31 NUBEENA CRESCENT, TAROONA
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Planning Application for Pilot Scale Commercial Hatchery
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1. INTRODUCTION

Ireneinc Planning and Urban Design has been engaged by Ornatas to prepare a planning application for the use and development of the land at 31 Nubeena Crescent, Taroona as a pilot scale rock lobster hatchery, subject to the relevant provisions of the Kingborough Interim Planning Scheme 2015.

The following reports have been relied upon, and accompany this application:

- Historic Heritage Management Strategy, Praxis Environment, February 2020
- Ecological Assessment Statement, ECO Tas, March 2019
- Ecological Assessment, ECO Tas, July 2018
- Acoustic Appraisal, Noise Vibration Consulting, March 2020
- Traffic impact Assessment, Midson Traffic, March 2020
- Civil Drawings - Gandy and Roberts, March 2020

1.1 SUBJECT SITE

The Site is located at 31 Nubeena Crescent, Taroona relating to title 175969/1. The following figures describes the site location. Of note the subdivision and transfer of the southern section of the site to the Kingborough Council has been approved, however, the cadastral boundaries of List Mapping are yet to be updated. Please refer to figure 1 for the approved subdivision layout.
Figure 1: Approved subdivision (PDA surveyors)
The site is approximately 2.5 hectares currently owned by the University of Tasmania and occupied by several 1-2 storey buildings relating to research and development.
The site is listed on the *Tasmanian Heritage Register* as the Taroona Animal Quarantine Station. It is also partially subject to the Biodiversity Code, the Bushfire Prone Areas Code and the Landslide Hazard Management Area Code.

Figure 3: Site location with aerial & cadastre from www.thelist.tas.gov.au © The State of Tasmania
2. **PROPOSED USE & DEVELOPMENT**

The proposal is for a pilot scale rock lobster hatchery. Due to the nature of the use, the proposed development has been specifically designed to accommodate the unique needs of breeding and hatching of the rock lobster. This includes the need for low to no light interiors which results in part of the façade being solid.

The proposed building height is two storeys, with a maximum height of 9.95m at the steepest part of the site, and a development footprint of 1805m². The ground floor is for plant equipment, and the first floor will be segregated into two sections: the office administration and staff facilities; and laboratory and phyllo soma room (hatchery). Vehicle access to the site will be via the Right of Way through the adjoining lot to the east and enter the site via the south-eastern corner.

Wastewater will be discharged through the University of Tasmania’s pump station located at Lot 1 Nubeena Crescent. Prior to discharge the waste will be sterilised within the facility, with the highest level of biosecurity to ensure no contaminants are discharged into the River Derwent.

The proposed development will involve the removal of some trees from the site, and the demolition of the existing sheds.

2.1 **BACKGROUND**

In November 2019 a planning scheme amendment to the site was approved by the Tasmanian Planning Commission to facilitate the proposed development.

The site has also been approved for subdivision with the southern portion of the site being gifted to Council.
3. PLANNING SCHEME REQUIREMENTS

The following is an assessment of the proposal in response to the provisions of the Kingborough Interim Planning Scheme 2015.

3.1 ZONING

The site is within the Community Purpose Zone, as shown in figure 4.

3.1.1 ZONE PURPOSE

17.1.1.1 To provide for key community facilities and services where those facilities and services are not appropriate for inclusion as an associated activity within another zone.
17.1.1.2 To ensure land required for future public use is protected from inappropriate use or development.
17.1.1.3 To encourage multi-purpose, flexible and adaptable social infrastructure to respond to changing and emerging community needs.

3.1.2 LOCAL AREA OBJECTIVES

17.1.2.1 Local area objective
Land within the area shown in Figure 17.1.2 is to be used and developed for education and research that is compatible with surrounding residential and recreation uses.

**Implementation Strategy**

Development is to:

a. Recognise the existing use of the land as a tertiary education and research facility

b. Facilitate the integration of uses reliant on the coastal location;

c. Recognise and provide for emerging use or development associated with research undertaken in the area; and

d. Protect neighbouring land from unreasonable loss of residential and recreational amenity.

The proposed use and development are consistent with the local area objectives as the proposed use is reliant on the proximity to the tertiary education and research facility and the coastal location. The pilot scale rock lobster hatchery is an emerging use associated with research undertaken by IMAS. The building is of a high calibre design which has carefully considered the residential and recreational amenity of the area.

### 3.1.3 USE

**Resource Development**

Only if within area shown in Figure 17.2.2, and only for aquaculture where integral to research and development activities undertaken by the University of Tasmania Institute of Marine and Antarctic Studies, and is for a pilot plant tropical rock lobster hatchery.

