

## KINGBOROUGH INTERIM PLANNING SCHEME 2015

In accordance with section 42(3)(d) of the former provisions of the *Land Use Planning and Approvals Act 1993*, notice is hereby given that the proposed amendment known as Amendment PSA-2015-4 to the Kingborough Interim Planning Scheme 2015 has received the approval of the Tasmanian Planning Commission. The Commission has also granted a planning permit known as DA-2015-494. The amendment and permit may be viewed during normal office hours at the public office of Kingborough Council, 15 Channel Highway, Kingston and on the Council's website [www.kingborough.tas.gov.au](http://www.kingborough.tas.gov.au). A copy of the amended Kingborough Interim Planning Scheme 2015 can also be viewed at [www.iplan.tas.gov.au](http://www.iplan.tas.gov.au).

The amendment and permit will become operative on the 12 December 2018 and are described as follows:

PSA-2015-4 – Rezoning of 202 Channel Highway and 11 Spring Farm Road, Kingston from Environmental Living to Commercial and Environmental Management; and

DA-2015-494 – Planning permit for car showroom, service centre and bulky goods sales at 202 Channel Highway and 11 Spring Farm Road, Kingston.

**TASMANIAN  
PLANNING COMMISSION**

Approved

*G. A. Almeida*

Operative date: 12 December 2018

**KINGBOROUGH INTERIM PLANNING SCHEME 2015  
DRAFT AMENDMENT PSA-2015-4**

The Kingborough Interim Planning Scheme 2015 is amended as follows:

1. Rezone the land zoned Environmental Living to Commercial and Environmental Management at 202 Channel Highway, Kingston (CT 164731/202) and Commercial at 11 Spring Farm Road, Kingston (CT 62794/4) as follows:



- Commercial Zone
- Environmental Management Zone

The COMMON SEAL of the Kingborough Council is affixed below, pursuant to the Council's resolution of 28 May, 2018, in the presence of:-



..... Councillor

..... General Manager

# TASMANIAN PLANNING COMMISSION

## DECISION

<b>Planning scheme</b>	Kingborough Interim Planning Scheme 2015
<b>Amendment</b>	PSA-2015-4 – rezone 202 Channel Highway and 11 Spring Farm Road, Kingston from Environmental Living to Commercial and Environmental Management
<b>Permit</b>	DA-2015-494 – land at 202 Channel Highway and 11 Spring Farm Road, Kingston to be used for Bulky goods sales and Service industry and to be developed by construction of a car showroom and service centre and 2 shops
<b>Planning authority</b>	Kingborough Council
<b>Applicant</b>	South Hobart Investments Pty Ltd
<b>Date of decision</b>	20 November 2018

## Decision

The draft amendment is approved under section 42 of the *Land Use Planning and Approvals Act 1993*.

The permit is modified under section 43H(1)(b)(ii) of the *Land Use Planning and Approvals Act 1993*, as set out in Annexure B.



Marietta Wong  
**Delegate (Chair)**



Peter Fischer  
**Delegate**

## Note:

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

## REASONS FOR DECISION

### Background

#### Amendment

The draft amendment rezones 202 Channel Highway and 11 Spring Farm Road, Kingston from Environmental Living to Commercial and Environmental Management.

#### Permit

A permit for land at 202 Channel Highway and 11 Spring Farm Road, Kingston to be used for Bulky goods sales and Service industry and to be developed by demolition of 2 dwellings, construction of a car showroom and service centre and 2 shops with associated parking, consisting of 99 customer car parking; 28 staff car parking, 74 vehicle display car parking and 78 vehicle storage car parking, 4 signs, landscaping and site works.

#### Site information

The site is located on the Channel Highway, between Alguna Road and Spring Farm Lane, Kingston and consists of 2 titles with a combined area of 3.70ha, as follows:

Address	Owner	Title	Area ha
11 Spring Farm Lane, Kingston	South Hobart Investments Pty Ltd	62794/4	0.19
202 Channel Highway, Kingston	South Hobart Investments Pty Ltd	164731/202	3.51

The site has a triangular shape with an elevation of approximately 70m on the Australian Height Datum (AHD83) and flat slopes.

The site is covered by both *Eucalyptus amygdalina* (black peppermint) forest and woodland on sandstone (DAS), *Eucalyptus obliqua* (stringybark) dry forest and woodland (DOB) or *Eucalyptus ovata* (black gum) forest and woodland (DOV). Both DAS and DOV are listed as a threatened native vegetation community under the *Nature Conservation Act 2002*. The site is said to support threatened species or significant habitat listed as endangered or vulnerable on the *Threatened Species Protection Act 1995* or the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) or to be largely confined or range limited to the municipal area.

The site itself is known to contain significant listed Aboriginal relics. A permit to disturb the relics on-site was issued by the Minister under section 14 of the former *Aboriginal Relics Act 1975* (Permit No. 82) on 21 September 2018 and was tabled at the hearing.

The site is currently developed with 2 dwellings which are both vacant. Adjoining land use includes showrooms and storage to the north, Bulky goods sales (Bunnings) and Research and development (Australian Antarctic Division) to the east and Utilities to the west. The Kingston Town Shopping Centre local activity centre (retail) is located approximately 0.9km northeast of the site, while the Kingborough activity centre (retail and administration centre) is located approximately 0.9km further northeast.

The site has access from the Channel Highway and Spring Farm Lane, which are both local roads under the care and control of the council. The site also has frontage to the Kingston Bypass, a dual carriageway State road classified as a Category 1 Trunk Road under the control of the Department of State Growth. The site is serviced by reticulated water. The site is not connected to reticulated stormwater or sewer. The site is connected to an electricity supply and telecommunications service.

Under the Kingborough Interim Planning Scheme 2015 (the interim planning scheme) the site is zoned Environmental Living and is subject to the Biodiversity Protection Area overlay. Adjoining land is generally zoned Commercial to the north and east. Roads to the east, south and west are zoned Utilities.

### **Issues raised in representations**

Representations were received from the following:

- Department of State Growth, State Roads Division
- TasWater.

The representors raised the following issues:

- the advertised permit in its current form does not have Crown consent for discharge to the Highway and is not considered valid;
- revised plans are required to be included in the approved set of plans;
- the conditions relating to stormwater are required to be amended to reflect State Growth's discharge rate requirements; and
- bus bays should be constructed on the section of the road being upgraded to provide for future demand.

TasWater provided a Submission to the Planning Authority Notice (SPAN) (TWDA No. 2015/02036-KIN) on 19 February 2016, in response to a referral made in accordance with 56S(2) of the *Water and Sewerage Industry Act 2008*, before the public exhibition period for the draft amendment. Under section 56S(2) of that Act, TasWater is taken to be a person who has made representations under section 39 of the Act. TasWater stated the site is not located within serviced land for sewer and TasWater cannot provide a sewer service to the property, and provided conditions for the development.

### **Planning authority's response to the representations**

The planning authority considered the representations and recommended:

That in accordance with Council Policy 1.1 – Delegated Authority Policy, the Planning Authority resolves that the report of the Manager Development Services be received and that:

- A. In accordance with section 39(2) of the *Land Use Planning and Approvals Act 1993*, the Tasmanian Planning Commission be advised that one representation was received in relation to the proposal;
- B. In accordance with section 39(2)(b) of the *Land Use Planning and Approvals Act 1993*, a copy of Table 1 be forwarded to the Tasmanian Planning Commission, being the Council's assessment of the merit of the representation;
- C. The Tasmanian Planning Commission be advised that no modification to draft amendment PSA-2015-4 is recommended; and
- D. A copy of the amended concept stormwater management plans be forwarded to the Tasmanian Planning Commission for its assessment of DA-2015-494.

### **Date and place of hearing**

The hearing was held at the Commission's office on Level 3, 144 Macquarie Street, Hobart on the 8 October 2018.

The delegates made an inspection of the site prior to the hearing.

## Appearances at the hearing

Planning authority:	Mr Samuel McCrossen, Senior Planning Officer (planning), with Ms Nikki den Exter, Environmental Planner (environment)
Applicant:	Ms Emma Riley, Emma Riley and Associates Pty Ltd for South Hobart Investments Pty Ltd
Representors:	Mr Greg Clausen, Development Assessment, for TasWater (by telephone).

## Consideration of the draft amendment

1. Under section 40 of the *Land Use Planning and Approvals Act 1993* (the Act), the Commission is required to consider the amendment and the representations, statements and recommendations contained in the planning authority's section 39 report.
2. A hearing was convened to assist the Commission consider the issues in the representations.
3. The amendment has been initiated and certified by the Kingborough Council under section 33(3), in its capacity as planning authority, and further supported in the reports under sections 35 and 39.
4. Under section 32(1), in the opinion of the relevant decision-maker, a draft amendment:
  - (a)-(d) . . .
  - (e) must, as far as practicable, avoid potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area;
  - (ea) must not conflict with the requirements of section 300;
  - (f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.
5. Section 32(1)(e) is not relevant to the draft amendment as the subject site does not adjoin an adjacent planning area.
6. Under section 32(f), regional impacts of use and development permissible under the amendment have been considered with reference to the Southern Tasmania Regional Land Use Strategy 2010 – 2035, 9 May 2018 (the regional strategy), Kingborough Land Use Strategy 2013 (local strategy) and representations.
7. Under section 32(2), the provisions of section 20(2)-(9) inclusive apply to the amendment of a planning scheme in the same manner as they apply to a planning scheme.

8. Section 300 includes that:
  - (1) An amendment may only be made under Division 2 or 2A to a local provision of a planning scheme, or to insert a local provision into, or remove a local provision from, such a scheme, if the amendment is, as far as is, in the opinion of the relevant decision-maker, practicable, consistent with the regional land use strategy for the regional area in which is situated the land to which the scheme applies.
9. Section 300(2)-(5) inclusive relates to the effect of amending a local provision with respect to common provisions. These matters are not relevant to the draft amendment as there are no implications for any common provisions.

### **Preliminary matter**

10. The Department of State Growth provided landowner consent with reference to specific documentation, including the following:
  - Revised Concept Overall Plan – 22 February 2018
  - Revised Concept Site Works Plan – 22 February 2018
  - Revised Broader Stormwater Catchment – 22 February 2018.
11. The landowner consent letter from the Department also stated the following:

The applicant has amended the original proposal to ensure that stormwater discharge peak flows to the Southern Outlet Highway are in accordance with the Department's requirements and no greater than shown on Attachment 14 Revised Broader Stormwater Catchment dated 22 February 2018. **Landowner consent is provided on this basis.** (emphasis added)
12. The Department submits the exhibited plans for the draft amendment and combined permit included a previous version of the Concept Overall Plan, dated 16 January 2018, and a previous version of the Concept Site Works Plan, dated 16 January 2018, which showed higher stormwater discharge rates than approved by State Growth and the revised versions of these documents, and the Revised Broader Stormwater Catchment document (dated 22 February 2018) were not exhibited.
13. The Department claims in its representation that as landowner consent was provided on the basis of a specific set of plans, it considers that Crown consent was not provided for the exhibited application and therefore the application is invalid.
14. The planning authority's report under section 39 states that the applicant has acknowledged that amended plans should have been submitted with the application and is supportive of their inclusion.
15. Submissions on the validity of the application were received from the parties before the hearing.

### **Commission's consideration**

16. The planning authority is said to have given notice of the draft amendment and combined permit contrary to the land owner permission provided by the Department.
17. The planning authority's submission of 20 September 2018, regarding the validity of the application, states:

...a copy of the landowner consent was placed on public exhibition with the rest of the application documents. The letter clearly lists the applicable plans to be considered. Once the discrepancy between the exhibited plans and the revised plans listed in the letter came to light, the exhibited plans were replaced for the

remainder of the advertising period. The only adjoining landowner (Crown Land Services) was notified of the correction and an extension of time for the lodgement of a representation was offered if further time to consider the plans was required. A response from the Department of State Growth was received stating that no extension of time was required, and

...the originally submitted plans presented a design for stormwater management that satisfied the Acceptable Solutions of the Kingborough Interim Planning Scheme 2015 (the Scheme). The revised plans also satisfy the Acceptable Solutions of the Scheme; but provide a more favourable engineering solution that would reduce peak flows of stormwater discharge from the land. Such changes are considered relatively insignificant and would not ordinarily warrant readvertising, especially as the amended plans provide an engineering solution that more readily conforms with the Acceptable Solutions of the Scheme.

