be not more than 12m.	**P1** Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to: (a) the topography of the site; (b) the height, bulk and form of existing buildings on the site and adjacent properties; (c) the bulk and form of existing buildings; (d) the apparent height when viewed from the adjoining road and public places; and (e) any overshadowing of public places.

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A2 Building height: (a) within 10m of a General Residential Zone must not be more than 8.5m; or (b) within 10m of an Inner Residential Zone must not be more than 9.5m.	**P2** Building height within 10m of a General Residential Zone or Inner Residential Zone must be consistent with building height on the adjoining properties and not cause an unreasonable loss of residential amenity, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy to adjoining properties; or (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.

Compliance:

The proposed building is less than 5 metres in height. Therefore, it complies with 15.4.1 A1 & A2 of the Scheme.

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15.4.2 Setbacks

Objective:	
That building setback: (a) is compatible with the streetscape; (b) does not cause an unreasonable loss of residential amenity to adjoining residential zones; and (c) minimises opportunities for crime and anti-social behaviour through setback of buildings.	
Acceptable Solutions	**Performance Criteria**
A1 Buildings must be: (a) built to the frontage at ground level; or (b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	**P1** Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to: (a) providing small variations in building alignment to break up long façades; (b) providing variations in building alignment appropriate to provide a forecourt or space for public use, such as outdoor dining or landscaping; (c) the avoidance of concealment spaces; (d) the ability to achieve passive surveillance; and (e) the availability of lighting.
A2 Building must have a setback from an adjoining property within a General Residential Zone or Inner Residential Zone of not less than: (a) 5m; or (b) half the wall height of the building, whichever is the greater.	**P2** Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone or Inner Residential Zone, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy to the adjoining property; or

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	(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
A3 Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone or Inner Residential Zone.	**P3** Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone or Inner Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to: (a) the characteristics and frequency of emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of the sensitive use; and (d) any proposed mitigation measures.

Compliance:

The subject site is on the corner of Dubs and Co Drive and a proposed new street. To the east is a vacant area of land. Beyond that Number 8 Dubs and Co Drive housing Sorell Men's Shed is setback approximately 15 metres. Number 7 Dubs and Co Drive is setback approximately 2.5 metres from the frontage boundary. The proposed setback of 13.9 – 14.14 metres is considered to comply with the requirements of 15.4.2 A1. The proposed building is more than 10 metres from the Residential Zone. Therefore, it complies with 15.4.2 A2 & A3 of the Scheme.

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15.4.3 Design

Objective:	
That building façades promote and maintain high levels of pedestrian interaction, amenity, and safety and are compatible with the streetscape.	
Acceptable Solutions	**Performance Criteria**
A1 New buildings must be designed to satisfy all of the following: (a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; (b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; (c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and (d) provide external lighting to illuminate external vehicle parking areas and pathways.	**P1** New buildings must be designed to be compatible with the streetscape, having regard to: (a) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places; (b) minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and (c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.
A2 New buildings or alterations to an existing façade must be designed to satisfy all of the following: (a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;	**P2** New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to: (a) how the main pedestrian access to the building addresses the street or other public places; (b) windows on the façade facing the frontage for visual interest and

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(b)	if for a ground floor level façade facing a frontage:			passive surveillance of public spaces;
	(i)	have not less than 40% of the total surface area consisting of windows or doorways; or	(c)	architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces;
	(ii)	not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;	(d)	installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and
(c)	if for a ground floor level façade facing a frontage must:			
	(i)	not include a single length of blank wall greater than 30% of the length of façade on that frontage; or	(e)	the need for provision of awnings over a public footpath.
	(ii)	not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and		
(d)	provide awnings over a public footpath if existing on the site or on adjoining properties.			

Compliance:

All external AC units are intended to be roof mounted, at a minimum of 2 metres from the external walls to reduce visibility, and no external shutters are proposed. Future lighting design for the parking area is proposed to comply with AS/NZS 1158.3.1:2020 Clause 4.9 & Table 3.7. It is considered the proposal complies with Part 15.4.3 A1 of the Scheme.

The main entrance to the building faces a proposed new public square to the east as specified in Appendix 04 – Inspiring Place Drawings DA001, DA100, and DA201. The east façade of the proposed building in approximately 49% glazing. The proposal is considered to comply with the Acceptable Solutions A2 of Part 15.4.3 of the Scheme.

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15.4.4 Fencing

Objective:
That fencing: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of residential amenity to adjoining residential zones.

Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1** A fence (including a free-standing wall) within 4.5m of a frontage must contribute positively to the streetscape, having regard to: (a) its height, design, location and extent; (b) its degree of transparency; and (c) the proposed materials and construction.
A2 Common boundary fences with a property in a General Residential Zone or Inner Residential Zone, if not within 4.5m of a frontage, must: (a) have a height above existing ground level of not more than 2.1m; and (b) not contain barbed wire.[2]	**P2** Common boundary fences with a property in a General Residential Zone or Inner Residential Zone, if not within 4.5m of a frontage, must not cause an unreasonable loss of residential amenity, having regard to: (a) their height, design, location and extent; and (b) the proposed materials and construction.

Compliance:

No fencing is proposed.

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15.4.5 Outdoor storage areas

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

Compliance:

No outdoor storage is proposed.

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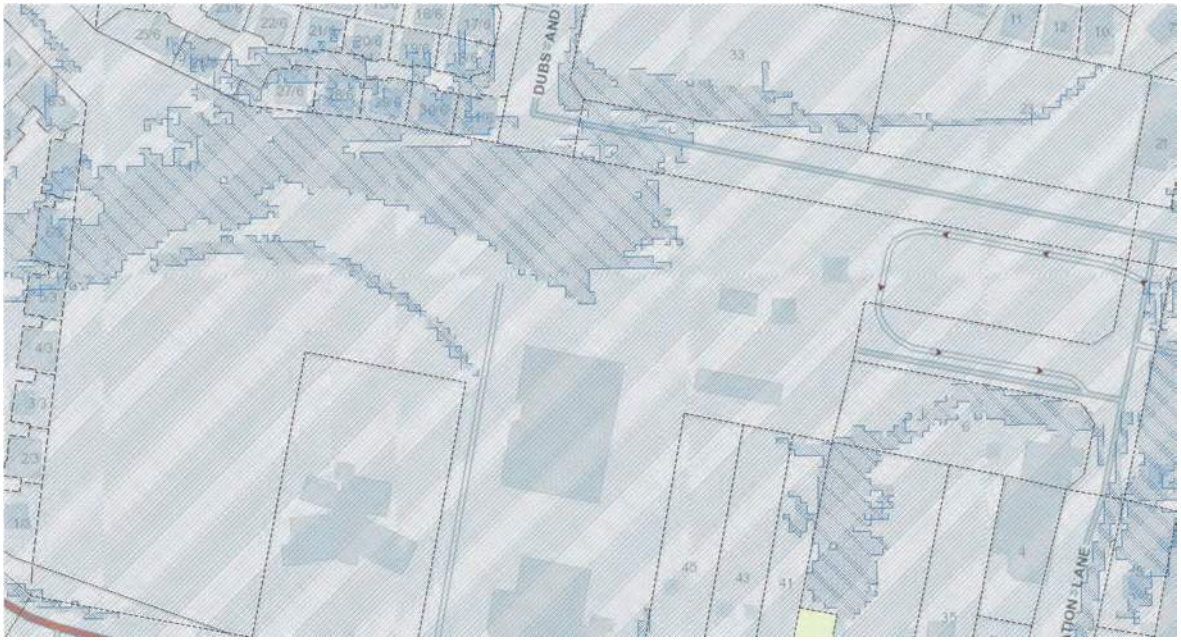
PART C - CODES

The subject site has four applicable Codes under the Scheme, as identified on the Land Information System Tasmania (refer Figure 04):

- C1.0 Signs Code;
- C2.0 Parking and Sustainable Transport Code;
- C12.0 Flood-Prone Areas Hazard Code;
- C16.0 Safeguarding of Airports Code.

Figure 04 – Codes on subject site:



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C1.0 SIGNS CODE

Signage is proposed to comply with the exemptions listed in *Table C1.4 Exempt Signs,* as such it will not require a planning permit:

Table C1.4 Exempt Signs

Sign Type	Requirements
awning fascia sign	Must: (a) have a maximum vertical dimension of 250mm and not project above or below the fascia of the awning to which it is attached; (b) not be closer than 450mm from a vertical projection of the kerb alignment of any road; (c) have a minimum height above ground level of 2.4m; (d) not be an illuminated sign or third party sign; and (e) not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
business directory	Must: (a) not be placed on the exterior of a building but may be placed within a recessed entrance or doorway and must not project beyond the face of the building; (b) have a maximum vertical dimension of 2m; (c) have a maximum horizontal dimension of 600mm; (d) not be an illuminated sign or third party sign; and (e) not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
building site sign	Must only be displayed during construction works.
bunting (flag and decorative elements)	Must not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
community information sign	No requirements.

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election sign	Must: (a) not encroach on any road or other public land; (b) have a maximum area of 1.5m²; (c) not be erected more than 8 weeks before the polling date; and (d) be removed within 7 days after the polling date.
flag	Must: (a) be limited to 2 flags per site; (b) have a minimum clearance above ground level of 2.4m; and (c) have a maximum area of 2m² for each flag.
interpretive sign	Must have a maximum area of 2m².
name plate	Must: (a) be located at the entrance to the building; (b) have a maximum area of 0.5m²; (c) not be an illuminated sign or third party sign; and (d) not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
portable sign	No requirements.
real estate sign	Must: (a) be erected only on the land for which the property is for let, lease or for sale; and (b) be removed within 7 days of the property being sold, leased or let.
regulatory sign	No requirements.
sports ground sign	Must not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
statutory sign	No requirements.

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temporary sign	Must: (a) have permission from the landowner to erect the sign; (b) have a maximum area of 2.0m² (c) be displayed for no longer than 30 days before the event; (d) be removed within 7 days of the events completion; (e) not be located within a road; (f) not be attached to a local heritage place listed in the Local Historic Heritage Code; (g) not be attached to trees or other similar vegetation; and (h) be displayed for a maximum of four months.
tourism information sign	Must have written approval from the relevant road authority.
window sign	Must: (a) not occupy an area of more than 10% of each window area; (b) be on or behind a ground floor level window; (c) not be an illuminated sign or third party sign; and (d) not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.

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C2.0 PARKING AND SUSTAINABLE TRANSPORT CODE

Parking and Sustainable Transport Code is applicable to all developments. The requirements are unpacked below:

Part C2.5 Use Standards:

The proposed building must comply with the requirements of C2.5 of the Scheme, as discussed below:

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 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	**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: (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: (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;

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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.	(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. **P1.2** The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.

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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: (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: (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.

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C2.5.3 Motorcycle parking numbers

Objective:	
That an appropriate level of motorcycle parking spaces are 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: (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: (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.

Table C2.1 Parking Space Requirements

Under Table C2.1 of the Scheme *Business & Professional Services* (office) Use requires one car space for ever 40m2 of floor area. For a floor area of approximately 638m2 the required number of spaces is 16. Additionally, one bicycle space per 500m2 of floor area is required, equalling a requirement for the proposed development of one bicycle space.

Compliance:

22 parking spaces are proposed, which exceeds the requirements of Table C2.1 and the 20 spaces recommended by the *Car Parking Assessment of Proposed Development at 47 Cole Street, Sorell*, prepared for Sorell Council by *Ratio* (Appendix 05). One bicycle space should be conditioned to be included in the drawings prior to receiving a building permit.

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Part C2.6 Development Standards for Buildings & Works:

The proposed building must comply with the requirements of C2.6 of the Scheme, as discussed below:

C2.6.1 Construction of parking areas

Objective:	
That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	**Performance Criteria**
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (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.	**P1** All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Compliance:

The proposal includes an asphalt sealed car parking area, with stormwater to be collected as per drawing C-100 of Appendix 06. The proposal is considered to comply with A1 of C2.6.1 of the Scheme.

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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**
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6.*	**P1** All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of *Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street car parking* and *AS 2890.2 -2002 Parking facilities, Part 2: Offstreet commercial vehicle facilities.* **Sorell Council** Development Application: 5.2023.34.1 - Development Application - 47 Cole Street, Sorell - P1.pdf Plans Reference: P1 Date Received: 02/02/2023

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A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities*	

Compliance:

The proposed car parking area is designed to comply with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities*; and Tables C2.2 & C2.3 of the Scheme. The proposal is considered to comply with A1.1 & A1.2 of C2.6.2 of the Scheme.

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C2.6.3 Number of accesses for vehicles

Objective:	
That: (a) access to land is provided which is safe and efficient for users of the land and all road network users cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.	
Acceptable Solutions	**Performance Criteria**
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater	**P1** The number of accesses for each frontage must be minimised, having regard to: (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.
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	**P2** Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.

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Compliance:

The subject site is in the *General Business Zone*, therefore A2 does not apply. The proposed car parking area utalises Dubs & Co Drive for access, and is integrated into a broader parking plan (refer *Car Parking Assessment of Proposed Development at 47 Cole Street, Sorell*, prepared for Sorell Council by *Ratio* -Appendix 05). On-street parking is increased. Pedestrian safety is preserved. The proposed carpark has negligible impact on residential amenities. Streetscapes are proposed to be enhanced (refer Appendix 04 – Inspiring Place Drawings DA001, DA100, and DA201). Subsequently, the proposal is considered to comply with the requirements of P1 of C2.6.3 of the Scheme.

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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: (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 *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*.	**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: (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.

Compliance:

The proposed development hours of operation are within daylight hours. The proposal complies with the requirements of C2.6.4 of the Scheme.

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C2.6.5 Pedestrian access

Objective:	
That pedestrian access within parking areas is provided in a safe and convenient manner.	
Acceptable Solutions	**Performance Criteria**
A1.1 Uses that require 10 or more car parking spaces must: (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: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **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.	**P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.

Compliance:

The proposed carpark abuts a proposed hard surfaced, level public space (refer Appendix 04 – Inspiring Place Drawings DA001, DA100, and DA201), constituting footpaths which exceed the requirements of the Acceptable Solutions A1.1(a) & A1.2 of C2.6.5. It is recommended a condition be included in the Planning Permit to require signage and markings to comply with A1.1(b).

C12.0 FLOOD-PRONE AREAS HAZARDS CODE

The site is subject to the Flood-Prone Areas Hazard Code as identified on the Land Information System Tasmania (refer Figure 05).
The requirements of the Code and subsequent compliance are discussed below:

Figure 05 – Flood-Prone Areas Hazards Code on subject site:

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C12.5.1 Uses within a flood-prone hazard area

Objective:	
That a habitable building can achieve and maintain a tolerable risk from flood.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1.1** A change of use that, converts a non-habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to: (a) the location of the building; (b) the advice in a flood hazard report; and (c) any advice from a State authority, regulated entity or a council. **P1.2** A flood hazard report also demonstrates that: (a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or (b) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Compliance:

The proposal includes a water management plan, *The Sorell Plaza, Sorell, Water Management Plan* prepared by *Flussig* (Appendix 06). It is considered the proposal complies with the Performance Criteria of Part C12.5.1 of the Scheme.

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C12.6.1 Buildings and works within a flood-prone hazard area

Objective:	
That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1.1** Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. **P1.2** A flood hazard report also demonstrates that the building and works: (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Compliance:

The proposal includes a water management plan, *The Sorell Plaza, Sorell, Water Management Plan* prepared by *Flussig* (Appendix 06). It is considered the proposal complies with the Performance Criteria of Part C12.6.1 of the Scheme.