For the purposes of this use qualification, a pilot plant is defined as a small-scale research and development experimental plant in which processes planned for full-scale operation are tested and developed.

The proposed use is for a pilot scale tropical rock lobster hatchery located in Figure 17.2.2. This falls under the use class Resource Development which is discretionary in the zone. Previously, the early research of the successful growth of Tropical Rock Lobster for commercial use was conducted at the IMAS Taroona Research Facilities. Whilst the use has evolved to a stand-alone use, it is integral to the success of the pilot scale hatchery that access to the research activities on the site is readily available.
### 3.1.4 USE STANDARDS

The Use Standards applicable to the proposal are as follows:

#### 17.3.1 HOURS OF OPERATION

**Objective:** To ensure that hours of operation near a residential zone do not result in unreasonable adverse impact on residential amenity.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Hours of operation of a use within 50 m of a residential zone must be within:</td>
<td></td>
</tr>
<tr>
<td>(a) 8.00 am to 8.00 pm Mondays to Fridays inclusive;</td>
<td></td>
</tr>
<tr>
<td>(b) 9.00 am to 6.00 pm Saturdays;</td>
<td></td>
</tr>
<tr>
<td>(b) 10.00 am to 5.00 pm Sundays and Public Holidays; except for office and administrative tasks.</td>
<td></td>
</tr>
<tr>
<td>P1 Hours of operation of a use within 50 m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through</td>
<td></td>
</tr>
</tbody>
</table>

The nearest residential zone is to the north of the site and within 50m, however, the development is setback from the boundary approximately 60m.

The hours of operation generally will be normal office hours, however, due to the nature of the use some nights of the year will require 24-hour observation. Due to the infrequency of these observational periods (4-6 per year) it is not expected that this would unreasonably impact residential amenity, especially as the activity would be occurring within the building.
commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

17.3.2 NOISE

Objective: To ensure that noise emissions near a residential zone do not result in unreasonable adverse impact on residential amenity.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
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</tr>
</thead>
<tbody>
<tr>
<td>A1 Noise emissions measured at the boundary of a residential zone must not exceed the following:</td>
<td>A1: The nearest residential zone is north of the site. Noise generation is not expected to exceed 20 dBA, and therefore complies with the requirement of the Acceptable solution. Please refer to the accompanying acoustic assessment.</td>
</tr>
<tr>
<td>(a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;</td>
<td></td>
</tr>
<tr>
<td>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am;</td>
<td></td>
</tr>
<tr>
<td>(c) 65dB(A) (LAmx) at any time.</td>
<td></td>
</tr>
</tbody>
</table>

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.

Noise levels are to be averaged over a 15 minute time interval.

A2 External amplified loudspeakers or music must not be used within 50 m of a residential zone, except if a school system used for school announcements. | A2: Not applicable- no external amplified loudspeakers or music is proposed.

17.3.3 EXTERNAL LIGHTING

Objective: To ensure that external lighting does not have unreasonable impact on residential amenity on land within a residential zone.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
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</thead>
<tbody>
<tr>
<td>A1 External lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must comply with all of the following:</td>
<td>A1: External lighting will be off between 9pm and 6am, except for security lighting and security lighting will be baffled to ensure they do not cause emission of light outside the zone. As such standard A1 is met.</td>
</tr>
<tr>
<td>(a) be turned off between 9:00 pm and 6:00 am, except for security lighting;</td>
<td></td>
</tr>
<tr>
<td>(b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.</td>
<td></td>
</tr>
<tr>
<td>A2 Flood lighting of sport and recreation facilities within 200 m of a residential zone</td>
<td>A2: Not applicable- No flood lighting proposed.</td>
</tr>
</tbody>
</table>
must not subject nearby residential lots to obtrusive light, as defined in AS 4282-1997-1.4.7.  

### 17.3.4 COMMERCIAL VEHICLES

**Objective:** To ensure that external lighting does not have unreasonable impact on residential amenity on land within a residential zone.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
</table>
| A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of:  
  (a) 7.00 am to 6.00 pm Mondays to Fridays inclusive;  
  (b) 9.00 am to 5 pm Saturdays;  
  (c) 10.00 am to 12 noon Sundays and Public Holidays. | A1: Commercial vehicles movements will be restricted to the hours set out in A1, as such the proposal complies. |