18. The Commission notes that the Department's submission of 21 September 2018 supports the planning authority's submission. A legal submission from Page Seager Lawyers on behalf of the applicant, also dated 21 September 2018, also contends that the application was valid.
19. The Commission is satisfied that there is no legal impediment to proceeding with the consideration of the planning scheme amendment and development application.

### **Strategic justification**

20. The draft amendment proposes to rezone part of the site from Environmental Living to Commercial to allow the land to be used and developed for a car sales showroom and workshop, with 2 additional retail stores. The balance of the land is proposed to be rezoned to Environmental Management in view of its environmental values.
21. The applicant submits the draft amendment has been prepared in accordance with the relevant regional strategy policy for management and protection of biodiversity values. The site's biodiversity values are protected by limiting the Commercial Zone to the area directly affected by the proposed use and development. While this area has some high priority biodiversity values, by rezoning the balance of the site from Environmental Living to Environmental Management, a higher level of protection for the remaining high priority biodiversity values will be achieved.
22. The applicant considers that, while none of the Activity Centre policies within the regional strategy provide direct guidance on the location of Commercial zone land, overall the proposed amendment is compatible with their attainment.
23. The applicant submits that the draft amendment provides for bulky good type retail activities along the Channel Highway between the Summerleas Road and Algona Road roundabouts, on land that has been identified as the primary location for larger scale commercial activities that support the role and function of the Kingston central area. The applicant submits this recognises that large scale commercial uses are not necessarily appropriate for a more pedestrian orientated retail and business environment. The applicant also submits that the site is located adjacent to a public transport route, as well as a major arterial road.
24. The applicant also submits the draft amendment will facilitate implementation of the local strategy, in that it will provide further commercial land within the identified key corridor for commercial development opportunity.
25. The planning authority considers the existing zoning is an anomaly that arose from the creation of the Kingston Bypass. The site was previously part of rural land to the west and



was zoned Environmental Management under the former Kingborough Planning Scheme 2000. The site was then zoned Environmental Living under the interim planning scheme due to requirements for land to be translated to the most closely corresponding zone of the former planning scheme.

26. The planning authority submits the separation of the site from rural land to the west by the Bypass did not necessarily produce the best zoning outcome because the locality is well established with commercial development and is not particularly suited to residential development.
27. The planning authority submits that rezoning a substantial area of the site to Environmental Management Zone ensures that existing high priority vegetation and Aboriginal relics on the site are capable of being protected, and it provides screening to soften the visual impact of commercial use and development and preserve the visual amenity of the approach from the south along Channel Highway and the Kingston Bypass.
28. The planning authority considers that the draft amendment is consistent with the regional strategy's policy BNV1.1 to:

Manage and protect significant native vegetation at the earliest possible stage of the land use planning process. Where possible, ensure zones that provide for intensive use or development are not applied to areas that retain biodiversity values that are to be recognised and protected by Planning Schemes.
29. The planning authority also considers that the draft amendment is consistent with the regional strategy's policy CV1 to:

Recognise, retain and protect Aboriginal heritage values within the region for their character, culture, sense of place, contribution to our understanding history and contribution to the region's competitive advantage.
30. The planning authority submits that within Kingborough, larger floor area retail and commercial development is currently located along Channel Highway and in the vicinity of Mertonvale Circuit, where there is little opportunity for expansion. The planning authority considers the draft amendment is consistent with the Activity Centre hierarchy, as it completes the existing pattern of development that takes car dependent retail activity out of the central area.
31. The planning authority submits the draft amendment is also supported by the local strategy, which specifically addresses the section of Channel Highway between the Summerleas Road roundabout and Huntingfield. The local strategy acknowledges that the Kingston bypass has had a major impact in removing a significant amount of through traffic from this section of the road, giving scope for commercial development and specifically suggests that "larger areas for commercial 'bulky goods' type developments (e.g. the Huntingfield, Mertonvale and Spring Farm Road areas" are considered possible.
32. The planning authority considers the draft amendment is consistent with achieving the directions of the local strategy, as the type of development allowed by the amendment is complimentary to the existing land use pattern; is more appropriately located outside of the central Kingston precinct; and can provide for commercial use and development, which will service an area that will be undergoing significant residential pressure upon development of the Spring Farm subdivision and Huntingfield at a later date.

### **Commission's consideration**

33. The Commission accepts the planning authority's submissions and finds that the draft amendment is, as far as practicable, consistent with the regional strategy.

### **State Policies and Resource Management and Planning System Objectives**

34. The Commission finds that no State Policies are relevant to the draft amendment and that it seeks to further the Objectives of the Resource Management and Planning System in Schedule 1.

### **Decision on draft amendment**

35. The Commission finds that the draft amendment is in order and gives its approval.

### **Consideration of the permit**

36. Under section 43H, the Commission is required to review the planning authority's decision as reported under section 43F.

### **Permit description**

37. The draft permit is granted for:
- the development and/or use of - car showroom, service centre and bulky goods sales at the land situated and described as - 202 Channel Highway and 11 Spring Farm Lane, Kingston.
38. At the hearing the Commission sought clarification from the applicant and planning authority about the reference to Bulky goods sales, when it is possible that the commercial tenancies shown in the plans could be used for General retail and hire.
39. The applicant responded that as yet, no lease agreements have been settled, despite references on the plans to the tenants being an auto warehouse and work wear warehouse.
40. The planning authority confirmed that it had considered the use description and although not all items for sale will be bulky in nature, some will be bulky and require the use of a car to pick up and take away the goods.
41. Both the applicant and the planning authority acknowledge that in the event that a future tenant was for General retail, rather than Bulky goods, an application for a change of use would be required.
42. The planning authority's section 35 report identifies that although there are no buildings proposed within the Environmental Management Zone, there are some works, including a stormwater swale and limited native vegetation removal.
43. Because the works would normally be classified as part of the Bulky goods sales and General retail and hire uses, which are prohibited in the Environmental Management Zone under clause 29.2 Use Table, the Commission sought clarification from the planning authority at the hearing on how the works had been categorised..
44. The planning authority advised that it had relied on clause 9.6.1, which provides where an application includes connection of services through land in a different zone to that of the use proposed, the application is to be determined disregarding the use status of the services in the differently zoned land.

### **Commission's consideration**

45. The Commission finds that the separate tenancies may be classified as Bulky goods sales and that a future permit for a change of use may be sought, if required.

46. The Commission finds that the works proposed within the Environmental Management Zone are allowable under clause 9.6.1.

### **Vegetation removal**

47. Vegetation clearing in the Environmental Management Zone if not located in a building area, not for an existing building or not prescribed in a reserve management plan, the works must comply with Performance Criteria P1 of clause 29.4.3 Design, which requires that :
- there are no sites clear of native vegetation and clear of other significant site constraints, such as access difficulties or excessive slope;
  - the extent of clearing is the minimum necessary to provide for the works;
  - the location of clearing has the least environmental impact;
  - regard is had to the landscape; and
  - strategies are identified to minimise and mitigate adverse environmental impacts.
48. The planning authority's report states that the stormwater swale works comply with the Performance Criteria for clause 29.4.3 Design. The planning authority submits that there are no sites clear of native vegetation capable of containing the development and the impacts of development are limited to understorey vegetation and through the siting to avoid the tree root protection zones of high conservation value trees.
49. It also submits that the extent of high conservation value tree removal has been limited through the design and that the loss of 4 trees within the Environmental Management Zone is unavoidable, due to the circulation requirements for parking compliance and limited to tree removal arising from development within the Commercial Zone.
50. The planning authority states that regard has been given to the existing landscape by maintaining the mature remnant vegetation at the entrance to Kingston and along the Southern Outlet, providing an important landscape link with other areas of urban remnant vegetation.
51. The planning authority also states that the strategies to mitigate adverse environmental impacts have been identified through protection and management of the remaining native vegetation under a Part 5 Agreement and a financial contribution for the residual loss of values not able to be offset on site, as well as providing for weed management, which the planning authority says is an important strategy to mitigate adverse impacts from exotic species.
52. At the hearing, the planning authority submitted that following advice from TasFire, the building classification of the service industry under the BCA may require a bushfire hazard management area in conjunction with the building fabric design to comply with the Minister's determination.
53. The planning authority submitted that any bushfire hazard management measure should not impact on the biodiversity values of vegetation in the Environmental Management Zone and recommended that the permit conditions require that building plans submitted with the development to demonstrate bushfire hazard management measures are entirely contained within the Commercial Zone and do not rely on management of native vegetation in the Environmental Management Zone.
54. Ms Riley countered that any condition should not require the preparation of a bushfire hazard management plan and preferred different wording.

55. The parties were invited to provide a submissions on the wording of suitable conditions. The planning authority submitted an amended permit with the revised conditions. The other parties agreed with theses revised conditions.

#### **Commission's consideration**

56. The Commission considers that the permit should be modified in accordance with the modified conditions.

#### **Drainage**

57. Stormwater management will be primarily through on-site disposal and incorporates water sensitive urban design principles. Stormwater overflow will be discharged into the natural watercourse which extends through to the Southern Outlet road reserve.
58. The combined permit requires a stormwater detention system to be incorporated into the engineering design to restrict stormwater runoff from all new impervious areas to pre-existing rates. The natural watercourse may be regarded as suitable without further works.
59. The Department of State Growth recommends the revised plans be included in the approved set of plans and the conditions relating to stormwater be amended to reflect State Growth's discharge rate requirements.
60. The planning authority says the amended plans provide for an alternative stormwater system design with a larger detention tank within the boundaries of the site, resulting in a lesser rate of stormwater discharge from the land to the Southern Outlet drainage system. The planning authority recommends that the Commission include the amended concept stormwater management plans as part of the assessment of the permit application.

#### **Commission's consideration**

61. The Commission considers that the permit should include reference to the amended concept stormwater management plans approved by the Department of State Growth.
62. Condition 1 of the permit should therefore be modified to include:
- Concept Overall Plan C010 Revision C dated 22 February 2018;
  - Concept Site Works Plan C011 Revision C dated 22 February 2018; and
  - Broader Stormwater Catchment C013 Revision A dated 22 February 2018

#### **Public transport**

63. The Department's representation recommended that although no consultation has been held with Metro Tasmania and bus stops are not currently required at this location, it would be prudent to plan for the future by constructing bus bays as this section of the road is being upgraded.
64. The Department submits that at-ground infrastructure should be Disability Discrimination Act (DDA) compliant and an engineering sleeve would be desirable at both bus bay locations for a bus stop pole, if required in the future.
65. The planning authority's section 39 report notes the Department's comments but considers the existing draft permit conditions which require the development to be undertaken in accordance with the Tasmanian Standard Construction Drawings standards for road design, would require bus stops to be designed to be compliant with the *Disability Discrimination Act 1998* and for the inclusion of sleeves for bus stop signage.

### **Commission's consideration**

- 66. Construction of a bus bay to meet future demand generated by other development in the locality is not directly related to the development and so is not for a proper planning purpose.
- 67. Condition 15 of the permit should therefore be modified to remove the requirement to construct bus bays.

### **Resource Management and Planning System Objectives**

- 68. The Commission finds that the permit seeks to further the Objectives of the Resource Management and Planning System in Schedule 1.

### **Modification to permit conditions**

- 69. At the hearing the Commission raised a number of issues with the draft permit conditions. The planning authority provided a revised permit following the hearing which was agreed to by the applicant and the Department.
- 70. Condition 1 of the permit provides that '... use and development of the land must be substantially in accordance with Development Application No. DA-2015-494 and .... The Commission is concerned that a broad reference to the application may create unintended consequences for enforcement of the permit. The Commission prefers that the condition be modified to refer only to those certified drawings forming part of the permit and for conditions to be included on any matter that the planning authority considers significant.
- 71. At the hearing, the planning authority accepted that condition 1 could be modified to remove reference to the application and to list details of each of the drawings forming part of the permit.
- 72. In a submission following the hearing, the planning authority proposed an additional condition (number 21) be included to protect land in the Environmental Management Zone from vegetation clearing that may be required by a subsequent Bushfire Hazard Management Plan.
- 73. The planning authority also included a number of minor editorial modifications to the conditions for clarification and consistency, in response to issues raised by the Commission at the hearing. The parties agreed with this approach.
- 74. Advice 'A' on the permit issued by the planning authority states 'in accordance with section 53(5) of the *Land Use Planning and Approvals Act 1993* this permit lapses after a period of two years'. However, because the permit is confirmed or modified by the Commission under Division 2A of Part 3, the correct reference is section 43I(4), which similarly provides that the permit lapses after two years if it is not substantially commenced.
- 75. Section 43H(1)(b)(ii) provides that the Commission may only 'modify or delete conditions or restrictions attached to the permit or add new conditions or restrictions to the permit'. It is therefore unable to modify any 'advice' contained in the permit. It is open to the planning authority to revise any advice in the final permit.