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C16.0 SAFEGUARDING OF AIRPORTS CODE

The entire of the site is subject to the Safeguarding of Airports Code (Airport Obstacle Limitations Area) as identified on the Land Information System Tasmania (refer Figure 06). The requirements of the Code and subsequent compliance are discussed below:

Figure 06 – Airport Obstacle Limitations Overlay on subject site:

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C16.6 Development Standards for Buildings and Works

C16.6.1 Buildings and works within an airport obstacle limitation area

Objective:	
That buildings and works do not interfere with safe aircraft operations in the vicinity of an airport and on land within an airport obstacle limitation area.	
Acceptable Solutions	**Performance Criteria**
A1 Buildings and works within an airport obstacle limitation area associated with a Commonwealth-leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must have approval from the relevant *Commonwealth department under the Airports Act 1996* (Commonwealth).	**P1** No Performance Criterion.
A2 No Acceptable Solution.	**P2** Buildings and works within an airport obstacle limitation area associated with a non-Commonwealth-leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must not create an obstruction or hazard for the operation of aircraft, having regard to any advice from: (a) Airservices Australia; (b) the Civil Aviation Safety Authority; and (c) the airport operator.

Compliance:

The proposed development is less than 5m in height and therefore is exempt from the Code under Part C16.4 of the Scheme.

Conclusion:

As expounded in this report, the proposed Sorell Jobs Hub development at Dubs & Co Drive is considered to meet the requirements of the Scheme.
It is recommended the proposal be approved with appropriate conditions.

Prepared by:

Jonathan Blood
Architect + Town Planner

BEnvDes. GradDipEnvPlan. (GK.) BArch. RAIA A+

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m. 0408 383 235
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SCHEDULE A:

Documents and drawings that comprise report:

SUBJECT SITE ADDRESS:

SORELL JOBS HUB, DUBS & CO DRIVE, SORELL, TAS 7172

LIST OF DOCUMENTATION:

Description	Author	Date of Publish
Planning Report Sorell Jobs Hub, Dubs & Co Drive, Sorell TAS 7172	Loci Architecture & Planning	26.01.2023
APPENDIX 01 - Folio Title 164990/1	Land Information System Tasmania.	14.11.2022
APPENDIX 02 - Folio Plan 164990/1	Land Information System Tasmania.	14.11.2022
APPENDIX 03 - Planning Drawings TP01 – TP10	Loci Architecture & Planning	26.01.2023
APPENDIX 04 – Sorell Jobs Hub Landscape drawings DA-001, DA-100, & DA-201	Inspiring Place	24.01.2023
APPENDIX 05 - Car Parking Assessment of Proposed Development at 47 Cole Street, Sorell.	Manesha Ravji, *Ratio*.	29.07.2022
APPENDIX 06 - Sorell Public Plaza, Sorell, Stormwater Management Plan	Flussig	08.11.2022

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PLANNING REPORT – SORELL JOBS HUB – DUBS & CO DRIVE, SORELL

APPENDIX 01:
Folio Title 164990/1

the List

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
164990	1
EDITION	DATE OF ISSUE
2	31-Mar-2015

SEARCH DATE : 20-Jan-2023
SEARCH TIME : 08.10 AM

DESCRIPTION OF LAND

Town of SORELL
Lot 1 on Plan 164990
Derivation : and Part of 120 Acred Std to James Jackson and Part of Lot 27153 Gtd. to the Sorell Council
Prior CTs 6953/1, 6953/2, 126997/2, 131995/1, 20523/4 and 138806/2

SCHEDULE 1

124926 B57031 C9255 TRANSFER to SORELL COUNCIL Registered 14-Mar-1997 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: Right of Carriageway [appurtenant to the land comprised in Certificate of Title Volume 3990 Folio 23) over the land marked W.X.Y.Z. on Plan No 164990
BURDENING EASEMENT: (appurtenant to the land comprised in Certificate of Title Volume 3990 Folio 23) a full and free right and liberty for the Hydro Electric Commission (herein called "the Transferee") to lay and maintain cables for the transmission of electrical energy under and along the "Cable Easements 1.00 wide and 3.00 wide" shown on Plan No. 164990 herein called the "said strip of land") with the right for the Transferee its servants workmen and others authorised by it at all times to enter into and upon the said strips of land for the purpose of laying inspecting repairing and maintaining any such cables without doing unnecessary damage to the said strips of land and making good all damage occasioned thereby.
SP138806 BURDENING EASEMENT: a right of carriageway (appurtenant to Lot 1 on Sealed Plan 138806) over the land marked Right of Way 10.00 wide on Plan 164990
SP126997 BENEFITING EASEMENT: (appurtenant to the land marked

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LMHJBK on Plan 164990) a right of carriageway over the lands marked Right of Way 15.00 and 20.00 wide marked ABCDEF on Plan 164990
SP114725, SP117742 & SP126997 COVENANTS in Schedule of Easements
SP110882, SP114725, SP117742 & SP126997 FENCING COVENANT in Schedule of Easements
SP110882 WATER SUPPLY RESTRICTION
D72123 ADHESION ORDER under Section 110 of the Local Government (Building and Miscellaneous Provisions) Act 1993 Registered 08-Jan-2013 at noon
D121809 BURDENING EASEMENT: Electricity Infrastructure Easement with the benefit of a restriction as to user of land in favour of Aurora Energy Pty Ltd over the Electricity Infrastructure Easement shown on Plan 164990 (subject to provisions therein) Registered 31-Mar-2015 at noon

UNREGISTERED DEALINGS AND NOTATIONS

NOTICE: This folio is affected as to amended covenants pursuant to Request to Amend No. C764507 made under Section 103 of the Local Government (Building and Miscellaneous Provisions) Act 1993. Search Sealed Plan No. 126997 Lodged by NAB on 29-Jan-2007 BP: C764505
This folio is affected as to amended covenants pursuant to Request to Amend No. E57490 made under Section 103 of the Local Government (Building and Miscellaneous Provisions) Act 1993. Search Sealed Plan No. 114725, 117742, 126997 & 159765 Lodged by MURDOCH CLARKE on 14-Oct-2016 BP: E57490

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PLANNING REPORT – SORELL JOBS HUB – DUBS & CO DRIVE, SORELL

APPENDIX 02:
Folio Plan 164990/1

the LIST

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER

FOLIO REFERENCE 6953/1 126997/2 6953/2 131995/1 20523/4 138806/2

GRANTEE
PART OF 120A GTD TO JAMES JACKSON & PART OF 7A 3R 0.4P GTD TO THE WARDEN ETC OF SORELL.

PLAN OF TITLE

LOCATION
TOWN OF SORELL

FIRST SURVEY PLAN No. PEM 1/21 PEM 8/48

COMPILED BY LTO

SCALE 1: 2500 LENGTHS IN METRES

Registered Number
P.164990

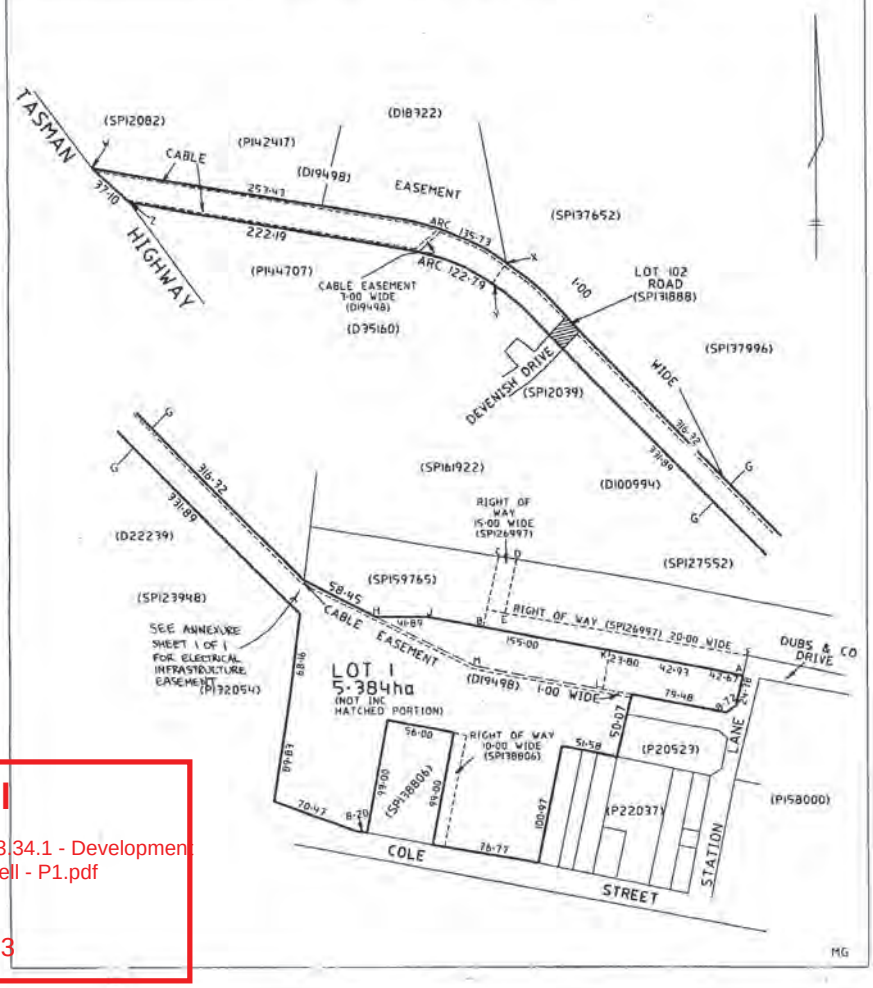
APPROVED 18 DEC 2012
Alice Kausa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 124 (5426-42)

LAST UPI No. JWG63, JWX61, JWX60, JWX58, FJE57, JWK65

LAST PLAN No. SP138806, P131995, SP126997, SP6953, P20253

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

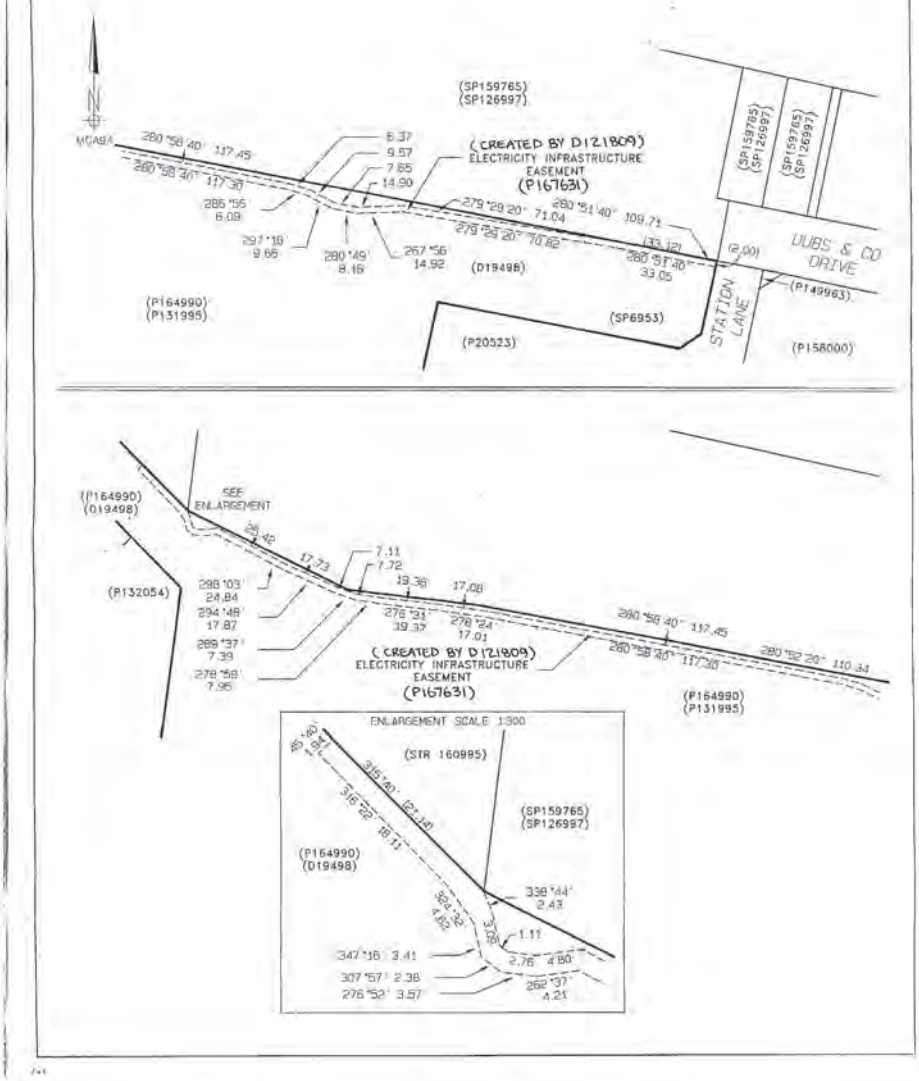


Search Date: 20 Jan 2023 Search Time: 08:10 AM Volume Number: 164990 Revision Number: 04 Page 1 of 2

Department of Natural Resources and Environment Tasmania

www.thelist.tas.gov.au

PLAN OF SURVEY ANNEXURE SHEET SHEET 1 OF 1 SHEETS	OWNER SORELL COUNCIL FOLIO REFERENCE SCALE 1:1000 LENGTH IN METRES	Registered Number P 164990
SIGNED FOR IDENTIFICATION PURPOSES Council Delegate Date	THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET Registered Land Surveyor Date	APPROVED ~~EFFECTIVE~~ FROM ..... Recorder of Titles



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PLANNING REPORT – SORELL JOBS HUB – DUBS & CO DRIVE, SORELL

APPENDIX 03:
PLANNING DRAWINGS

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To	Shane Wells (Senior Planner, Sorell Council)
From	Manesha Ravji (Ratio)
CC	
Regarding	Car Parking Assessment of Proposed Development at 47 Cole Street, Sorell
Date	29 July 2022
Reference Number	19364TG
Document Number	19364TG-MEM1-D01

Dear Shane

Ratio Consultants (Ratio) have now completed a car parking assessment for the proposed developments at 47 Cole Street, Sorell. The following detail of this memo summarises our assessment and findings.

1. Overview

Council proposes to develop the vacant areas of 47 Cole Street, Sorell into the Sorell Jobs Hub and the Sorell Community Cultural Centre. Ratio was commissioned to undertake a car parking assessment for the development proposals and provide advice regarding the parking demands of the proposed activities.

The location of the development sites in the context of the surround area are outlined in Figure 1.1:

Figure 1.1: Site Locations

As outlined above, the proposed Sorell Jobs Hub site and Sorell Community Cultural Centre site are located immediately south of Dubs and Co Drive at 47 Cole Street, this address is also home to the Sorell Council Offices.

The Sorell Park and Ride car park is located to the east of the proposed Community Cultural Centre, whilst the existing Sorell Council Offices are located to the south of the proposed Jobs Hub site. Ratio has been advised that there is an oversupply of 20-30 car parking spaces associated with the existing Sorell Council Offices. In addition, it is understood that there is currently a parking oversupply of some 36 spaces within the Sorell Park and Ride carpark.[1]

2. Background Document and Information Review

Preamble

Council provided a number of background documents relevant to the development proposals. A summary of the reviewed documents is provided in the following subsections.

Sorell Streetscape Plan 2014

The Sorell Streetscape Plan 2014 establishes a framework for future investment in Sorell's main streets. The Plan outlines the vision for Sorell as being *"As active, lived in place, steeped in its history but looking to its future as a place where people want to do business, shop, work, visit and participate on the life of the community"*. This Vision is noted as being consistent with State and Regional Policy and the community's views about the future of the town.