### 17.3.5 DISCRETIONARY USE

**Objective:** That uses listed as Discretionary do not:

(a) compromise the use of public land for community use; or  
(b) cause unreasonable loss of amenity to adjoining residential or recreational uses.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 No Acceptable Solution</td>
<td>P1: Not applicable - the proposed use and development are located within figure 17.1.2.</td>
</tr>
<tr>
<td>P1 A use listed as discretionary, except if located within the area shown in Figure 17.1.2, must complement and enhance the use of the land for community purposes by providing for facilities and services that augment and support Permitted use or No Permit Required use.</td>
<td></td>
</tr>
</tbody>
</table>

**A2 No Acceptable Solution**

**P2:**  
(a) The proposed development is sited approximately 70 metres from Nubeena Crescent, and a further 80 metres from the residential zone. It is situated on southern face of a hill, resulting in some natural buffers between the residential zone. The proposal setback is a minimum of 20 metres to the east. The immediately adjoining recreational activity is parking for the Taroona Bowls Club.  
(b) The likely emissions will be related to noise and odour. An initial Noise report accompanies this application. The report has determined that the sound level is predicted to be under 20dBA which is significantly lower than nighttime noise requirements of 35 dBA. Furthermore, odour will likely be related to waste. Waste will be stored...
on site and frozen. It will be disposed offsite and transported alongside waste associated with IMAS. The building has also been designed to ensure minimal impact from emissions.

c) The proposed development has mitigated emissions including noise and odour from the proposed use through design controls. Much of the mitigation of any potential disturbances has been designed into the building and the quality of design endeavours to ensure that any impacts will be very minimal. Noise and odour generating activity is enclosed within the building. It is not expected that the proposed use will have a significant impact on the local road network. For traffic impacts details, please refer to the accompanying TIA. Furthermore the proposal is for a pilot scale lobster hatchery; with an operational size comparable to existing IMAS operations on site.

d) The proposal is consistent with the Local Area Objectives as demonstrated on page 9 of this report.

3.1.5 DEVELOPMENT STANDARDS

17.4.1 BUILDING HEIGHT

Objective: To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Building height must be no more than: 10 m.</td>
<td>A1: The maximum height of the proposed building is 9.95m.</td>
</tr>
<tr>
<td>A2 Building height within 10m of a residential zone must be no more than 8.5m.</td>
<td>Not applicable- the building is not within 10m of a residential zone.</td>
</tr>
</tbody>
</table>

17.4.2 SETBACK

Objective: To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Building setback from frontage must be no less than: 6 m, if fronting Channel Highway. 3 m, if fronting any other street.</td>
<td>A1: The proposed development fronts Nubeena Crescent, and is setback greater than 3m from the frontage.</td>
</tr>
<tr>
<td>A2 Building setback from a residential zone must be no less than: (a) 3 m; (b) half the height of the wall,</td>
<td>A2: The proposed siting is setback a distance greater than 3m from the residential zone to the north of the site.</td>
</tr>
</tbody>
</table>
whichever is the greater.

A3 Building setback for buildings for sensitive use must comply with all of the following:
(a) be sufficient to provide a separation distance from land zoned Rural Resource no less than 100 m;
(b) be sufficient to provide a separation distance from land zoned Significant Agriculture no less than 200 m.

A3: Not applicable as no sensitive uses are proposed

17.4.3 DESIGN

Objective: To ensure that building design contributes positively to the streetscape, the amenity and safety of the public and adjoining land in a residential zone.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots; (g) not include security shutters over windows or doors with a frontage to a street or public place.</td>
<td>The proposal is unable to comply with b and c of A1. Therefore, the Performance Criteria must be addressed. Please refer to the below detailed response.</td>
</tr>
</tbody>
</table>

P1 Building design must enhance the streetscape by satisfying all of the following: (a) provide the main access to the building in a way that addresses the street or other public space boundary;
(b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;

(c) treat large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;

(d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;

(e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;

(f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;

(g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;

(h) be consistent with any Desired Future Character Statements provided for the area.

P1 - The proposed development is for a very specific function and therefore certain elements have specific requirements for the successful growth of the puerulus and juvenile rock lobsters to be achieved. Notably the impermeable façade treatment of the rear of the building where the hatchery is located is unable to meet b) or c) of the Acceptable Solution. Ideal habitat conditions for puerulus are varied and research is still ongoing to determine their ideal habitat conditions. Therefore, the building must offer a level of research design controls as new findings develop, for example controlling temperature and light. This is critical for the success of the project. As a result, the rear of the building has limited glazing to allow for a level of environmental controls in the hatchery. All mechanical plant equipment has been enclosed within the building. Solar panels are proposed; however, these are exempt under 6.1.3 of the Kingborough Interim Planning Scheme. No awnings are proposed and there are no desired future character statements for this area. The following assessment will describe the individual facades:

Northern Façade
The northern façade is the primary façade. The proposed siting of the building is significantly set back from Nubeena Crescent, however, will still be visible from the Crescent and therefore the northern façade is considered the primary façade. As discussed previously the functionality of the building has provided a unique design response. The left portion of the building will be for office administration and staff facilities and the right side is for the laboratory. This is evident in the design where no glazing is provided to the left of the primary façade as this is the location for feed storage which requires cool and dark conditions. In response, timber batten has been selected which provides an articulated and interesting façade and responds to the natural aesthetic of the surrounding coastal area. This is a high-quality design treatment which allows the building to sit comfortably within the site and offers modern and inviting design compared to the traditional utilitarian vernacular of research and hatchery facilities. Significant glazing has been provided at the entry to the building, and further windows have been provided in the office area however are nestled behind the timber batten. This area of the building will be the primary location of administrative functions and therefore provide opportunities for passive surveillance of Nubeena Crescent.

**Eastern Façade**

The eastern façade is an internal façade and therefore does not front a streetscape or public space. It would primarily be visible from other IMAS facilities on the site. A secondary entrance has been provided on this elevation. The northern portion of the eastern façade provides an architectural feature in the form of a cantilever extension to the main portion of the building with large expansive floor to ceiling glazing. This will allow passive surveillance onto the primary entrance to the IMAS site. The concrete finish of the southern portion of the façade, the location of the hatchery, is articulated with a timber paling texture finish. This is softened by the existing landscaping.

**Southern Façade**

The southern façade (the rear of the building) faces toward the Derwent River. This is the largest expanse of solid wall. It is directly adjacent to the newly subdivided lot which has been gifted to Kingborough Council and has significant foliage cover resulting in limited visibility of the site from the public areas located along the coast. There is also an existing shed located between the proposed building and boundary further reducing any visual impact caused by the proposed development and design requirements of the hatchery. The façade is broken up by variations in the
materials from painted cement sheeting and the precast cement panels in a timber paling texture. The cantilever protrusion is also visible from this perspective.

**Western Façade**

The western façade looks onto the carpark and rear of the Taroona Bowls Club site, which is situated on a lot dedicated to recreational uses such as the skate park, bowls club, tennis courts and community garden. Due to the topography of the recreation reserve, where the highest point is located approximately at the end of Chiton Chase, the proposed building will not be readily viewable from most of the eastern and southeaster declining slope. The primary visual impact will be within the curtilage of the Taroona Bowls Club and Taroona Fire Station. The proposed building is setback twenty metres form the boundary and there is significant existing vegetation located on the boundary.

The northern portion carries through the timber batten from the primary façade. The façade is articulated through a variation in a paint finish and timber paling texture cement. The area of the building will be the main service entrance with parking and facilities for commercial vehicles to access the site. The façade is therefore broken up by the windows, roller doors and doors. By virtue of the function of this area, it allows for passive surveillance. Landscaping is proposed along parts of the western façade in order to soften the visual impact, notably the most southern corner where the tallest section of the building is located and where it is likely to be more visible from the southernmost bowls lawn.

| A2 | Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent. | The northern façade faces the residential zone and will be clad with a timber batten in natural which will have a light reflectance value not greater than 40 percent. |

### 17.4.4 PASSIVE SURVEILLANCE

**Objective:** To ensure that building design provides for the safety of the public.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
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<tbody>
<tr>
<td><strong>A1</strong> Buildings design must comply with all of the following:</td>
<td>As stated in 17.4.3 Design, the proposed development is unable to meet glazing requirements. The performance criteria must be met.</td>
</tr>
<tr>
<td>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</td>
<td>P1:</td>
</tr>
<tr>
<td>(b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40% of the surface area of the ground floor level facade;</td>
<td>a) The main entrance of the building is located on the northern façade which fronts Nubeena Crescent. There are secondary accesses on the eastern and western facades.</td>
</tr>
<tr>
<td>(c) for new buildings or alterations to an existing facade provide windows and door</td>
<td>b) Windows are located on the northern, eastern and western facades which look directly onto publics spaces, accesses and Nubeena Crescent.</td>
</tr>
</tbody>
</table>
openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level façade;
(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;
(e) provide external lighting to illuminate car parking areas and pathways;
(f) provide well-lit public access at the ground floor level from any external car park.

Buildings design must provide for passive surveillance of public spaces by satisfying all of the following:

(a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;
(b) locate windows to adequately overlook the street and adjoining public spaces;
(c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;
(d) locate external lighting to illuminate any entrapment spaces around the building site;
(e) provide external lighting to illuminate car parking areas and pathways;
(f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;
(g) provide for sight lines to other buildings and public spaces.