### **TasWater conditions**

- 76. The TasWater notice to the planning authority provided conditions to be included in the permit under sections 56P and 56S of the *Water and Sewerage Industry Act 2008*.
- 77. Condition 10 on the revised TasWater notice, dated 15 October 2018, provides for payment of a fee for development assessment.

78. This condition is not for a proper planning purpose and is to be removed, but may be included as advice.

### **Decision on permit**

79. The Commission modifies the conditions attached to the permit granted by the planning authority, as set above and in Annexure A.

### **Attachments**

Annexure A – Modified permit

## Annexure A

### Modified permit DA-2015-494

#### DEVELOPMENT / USE PERMIT

#### KINGBOROUGH INTERIM PLANNING SCHEME 2015

Application No. DA-2015-494 dated 21 December 2015 submitted by Emma Riley & Associates.

This permit is granted, subject to the conditions set out below, for the development and use of - **car showroom, service centre and bulky goods sales** at the land situated and described as – **202 Channel Highway and 11 Spring Farm Lane, Kingston.**

#### CONDITIONS

- \*1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with the following endorsed plans:

- A7000 - Revision DA02 dated 20 February 2018;
- A7001 - Revision DA02 dated 20 February 2018;
- A7010 - Revision DA02 dated 20 February 2018;
- A7011 - Revision DA02 dated 20 February 2018;
- A7012 - Revision DA02 dated 20 February 2018;
- A7013 - Revision DA02 dated 20 February 2018;
- Concept Overall Plan C010 Revision C dated 22 February 2018;
- Concept Site Works Plan C011 Revision C dated 22 February 2018; and
- Broader Stormwater Catchment C013 Revision A dated 22 February 2018.

This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.

- \*2. Prior to the issue of a building permit for the development, a lighting plan must be prepared by a suitably qualified person to the satisfaction of the Manager of Development Services. When approved, the plan will be endorsed and will then form part of this permit. The plan must show how external lighting would be provided to illuminate car parking and vehicle circulation roadways and other pathways surrounding the buildings.

The lighting of parking and vehicle circulation roadways and pedestrian paths, must be in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

The lighting shown on the endorsed plan must be completed to the satisfaction of the Manager Development Services prior to the commencement of the use.

- \*3. Prior to commencement of any on-site works, a Construction Management Plan must be submitted to and endorsed by the Manager Development Services. Once endorsed, the plan will form part of this permit and must be implemented to the satisfaction of the Manager of Development Services. No works are permitted to occur until the Plan has been endorsed. The plan must provide details of the following:

- (a) Hours for construction activity in accordance with any other condition of this Permit;
- (b) Measures to control noise, dust, water and sediment laden runoff;
- (c) Measures relating to removal of hazardous or dangerous material from the site, where applicable.
- (d) A plan showing the location of parking areas for construction workers and sub- contractors' vehicles on the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. No vehicle parking is permitted within the Channel Highway road reservation;
- (e) A Traffic Management Plan showing truck routes to and from the site;
- (f) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
- (g) Measures to ensure that sub-contractors / tradespersons operating on the site are aware of the contents of the Construction Management Plan; and
- (h) Contact details of key construction site staff.

A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support site sheds on Council road reserves.

- \*4. Prior to issue of a building permit for the development, a revised landscaping plan must be submitted removing native species not local to the area and exotic species with invasive potential. These species must be replaced with local provenance native species or non-invasive exotic species.

The landscaping plan must be prepared by a suitably qualified person to the satisfaction of the Manager Development Services. When approved, the plan will be endorsed and will then form part of this permit. The plan must show:

- A schedule of all proposed trees, shrubs/small trees and ground cover. The proposed vegetation must include a variety of species with varying heights;
- The location of each species to be planted and the location of all areas to be covered by grass, lawn or other surface material;
- Paving, retaining walls, fence design details and other landscape works including areas of cut and fill; and
- Appropriate irrigation systems.

The landscaping shown on the endorsed plan must be completed to the satisfaction of the Manager Development Services prior to the commencement of the use. The landscaping must be maintained to the satisfaction of the Manager Development Services, including that any dead, diseased or damaged plants are to be replaced.

- \*5. Prior to the commencement of any on-site works, a Weed Management Plan must be submitted to and endorsed by the Manager Development Services. Once endorsed, the plan will form part of this permit and must be implemented to the satisfaction of the Manager of Development Services. No works are permitted to occur until the plan has been endorsed. The Plan must be prepared by a suitably qualified person and provide details of the following:



- (a) timeframes and methods of primary and follow up treatment for all declared and environmental weeds on site;
- (b) weed hygiene measures required to ensure the risk of the spread of weeds from the site during clearing and construction is minimised;
- (c) a fully costed implementation, monitoring and reporting plan for a minimum of five years (including actions and timeframes).

Primary treatment of all weeds is required in accordance with this Plan and to the satisfaction of the Manager - Development Services prior to the commencement of on-site works and the removal of any native vegetation.

In addition, a weed management bond equivalent to the costs of implementing, monitoring and reporting on outstanding actions in the Weed Management Plan is to be bonded to Council prior to commencement of the use.

Reporting on the progress with respect to the Weed Management Plan outcomes for the site is to be to Council no less than once a year for a minimum of 5 years.

The bond will be repaid to the payer in stages on an annual basis upon completion of the plan to the satisfaction of Council's Manager Development Services and receipt of the annual report, in accordance with the cost schedule identified in the Plan.

- \*6. The following offset package must be secured and implemented prior to the Start of Works:

- (a) The on-site protection of 1.66 hectares as 'secure conservation land' under Part 5 of the *Land Use Planning and Approvals Act 1993*, including 0.43 hectares of *Eucalyptus ovata* forest and woodland, 0.46 hectares of *Eucalyptus amygdalina* forest on sandstone, 0.61 hectares of *Eucalyptus obliqua* dry forest and 0.16 hectares of cleared land with emergent *Eucalyptus ovata* trees. This Part 5 Agreement must:
  - (i) verify the extent of the conservation area, which is to encompass all land within Environmental Management Zoned portion of the site and be consistent with Table 2 of the Natural values Assessment (North Barker, 26 February 2018);
  - (ii) provide for the protection for all native vegetation and habitat values within the conservation area in perpetuity;
  - (iii) include a Conservation Management Plan (CMP) for the conservation area, to ensure that environmental values are managed for their long term survival. The CMP must identify management prescriptions to ensure that environmental values are managed for their long term survival, including but not limited to fencing of the conservation area, a weed management plan, facilitating natural regeneration and ongoing monitoring and reporting for a period of not less than 5 years. The CMP is to be drafted by a suitably qualified environmental consultant and include a schedule of works specifying timeframes, details and costings for each action;
  - (iv) be drafted using Council's template Part 5 Agreement.

All costs associated with drafting and registering the Part 5 Agreement on the title are to be borne by the developer. All terms of this Agreement must be complied with once executed.

*Please note, planning permits containing a requirement for a Part 5 Agreement are not valid until such time as the Agreement is executed, as specified in the Land Use Planning and Approvals Act 1993. Therefore the above Agreement must be signed and sealed prior to commencement of works. The template, and a checklist for the process of drafting and lodging such an Agreement, may be obtained from Council's planning team.*

- (b) The off-site protection of 4.36 hectares of high priority biodiversity values via a financial contribution of \$12,000/ha, totalling \$52,320. In addition, the loss of 4 high conservation value trees within the Environmental Management Zone must be offset at a rate of \$500/tree, totalling \$2000. This offset is to be used for the management of *E. amygdalina* forest on sandstone, swift parrot breeding habitat and Chaostola skipper habitat in the vicinity of Kingston. This payment, totalling \$54,320, must be made into Kingborough Council's Environmental Fund prior to the removal of the vegetation and the commencement of any on-site works.
- 7. Ongoing management of the site must be in accordance with the Part 5 Agreement and associated Conservation Management Plan.  
  
In addition, an environmental works bond equivalent to the costs of implementing, monitoring and reporting actions required as part of the Conservation Management Plan is to be bonded to Council prior to the commencement of on-site works.  
  
Reporting on the progress with respect to the Conservation Management Plan outcomes for the site is to be to Council no less than twice a year for a minimum of 5 years.
- 8. Mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units, waste storage areas or similar must be screened from view from the street and other public spaces.
- 9. Any roof-top service infrastructure, including service plants and lift structures must be incorporated within the design of the roof.
- \*10. Signage must be constructed and maintained to the satisfaction of the Manager of Development Services.
- \*11. Only those trees identified for removal in Appendix 2 of the Natural Values Assessment (North Barker, 26 February 2018) and 1.38ha of native vegetation as identified in Figure 2 and Table 2 of the Natural Values Assessment (North Barker, 26 February 2018) are approved for removal.  
  
This vegetation must not be removed prior to the issue of a building permit, payment of the financial offset to Kingborough Council's Environmental Fund and issue of start of works approves the commencement of clearing, subject to implementation of any mitigation measures identified in the activity assessment.  
  
No further felling, lopping, ringbarking or otherwise injuring or destroying of native vegetation or individual trees is to take place without the prior written permission of Manager Development Services.

- \*12. All vegetation removal must be undertaken outside the breeding season of the swift parrot (September-February inclusive). Alternatively, clearing may occur during the breeding season providing:
- (a) a suitably qualified consultant undertakes an activity assessment immediately prior to the commencement of clearing to determine whether breeding activity is evident and identify any mitigation measures that need to be applied to reduce impacts on breeding;
  - (b) this assessment verifies that the species are not currently breeding within or adjacent to the trees to be removed; and
  - (c) the assessment is provided to Council for review and the Manager of Development Services approves commencement of clearing, subject to implementation of any mitigation measures identified in the activity assessment
13. All remaining native vegetation, including individual trees identified for retention in Appendix 2 of the Natural Values Assessment (North Barker, 26 February 2018), must be retained and appropriately protected during and after construction to ensure that no damage is inflicted that may impact upon the health of the vegetation or cause it to die. This includes establishing and maintaining a Tree Root Protection Zone and associated signage along the boundary of the Environmental Management Zone prior to commencement of construction in accordance with AS 4970-2009 and the Arborist Assessments (Element Tree Services, 20 September 2017 and 19 December 2017) to exclude:
- (a) Storing of building materials;
  - (b) Vehicular traffic;
  - (c) Placement of fill; and
  - (d) Excavation works.
- Evidence of satisfactory installation of this fencing is to be provided to Council prior to the commencement of any on-site works.
- In addition, the following tree protection measures must be adhered to following construction for all areas within the Environmental Management Zone:
- (a) the existing soil level must not be altered around the Tree Root Protection Zone of the trees (including the disposal of fill, placement of materials or the scalping of the soil); and
  - (b) the Tree Root Protection Zone must be free from the storage of fill, contaminants or other materials; and
  - (c) machinery and vehicles are not permitted to access the Tree Root Protection Zone.
- \*14. A 'start works' notice must be lodged with Council fourteen (14) days prior to the commencement of any on-site works. Works must not commence until this notice has been approved by the Executive Manager – Engineering Services.
- \*15. Engineering design drawings must be submitted to Council for approval. Engineering design drawings must be generally in accordance with the submitted concept overall and site works plans to the satisfaction and approval of the Executive Manager - Engineering Services and as follows:
- (a) Complies with Tasmanian Standard construction drawings.
  - (b) The car parking and vehicle manoeuvring must be of a sealed construction and comply with Australian Standard AS2890.1:2004 (Off street car parking).