The Plan also includes the following Streetscape Master Plan relevant to the subject site:

Figure 2.1: Sorell Streetscape Plan 2014 – Streetscape Master Plan

Figure 2.1 notes that the vacant portions of 47 Cole Street are intended for commercial and civic uses, consistent with the current Jobs Hub and Community Cultural Centre development proposals.

[1] The Traffic Impact Assessment Report for the proposed the Mixed Use Development at 33 Dubs and Co Drive (prepared by Howarth Fisher and Associates, dated March 2022) indicates that the Park and Ride facility has a parking supply of 68 spaces and a peak surveyed occupancy of 32 spaces, indicating an oversupply (based on current weekday demand) of 36 spaces.

Sorell Streetscape Plan Update 2021

Following on from the Sorell Streetscape Plan 2014, the Sorell Streetscape Plan Update 2021 was prepared by Council. This document notes that in preparing the Update, Council is aiming to put itself at the forefront of a world movement to create livable town centres and aims to ensure that Sorell will be a 'good place to live' for many years to come.

The Streetscape Plan includes the following Concept Master Plan relevant to the study area:

Figure 2.2: Station Lane / Dubs and Co Drive – Concept Master Plan

Figure 2.2 acknowledges both the proposed Jobs Hub and Community Cultural Centre.

Approved Emergency Services Hub at 47 Cole Street

The development of an Emergency Services Hub on Lot 1 47 Cole Street was approved by Council in April 2021. The Traffic Impact Assessment (TIA) report[2], for the development proposal includes an onsite provision of 101 car parking spaces. This provision exceeds the statutory requirement of 63 spaces. The parking demand of the Emergency Services Hub is therefore expected to be fully catered for onsite.

Sorell Land Assessment Report (September 2017)

The Sorell Land Assessment Report outlines an initial concept for the proposed community cultural precinct. The document includes the following revised Concept Layout Plan for the proposed Community Cultural Centre:

[2] Prepared by GHD and dated December 2020.

Figure 2.4: Potential Community Cultural Centre Floor Area Breakdown

3. Development Proposal

Overview

The development proposals for 47 Cole Street include the development of the Sorell Jobs Hub and the Sorell Cultural Community Centre. The location of these components in the context of the surrounding areas are outlined in Figure 3.1:

Figure 3.1: Proposed Development Locations

Proposed Sorell Jobs Hub

Preliminary plans for the proposed Jobs Hub were provided by Council and have been reproduced in Figure 3.2 and Figure 3.3:

Figure 3.2: Preliminary Plans for the Proposed Sorell Jobs Hub – Stage 1

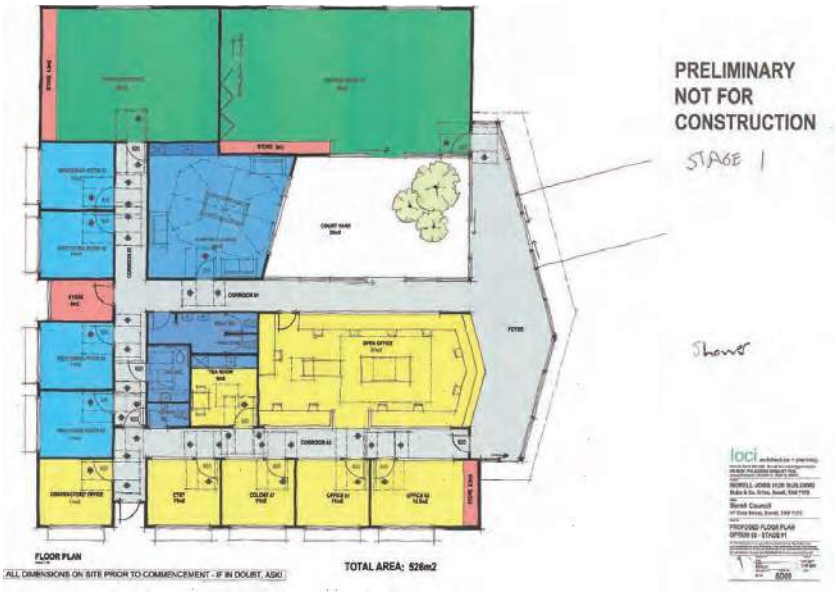

Figure 3.3: Preliminary Plans for the Proposed Sorell Jobs Hub – Stage 1 + Stage 2

Based on the above plans, the proposed development yields for the proposed Jobs Hub are summarised as follows:

Table 3.1: Proposed Job Hub Floor Areas

Development Component	Stage 1	Stage 2	Stage 1 + Stage 2
Training Rooms	130sqm (maximum of 20 students and an allowance of 4 staff)		130 sqm
Office	396	103	499
		Total	**629**

Based on the information provided by Council it is understood that there is potential to provide car parking (approximately 20 spaces) on the Sorell Jobs Hub site as outlined below in Figure 3.4:

Figure 3.4: Proposed Jobs Hub Parking Sketch Plan (provided by Council)

Proposed Community Cultural Centre

The Sorell Community Cultural Centre: Business Case (June 2018) for the proposed Community Cultural Centre was also provided by Council.

The Business Case notes that the centre is likely to include display space, workshop/studio space, café and dining space, meeting spaces, offices spaces and associated amenities. In addition, the Business Plan notes that the site could incorporate outdoor dining, a garden/plaza and a play area for 2-10 year-olds. The proposed floor areas for the various components of the proposed Centre are outlined in the Business Plan as follows:

Figure 3.5: Potential Community Cultural Centre Floor Area Breakdown

Space Type	Areas	S1	S2	Description
Parking				For cars, bicycles and service vehicles (external)
Entry				A distinct entry point for pedestrians (external)
Welcome and Information	15m2	15	0	Space to provide information about the Centre e.g. operating hours and "What's On". This may include a ticketing point for special events and festivals
Amenities	50m2	25	25	Toilet facilities, including disabled and baby change. S1 = 5 toilets in total: 4 Unisex toilets + 1 DDA
Display Space	100m2	50	50	Indoor and outdoor display space for arts and cultural products (artworks, sculpture) User groups request 400m2 (less 100 minimal already in brief) = + 300
Workshop/Studio Space	90m2	45	45	Indoor and outdoor space for activities, with associated wet areas. + Some outdoor directly connected
Café Kiosk	20	20		Space for a café/commercial gallery. This could be a food truck parking bay in early stages. + outdoor directly connected
Dining Internal	50	0	50	Allowance 50m2 (seating for 40 people internal)
Events and Functions Space	145			This is anticipated to be located in the Carriage Workshop. It may also be a location for temporary exhibitions, markets and workshops or for permanent display, functions S1 – can be used for display
Meetings Space	50	30	20	Space for group meetings of up to 20 people (Allow 2m2 per person). Adjacent to kitchenette 10m2
Office space	15	0	15	A space for site operation staff or volunteers. Allowance for 3 hot desks (5m2 per person). Welcome Info is provided for S1
Kitchen/lunch area	10	0	10m2	Space for tea making/ fridge etc.
Storage	20	0	20m2	Storage for materials used regularly by users. These could be lockers allocated to groups. Men's Shed or Carriage works used S1
Loading				A service entry for delivery, waste etc.
Total Internal	565 (965)	185	425	
15% circulation	85 (130)	30		
Total Floor Area	650 (995)	220		
Dining External			50	50m2 (seating for 40 people internal)
Garden		250	250	This could be a major feature of the Centre and be both a cultural, interpretive and attractive feature.
Play				Designed nature and culture play space for 2 – 10 years old. This could also be a major attractor.
Total External	550	250		

Note: Red text identified proposed areas provided through the stakeholder consultation process.

S1 = Stage 1 functions, S2 = Stage 2 functions. The Business Case recognises that all of the above outlined functions may not be provided at the onset. The numbers highlighted in red above indicate the spaces requested by consulted stakeholder groups.

As outlined in Figure 3.5, the total floor area of the Community Cultural Hub is expected to be in the order of 650 to 995 sqm, with the latter amount reflecting the spaces requested by the consulted stakeholder groups.

It is further understood that, at present, no parking spaces are proposed on the Sorell Community Cultural Centre site but rather that the open space area surrounding the onsite buildings is to be utilised for civic open space (e.g. markets, outdoor eating and recreational space).

4. Car Parking Assessment

Sorell Interim Planning Scheme 2015 Parking Requirements

Table E6.1 of Clause E6.0: Parking and Access of the Sorell Interim Planning Scheme 2015 outlines the number of parking spaces required for various land uses. The statutory car parking requirements of the proposed Jobs Hub and the Community Cultural Centre have been assessed against the Planning Scheme requirements as outlined follows:

Proposed Jobs Hub

The proposed Jobs Hub is made up of 2 stages and the statutory parking requirements of each stage are summarised as follows:

Table 4.1: Jobs Hub Stage 1 Parking Requirements

Development Component	Floor Area (sqm)	Planning Scheme Land Use Definition	Planning Scheme Parking Rate	Parking Requirements
Training Rooms	130sqm (maximum of 20 students and an allowance of 4 staff)	User Class: Educational and Occasional Care - Educational and occasional care, except as otherwise specified in this table	0.5 spaces for each employee and 0.1 for each student/client	3 spaces
Office	396	User Class: Business and Professional Services - Office	1 for each 30sqm floor area	13 spaces
Total	526			16 spaces

Table 4.2: Jobs Hub Stage 1 + Stage 2 Parking Requirements

Development Component	Floor Area (sqm)	Planning Scheme Land Use Definition	Planning Scheme Parking Rate	Parking Requirements
Training Rooms	130sqm (maximum of 20 students and an allowance of 4 staff)	Use Class: Educational and Occasional Care - Educational and occasional care, except as otherwise specified in this table	0.5 spaces for each employee and 0.1 for each student/client	3 spaces
Office	499	Use Class: Business and Professional Services - Office	1 for each 30sqm floor area	17 spaces
Total	**629**			**20 spaces**

Based on the above, the proposed Job Hub has statutory parking requirement of 20 spaces on completion of Stage 1 and 2.

The sketch plan shown in Figure 3.4 indicates that the statutory parking requirement of 20 spaces can be provided fully on the proposed Jobs Hub site with no reliance on the existing parking supply surrounding the site.

Proposed Community Cultural Centre

The make-up of the proposed Cultural Community Centre is yet to be finalised. However, the Business Case for the Centre (refer to Figure 3.5) notes that the Centre is likely to include display space, workshop/studio space, café and dining space, meeting spaces, offices spaces and associated amenities.

In addition, the Business Plan notes that the site could incorporate outdoor dining, a garden/plaza and a play area for 2-10 year-olds. The Business Case includes both baseline developable floor areas and additional floor areas as requested by consulted stakeholder groups.

From a statutory parking requirement perspective, the proposed Cultural Community Centre has been assessed as a Civic Centre / Function Centre based on the information provided in the previously outlined Sorell Land Assessment Report (September 2017). The resulting statutory parking requirements are summarised as follows:

Table 4.3: Community Cultural Centre Parking Requirements

Development Component	Floor Area (sqm)		Planning Scheme Land Use Definition	Planning Scheme Parking Rate	Parking Requirements
	Business Case	Requested by Consulted Stakeholder Groups			
Cultural Hub	650	995	Use Class: Community Meeting and Entertainment – Cinema, church, civic centre, function centre, public hall, theatre	1 space for each 15 sqm floor area	43-66 spaces

As outlined about the proposed Cultural Community Centre has a statutory parking requirement of some 43 - 66 spaces, with the upper limit representing the parking requirement if it were to be developed in line with the spaces requested by consulted stakeholder groups.

5. Anticipated Parking Demand

Proposed Jobs Hub

The peak parking demand of the proposed Jobs Hub is expected to occur on a weekday during business hours when the training rooms are being used to full capacity (i.e. 20 students + 4 staff).

The peak parking demand of the training rooms has been assessed by assuming that 80% of the people associated with the training rooms activity will drive to the Jobs Hub, resulting in a parking demand of 19 spaces.

In addition, the peak demand for the remaining Jobs Hub area has been assessed on the basis of an average employee/attendee density will be 4.75 people per 100sqm floor area[3]. Assuming that all these employees/attendees drive to the site, the resulting peak parking demand is 24 spaces for the remainder of the proposed Jobs Hub.

The peak parking demand for the entire Jobs Hub is therefore expected to be in the order of 43 parking spaces.

The preliminary plans for the Jobs Hub indicate that approximately 20 parking spaces are proposed onsite, resulting in a potential parking shortfall of up to 23 parking spaces at peak times. This shortfall could be catered for in the parking area north of the adjoining Sorell Council Buildings site outlined below:

[3] Based on the employee density of office outlined in Section 5.6 of the Roads and Transport Authority (RTA) NSW "Guide to Traffic Generating Developments" document dated October 2022.

Figure 5.1: Proposed Jobs Hub Parking Sketch Plan (provided by Council)

Weekday aerial photography suggests that this parking area has a peak demand of 13 spaces, indicating a surplus of 24 spaces. This surplus could be used to fully cater for the parking shortfall associated with peak activity on the proposed Jobs Hub site.

The proposed onsite parking supply of some 20 spaces on the Jobs Hub site is therefore considered appropriate.

Proposed Community Cultural Centre

The parking demand of the proposed Community Cultural Hub has been assessed by assuming that it will function as a community facility, with scope for hosting markets in its outdoor space.

Guidance on the parking demand of the proposed Community Cultural Centre has been sought by assessing the existing parking provisions at other regional cultural community centres. A summary of the parking provisions at comparable (in terms of use, not size) is provided as follows:

Table 5.1: Parking Provisions at existing Regional Community Cultural Centres

Community Cultural Centre	**Uses**	**Centre Size (sqm)**	**Parking Provision (spaces)**	**Parking Rate (sqm per space)**
Burrinja, Upwey, Victoria	Gallery space, artist's studios, theatre, making and meeting spaces, garden and cafe	4,380	151	29
Burnie Arts and Function Centre, Tasmania	Event and performance space, meeting rooms, kitchen and catering	1,700	65 (approx.)	26
			Average	1 space per 28 sqm

It is highlighted that the above outlined average rate of 1 space pee 28 sqm is significantly lower than the Interim Planning Scheme requirement of 1 space per 15 sqm for the Use Class: Community Meeting and Entertainment which includes cinema, church, civic centre, function centre, public hall and theatre uses.

The average rate outlined in Table 5.1 is considered more reflective of the proposed Cultural Community Centre uses and less likely to result in the over provision of car parking spaces.

Applying the average parking rate outlined in Table 5.1 to the proposed Community Cultural Centre in Sorell results in a parking provision of some 23 - 36 spaces, with the upper limit representing the parking requirement if the Centre were to be developed in line with the spaces requested by consulted stakeholder groups.

It is highlighted that there is scope to accommodate some/all of this parking provision on the adjoining Sorell Park and Ride site, which as outline previously, has a current an oversupply of some 36 spaces. It is however noted that if a portion of the Park and Ride car park was to be used to service the proposed Community Cultural Centre that mechanisms/restrictions would need to be put in place dedicating the nominated parking area to Community Cultural Centre use only.

It is further understood that the outdoor space could be used for community markets. Such regional community markets are generally held on the weekend and can generate a parking demand between 40-100 spaces, dependant on the size of the market. If a weekend market was to be held at the proposed Community Cultural Hub, the parking demand could be catered for by the Park and Ride car park (68 spaces) and the Council car park to the west (37 spaces, previously outlined in Figure 4.1) given the use of these parking areas is expected to be minimal during weekends.

6. Summary and Recommendations

Based on the findings of the assessment discussed in this memo the following parking provisions are suggested for the proposed developments:

Proposed Jobs Hub

It is recommended that onsite parking be provided in accordance with the statutory requirement of 20 spaces. Any additional parking demand associated overlapping peak activity of the various onsite uses (potentially up to 23 spaces) can be readily catered for by the underutilised parking spaces associated with the existing Sorell Council Offices at 47 Cole Street.

Proposed Community Cultural Centre

The proposed Community Cultural Centre in Sorell is expected to require a parking provision of some 23 - 36 spaces, with the upper limit representing the parking requirement if the Centre were to be developed in line with the spaces requested by consulted stakeholder groups.

It is highlighted that there is scope to accommodate some/all of this parking provision on the adjoining Sorell Park and Ride site, which has a current oversupply of some 36 spaces. It is however noted that if a portion of the Park and Ride car park was to be used to service the proposed Community Cultural Centre that mechanisms/restrictions would need to be put in place dedicating the nominated parking area Community Cultural Centre use only.

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loci architecture + planning

PLANNING REPORT – SORELL JOBS HUB – DUBS & CO DRIVE, SORELL

APPENDIX 06:
STORMWATER MANAGEMENT PLAN

Loci Architecture + Planning
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Phone. 0408 383 235
ABN 97285838298

8th November 2022

FE_22126

Sorell Public Plaza, Sorell
STORMWATER MANAGEMENT PLAN

Prepared for: Sorell Council

flüssig ENGINEERS

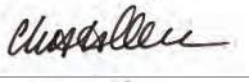
Level 4 - 116 Bathurst Street
HOBART TASMANIA 7000

ABN 16 639 276 181

Document Information

Title	Client	Document Number	Project Manager
Sorell Public Plaza Stormwater Management Plan	**Sorell Council**	FE_22126	**Max W. Möller** *BEng, FIEAust, EngExec, CPEng, NER, APEC Engineer, IntPE(Aus)* *Managing Director / Principal Hydraulic Engineer*

Document Initial Revision

REVISION 00	Staff Name	Signature	Date
Prepared by	Max W. Moller *Principal Hydraulic Engineer*		04/11/2022
Prepared by	Christine Keane *Water Resources Analyst*		04/11/2022
Prepared by	Sarah Cook *Water Resources Analyst*		04/11/2022
GIS Mapping	Damon Heather *GIS Specialist*		04/11/2022
Reviewed by	John Holmes *Senior Engineer*		04/11/2022
Authorised by	Max W. Möller *Principal Hydraulic Engineer*		08/11/2022

Document Revision History

Rev No.	Description	Reviewed by	Authorised by	Date

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1. Introduction

Flüssig Engineers have been engaged to undertake a site-specific Stormwater Management Plan (SWMP) for the development of Sorell Public Plaza, including, but not limited to, lot drainage analysis including stormwater drainage and MUSIC Modelling to stated stormwater quality standards. The purpose of this report is to determine the hydraulic characteristics and stormwater infrastructure capacity of a 5% AEP storm event and treatment on the existing and post-development scenarios. This report is written to address section E7.0 of the Sorell Interim Planning Scheme 2015.

1.1 Scope

This engagement includes:

- Pre-construction drainage capacity at 5% AEP of existing design.
- Pre-construction overland flow behaviour of existing stormwater design.
- Post-construction drainage capacity at 5% AEP of new design.
- Post-construction overland flow behaviour of new stormwater design.

2. Site Characteristics

2.1 Site Location

Sorell Public Plaza, Sorell, Tasmania is located in the municipality of the Sorell Council. The site is an approximately 0.24 ha lot that is situated in the northern part of the property at 47 Cole Street, with a proposed development of roofed and parking areas increasing total impervious area to approximately 0.21 ha, accounting for approximately 88% of the site.

The site is zoned General Business, with General Residential zoning filling the remainder of the catchment. The development location is highlighted in Figure 1.

Figure 1. Sorell Public Plaza, Sorell – Stage 1 Development Location

2.2 Topography

The Sorell Public Plaza is approximately 2396 m2 in area, draining from approximately 54m AHD to 14m AHD towards the south-west corner of the lot.

As can be seen by the topography in Figure 2, the area gently slopes up in a north-east direction from Cole Street (southern boundary of lot).

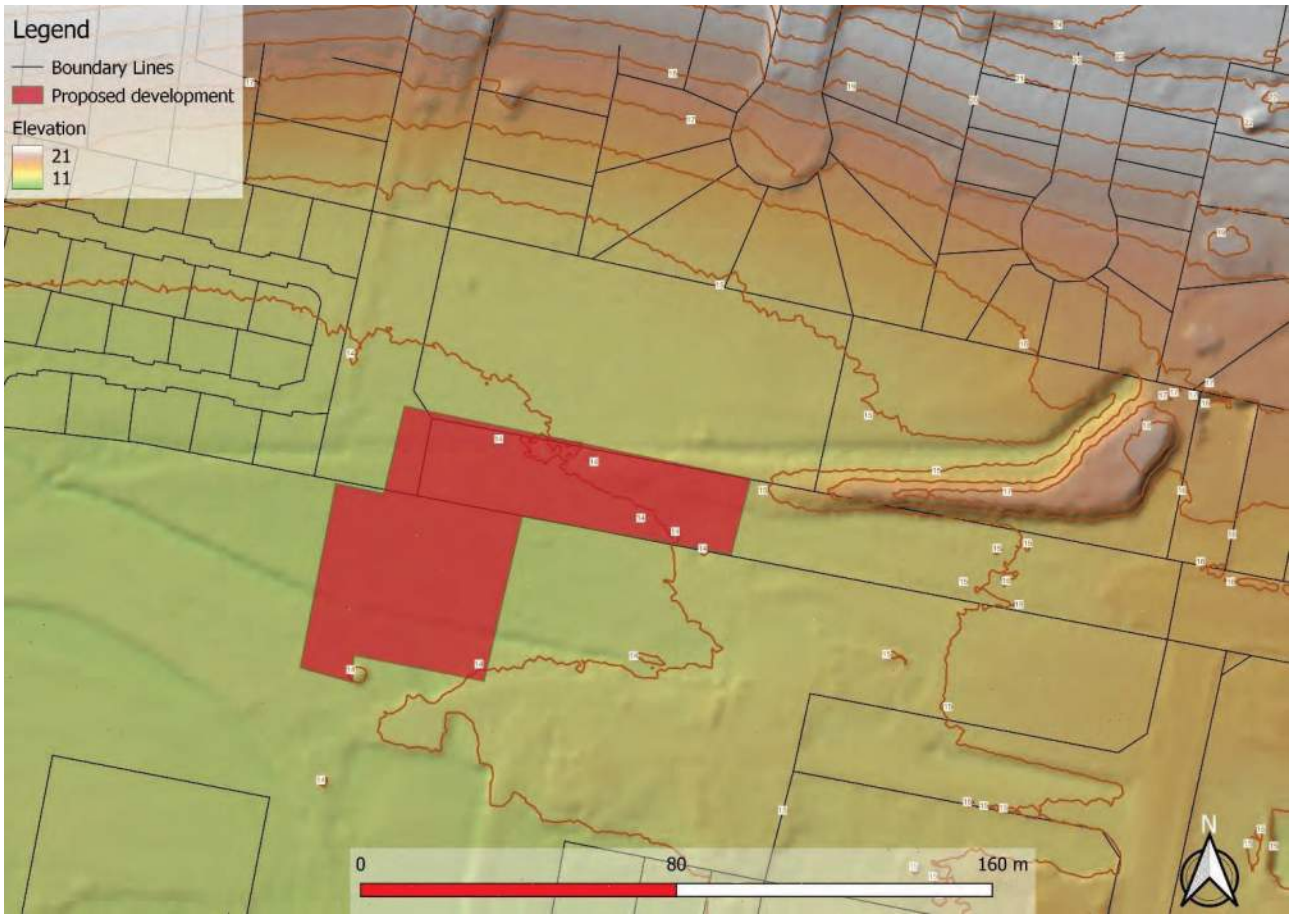


Figure 2. Stage 1 DEM Area

3. Proposal

3.1 Proposed Development

The proposed development consists of an addition of roofed areas within the lot, including an internal access road from the southern and northern sides of lot, a carpark, and paved pedestrian areas. Design of the development was undertaken by Sorell Council as shown in Figure 3.

Figure 3. Stage 1 Planning Design

4. Survey Data

All survey data was supplied by the client as a processed AutoCAD. The provided data has been incorporated into various software to undertake the analysis.

5. Stormwater Quantity

5.1 Catchment Analysis

The catchment was modelled using RAFTS Hydrology software within Infoworks ICM. RAFTS software uses the Laurenson runoff-routing method to calculate runoff using the catchment properties including size, slope and % impervious. This method is accepted within ARR2019 for areas larger than single dwelling lot.

5.2 Catchment Conditions

The development site of Sorell Public Plaza lies within a catchment area that extends from Horizon Drive to the site with an overall catchment area of approximately 9.5 ha. Refer to Figure 4 for detail.

Figure 4. Stage 1 Catchment Boundary (approximate boundary only)

5.3 Design Intensity Storms

Design storm durations and temporal pattern were calculated using Australian Rainfall and Runoff 2019 (ARR19) guidelines, running ten temporal pattern events through each duration to determine the worst-case duration using the median temporal pattern. Figure 5 below shows the worst-case 5% AEP rainfall event as the 25-minute storm, pattern number 3.

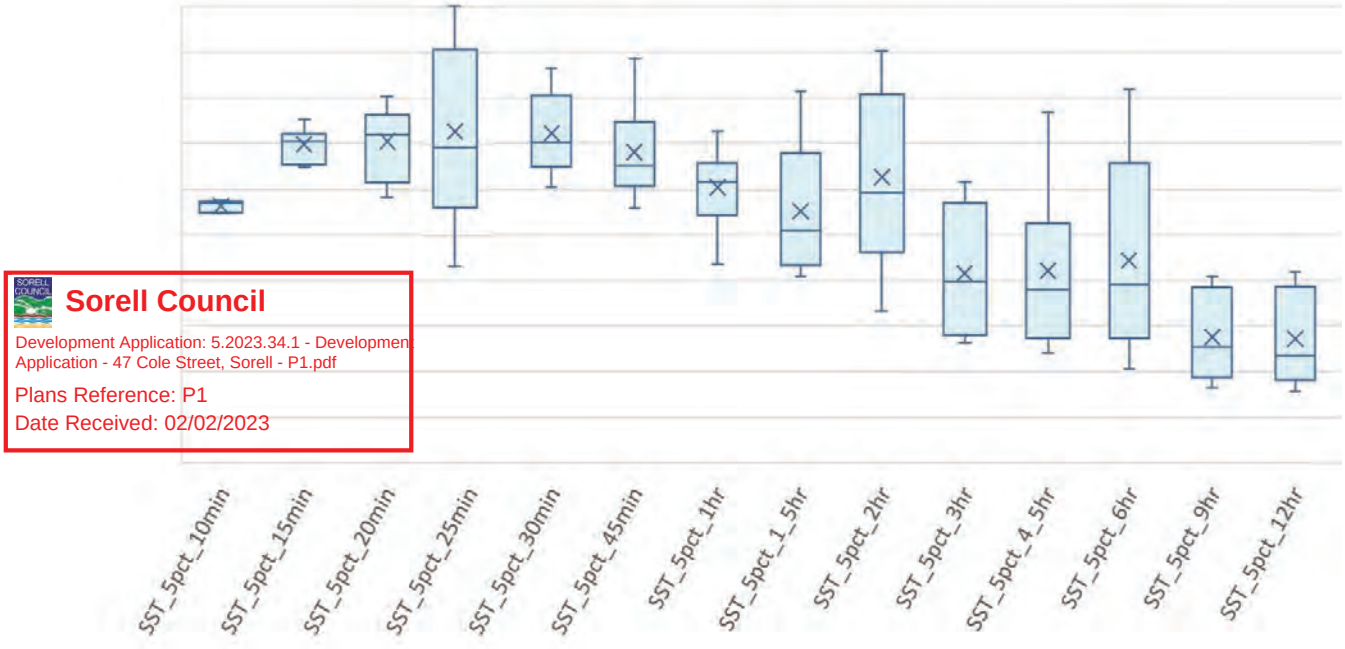


Figure 5. 5% AEP Flood Event Model, Box and Whisker Plot

5.4 Land use

Land use for both pre- and post-development were derived from plans and aerial imagery. Land use values are as follows in Table 1.

Table 1. Land Use Area

	Pre-Development		Post-Development	
Land Use	**Area (ha)**	**% Total land**	**Area (ha)**	**% Total land**
Total Impervious	0.0	0	0.21	88.02
Total Pervious	0.24	100	0.03	11.92

5.5 Manning's n and losses

Losses for this catchment were derived from ARR19 data hub. As per ARR19, losses were taken at 60% of prescribed value to account for effective impervious area. See Table 2 for loss values. Manning's n values were taken directly from best practice manuals as shown in Table 3.

Table 2. Runoff Coefficients

Surface	Initial losses (IL) mm	Continuing Losses (CL) mm/ hr
Pervious	18	2.5
Impervious	1	0

Table 3. Manning's N coefficients

Land Use	Manning's n
Roads	0.018
Open Channel	0.035
Rural	0.04
Residential	0.045
Parks	0.05
Buildings	0.3
Piped Infrastructure	0.013

5.6 Development Runoff

Stormwater runoff from the development site has been assessed under pre- and post-development models to determine the potential impact the development Sorell Public Plaza has on the immediate local flows. As per planning guidelines, it is a requirement that this does not deteriorate from pre to post development.

Using the above parameters, the site was calculated using Infoworks ICM software and ARR19 best practice manuals. Site characteristics for the pre- and post-development model are summarised in Table 4.

Table 4. Site Characteristics

Catchment	Area (ha)	Maximum Slope (%)	Total Land use pervious/ impervious (ha)	Storm duration and storm pattern
Pre-Development	0.24	11.25	0.24/ 0.0	5% 25-min pattern 3
Post-Development	0.24	11.25	0.03/ 0.21	5% 25-min pattern 3

6. Model Results

The residential pre- and post-development scenarios were calculated using Infoworks ICM software against the 5% AEP storm events. The storm durations were derived from the worst-case median temporal pattern for the event, which was 10 minutes duration.

The pre and post conditions can be seen in Figure 6 below, showing the peak discharge and increase in peak discharge from pre to post development.

Figure 6 below shows the pre- and post-development discharge curves which indicates the 5% AEP overland flow behaviour.