- (c) Parking and vehicle circulation roadways and pedestrian paths must be provided with bollard or other form of lighting.
  - (d) Stormwater runoff must be disposed from the site to public stormwater infrastructure in accordance with the endorsed plans.
  - (e) Water sensitive urban design (WSUD) principles must be incorporated to achieve the acceptable stormwater quality and quantity targets required in Table E7.1 of the Kingborough Interim Planning Scheme 2015. The supporting documentation with associated hydraulic calculations and details of how the on-site stormwater treatment devices are to be serviced to maintain effectiveness must be submitted with the engineering plans.
  - (f) The Channel Highway and Spring Farm Lane engineering design must be in accordance with the submitted concept overall plan. The design must incorporate the recommendations of the submitted Traffic Impact Assessment including traffic lanes, median treatment and turning lanes and bicycle lanes. Kerb and channel must be included along the Channel Highway and Spring Farm Lane site frontages and concrete footpath extended to the site as indicated on the submitted plans.
  - (g) The Channel Highway engineering design must be approved by the Department of State Growth prior to the issue of a building permit. Works Permits must be approved by the Department of State Growth and Executive Manager - Engineering Services prior to the commencement of any works on Channel Highway and Spring Farm Road respectively.
  - (h) All civil engineering works (Channel Highway / Spring Farm lane roadworks, vehicle access, car parking and drainage works) associated with this development must be completed to the satisfaction of the Executive Manager – Engineering Services prior to the commencement of the use.
  - (i) The engineering plans must include but not be limited to adequately detailed internal vehicular and pedestrian access, car parking, manoeuvring areas and drainage services.
  - (j) The engineering plans and specifications must be prepared and certified by an accredited professional Civil Engineer to the approval of the Executive Manager - Engineering Services. The Civil Engineer must also supervise the construction works.
  - (k) Civil engineering plans and specifications must be submitted to Council and approved by the Executive Manager – Engineering Services prior to the issue of a building permit.
- \*16. Road pavements in the Channel Highway, Spring Farm Lane and Spring Farm Road must be designed to the satisfaction and approval of the Executive Manager – Engineering Services. The engineering designs required under condition of this permit must demonstrate that the following requirements are met:
- (a) Pavements must be designed to suit the ultimate traffic loads determined after completion of geotechnical reports of the sub grade. Minimum soil testing required for the design of the pavement must comprise a soaked CBR test on a representative soil sample taken for every 50m of road pavement (or part thereof) or where there is change of sub grade;
  - (b) The pavement design calculations including the geotechnical report must accompany the plans submitted for approval;

- (c) The existing pavement in Spring Farm Lane must be determined and evaluated in conjunction with the pavement design calculations to suit the design traffic loads for this road. The existing pavement for Spring Farm Lane must be upgraded as required for the approved pavement design. Spring Farm Lane must be overlaid with a 40mm thickness compacted hot mixed asphalt as a minimum requirement of approval for the development;
  - (d) The sub-grade must be inspected and approved prior to commencement of construction of the pavement in accordance with Kingborough inspection audit and construction guidelines. Any sub grade improvements shall be subject to additional inspections and approvals; and
  - (e) Surface (wearing course) must be a minimum 40mm thickness approved compacted hot mixed asphalt in accordance with TDS-R06 and TSD-E01 (Kingborough Council exclusion notes).
17. A Council fee of 2% of the estimated value of the civil engineering construction works (including GST, provisional items and contingencies) for the development or the current minimum fee, whichever is the greater, must be paid at the time of submission of the engineering design plans for approval. The actual amounts payable will be based on the rates adopted by Council and prevailing at the time of payment.
- \*18. At practical completion of approved public infrastructure and the satisfactory completion of all mandatory audit inspections the Civil Engineer must:
- Request a joint on site practical completion inspection with the Council's authorised representative;
  - Provide written confirmation that the works have been substantially completed in accordance with the plans and specifications;
  - Submit A1 size 'As Constructed' drawings in accordance with Council's Survey Brief, at a scale of 1:200 or 1:500 as appropriate, unless approved otherwise, certified as correct by a registered land surveyor in accordance with Council's Survey requirements for subdivisions, developments and capital works projects;
  - Provide 'As Constructed' digital information in AutoCAD DXF/DWG format);
  - Provide CCTV inspection and associated report of any new public stormwater infrastructure to be taken over by Council; and
  - Council will issue a Certificate of Practical Completion including a minor defects list, upon the successful completion of:
    - All mandatory audit inspections;
    - Provision of acceptable documentation;
    - Practical completion inspection; and
    - Provision of Bond and Bank guarantees.
- \*19. The supervising engineer must lodge a maintenance bond and bank guarantee of 10% of the total contract sum for public infrastructure including GST to ensure that the road works are kept in repair throughout the statutory period in accordance with Section 10 of the *Local Government (Highways) Act 1982*. The bond is for the purpose of providing for the satisfactory rectification of minor defects and defective works during the statutory period, which must be observed prior to the issue of Certificate of Practical Completion for approved public infrastructure.
- \*20. The satisfactory completion of all public infrastructure will only be considered achieved when:
- (a) A Certificate of Practical Completion has been issued;

- (b) Minor defects and any defective works have been satisfactorily rectified at the completion of the statutory period specified in Section 10 of the *Local Government (Highways) Act 1982*;
- (c) At the end of the statutory period, the supervising Engineer must request a joint onsite inspection with the Council's authorised representative to confirm that all outstanding practical completion minor defects and defective works have been satisfactorily completed;
- (d) Upon satisfactory completion of all outstanding practical completion, minor defects and defective works, the Council has issued a notice of satisfactory 'Final Inspection', when all of the infrastructure works will be taken over by Council.

Council is entitled to call upon the bond and bank guarantee funds to complete or rectify any outstanding defective works after the expiry of the maintenance period. After takeover of the works, it is be the responsibility of the supervising engineer or applicant to request Council to release all Bond and Bank Guarantee monies.

- \*21. Plans submitted with the application for a building permit must demonstrate that any bushfire hazard management measures, if required, are located entirely within the Commercial Zone and do not rely upon management of vegetation within the Environmental Management Zone or Part 5 conservation area.
- \*22. The conditions as determined by TasWater's notice to the planning authority dated 15 October 2018, and set out in the attached Appendix A, form part of this permit with the exception of condition 10.

**\*permit conditions modified by the decision of the Tasmanian Planning Commission dated 20 November 2018.**

**DEVELOPMENT / USE PERMIT**  
**KINGBOROUGH INTERIM PLANNING SCHEME 2015**

Application No. DA-2015-494 dated 21 December 2015 submitted by Emma Riley & Associates.

This permit is granted, subject to the conditions set out below, for the development and/or use of - **car showroom, service centre and bulky goods sales** at the land situated and described as - **202 Channel Highway and 11 Spring Farm Lane, Kingston.**

**CONDITIONS**

1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with the following endorsed plans:

- A7000 - Revision DA02 dated 20 February 2018;
- A7001 - Revision DA02 dated 20 February 2018;
- A7010 - Revision DA02 dated 20 February 2018;
- A7011 - Revision DA02 dated 20 February 2018;
- A7012 - Revision DA02 dated 20 February 2018;
- A7013 - Revision DA02 dated 20 February 2018;
- Concept Overall Plan C010 Revision C dated 22 February 2018;
- Concept Site Works Plan C011 Revision C dated 22 February 2018; and
- Broader Stormwater Catchment C013 Revision A dated 22 February 2018.

This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.

2. Prior to the issue of a building permit for the development, a lighting plan must be prepared by a suitably qualified person to the satisfaction of the Manager of Development Services. When approved, the plan will be endorsed and will then form part of this permit. The plan must show how external lighting would be provided to illuminate car parking and vehicle circulation roadways and other pathways surrounding the buildings.

The lighting of parking and vehicle circulation roadways and pedestrian paths, must be in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

The lighting shown on the endorsed plan must be completed to the satisfaction of the Manager Development Services prior to the commencement of the use.

3. Prior to commencement of any on-site works, a Construction Management Plan must be submitted to and endorsed by the Manager Development Services. Once endorsed, the plan will form part of this permit and must be implemented to the satisfaction of the Manager of Development Services. No works are permitted to occur until the Plan has been endorsed. The plan must provide details of the following:
- (a) Hours for construction activity in accordance with any other condition of this Permit;
  - (b) Measures to control noise, dust, water and sediment laden runoff;
  - (c) Measures relating to removal of hazardous or dangerous material from the site, where applicable.
  - (d) A plan showing the location of parking areas for construction workers and sub- contractors' vehicles on the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. No vehicle parking is permitted within the Channel Highway road reservation;
  - (e) A Traffic Management Plan showing truck routes to and from the site;
  - (f) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
  - (g) Measures to ensure that sub-contractors / tradespersons operating on the site are aware of the contents of the Construction Management Plan; and
  - (h) Contact details of key construction site staff.

A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support site sheds on Council road reserves.

4. Prior to issue of a building permit for the development, a revised landscaping plan must be submitted removing native species not local to the area and exotic species with invasive potential. These species must be replaced with local provenance native species or non-invasive exotic species.

The landscaping plan must be prepared by a suitably qualified person to the satisfaction of the Manager Development Services. When approved, the plan will be endorsed and will then form part of this permit. The plan must show:

- A schedule of all proposed trees, shrubs/small trees and ground cover. The proposed vegetation must include a variety of species with varying heights;
- The location of each species to be planted and the location of all areas to be covered by grass, lawn or other surface material;
- Paving, retaining walls, fence design details and other landscape works including areas of cut and fill; and
- Appropriate irrigation systems.

The landscaping shown on the endorsed plan must be completed to the satisfaction of the Manager Development Services prior to the commencement of the use. The landscaping must be maintained to the satisfaction of the Manager



Development Services, including that any dead, diseased or damaged plants are to be replaced.

5. Prior to the commencement of any on-site works, a Weed Management Plan must be submitted to and endorsed by the Manager Development Services. Once endorsed, the plan will form part of this permit and must be implemented to the satisfaction of the Manager of Development Services. No works are permitted to occur until the plan has been endorsed. The Plan must be prepared by a suitably qualified person and provide details of the following:
  - (a) timeframes and methods of primary and follow up treatment for all declared and environmental weeds on site;
  - (b) weed hygiene measures required to ensure the risk of the spread of weeds from the site during clearing and construction is minimised;
  - (c) a fully costed implementation, monitoring and reporting plan for a minimum of five years (including actions and timeframes).

Primary treatment of all weeds is required in accordance with this Plan and to the satisfaction of the Manager - Development Services prior to the commencement of on-site works and the removal of any native vegetation.

In addition, a weed management bond equivalent to the costs of implementing, monitoring and reporting on outstanding actions in the Weed Management Plan is to be bonded to Council prior to commencement of the use.

Reporting on the progress with respect to the Weed Management Plan outcomes for the site is to be to Council no less than once a year for a minimum of 5 years.

The bond will be repaid to the payer in stages on an annual basis upon completion of the plan to the satisfaction of Council's Manager Development Services and receipt of the annual report, in accordance with the cost schedule identified in the Plan.

6. The following offset package must be secured and implemented prior to the Start of Works:
  - (a) The on-site protection of 1.66 hectares as 'secure conservation land' under Part 5 of the *Land Use Planning and Approvals Act 1993*, including 0.43 hectares of *Eucalyptus ovata* forest and woodland, 0.46 hectares of *Eucalyptus amygdalina* forest on sandstone, 0.61 hectares of *Eucalyptus obliqua* dry forest and 0.16 hectares of cleared land with emergent *Eucalyptus ovata* trees. This Part 5 Agreement must:
    - (i) verify the extent of the conservation area, which is to encompass all land within Environmental Management Zoned portion of the site and be consistent with Table 2 of the Natural values Assessment (North Barker, 26 February 2018);
    - (ii) provide for the protection for all native vegetation and habitat values within the conservation area in perpetuity;
    - (iii) include a Conservation Management Plan (CMP) for the conservation area, to ensure that environmental values are managed for their long term survival. The CMP must identify

management prescriptions to ensure that environmental values are managed for their long term survival, including but not limited to fencing of the conservation area, a weed management plan, facilitating natural regeneration and ongoing monitoring and reporting for a period of not less than 5 years. The CMP is to be drafted by a suitably qualified environmental consultant and include a schedule of works specifying timeframes, details and costings for each action;

- (iv) be drafted using Council's template Part 5 Agreement.