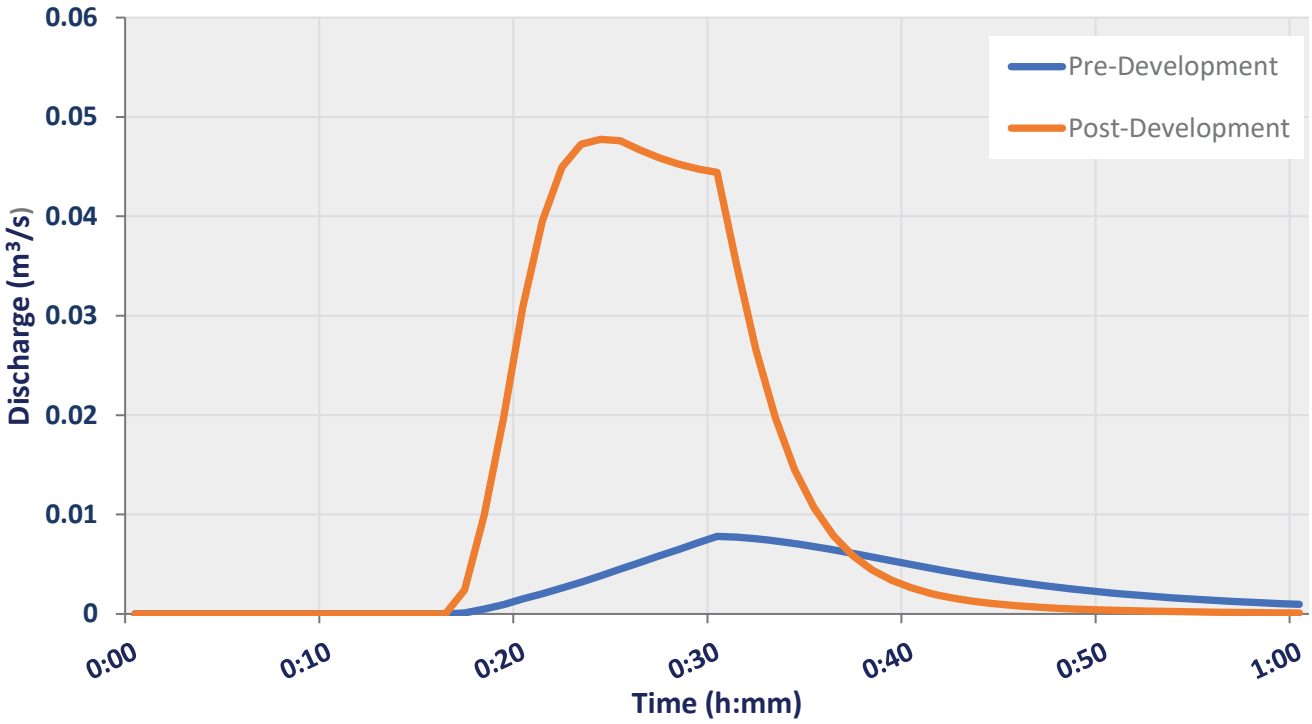


Figure 6. Site Discharge Curves Pre vs post-Development

As per section E7.0 of the Sorell Interim Planning Scheme 2015, the post-development allowable site discharge must not exceed the pre-development site discharge. As can be seen from Table 5, this is exceeded in the 5% AEP by a permissible site discharge of 12.23 L/s. Therefore, the site must detain the difference using an onsite stormwater detention (OSD) system.

Table 5. Discharge volume rates and required detention of pre-post scenarios in 5% storm

Design Event (AEP)	Permissible Site Discharge (L/s)	Post-development discharge (L/s)	Required Development Detention (L)
5%	12.23	71.15	23,540

6.1 On-Site Detention Sizing and Configuration

As shown in Table 5, the permissible site discharge is exceeded from the proposed development and needs to be detained or otherwise agreed. The sections below outline the storage requirements for this exceedance.

6.2 Development Detention

Stormwater from the roofed areas of the plaza and ground surfaces are serviced by a network of drainage pipes and several stormwater pits.

As can be seen from Table 5, after allowance has been made to detain impervious areas, the total volume discharged in the storm event still exceeds pre-development flows. Therefore, when referencing Table 5, the proposed development will require minimum detention of 23,540 L. Refer to "APPENDIX A Calculations".

All stormwater drainage will be directed to an onsite stormwater detention (OSD) system consisting of two tanks with a total 25,000 L capacity, located within the lot at the southern end of the plaza.

6.3 Maintenance

Detention tank associated maintenance is required to be completed once a year (unless otherwise specified). Refer to Table 11 for a detailed maintenance schedule.

6.4 1% AEP Overland Flow Path (OFP)

As per Sorell Council requirements, runoff for the 1% AEP is not required to be captured by infrastructure or detained onsite in an OSD. However, the 1% AEP storm must be able to drain through the site and not cause additional impedance on the neighbouring lots or future residents. Figure 7 below shows the pre-development overland flow path for the site in the event of a 1% AEP storm.

Figure 7. 1% AEP OFP Pre-Development

Post development flow paths can be seen in Figure 8. The introduction of the new building and driveway construction show no significant increase in flood depths within the lot boundary from the existing 1% AEP overland flow path. The slight increase in depth will be mitigated with the proposed dish drain, containing flood waters within the lot boundaries, demonstrating that the development has no impact on third-party property.

Figure 8. 1% AEP OFP Post-Development

6.5 Quantity Summary

The SWMP quantity report has been designed from the Sorell Interim Planning Scheme 2015 and best practice design and guidelines. The following is a summary of the requirements for stormwater management for the development of Sorell Public Plaza, Sorell.

1. The lot is required to detain any additional runoff from impervious areas from existing pre-development discharge.
2. Storage requirements from the proposed development would require 25,000 L of total detention volumes, contained in tanks to be situated within the lot.
3. The 1% AEP runoff overland flow paths can be directed from the development site via the unobstructed existing natural pathway.

7. Water Quality

Water quality modelling for the site has been undertaken with the urban stormwater improvement conceptualisation software MUSIC. The modelling conducted in MUSIC has been done in accordance with MUSIC Modelling Guidelines and the Tasmanian State Stormwater Strategy. This document provides a guide to water quality modelling methodology and outlines the assumptions that should be made when selecting input parameters.

Recommendations for the improvement of the water quality on site would include the diversion of stormwater flows from the subdivision to primary treatment system (treatment train). This would reduce the pollutants in the receiving waters further and be a safe design option if future usage of this sub catchment provides higher pollutant storm water runoff.

7.1 Stormwater Quality Treatment (construction phase)

During construction, many pollutants are generated from various sources. These pollutants can easily be captured in stormwater runoff and introduced into the downstream receiving environment polluting the waterways. Listed below are some of the main construction phase pollutants:

- Litter from construction – material packaging, paper, plastic, food packaging, off cuts etc.
- Sediment erosion and transports from excavated material and fresh surfaces.
- Hydrocarbons – equipment and machinery
- Toxic material – cement, solvents, paints, cleaning agents etc.
- pH altering substances – cement, cleaning agents etc.

Construction phase pollutants should be planned and mitigated for by a designed site-specific SWMP as part of the drawing set. This should detail controls including but not limited to:

- Diversion of upslope water (where applicable)
- Stabilised exit/ entry points
- Minimise site disturbance where possible
- Implement sediment control along downslope boundaries
- Appropriate location and protection for stockpiles
- Capture on-site runoff that may contain pollutants
- Maintain control measures
- Stabilise site after disturbance (revegetate etc.)

7.2 Stormwater Quality Modelling

Stormwater pollutant modelling for the Sorell Public Plaza development was undertaken using Model for Urban Stormwater Improvement Conceptualisation (MUSIC) software, version 6.3.0, under the guidelines of the State Stormwater Strategy and Interim Planning Scheme.

This model splits the catchment into the following typical areas:

- Residential Catchment
- Road Catchment (including bank runoff)

The following fraction impervious land areas has been adopted in the modelling as per the concept design measurements. See Table 6 below for fraction imperviousness (fi).

Table 6. Adopted Fraction Impervious

Catchment Area (ha)	Roof		Paved / Concrete		Carpark		Garden	
	Area (ha)	fi	Area (ha)	fi	Area (ha)	fi	Area (ha)	fi
0.24	0.07	1.0	0.09	0.9	0.05	0.9	0.03	0.0

7.3 Council Planning Quality Removal Standards

The TPS has adopted the pollutant removal targets and best practice from the State Stormwater Strategy 2010. See Table 7 for target removal rates.

Table 7. State Stormwater Strategy Pollutant Removal Targets

Parameter	Result Pollutant Retention on Developed Site
Total Suspended Solids (TSS)	80%
Total Phosphorous (TP)	45%
Total Nitrogen (TN)	45%
Gross Pollutants	90%

7.4 Treatment Train

To achieve stormwater pollutant removal targets outlined above and considering site constraints, this model utilised SPEL Hydrosystem (or similar) underground proprietary gross pollutant trap (GPT) (Figure 9). The treatment train consists of roads and houses draining through stormwater infrastructure to a single Hydrosystem (or similar) within the road reserve.

Properties of each treatment product can be seen in Table 8. Should an alternative similar product be selected it needs to have equal or greater removal properties.

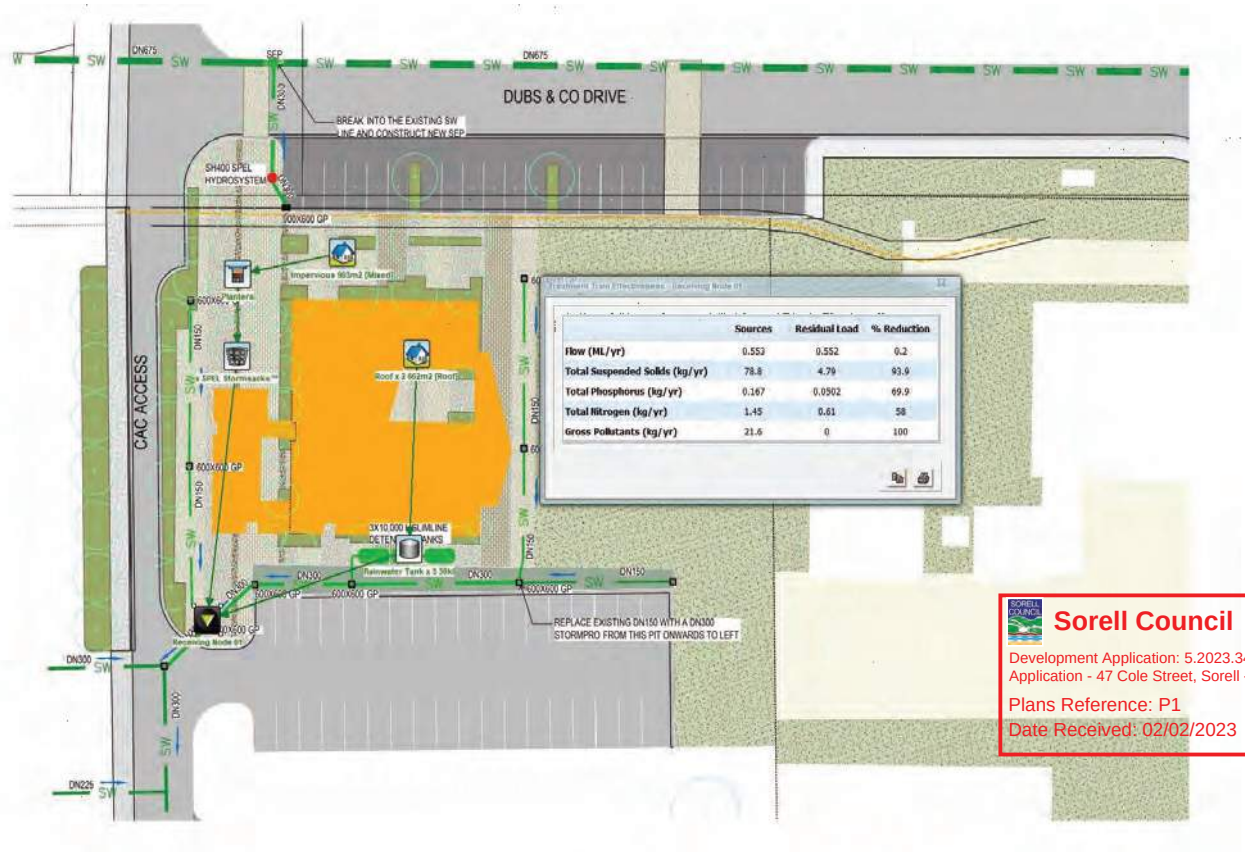


Figure 9. MUSIC Treatment Train Effectiveness Result for Area 1

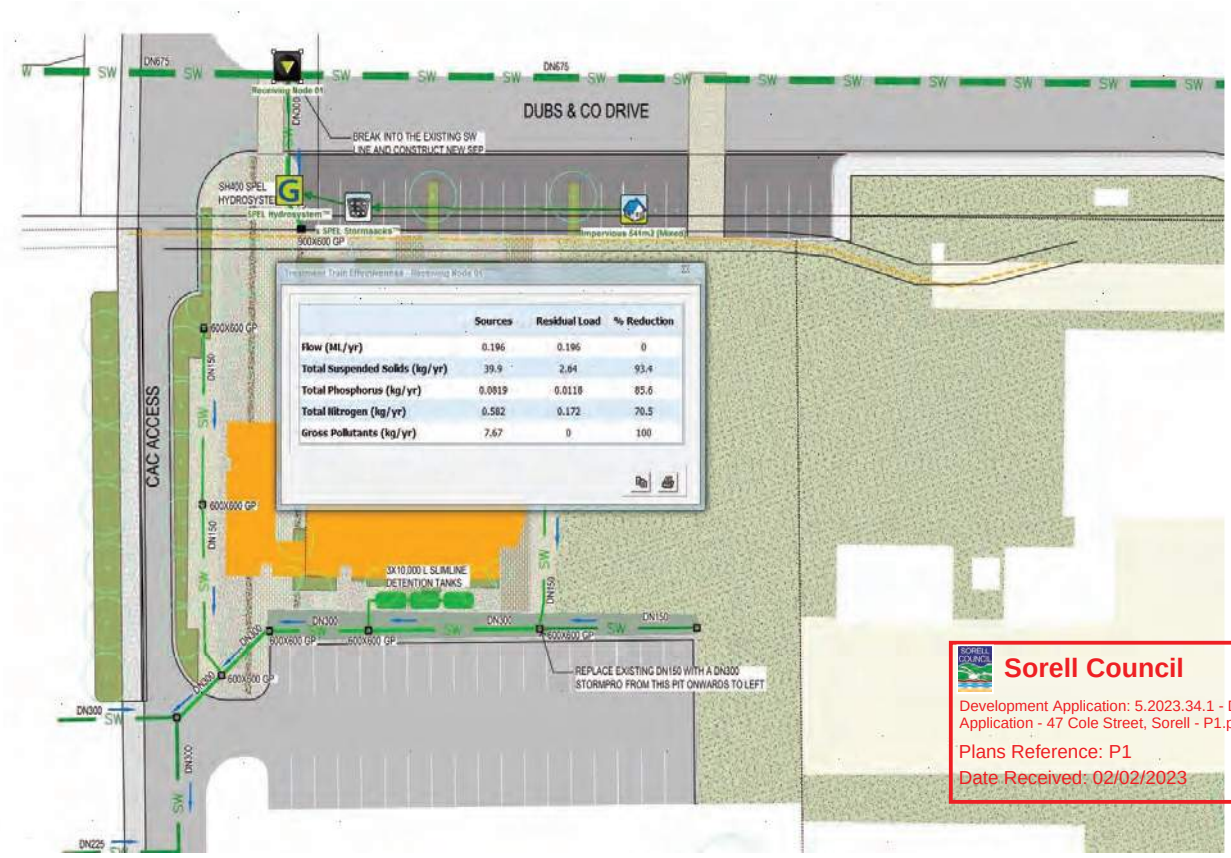


Figure 10. MUSIC Treatment Train Effectiveness Result for Area 2

Table 8. SPEL Hydrosystem Properties

Properties	SPEL Hydrosystem 3500
Are the proposed pollutant reduction efficiencies independently verified using a method suited to local conditions?	Y
Does the data provided include performance results under dry weather flows (to account for potential pollutant leeching?)	Y
It the assumed high-flow bypass rate consistent with manufacturer specifications?	Y
High Flow by-pass (m^3/s)	0.156
Low Flow (m^3/s)	0.003
Suspended Solids (TSS) Input (mg/L) Suspended Solids (TSS) Output (mg/L)	1000.00 150.00
Phosphorous (TP) Input (mg/L) Phosphorous (TP) Output (mg/L)	100.00 34.00
Nitrogen (TN) Input (mg/L) Nitrogen (TN) Output (mg/L)	100.00 57.00
Gross Pollutants (GP) Input (mg/L) Gross Pollutants (TP) Output (mg/L)	15.0 0.00

7.5 Quality Results

The MUSIC pollutant load reductions are detailed in Table 9 below. As can be seen when comparing the MUSIC results to the required state stormwater strategy target load reductions, the specified treatment train outlined above and as seen in Figure 9 show that all targets either meet or exceed state reduction targets.

Table 9. Pollutant Removal Achieved vs Targets

Parameter (kg/year)	Target Load Reduction (%)	MUSIC Modelled Load Reduction (%)		SW Targets Achieved (Y/N)
		Area 1	Area 2	
Total Suspended Solids (TSS)	80.0	93.9	93.4	Y
Total Phosphorous (TP)	45.0	69.9	85.6	Y
Total Nitrogen (TN)	45.0	58.0	70.5	Y
Total Pollutants (GP)	90.0	100.0	100.0	Y

Based on the water quality assessment using the MUSIC software, it is found that the pollutant reduction improvement can be achieved by adopting the Stormwater Quality Improvement Devices (SQIDs) specified in Table 10.

Table 10. Required SQIDS

Stormwater Quality Improvement Device	Quantity	
	Area 1	Area 2
SPEL Hydrosystem or Similar	-	1 Unit
SPEL Stormsacks or Similar	4 units	1 Unit
Slimline Rainwater Detention Tanks	1 x 15kL 1 x 10kL	-
Planters for Proposed Pervious Area	Y	N

7.6 SQID Maintenance

To ensure ongoing operation of all treatment systems, the Council would be required to perform regular maintenance on all treatment devices to ensure they remain in good working order. This would include, but not be limited to, the information described in Table 11.

Table 11. Concept Maintenance Plan

Task	Action	Frequency
General Cleaning	Clear all debris/pollutants from gutters and tank filters, ensure operational	Every 3 months
Specialised cleaning and inspection	Inspect all gutters, downpipes, inflow, and outflow – clean and flush if required. Visually inspect all filters and main device/tank for defects. Replace if required.	Yearly
Maintenance	Perform detailed inspection and maintenance of tanks, and associated infrastructure by a qualified person.	Every 5 years

The above maintenance plan is generic and based on removal rates and best practice advice. Specific maintenance plans should be created for each specific device upon purchasing or confirmation of design.

7.7 Quality Summary

Flüssig Engineers recommends the following be undertaken to ensure the ongoing stormwater quality from the developed site:

1. Construction quality control should be implemented to prevent pollution during construction.
2. Installation of treatment devices in the order specified in this document (Figure 9 + Figure 10), not including individual lot devices.
3. Maintenance plans need to be created and adhered to ensure the ongoing operation of the systems.

Flüssig Engineers note that some of the specified treatment products are proprietary products and although suitable in this instance, does not limit the developer to this product. However, any product selected by the developer should meet removal properties of these products for the MUSIC model to be valid.

Flüssig Engineers notes that the installation of SQIDs may not be feasible due to site restrictions. Should this be the case, Flüssig Engineers recommends a contribution to Council for improvements to public stormwater treatment systems downstream be made in lieu of the installation of SQIDs.

8. Conclusion

The post-development quantity and quality scenarios for the Stormwater Management Plan for Sorell Public Plaza have been investigated. Post-development quantity and quality have been assessed against the Sorell Interim Planning Scheme 2015 Planning Conditions, and the State Stormwater Strategy to ensure the post-development flows meet specified standards.

The following conclusions were derived in this report:

1. A comparison of the post-development peak flows for the 5% AEP storm event were undertaken against the pre-development flows, resulting in an increase in site discharge.
2. Rainwater detention tanks collectively totalling 25,000 L detention are required for the 5% storm runoff for the proposed plaza development and associated infrastructure.
3. The 1% OFP was assessed through the site and shows that natural flow path flows through the site and onto adjacent roads.
4. SQIDS designed and sized using MUSIC can achieve required pollutant removal through the installation of treatment devices.

Under the Stormwater Management Plan, the development site will meet current specified standards for both quantity and quality control.

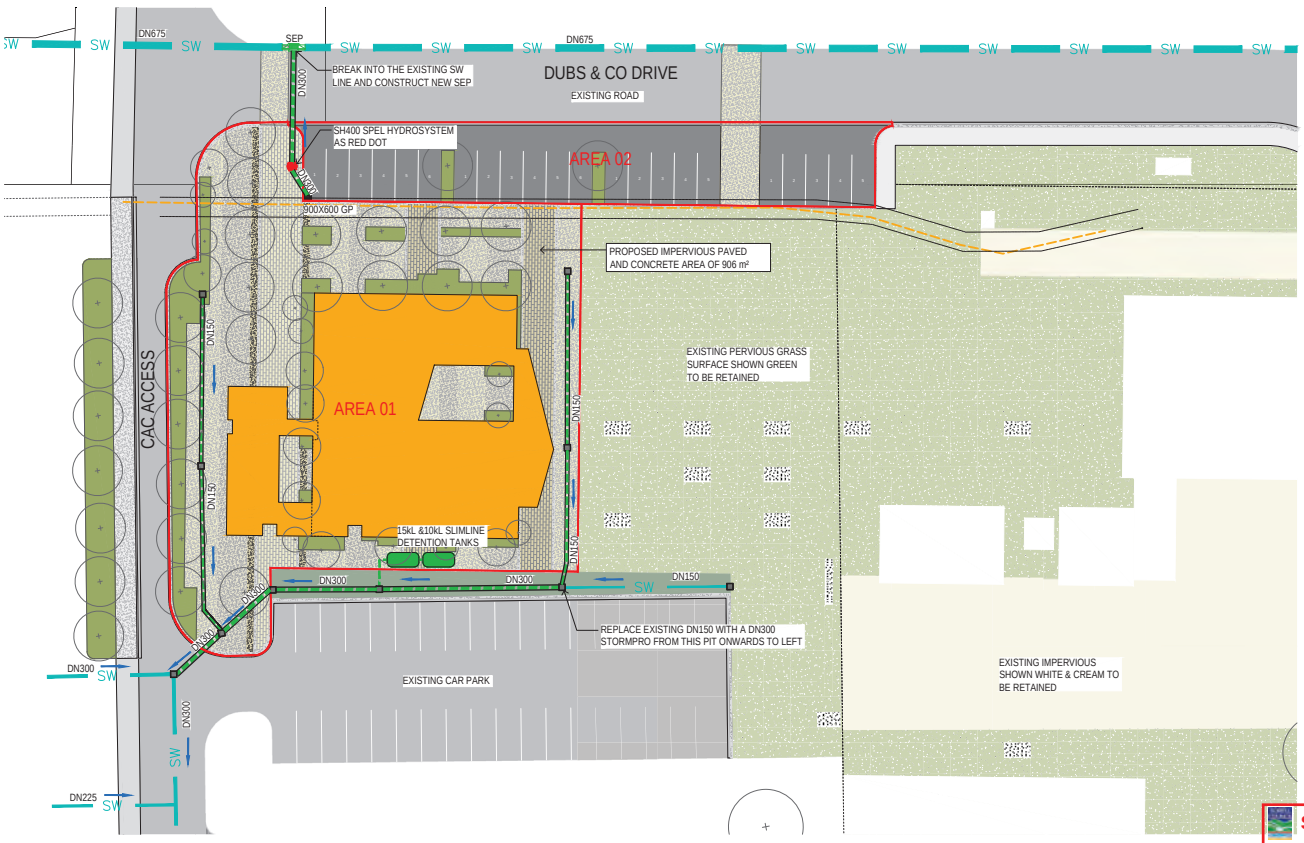
9. Limitations

Flüssig Engineers were engaged by the developer of Sorell Public Plaza, Sorell for the purpose of a site-specific stormwater management plan as per E7.0 of the Sorell Interim Planning Scheme 2015. This study is deemed suitable for purpose at the time of undertaking the study. If conditions of the subdivision change, the plan will need to be reviewed against all changes.

This report is to be used in full and may not be used in part to support any other objective other than what has been outlined within, unless specific written approval to do otherwise is granted by Flüssig Engineers.

Flüssig Engineers accepts no responsibility for the accuracy of third-party documents supplied for the purpose of this stormwater management plan.

APPENDIX A – On-site Detention Concept Design



LEGEND

- NEW SOTRMWATER PIPE. PIPES TO BE SN8 UNLESS NOTED OTHERWISE
- EXISTING STORMWATER PIPE
- STORMWATER FLOW DIRECTION
- GP-GRATED STORMWATER PIT. 600X600 CLASS A UNLESS NOTED OTHERWISE
- 25,000L RAINWATER STORAGE & DETENTION TANK.DN50 UNDERFLOW AND DN150 OVERFLOW

SITE AREA = 2,396 m²

REFER TO THE DRAWING FOR PROPOSED IMPERVIOUS PAVED & CONCRETE AREA OF 906 m²

- PROPOSED IMPERVIOUS ROOF AREA 662 m²
- PROPOSED PERVIOUS AREA 287 m²
- PROPOSED IMPERVIOUS CARPARK AREA 541 m²

STORMWATER MANAGEMENT PLAN

SCALE 1:400

Sorell Council

Development Application: 5.2023.34.1 - Development Application - 47 Cole Street, Sorell - P1.pdf

Plans Reference: P1

Date Received: 02/02/2023

NOT FOR CONSTRUCTION

PRELIMINARY ONLY - SUBJECT TO REVIEW AND CERTIFICATION

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STATUS: CONCEPT

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CLIENT: SORELL COUNCIL

PROJECT: STORMWATER DESIGN & ANALYSIS

SITE: 47 COLES STREET SORELL

TITLE: STORMWATER MANAGEMENT PLAN

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:400	03/11/2022	MA	MM

PROJECT NO:	DRAWING NO:	REVISION:
FE-22126	C-100	00

APPENDIX A – On-site Detention Calculations

STORMWATER DETENTION V5.04

Flussig Engineers

Location: Sorell, TAS
Site: 2109m² with tc = 20 and tcs = 15 mins.
PSD: AEP of 5%, Above ground PSD = 8.33L/s
Storage: AEP of 5%, Above ground volume = 23.54m³

Design Criteria

(Custom AEP IFD data used)

Location = Sorell, TAS
Method = E (A)RI 2001,A(E)P 2019

PSD annual exceedance probabiliy (APE) = 5 %
Storage annual exceedance probabiliy (APE) = 5 %

Storage method = A (A)bove,(P)ipe,(U)nderground,(C)ustom

Site Geometry

Site area (As) = 2109 m² = 0.2109 Ha
Pre-development coefficient (Cp) = 0.30
Post development coefficient (Cw) = 0.93

Total catchment (tc) = 20 minutes
Upstream catchment to site (tcs) = 15 minutes

Coefficient Calculations

Pre-development

Zone	Area (m²)	C	Area * C
Concrete	0	0.90	0
Roof	0	1.00	0
Gravel	0	0.50	0
Garden	2109	0.30	633
Total	2109 m²		633

Cp = ΣArea*C/Total = 0.300

Post development

Zone	Area (m²)	C	Area * C
Concrete	1447	0.90	1302
Roof	662	1.00	662
Gravel	0	0.50	0
Garden	0	0.30	0
Total	2109 m²		1964

Cw = ΣArea*C/Total = 0.931

Permissible Site Discharge (PSD) (AEP of 5%)

PSD Intensity (I) = 45.5 mm/hr For catchment tc = 20 mins.
Pre-development (Qp = Cp*I*As/0.36) = 8.00 L/s
Peak post development (Qa = 2*Cw*I*As/0.36) = 49.68 L/s =(1.091 x I) Eq. 2.24

Storage method = A (A)bove,(P)ipe,(U)nderground,(C)ustom
Permissible site discharge (Qu = PSD) = 8.327 L/s

Above ground - Eq 3.8

$0 = PSD^2 - 2*Qa/tc*(0.667*tc*Qp/Qa + 0.75*tc+0.25*tcs)*PSD + 2*Qa*Qp$

Taking x as = PSD and solving
a = 1.0 b = -103.8 c = 795.2
PSD = $-b \pm \sqrt{(b^2-4ac)}/(2a)$
PSD = 8.327 L/s

Below ground pipe - Eq 3.3

$Qp = PSD*[1.6*tcs/\{tc*(1-2*PSD/(3*Qa))\}-0.6*tcs^{2\cdot67}/\{tc*(1-2*PSDp/(3*Qa))\}^{2\cdot67}]$
= 8.00
PSD = 8.262 L/s

Below ground rectangular tank - Eq 3.4

t =tcs/(tc*(1-2*PSD/(3*Qa))) = 0.840
$Qp = PSD*[0.005-0.455*t+5.228*t^2-1.045*t^3-7.199*t^4+4.519*t^5]$
= 8.00
PSD = 8.018 L/s

STORMWATER DETENTION V5.04

Flussig Engineers

Design Storage Capacity (AEP of 5%)

Above ground (Vs) = $[0.5*Qa*td-[(0.875*PSD*td)(1-0.917*PSD/Qa)+(0.427*td*PSD^2/Qa)]]*60/10^3$ m^3 Eq 4.23
Below ground pipe (Vs) = $[(0.5*Qa-0.637*PSD+0.089*PSD^2/Qa)*td]*60/10^3$ m^3 Eq 4.8
Below ground rect. tank (Vs) = $[(0.5*Qa-0.572*PSD+0.048*PSD^2/Qa)*td]*60/10^3$ m^3 Eq 4.13

td (mins)	I (mm/hr)	Qa (L/s)	Above Vs (m^3)	Pipe Vs (m^3)	B/G Vs (m^3)
5	86.9	94.8	12.12		
13	57.7	62.9	19.18		
17	49.9	54.5	20.84		
21	44.3	48.3	21.92		
26	39.0	42.5	22.77		
30	35.8	39.0	23.19		
34	33.1	36.1	23.44		
38	30.9	33.7	23.57		
42	29.0	31.7	23.61		
46	27.4	29.9	23.58		

Table 1 - Storage as function of time for AEP of 5%

Type	td (mins)	I (mm/hr)	Qa (L/s)	Vs (m^3)
Above	36.5	31.7	34.6	**23.54**
Pipe				
B/ground				

Table 2 - Storage requirements for AEP of 5%

Frequency of operation of Above Ground storage

Qop2 = 0.75 Cl 2.4.5.1
Qp2 =Qop2*Qp1 (where Qp1=PSD) = 6.25 L/s at which time above ground storage occurs
I = 360*Qp2/(2*Cw*As*10^3) = 5.7 mm/h Eq 4.24

Period of Storage

Time to Fill:

Above ground (tf) = td*(1-0.92*PSD/Qa) Eq 4.27
Below ground pipe (tf) = td*(1-2*PSD/(3*Qa)) Eq 3.2
Below ground rect. tank (tf) = td*(1-2*PSD/(3*Qa)) Eq 3.2

Time to empty:

Above ground (te) = $(Vs+0.33*PSD^2*td/Qa*60/10^3)*(1.14/PSD)*(10^3/60)$ Eq 4.28
Below ground pipe (te) = $1.464/PSD*(Vs+0.333*PSD^2*td/Qa*60/10^3)*(10^3/60)$ Eq 4.32
Below ground rect. tank (te) = $2.653/PSD*(Vs+0.333*PSD^2*td/Qa*60/10^3)*(10^3/60)$ Eq 4.36

Storage period (Ps = tf + te) Eq 4.26

Type	td (mins)	Qa (L/s)	Vs (L/s)	tf (mins)	te (mins)	Ps (mins)
Above	36.5	34.6	23.5	28.4	57.0	85.4
Pipe						
B/ground						