All costs associated with drafting and registering the Part 5 Agreement on the title are to be borne by the developer. All terms of this Agreement must be complied with once executed.

*Please note, planning permits containing a requirement for a Part 5 Agreement are not valid until such time as the Agreement is executed, as specified in the Land Use Planning and Approvals Act 1993. Therefore the above Agreement must be signed and sealed prior to commencement of works. The template, and a checklist for the process of drafting and lodging such an Agreement, may be obtained from Council's planning team.*

- (b) The off-site protection of 4.36 hectares of high priority biodiversity values via a financial contribution of \$12,000/ha, totalling \$52,320. In addition, the loss of 4 high conservation value trees within the Environmental Management Zone must be offset at a rate of \$500/tree, totalling \$2000. This offset is to be used for the management of *E. amygdalina* forest on sandstone, swift parrot breeding habitat and Chaostola skipper habitat in the vicinity of Kingston. This payment, totalling \$54,320, must be made into Kingborough Council's Environmental Fund prior to the removal of the vegetation and the commencement of any on-site works.

- 7. Ongoing management of the site must be in accordance with the Part 5 Agreement and associated Conservation Management Plan.

In addition, an environmental works bond equivalent to the costs of implementing, monitoring and reporting actions required as part of the Conservation Management Plan is to be bonded to Council prior to commencement of any on-site works.

Reporting on the progress with respect to the Conservation Management Plan outcomes for the site is to be to Council no less than twice a year for a minimum of 5 years.

- 8. Mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units, waste storage areas or similar must be screened from view from the street and other public spaces.
- 9. Any roof-top service infrastructure, including service plants and lift structures must be incorporated within the design of the roof.
- 10. Signage must be constructed and maintained to the satisfaction of the Manager of Development Services.
- 11. Only those trees identified for removal in Appendix 2 of the Natural Values

Assessment (North Barker, 26 February 2018) and 1.38ha of native vegetation as identified in Figure 2 and Table 2 of the Natural Values Assessment (North Barker, 26 February 2018) are approved for removal.

This vegetation must not be removed prior to the issue of a building permit, payment of the financial offset to Kingborough Council's Environmental Fund and issue of start of works approves the commencement of clearing, subject to implementation of any mitigation measures identified in the activity assessment.

No further felling, lopping, ringbarking or otherwise injuring or destroying of native vegetation or individual trees is to take place without the prior written permission of Manager Development Services.

12. All vegetation removal must be undertaken outside the breeding season of the swift parrot (September-February inclusive). Alternatively, clearing may occur during the breeding season providing:

(a) a suitably qualified consultant undertakes an activity assessment immediately prior to the commencement of clearing to determine whether breeding activity is evident and identify any mitigation measures that need to be applied to reduce impacts on breeding;

(b) this assessment verifies that the species are not currently breeding within or adjacent to the trees to be removed; and

(c) the assessment is provided to Council for review and the Manager of Development Services approves commencement of clearing, subject to implementation of any mitigation measures identified in the activity assessment.

13. All remaining native vegetation, including individual trees identified for retention in Appendix 2 of the Natural Values Assessment (North Barker, 26 February 2018), must be retained and appropriately protected during and after construction to ensure that no damage is inflicted that may impact upon the health of the vegetation or cause it to die. This includes establishing and maintaining a Tree Root Protection Zone and associated signage along the boundary of the Environmental Management Zone prior to commencement of construction in accordance with AS 4970-2009 and the Arborist Assessments (Element Tree Services, 20 September 2017 and 19 December 2017) to exclude:

- a) Storing of building materials;
- b) Vehicular traffic;
- c) Placement of fill; and
- d) Excavation works.

Evidence of satisfactory installation of this fencing is to be provided to Council prior to the commencement of any on-site works.

In addition, the following tree protection measures must be adhered to following construction for all areas within the Environmental Management Zone:

- a) the existing soil level must not be altered around the Tree Root Protection Zone of the trees (including the disposal of fill, placement of materials or

- the scalping of the soil); and
  - b) the Tree Root Protection Zone must be free from the storage of fill, contaminates or other materials; and
  - c) machinery and vehicles are not permitted to access the Tree Root Protection Zone.
14. A 'start works' notice must be lodged with Council fourteen (14) days prior to the commencement of any on-site works. Works must not commence until this notice has been approved by the Executive Manager – Engineering Services.
15. Engineering design drawings must be submitted to Council for approval. Engineering design drawings must be generally in accordance with the submitted concept overall and site works plans to the satisfaction and approval of the Executive Manager - Engineering Services and as follows:
- (a) Complies with Tasmanian Standard construction drawings.
  - (b) The car parking and vehicle manoeuvring must be of a sealed construction and comply with Australian Standard AS2890.1:2004 (Off street car parking).
  - (c) Parking and vehicle circulation roadways and pedestrian paths must be provided with bollard or other form of lighting.
  - (d) Stormwater runoff must be disposed from the site to public stormwater infrastructure in accordance with the endorsed plans.
  - (e) Water sensitive urban design (WSUD) principles must be incorporated to achieve the acceptable stormwater quality and quantity targets required in Table E7.1 of the Kingborough Interim Planning Scheme 2015. The supporting documentation with associated hydraulic calculations and details of how the on-site stormwater treatment devices are to be serviced to maintain effectiveness must be submitted with the engineering plans.
  - (f) The Channel Highway and Spring Farm Lane engineering design must be in accordance with the submitted concept overall plan. The design must incorporate the recommendations of the submitted Traffic Impact Assessment including traffic lanes, median treatment and turning lanes and bicycle lanes. Kerb and channel must be included along the Channel Highway and Spring Farm Lane site frontages and concrete footpath extended to the site as indicated on the submitted plans.
  - (g) The Channel Highway engineering design must be approved by the Department of State Growth prior to the issue of a building permit. Works Permits must be approved by the Department of State Growth and Executive Manager - Engineering Services prior to the commencement of any works on Channel Highway and Spring Farm Road respectively.
  - (h) All civil engineering works (Channel Highway / Spring Farm lane roadworks, vehicle access, car parking and drainage works) associated with this development must be completed to the satisfaction of the Executive Manager – Engineering Services prior to the commencement of the use.
  - (i) The engineering plans must include but not be limited to adequately detailed internal vehicular and pedestrian access, car parking, manoeuvring areas and drainage services.
  - (j) The engineering plans and specifications must be prepared and certified by an accredited professional Civil Engineer to the approval of the Executive Manager - Engineering Services. The Civil Engineer must also supervise the construction works.

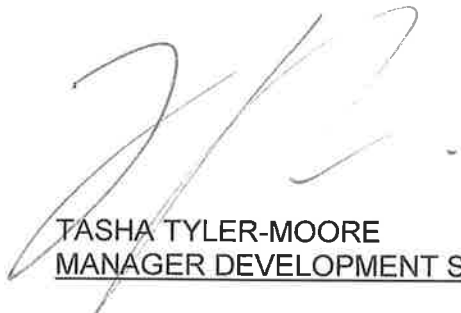
- (k) Civil engineering plans and specifications must be submitted to Council and approved by the Executive Manager – Engineering Services prior to the issue of a building permit.
16. Road pavements in the Channel Highway, Spring Farm Lane and Spring Farm Road must be designed to the satisfaction and approval of the Executive Manager – Engineering Services. The engineering designs required under condition of this permit must demonstrate that the following requirements are met:
- (a) Pavements must be designed to suit the ultimate traffic loads determined after completion of geotechnical reports of the sub grade. Minimum soil testing required for the design of the pavement must comprise a soaked CBR test on a representative soil sample taken for every 50m of road pavement (or part thereof) or where there is change of sub grade;
  - (b) The pavement design calculations including the geotechnical report must accompany the plans submitted for approval;
  - (c) The existing pavement in Spring Farm Lane must be determined and evaluated in conjunction with the pavement design calculations to suit the design traffic loads for this road. The existing pavement for Spring Farm Lane must be upgraded as required for the approved pavement design. Spring Farm Lane must be overlaid with a 40mm thickness compacted hot mixed asphalt as a minimum requirement of approval for the development;
  - (d) The sub-grade must be inspected and approved prior to commencement of construction of the pavement in accordance with Kingborough inspection audit and construction guidelines. Any sub grade improvements shall be subject to additional inspections and approvals; and
  - (e) Surface (wearing course) must be a minimum 40mm thickness approved compacted hot mixed asphalt in accordance with TDS-R06 and TSD-E01 (Kingborough Council exclusion notes).
17. A Council fee of 2% of the estimated value of the civil engineering construction works (including GST, provisional items and contingencies) for the development or the current minimum fee, whichever is the greater, must be paid at the time of submission of the engineering design plans for approval. The actual amounts payable will be based on the rates adopted by Council and prevailing at the time of payment.
18. At practical completion of approved public infrastructure and the satisfactory completion of all mandatory audit inspections the Civil Engineer must:
- Request a joint on site practical completion inspection with the Council's authorised representative;
  - Provide written confirmation that the works have been substantially completed in accordance with the plans and specifications;
  - Submit A1 size 'As Constructed' drawings in accordance with Council's Survey Brief, at a scale of 1:200 or 1:500 as appropriate, unless approved otherwise, certified as correct by a registered land surveyor in accordance with Council's Survey requirements for subdivisions, developments and capital works projects;
  - Provide 'As Constructed' digital information in AutoCAD DXF/DWG format);
  - Provide CCTV inspection and associated report of any new public stormwater

- infrastructure to be taken over by Council; and
  - Council will issue a Certificate of Practical Completion including a minor defects
  - list, upon the successful completion of:
    - All mandatory audit inspections;
    - Provision of acceptable documentation;
    - Practical completion inspection; and
    - Provision of Bond and Bank guarantees.
19. The supervising engineer must lodge a maintenance bond and bank guarantee of 10% of the total contract sum for public infrastructure including GST to ensure that the road works are kept in repair throughout the statutory period in accordance with Section 10 of the *Local Government (Highways) Act 1982*. The bond is for the purpose of providing for the satisfactory rectification of minor defects and defective works during the statutory period, which must be observed prior to the issue of Certificate of Practical Completion for approved public infrastructure.
20. The satisfactory completion of all public infrastructure will only be considered achieved when:
- (a) A Certificate of Practical Completion has been issued; Minor defects and any defective works have been satisfactorily rectified at the completion of the statutory period specified in Section 10 of the *Local Government (Highways) Act 1982*;
  - (b) Minor defects and any defective works have been satisfactorily rectified at the completion of the statutory period specified in Section 10 of the *Local Government (Highways) Act 1982*;
  - (c) At the end of the statutory period, the supervising Engineer must request a joint onsite inspection with the Council's authorised representative to confirm that all outstanding practical completion minor defects and defective works have been satisfactorily completed;
  - (d) Upon satisfactory completion of all outstanding practical completion, minor defects and defective works, the Council has issued a notice of satisfactory 'Final Inspection', when all of the infrastructure works will be taken over by Council.

Council is entitled to call upon the bond and bank guarantee funds to complete or rectify any outstanding defective works after the expiry of the maintenance period. After takeover of the works, it is be the responsibility of the supervising engineer or applicant to request Council to release all Bond and Bank Guarantee monies.

21. Plans submitted with the application for a building permit must demonstrate that any bushfire hazard management measures, if required, are located entirely within the Commercial Zone and do not rely upon management of vegetation within the Environmental Management Zone or Part 5 conservation area.

22. The conditions as determined by TasWater's notice to the planning authority dated 15 October 2018, and set out in the attached Appendix A, form part of this permit with the exception of condition 10.