Table 3 - Period of Storage requirements for AEP of 5%

Orifice

Permissible site discharge (Qu=PSD) = 8.33 L/s (Above ground storage)
Orifice coefficient (CD) = 0.6 For sharp circular orifice
Gravitational acceration (g) = 9.81 m/s^2
Maximum storage depth above orifice (H) = 2200 mm
Orifice flow (Q) = CD*Ao*√(2*g*H)

Therefore:
Orifice area (Ao) = 2112 mm^2
Orifice diameter (D = √(4*Ao/π)) = 51.9 mm

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Attachment to item number 4.2 -

Loci Architecture Planning Report

loci architecture + planning

PLANNING REPORT – SORELL FUNCTION CENTRE – PEMBROKE PARK, SORELL

Address:	**Pembroke Park, 7 Tasman Highway, Sorell, TAS 7172**
Title:	**CT-35403/1**
Application No.:	**N/A**
Zone:	**Recreation Zone**
Codes:	**Parking & Sustainable Transport Code,** **Signs Code,** **Flood Prone Areas Code,** **Airport Obstacle Limitation Area Code.**
Specific Area Plans:	**N/A**
Date Produced:	**26.01.2023**
Key Policies & Mechanisms:	**Land Use Planning and Approvals Act 1993;** **Tasmanian Planning Scheme;** **Sorell Local Provisions Schedule;** **AS/NZS 1158.3.1:2020;** **AS/NZS 2890.1;** **AS/NZS 2890.6:2009.**
Author:	**Jonathan Blood** **for Loci Architecture & Planning**

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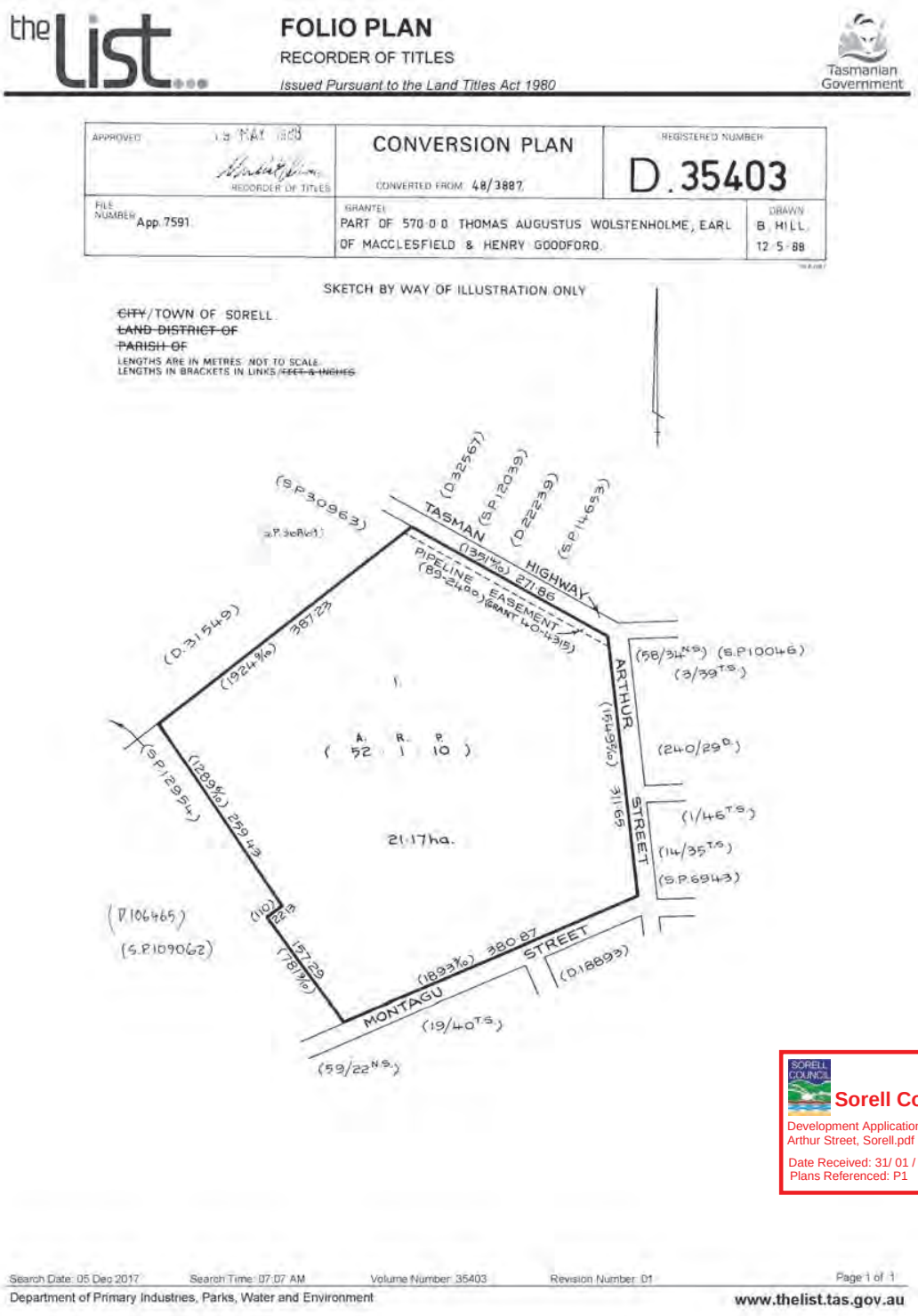
DESCRIPTION OF SUBJECT SITE AND ENVIRONS

Figure 01- Aerial image of site and surrounding environs.

Pembroke Park is a community precinct catering for the Sorell population, including football and cricket facilities, changerooms, Pembroke Stadium, netball courts, and skateboarding ramp. The site is bounded by the Tasman Highway to the northeast, Arthur Street to the east, and Montagu Street to the south. The site is an roughly pentagonal shape described by Title Plan 35403/1 (refer Figure 02. The total site area is 21.17ha.

In accordance with the Tasmanian Planning Scheme (the Scheme) the subject site is zoned Recreation Zone. The site is also subject to the Signs Code, Parking and Sustainable Transport Code, Flood-Prone Areas Hazards Code, Bushfire-Prone Areas Code, and Safeguarding of Airports Code.

Figure 02- Title Plan for Pembroke Park:



EXISTING USE & PROPOSAL

The portion of the subject site where the development is proposed is currently occupied by the Sorell Football Clubrooms. The proposal is for the addition of a function centre development built over the existing building. The function centre is proposed to be approximately 405m2, including and supporting amenities (refer Appendix 03).

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28.0 RECREATION ZONE

The subject site is classified Recreation Zone under the Scheme, as identified by the Land Information System Tasmania (refer Figure 03):

Figure 03- Pembroke Park Recreation Zone (coloured green):

Part 28.2 Use Table:

The proposed use is *Community Meeting & Entertainment*, which is a Discretionary Use in the Recreation Zone under Table 28.2 of the Scheme.

Compliance:

Community Meeting & Entertainment is a Discretionary Use in the Recreation Zone. As such it is required to be assessed against the Use Standards in Part 28.3 of the Scheme:

28.3.1 Sports and Recreation and Discretionary uses

Objective:	
That uses do not cause an unreasonable loss of amenity to residential zones.	
Acceptable Solutions	**Performance Criteria**
A1 Hours of operation for Sports and Recreation and uses listed as Discretionary, excluding Emergency Services or Visitor Accommodation, must be within the hours of: (a) 8.00am to 10.00pm if within 50m of a General Residential Zone, Inner Residential Zone or Lov Density Residential Zone; or (b) 6.00am to midnight otherwise.	**P1** Hours of operation for Sports and Recreation and uses listed as Discretionary, excluding Emergency Services or Visitor Accommodation, must not cause an unreasonable loss of amenity to adjacent sensitive uses having regard to: (a) the timing, duration or extent of vehicle movements; (b) noise, lighting or other emissions; (c) the nature and intensity of the proposed use; (d) the characteristics and frequency of any emissions generated; (e) the existing levels of amenity; and (f) set up, testing and removal of event related equipment.
A2 Flood lighting of Sports and Recreation facilities within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not operate between 11.00pm and 7.00am. Sorell Council Development Application: Development Application - 11 Arthur Street, Sorell.pdf Date Received: 31/ 01 / 2023 Plans Referenced: P1	**P2** Flood lighting of Sports and Recreation facilities within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone, having regard to: (a) the necessity of floodlighting for the Sports and Recreation use; (b) the frequency of the Sports and Recreation event; (c) whether the event is of a special nature; (d) the duration of the event; (e) any lighting required to set up and pack up for the event.
A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for	**P3** Commercial vehicle movements and the unloading and loading of commercial vehicles

Sports and Recreation and uses listed as Discretionary, excluding Emergency Services, within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must be within the hours of: (a) 7.00 am to 6.00 pm Monday to Friday; and (b) 8.00 am to 5.00 pm Saturday, Sunday or public holidays.	for Sports and Recreation and uses listed as Discretionary, excluding Emergency Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone, having regard to: (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring by the commercial vehicles, including the amount of reversing (including associated warning noise); (e) any noise mitigation measures between the vehicle movement areas and the residential zone; and (f) the existing levels of amenity.

Compliance:

The proposed development is over 100 metres from the nearest residential zone. The hours of operation are proposed to be between 6am and midnight. No flood lighting is proposed. There is no commercial vehicle movements proposed outside of the times required by A3. The proposal is considered to comply with the requirements of the Acceptable Solutions A1, A2, & A3 of Part 28.3.1 of the Scheme.

Part 28.4 Development Standards for Buildings & Works:

The proposed building must comply with the requirements of 28.4 of the Scheme, as discussed below:

28.4.1 Building height, setback and siting

Objective:	
That building height, bulk, form and siting: (a) does not cause unreasonable loss of amenity to adjacent properties; and (b) minimises opportunities for crime and anti-social behaviour through setback of buildings.	
Acceptable Solutions	**Performance Criteria**
A1 Building height must be not more than 10m.	**P1** Building height must not cause unreasonable loss of amenity to adjacent properties, having regard to: (a) the topography of the site; (b) the height, bulk and form of existing buildings on the site and adjacent properties; (c) the bulk and form of proposed buildings; (d) the requirements of the proposed use; (e) sunlight to private open space and windows of habitable rooms of dwellings on adjoining properties; (f) the privacy of the private open space and windows of habitable rooms of dwellings on adjoining properties; (g) any overshadowing of adjacent public places; and (h) if an existing major sporting facility, the impact of the proposed height on existing development in the surrounding area.
A2 Buildings must have a setback from a frontage of: (a) not less than 5m; or (b) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, whichever is the lesser.	**P2** Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behavior, having regard to: (a) providing for small variations in building alignment to break up long building façades;

	(b) providing for variations in building alignment to provide for a forecourt or space for public use, such as outdoor dining or landscaping; (c) the avoidance of concealment spaces; (d) the ability to achieve passive surveillance; and (e) the availability of lighting.
A3 Buildings must have a setback from side and rear boundaries adjoining a General Residential Zone, Inner Residential Zone or Low Density Residential Zone not less than: (a) 3m; or (b) half the wall height of the building, whichever is the greater.	**P3** Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties in a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms of dwellings and private open space of dwellings; (b) overlooking and reduction of privacy to adjoining properties; or (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
A4 Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.	**P4** Air conditioning, air extraction, pumping, heating or refrigeration systems, compressors or generators within 10m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to sensitive uses, having regard to: (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site; and (d) any mitigation measures proposed.

Compliance:

The proposed building is less than 10 metres in height. The setback from all boundaries exceeds 100 metres. The proposal is considered to comply with the Acceptable Solutions A1, A2, A3, & A4 of Part 28.4.1 of the Scheme.

28.4.2 Outdoor storage areas

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

Compliance:

Outdoor bin storage is proposed to be concealed behind a 1900mm high timber batten screen. The proposal is considered to comply with Acceptable Solutions A1 of Part 28.4.2 of the Scheme.

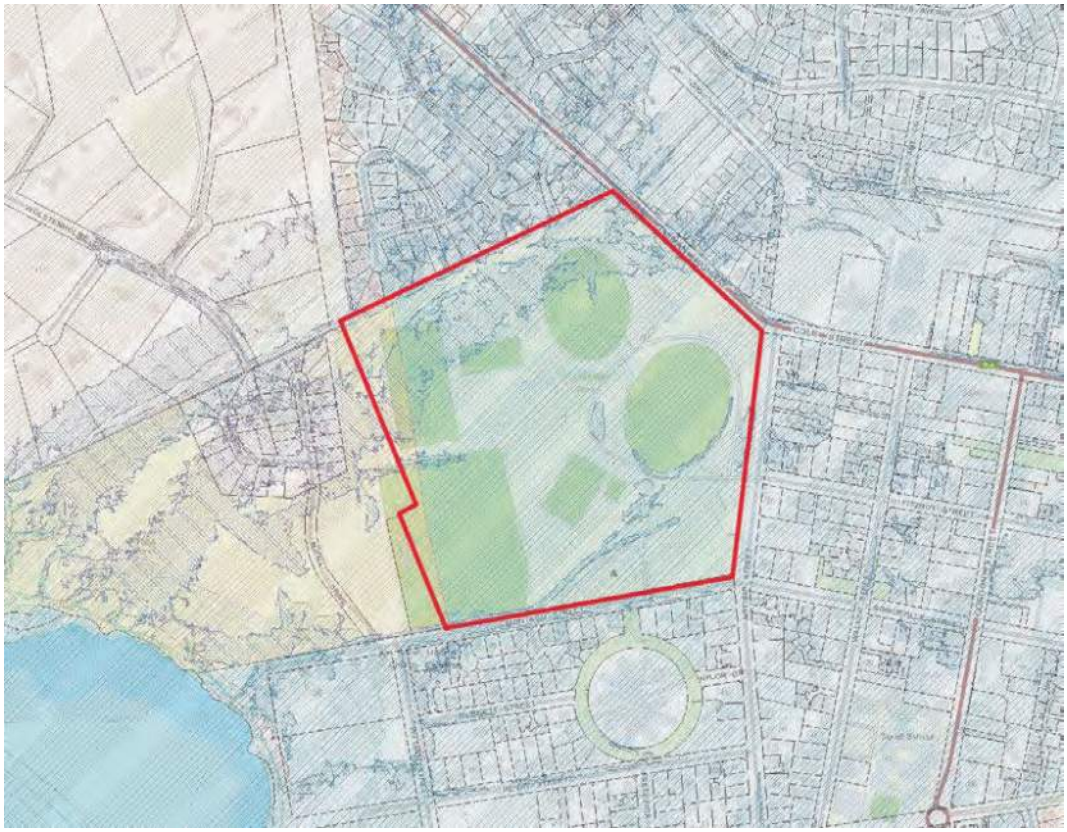
PART C - CODES

The subject site has five applicable Codes under the Scheme, as identified by the Land Information System Tasmania (refer Figure 04):

- C1.0 Signs Code;
- C2.0 Parking and Sustainable Transport Code;
- C12.0 Flood-Prone Areas Hazard Code;
- C13.0 Bushfire-Prone Areas Code;
- C16.0 Safeguarding of Airports Code.

However, the Bushfire-Prone Areas Code is only present in the far west edge of the site, well away from the proposed development.