TASHA TYLER-MOORE  
MANAGER DEVELOPMENT SERVICES

Decision Date: 20 November 2018

Operative Date: 12 December 2018

## Amended Submission to Planning Authority Notice

Council Planning Permit No.	DA-2015-494	Council notice date	21/12/2015
<b>TasWater details</b>			
TasWater Reference No.	TWDA 2015/02036-KIN	Date of response Amendment Date	19/02/2016 15/10/2018
TasWater Contact	Anthony Cengia	Phone No.	(03) 6237 8243
<b>Response issued to</b>			
Council name	KINGBOROUGH		
Contact details	kc@kingborough.tas.gov.au		
<b>Development details</b>			
Address	202 CHANNEL HWY, KINGSTON	Property ID (PID)	3278681
Description of development	Demolition, motor vehicle sales & showrooms		
<b>Schedule of drawings/documents</b>			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
ARTAS ARCHITECTS	141014 Sheet A7001/DA01		30/11/2017
GANDY AND ROBERTS	Concept Sewer & Water Plan		29.11.17
<b>Conditions</b>			
<p><b>SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL</b></p> <p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p><b>CONNECTIONS, METERING &amp; BACKFLOW</b></p> <ol style="list-style-type: none"> <li>1. A suitably sized water supply with metered connection(s) to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. <u>NOTE:</u> The subject property is not located within serviced land for sewer and TasWater cannot provide a sewer service to the property.</li> <li>2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.</li> <li>3. Prior to commencing construction / use of the development, a boundary backflow prevention device and water meter must be installed to the satisfaction of TasWater.</li> <li>4. Prior to the issue of the Certificate for Certifiable Work (Plumbing), an Agreement under Part 5 of the Land Use Planning and Approvals Act must have been executed including TasWater and Kingborough Council as parties to the Agreement to the effect that: <ol style="list-style-type: none"> <li>a. Private sewerage main to be located within road reservation;</li> <li>b. Owner responsible to ensure that private pumping station and rising main, including non-return valve to be maintaining in good working order.</li> <li>c. Gate valve which can be operated by TasWater to be placed on the sewerage rising main and placed immediate outside the property boundary;</li> <li>d. In the event that the connection is no longer required, the cost of removing the connection to TasWater infrastructure and restoration be at full cost to the owner;</li> </ol> </li> </ol> <p><b>TRADE WASTE</b></p>			



5. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
6. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
7. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent

#### **56W CONSENT**

8. Prior to the issue of the Certificate for Certifiable Work (Building and/or Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.
9. The proposed car parking area located within the 20.12 metre wide easement must be designed by a suitably qualified person to adequately protect the integrity of TasWater's existing infrastructure, and to TasWater's satisfaction, be in accordance with the Water Supply Code of Australia WSA 03 -2011-3.1 Version 3.1 MRWA Edition V2.0 and TasWater's supplement to this code to ensure that minimum cover/maximum cover is maintained and no trafficable loads are transferred to TasWater's operational valves (in particular air valves). Plans submitted with the application for Certificate for Certifiable Work (Building and/or Plumbing) must include a long and or suitable cross sectional views through the proposed driveway over the DN250mm TasWater water main which clearly shows;
  - a. Existing valve locations;
  - b. Pipe depth and proposed finished surface levels over the pipe/valves;
  - c. A note on the plan indicating how the pipe location and depth were ascertained.

#### **Advice**

##### **DEVELOPMENT ASSESSMENT FEES**

10. The applicant or landowner as the case may be, is liable to pay a development assessment fee of \$660.84 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date it is paid to TasWater.

##### **TRADE WASTE**

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

- Location of all pre-treatment devices i.e. Oil Water Separator;
- Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
- Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.

If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial>.

## GENERAL

For information on TasWater development standards, please visit  
<http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure..

## Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

## Authorised by



**Jason Taylor**

Development Assessment Manager

## TasWater Contact Details


Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au



Operative Date: 12/12/2018



**SITE PLAN DEMOLITION PLAN**  
SCALE 1:500



0mm 5000 10000 15000 20000 25000

## JMC

ARTAS  
ARCHITECTS

R E V I S I O N					
Rev	Description	Date	Int.	App.	
DA01	ISSUED FOR DEVELOPMENT APPLICATION	30/11/2017	BT	SC	
DA02	ISSUED FOR DEVELOPMENT APPLICATION	20/02/2018	BT	SC	

**APPROVAL**

**141014**

SHEET SIZE: A1 (LANDSCAPE)

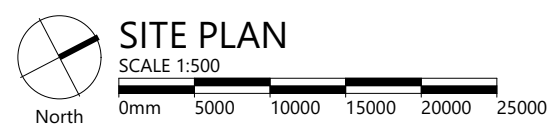
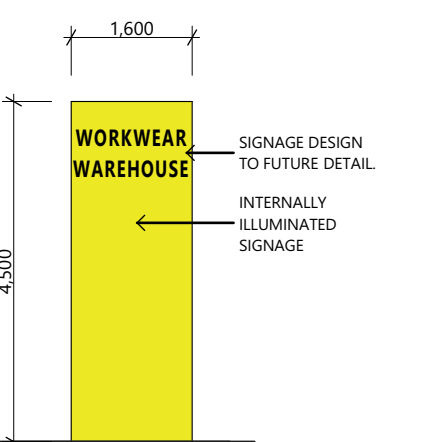
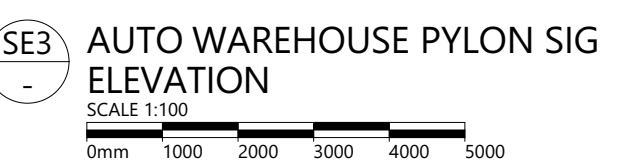
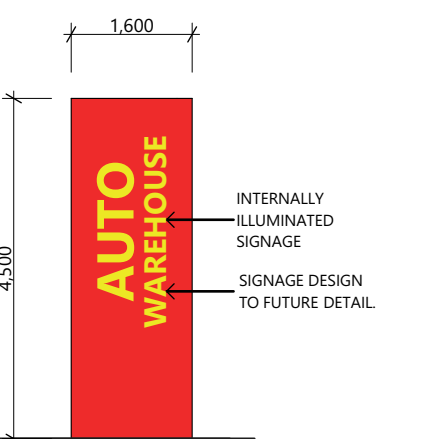
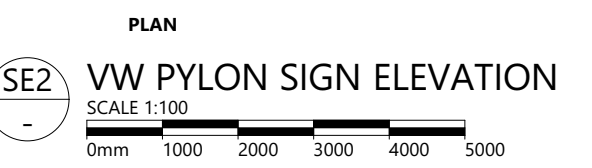
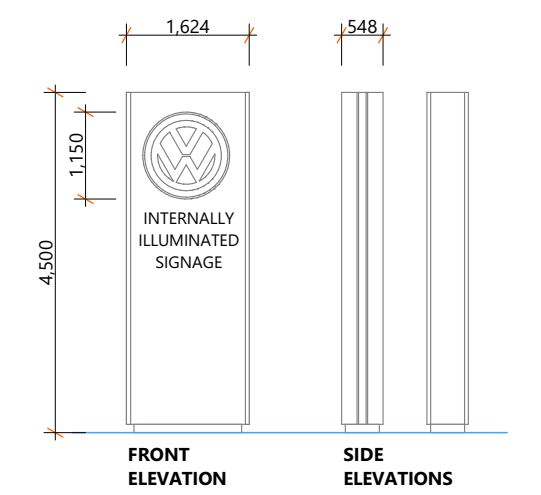
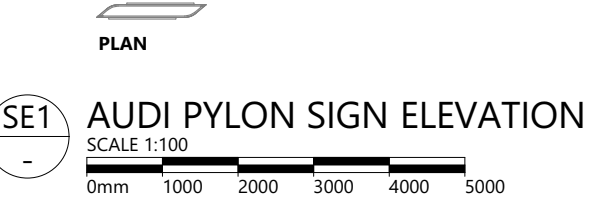
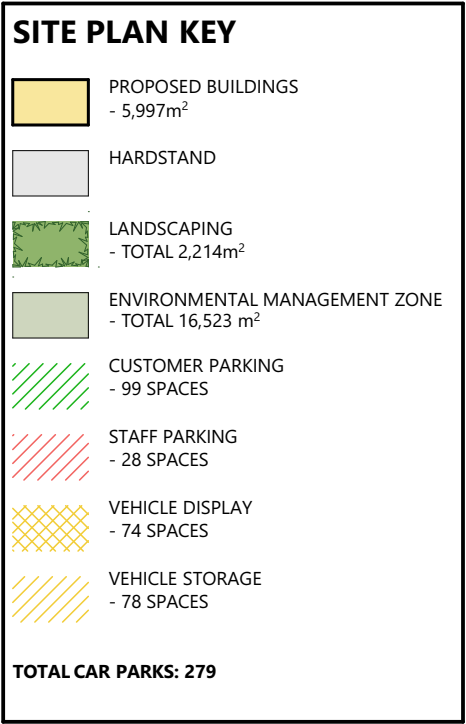
**A7000-DA02**

**ARCHITECTS**

©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS AND MUST NOT BE USED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS (A.B.N. 75 009 583 644)



Operative Date: 12/12/2018



JMC

R E V I S I O N				
Rev	Description	Date	Int.	App.
DA01	ISSUED FOR DEVELOPMENT APPLICATION	30/11/2017	BT	SC
DA02	ISSUED FOR DEVELOPMENT APPLICATION	20/02/2018	BT	SC

**APPROVAL**

141014

SHEET SIZE: A1 (LANDSCAPE)

A7001-DA02

ARTAS  
ARCHITECTS

©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS AND MUST NOT BE USED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS. (A.B.N. 75 009 583 644)





GROUND FLOOR PLAN  
SCALE 1:100

# 202 CHANNEL HWY, KINGSTON DEVELOPMENT

JMC

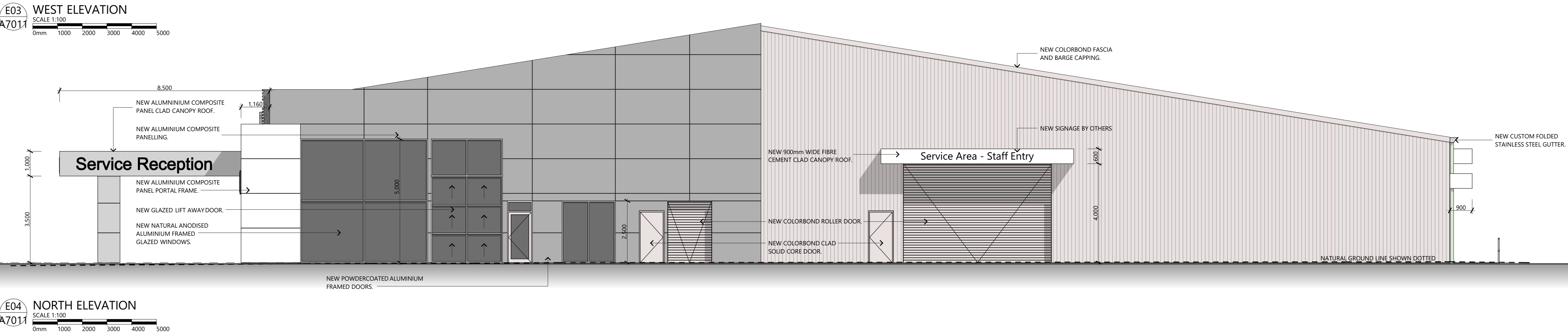
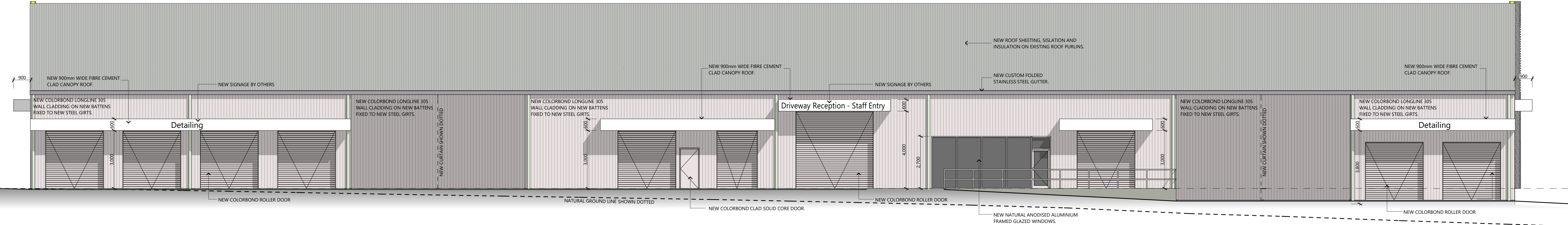
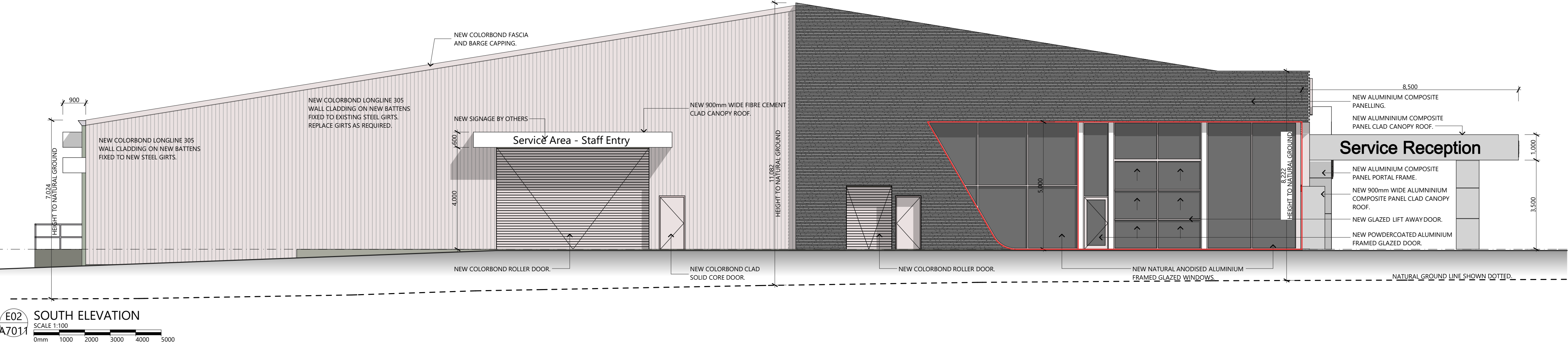
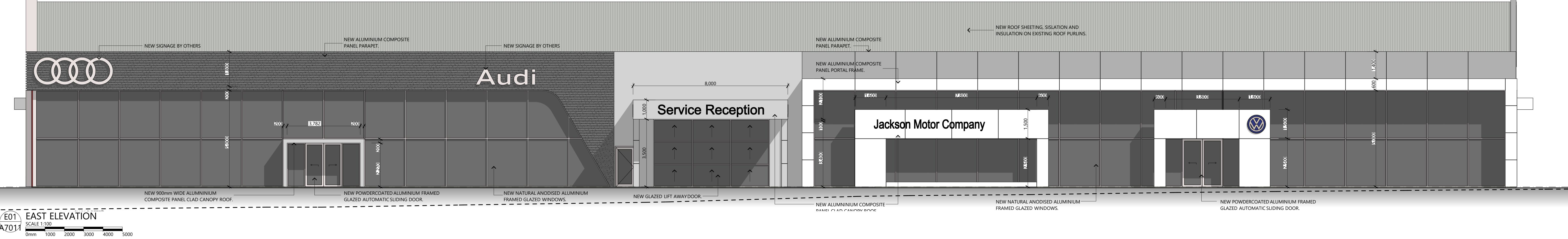
REVISION				
Rev	Description	Date	Int.	App.
DA01	ISSUED FOR DEVELOPMENT APPLICATION	30/11/2017	BT	SC
DA02	ISSUED FOR DEVELOPMENT APPLICATION	20/02/2018	BT	SC

APPROVAL  
141014  
SHEET SIZE: A1 (LANDSCAPE)

A7010-DA02 ARCHITECTS  
COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS AND MUST NOT BE USED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS. (A.B.N. 75 039 583 644)







**Kingborough Council**  
Development Services Department  
**Planning Permit Document**  
Decision Date: 20/11/2018  
Operative Date: 12/12/2018

# 202 CHANNEL HWY, KINGSTON DEVELOPMENT

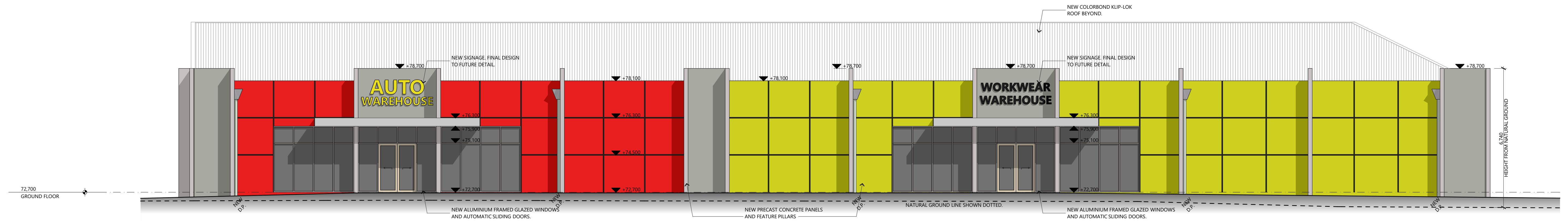
JMC

ARTAS  
ARCHITECTS

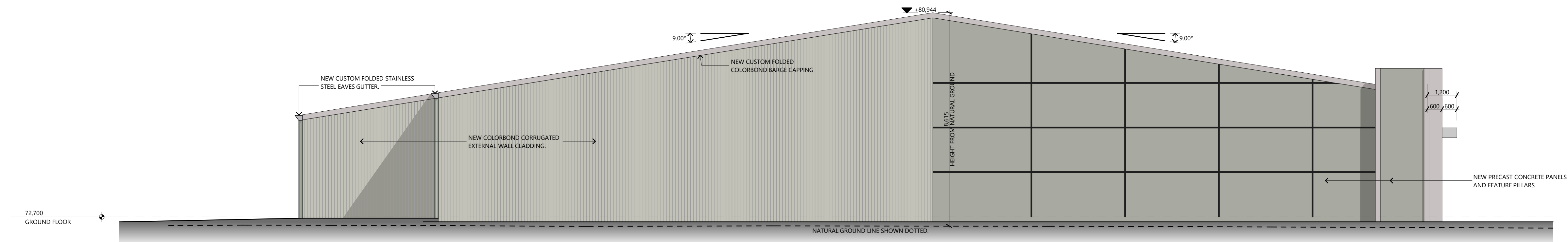
REVISION				
Rev	Description	Date	Int.	App.
DA01	ISSUED FOR DEVELOPMENT APPLICATION	30/11/2017	BT	SC
DA02	ISSUED FOR DEVELOPMENT APPLICATION	20/02/2018	BT	SC

APPROVAL
141014
SHEET SIZE: A1 (LANDSCAPE)

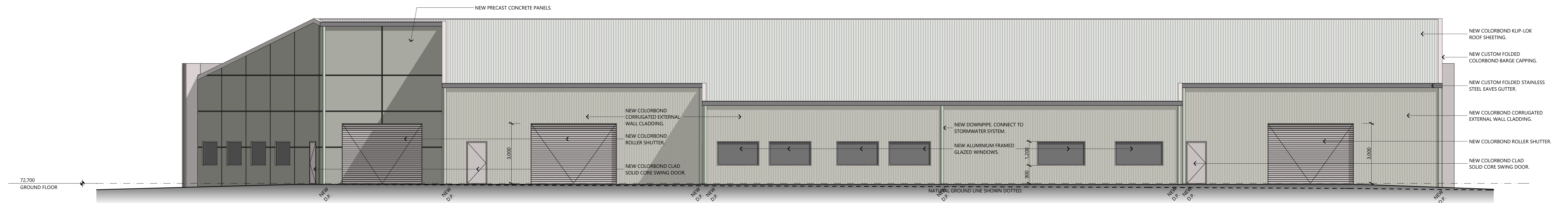
A7012-DA02	ARTAS ARCHITECTS
©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS AND MUST NOT BE USED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS. (A.B.N. 75 009 563 644)	



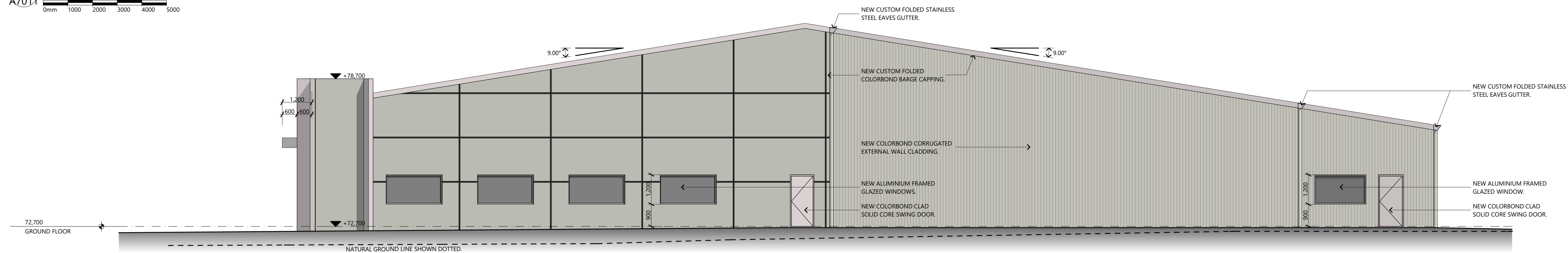
E01 EAST ELEVATION - RETAIL  
SCALE 1:100  
A7011  
0mm 1000 2000 3000 4000 5000



E02 SOUTH ELEVATION - RETAIL  
SCALE 1:100  
A7011  
0mm 1000 2000 3000 4000 5000



E03 WEST ELEVATION - RETAIL  
SCALE 1:100  
A7011  
0mm 1000 2000 3000 4000 5000



E04 NORTH ELEVATION - RETAIL  
SCALE 1:100  
A7011  
0mm 1000 2000 3000 4000 5000

**Kingborough Council**  
Development Services Department  
Planning Permit Document  
Decision Date: 20/11/2018  
Operative Date: 12/12/2018

202 CHANNEL HWY, KINGSTON DEVELOPMENT

JMC

REVISION				
Rev	Description	Date	Int.	App.
DA01	ISSUED FOR DEVELOPMENT APPLICATION	30/11/2017	BT	SC
DA02	ISSUED FOR DEVELOPMENT APPLICATION	20/02/2018	BT	SC

APPROVAL  
141014  
SHEET SIZE: A1 (LANDSCAPE)

A7013-DA02  
ARTAS ARCHITECTS  
©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS AND MUST NOT BE USED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS. (A.B.N. 75 009 583 644)