Figure 04 – Codes on subject site:



C1.0 SIGNS CODE

Proposed signage will comply with the exemptions listed in *Table C1.4 Exempt Signs,* as such it will not require a planning permit:

Table C1.4 Exempt Signs

Sign Type	Requirements
awning fascia sign	Must: (a) have a maximum vertical dimension of 250mm and not project above or below the fascia of the awning to which it is attached; (b) not be closer than 450mm from a vertical projection of the kerb alignment of any road; (c) have a minimum height above ground level of 2.4m; (d) not be an illuminated sign or third party sign; and (e) not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
business directory	Must: (a) not be placed on the exterior of a building but may be placed within a recessed entrance or doorway and must not project beyond the face of the building; (b) have a maximum vertical dimension of 2m; (c) have a maximum horizontal dimension of 600mm; (d) not be an illuminated sign or third party sign; and (e) not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
building site sign	Must only be displayed during construction works.
bunting (flag and decorative elements)	Must not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
community information sign	No requirements.
election sign	Must: (a) not encroach on any road or other public land; (b) have a maximum area of 1.5m²; (c) not be erected more than 8 weeks before the polling date; and (d) be removed within 7 days after the polling date.

flag	Must: (a) be limited to 2 flags per site; (b) have a minimum clearance above ground level of 2.4m; and (c) have a maximum area of 2m² for each flag.
interpretive sign	Must have a maximum area of 2m².
name plate	Must: (a) be located at the entrance to the building; (b) have a maximum area of 0.5m²; (c) not be an illuminated sign or third party sign; and (d) not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
portable sign	No requirements.
real estate sign	Must: (a) be erected only on the land for which the property is for let, lease or for sale; and (b) be removed within 7 days of the property being sold, leased or let.
regulatory sign	No requirements.
sports ground sign	Must not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.
statutory sign	No requirements.
temporary sign	Must: (a) have permission from the landowner to erect the sign; (b) have a maximum area of 2.0m² (c) be displayed for no longer than 30 days before the event; (d) be removed within 7 days of the events completion; (e) not be located within a road; (f) not be attached to a local heritage place listed in the Local Historic Heritage Code; (g) not be attached to trees or other similar vegetation; and (h) be displayed for a maximum of four months.
tourism information sign	Must have written approval from the relevant road authority.

window sign	Must: (a) not occupy an area of more than 10% of each window area; (b) be on or behind a ground floor level window; (c) not be an illuminated sign or third party sign; and (d) not be located on a site that is a local heritage place, in a local heritage precinct or local heritage landscape precinct listed under the Local Historic Heritage Code.

C2.0 PARKING AND SUSTAINABLE TRANSPORT CODE

Parking and Sustainable Transport Code is applicable to all developments. The requirements are unpacked below:

Part C2.5 Use Standards:

The proposed building must comply with the requirements of C2.5 of the Scheme, as discussed below:

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 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	**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: (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: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale

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.	and nature of the use and development. **P1.2** The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.

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: (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: (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.

C2.5.3 Motorcycle parking numbers

Objective:	
That an appropriate level of motorcycle parking spaces are 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: (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: (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.

Table C2.1 Parking Space Requirements

Under Table C2.1 of the Scheme *Community Meeting & Entertainment* (Function Centre) Use requires one car space for ever 15m2 of floor area or one space per 3 seats, whichever is greater. For a floor area of approximately 405m2 the required number of spaces is 27. Additionally, one bicycle space per 50m2 of floor area is required, equalling 9 bicycle spaces. Table C2.4 requires one motorcycle space for a carpark with 21 – 40 spaces.

Compliance:

The proposal includes 33 car spaces, a ten-bicycle space rack, and two motorcycle space. It is considered to comply with the Acceptable Solutions of Parts C2.5.1, C2.5.2, & C2.5.3 of the Scheme.

Part C2.6 Development Standards for Buildings & Works:

The proposed building must comply with the requirements of C2.6 of the Scheme, as discussed below:

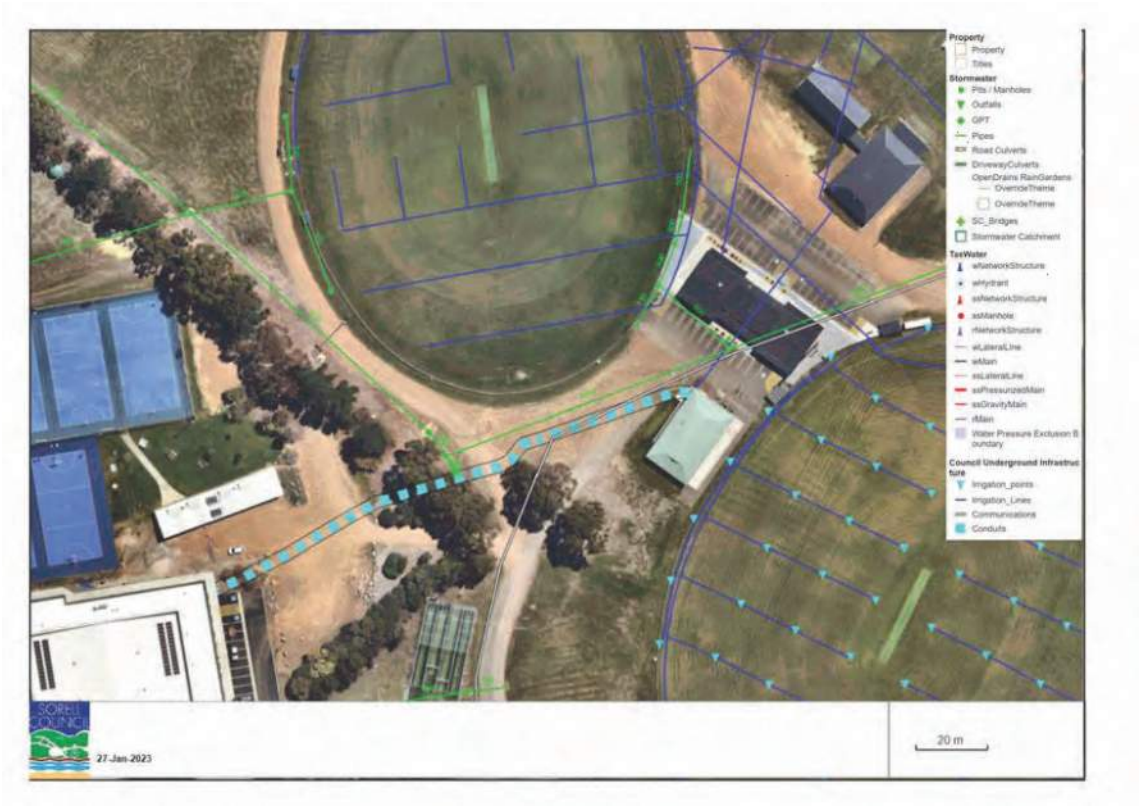
C2.6.1 Construction of parking areas

Objective:	
That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	**Performance Criteria**
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (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.	**P1** All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Compliance:

The proposal includes an asphalt sealed car parking area, with stormwater to be collected by Pembroke Park's stormwater infrastructure (refer Figure 05). The proposal is considered to comply with A1 of C2.6.1 of the Scheme.

Figure 05 – Pembroke Park stormwater infrastructure:



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**
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6.* **A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main	**P1** All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of *Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street car parking* and *AS 2890.2 -2002 Parking facilities, Part 2: Offstreet commercial vehicle facilities.* Sorell Council Development Application: Development Application - 11 Arthur Street, Sorell.pdf Date Received: 31/ 01 / 2023 Plans Referenced: P1

entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities*	

Compliance:

The proposed car parking area is designed to comply with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities*; and Table C2.2 of the Scheme. The proposal is considered to comply with P1 & A1.2 of C2.6.2 of the Scheme.

C2.6.3 Number of accesses for vehicles

Objective:	
That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.	
Acceptable Solutions	**Performance Criteria**
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater	**P1** The number of accesses for each frontage must be minimised, having regard to: (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.
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	**P2** Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.

Compliance:

The subject site is in the Recreation Zone. The proposed car parking area utalises existing accesses. Subsequently, the proposal is considered to comply with A1 & A2 of C2.6.3 of the Scheme.

C2.6.5 Pedestrian access

Objective:	
That pedestrian access within parking areas is provided in a safe and convenient manner.	
Acceptable Solutions	**Performance Criteria**
A1.1 Uses that require 10 or more car parking spaces must: (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: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **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.	**P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.

Compliance:

The proposal includes footpaths compliant with the Acceptable Solutions A1.1(a) & A1.2 of C2.6.5. It is recommended a condition be included in the Planning Permit to require signage and markings to comply with A1.1(b).

C12.0 FLOOD-PRONE AREAS HAZARDS CODE

Pembroke Park is subject to the Flood-Prone Areas Hazard Code as identified on the Land Identification System Tasmania (refer Figure 06).
The requirements of the Code and subsequent compliance are discussed below:

Figure 06 – Flood-Prone Areas Hazards Code on subject site:

C12.5.1 Uses within a flood-prone hazard area

Objective:	
That a habitable building can achieve and maintain a tolerable risk from flood.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1.1** A change of use that, converts a non-habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to: (a) the location of the building; (b) the advice in a flood hazard report; and (c) any advice from a State authority, regulated entity or a council. **P1.2** A flood hazard report also demonstrates that: (a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or (b) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Compliance:

Sorell Council has planned works to mitigate the flooding potential of Pembroke Park. Notwithstanding, the proposal is predominantly a first-floor development and away from the Flood-Prone Hazard Area Code shown in Figure 05.

C12.6.1 Buildings and works within a flood-prone hazard area

Objective:
That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.

Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1.1** Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. **P1.2** A flood hazard report also demonstrates that the building and works: (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Compliance:

Sorell Council has planned works to mitigate the flooding potential of Pembroke Park. Notwithstanding, the proposal is predominantly a first-floor development and away from the Flood-Prone Hazard Area Code shown in Figure 06.

C16.0 SAFEGUARDING OF AIRPORTS CODE

The entire of Pembroke Park is subject to the Safeguarding of Airports Code (Airport Obstacle Limitations Area), as identified on the Land Identification System Tasmania (refer Figure 07). The requirements of the Code and subsequent compliance is discussed below:

Figure 07 – Airport Obstacle Limitations Overlay on subject site:

C16.6 Development Standards for Buildings and Works

C16.6.1 Buildings and works within an airport obstacle limitation area

Objective:	
That buildings and works do not interfere with safe aircraft operations in the vicinity of an airport and on land within an airport obstacle limitation area.	
Acceptable Solutions	**Performance Criteria**
A1 Buildings and works within an airport obstacle limitation area associated with a Commonwealth-leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must have approval from the	**P1** No Performance Criterion.

relevant *Commonwealth department under the Airports Act 1996* (Commonwealth).	
A2 No Acceptable Solution.	**P2** Buildings and works within an airport obstacle limitation area associated with a non-Commonwealth-leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must not create an obstruction or hazard for the operation of aircraft, having regard to any advice from: (a) Airservices Australia; (b) the Civil Aviation Safety Authority; and (c) the airport operator.

Compliance:

The proposed development is less than 10m in height and therefore is exempt from the Code under Part C16.4 of the Scheme.

Conclusion:

As expounded in this report, the proposed Sorell Function Centre development at Pembroke Park is considered to meet the requirements of the Scheme.
It is recommended the proposal be approved with appropriate conditions.

Prepared by:

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SCHEDULE A:

Documents and drawings that comprise report:

SUBJECT SITE ADDRESS: **7 TASMAN HIGHWAY, SORELL, TAS 7172**

LIST OF DOCUMENTATION:

Description	Author	Date of Publish
Planning Report Sorell Function Centre- Pembroke Park	Loci Architecture & Planning	26.01.2023
APPENDIX 01 - Folio Title 35403/1	Land Information System Tasmania.	14.11.2022
APPENDIX 02 - Folio Plan 35403/1	Land Information System Tasmania.	14.11.2022
APPENDIX 03 - Planning Drawings TP01 – TP10	Loci Architecture & Planning	26.01.2023

PLANNING REPORT – SORELL FUNCTION CENTRE – PEMBROKE PARK, SORELL

APPENDIX 01:
Folio Title 35403/1

the List

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
35403	1
EDITION	DATE OF ISSUE
1	02-May-1994

SEARCH DATE : 20-Jan-2023
SEARCH TIME : 08.11 AM

DESCRIPTION OF LAND

Town of SORELL
Lot 1 on Diagram 35403
Being the land described in Conveyance No. 48/3887
Derivation : Part of 570 Acres T.A. Wolstenholme Earl of Macclesfield and H. Goodford
Prior CT 4460/21

SCHEDULE 1

SORELL COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
40/4315 GRANT OF EASEMENT: Burdening Easement - Pipeline Rights

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Sorell Council
Development Application: Development Application - 11 Arthur Street, Sorell.pdf
Date Received: 31/ 01 / 2023
Plans Referenced: P1

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PLANNING REPORT – SORELL FUNCTION CENTRE – PEMBROKE PARK, SORELL

APPENDIX 02:
Folio Plan 35403/1

the LIST

FOLIO PLAN

RECORDER OF TITLES

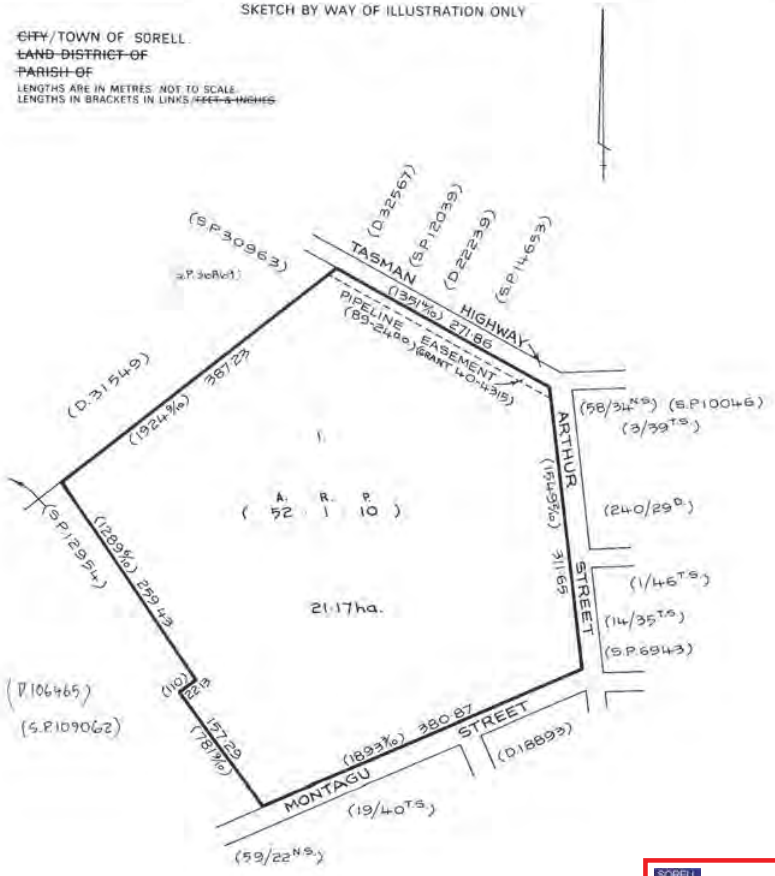
Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

APPROVED 13 MAY 1988 RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 48/3887	REGISTERED NUMBER D.35403
FILE NUMBER App. 7591	GRANTEE PART OF 570·0·0 THOMAS AUGUSTUS WOLSTENHOLME, EARL OF MACCLESFIELD & HENRY GOODFORD.	DRAWN B. HILL 12·5·88

SKETCH BY WAY OF ILLUSTRATION ONLY

~~CITY~~/TOWN OF SORELL
~~LAND DISTRICT OF~~
~~PARISH OF~~
LENGTHS ARE IN METRES NOT TO SCALE
LENGTHS IN BRACKETS IN LINKS ~~FEET & INCHES~~



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PLANNING REPORT – SORELL FUNCTION CENTRE – PEMBROKE PARK, SORELL

APPENDIX 03:
PLANNING DRAWINGS

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