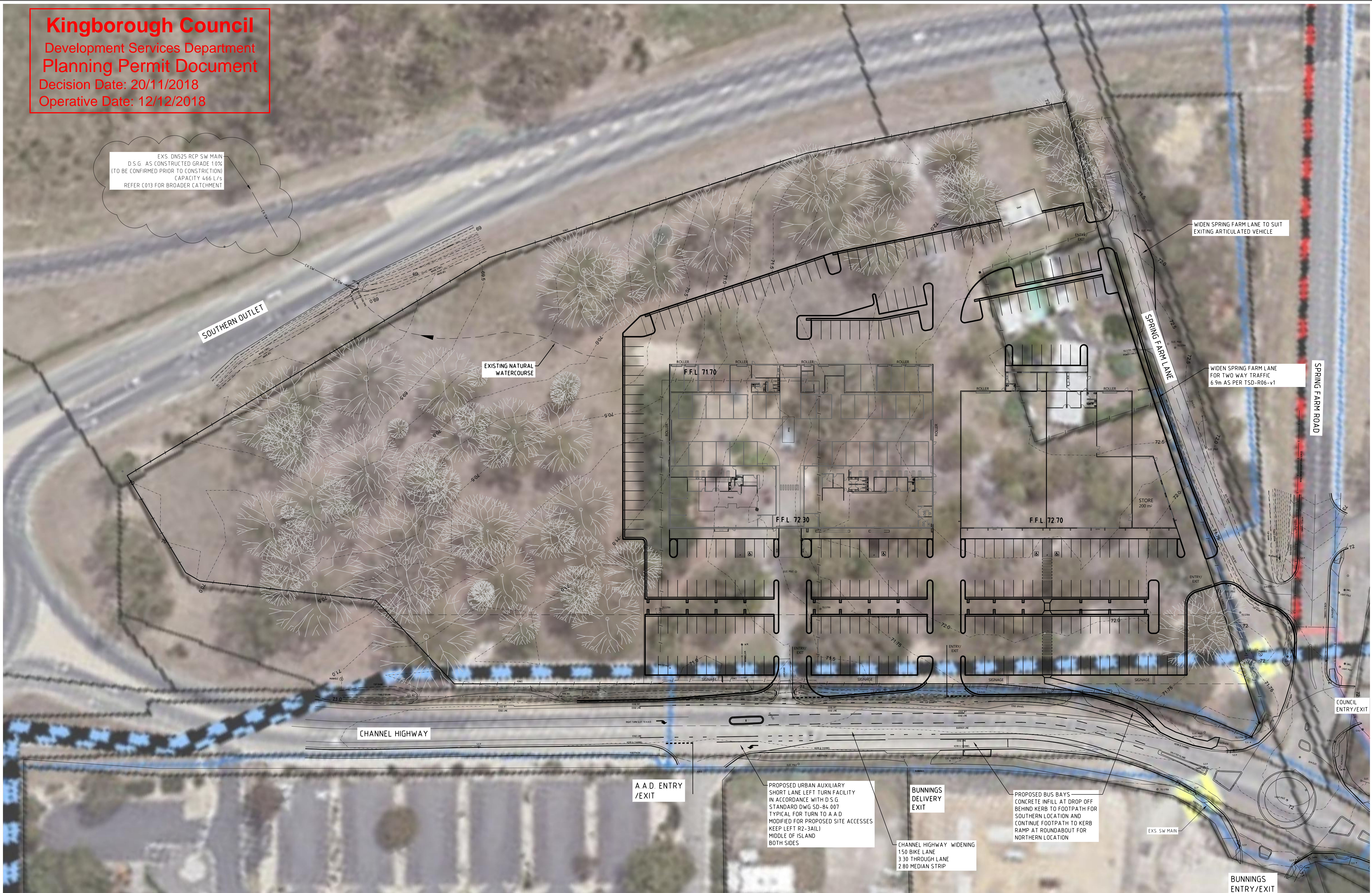


Kingborough Council

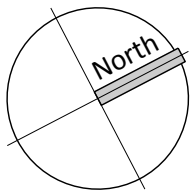
Development Services Department  
Planning Permit Document

Decision Date: 20/11/2018

Operative Date: 12/12/2018



REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
C	DEVELOPMENT APPLICATION - existing SW main capacity amended	AC	22.02.18				
B	DEVELOPMENT APPLICATION - existing SW main capacity added	AC	16.01.18				
A	DEVELOPMENT APPLICATION	AC	29.11.17				



**GANDY AND ROBERTS**  
CONSULTING ENGINEERS

159 DAVEY ST, HOBART  
TASMANIA, AUSTRALIA 7000  
www.gandyandroberts.com.au  
mail@gandyandroberts.com.au  
ph 03 6223 8877 fx 03 6223 7183

JMC  
202 CHANNEL HIGHWAY  
KINGSTON DEVELOPMENT  
DRAWING TITLE  
CONCEPT OVERALL PLAN

0	50mm	SCALE
DESIGNED ac	DRAWN ac	CHECKED SP
PROJECT 17.0235	DRAWING C010	REVISION C



MUSIC TREATMENT TRAIN EFFECTIVENESS	Sources	Residual Load	% Reduction
Flow (ML/yr)	6.73	6.26	7
Total Suspended Solids (kg/yr)	1060	139	86.9
Total Phosphorus (kg/yr)	2.31	0.82	64.5
Total Nitrogen (kg/yr)	18.1	9.1	49.7
Gross Pollutants (kg/yr)	258	18.4	92.9

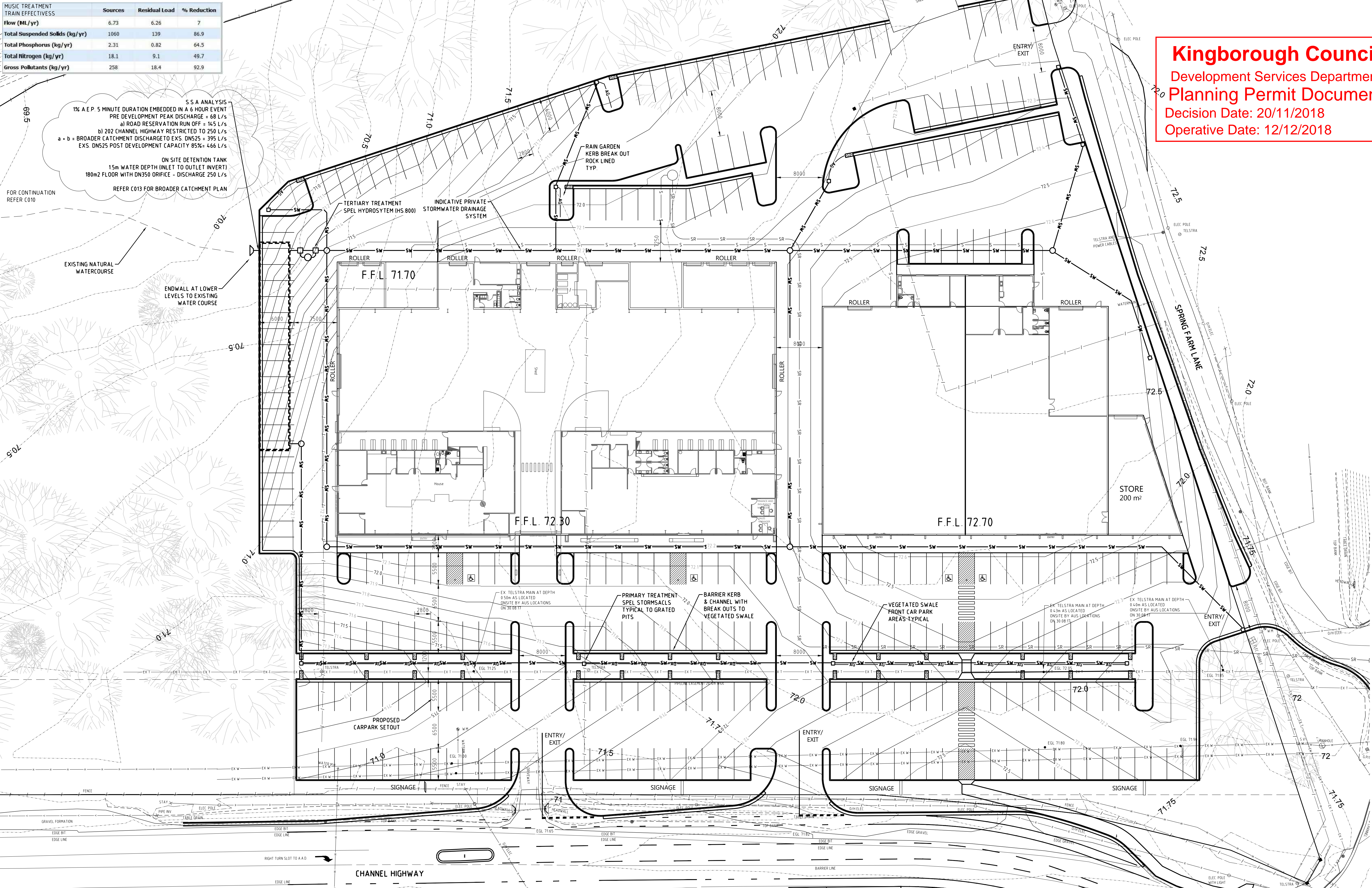
S.S.A ANALYSIS  
1% A.E.P. 5 MINUTE DURATION EMBEDDED IN A 6 HOUR EVENT  
PRE DEVELOPMENT PEAK DISCHARGE = 68 L/s  
a) ROAD RESERVATION RUN OFF = 145 L/s  
b) 202 CHANNEL HIGHWAY RESTRICTED TO 250 L/s  
a + b = BROADER CATCHMENT DISCHARGE TO EXS. DN525 = 395 L/s  
EXS. DN525 POST DEVELOPMENT CAPACITY 85% = 466 L/s

ON SITE DETENTION TANK  
15m WATER DEPTH (INLET TO OUTLET INVERT)  
180m2 FLOOR WITH DN350 ORIFICE - DISCHARGE 250 L/s

REFER C013 FOR BROADER CATCHMENT PLAN  
FOR CONTINUATION REFER C010

EXISTING NATURAL WATERCOURSE

ENDWALL AT LOWER LEVELS TO EXISTING WATER COURSE



**Kingborough Council**  
Development Services Department  
**Planning Permit Document**  
Decision Date: 20/11/2018  
Operative Date: 12/12/2018

REV	DESCRIPTION	APP'D	DATE
C	DEVELOPMENT APPLICATION - SW calcs amended OSD size adjusted	AC	22.02.18
B	DEVELOPMENT APPLICATION - SW calcs added with OSD	AC	16.01.18
A	DEVELOPMENT APPLICATION	AC	29.11.17

REV	DESCRIPTION	APP'D	DATE

**GANDY AND ROBERTS**  
CONSULTING ENGINEERS

159 DAVEY ST, HOBART  
TASMANIA, AUSTRALIA 7000  
www.gandyandroberts.com.au  
mail@gandyandroberts.com.au  
ph 03 6223 8877 fx 03 6223 7183

JMC  
202 CHANNEL HIGHWAY  
KINGSTON DEVELOPMENT

SCALE  
1:300 @ A1

DESIGNED ac	DRAWN ac	CHECKED SP
PROJECT 17.0235	DRAWING C011	REVISION C

DRAWING TITLE  
CONCEPT SITEWORKS PLAN



S S A AREA ANALYSIS					
SUB BASIN	AREA	WIDTH	IMPERV	SLOPE	RAINGAGE
	m2	m	%	%	
PRE DEVELOPMENT	33600.00	140.00	0.00	2.1000	Hobart_100-5-360
ROOF	6000.00	4.700	100.00	0.5000	Hobart_100-5-360
CAR PARK EAST	7130.00	44.00	100.00	2.5000	Hobart_100-5-360
CAR PARK SOUTH	1220.00	14.00	100.00	5.0000	Hobart_100-5-360
CAR PARK WEST	4600.00	38.00	100.00	2.0000	Hobart_100-5-360
PERVIOUS	14650.00	150.00	0.00	0.5000	Hobart_100-5-360
SOUTH SECTION HIGHWAY	6295.00	10.00	25.00	5.0000	Hobart_100-5-360
NORTH SECTION HIGHWAY	8630.00	10.00	22.00	3.0000	Hobart_100-5-360

EXTENT OF SITE AREA AND  
BROADER STORMWATER  
CATCHMENT UPSTREAM OF  
PROPOSED DEVELOPMENT AREA

EXS. DN525 RCP SW MAIN  
AS CONSTRUCTED GRADE 1.0%  
(TO BE CONFIRMED PRIOR  
TO CONSTRUCTION)  
CAPACITY 466 L/s

ROADWAY SWALE DIRECTED TO  
WHITEWATER CREEK

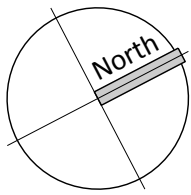
SOUTHERN OUTLET

CHANNEL HIGHWAY

STORMWATER FROM KINGSTON  
BYPASS ROUNDABOUT AND  
SECTIONS OF CHANNEL HIGHWAY  
PIPED TO COFFEE CREEK

**Kingborough Council**  
Development Services Department  
**Planning Permit Document**  
Decision Date: 20/11/2018  
Operative Date: 12/12/2018

A	DEVELOPMENT APPLICATION - Broader Catchment Zone as Per DSG RFI	AC	22.02.18				
REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE



**GANDY AND ROBERTS**  
CONSULTING ENGINEERS  
159 DAVEY ST, HOBART  
TASMANIA, AUSTRALIA 7000  
www.gandyandroberts.com.au  
mail@gandyandroberts.com.au  
ph 03 6223 8877 fx 03 6223 7183

**JMC**  
202 CHANNEL HIGHWAY  
KINGSTON DEVELOPMENT  
DRAWING TITLE  
**BROADER STORMWATER CATCHMENT**

0 50mm		SCALE
DESIGNED ac		CHECKED SP
DRAWN ac		REVISION A
PROJECT 17.0235	DRAWING C013	