17.4.5 LANDSCAPING

Objective: To ensure that a safe and attractive landscaping treatment enhances the appearance of the site and if relevant provides a visual break from land in a residential zone.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has nil setback to frontage.</td>
<td>A1: No changes to the existing landscaping is proposed along the frontage of the site.</td>
</tr>
<tr>
<td>A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2 m.</td>
<td>A2: No changes to the existing landscaping which borders the residential zone to the north is proposed.</td>
</tr>
</tbody>
</table>
17.4.8 ENVIRONMENTAL VALUES

**Objective:** To ensure that the location and design of buildings and works avoids and minimises adverse environmental impacts.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>A1</strong> No trees of high conservation value will be impacted.</td>
<td><strong>P1:</strong> Due to the scale of the proposed building and available land, it is necessary for seven trees to be removed in order to facilitate development. The trees have been assessed by ECO Tas which found that all the trees could be considered of high conservation value. A financial offset is the most feasible form of offset for the removal of these trees, as replanting these species within the site will pose occupational health and safety issues for current and future development.</td>
</tr>
<tr>
<td><strong>P1</strong> Buildings and works are designed and located to avoid, minimise, mitigate and offset impacts on trees of high conservation value.</td>
<td></td>
</tr>
</tbody>
</table>

No fencing or outdoor storage is proposed, therefore 17.4.7 and 17.4.6 are not relevant to this application.
4. CODES

4.1 BUSHFIRE-PRONE AREAS CODE

This code applies to:

a) subdivision of land that is located within, or partially within, a bushfire-prone area; and

b) a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.

The proposal is not for subdivision. The site is located within the bushfire-prone area; however, the use is not considered vulnerable use, nor a hazardous use. A hazardous use is defined in the code as:

(a) the amount of hazardous chemicals used, handled, generated or stored on a site exceeds the manifest quantity as specified in the Work Health and Safety Regulations 2012; or

(b) explosives are stored on a site and where classified as an explosives location or large explosives location as specified in the Explosives Act 2012.

The chemicals which will be stored in the building are:

- Decon 90 - 40ml per week
- Klenzall - 2 litres per week
- Sodium hypochlorite - 2 litres per week
- Active SRA 2 - .1 litres per week (nonhazardous)

As the quantities of chemicals which will be stored in the building are well below the manifest quantity specified in Schedule 11 of the Work Health and Safety Regulations 2012, the use is not considered hazardous; as such this code does not apply.

4.2 POTENTIALLY CONTAMINATED LAND CODE

There are no known contaminants on the site and based on this the code does not apply.

4.3 LANDSLIDE CODE

The building footprint is not located within the landslide hazard area however, a portion of the proposed access is. The landslide hazard area is classed as low. The proposal is for Resource Processing which is not listed as a use qualification for a hazardous use. In accordance with E3.4 (c), the proposal is therefore exempt from the Code.

4.4 ROAD AND RAILWAY ASSETS CODE

4.4.1 USE STANDARDS

E5.5.1 EXISTING ROAD ACCESSES AND JUNCTIONS

Objective: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less,</td>
<td>The net traffic generation is estimated to be a 25 trips per day which meets the acceptable solution.</td>
</tr>
</tbody>
</table>
must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.

4.4.2 DEVELOPMENT STANDARDS

E5.6.1 DEVELOPMENT ADJACENT TO ROADS AND RAILWAYS

Objective: To ensure that development adjacent to category 1 or category 2 roads or the rail network:

(a) ensures the safe and efficient operation of roads and the rail network;
(b) allows for future road and rail widening, realignment and upgrading; and
(c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:</td>
<td>The site does not front a rail network or a category 1 or 2 road. This standard does not apply.</td>
</tr>
<tr>
<td>(a) new buildings;</td>
<td></td>
</tr>
<tr>
<td>(b) other road or earth works; and</td>
<td></td>
</tr>
<tr>
<td>(c) building envelopes on new lots.</td>
<td></td>
</tr>
</tbody>
</table>

A1.2
Buildings, may be:

(a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or
(b) an extension which extends no closer than:
   (i) the existing building; or
   (ii) an immediately adjacent building.

E5.6.2 ROAD ACCESSES AND JUNCTIONS

Objective:
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</td>
<td>No new accesses proposed therefore this standard does not apply.</td>
</tr>
</tbody>
</table>

A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less. |

E5.6.4 SIGHT DISTANCES AT ACCESSES TO JUNCTIONS AND LEVEL CROSSINGS

Objective:
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1</strong> Sight distances at:</td>
<td>A1: The access is an existing access and no changes are proposed. Regardless the existing access complies with the safe intersection sight distance of 80m.</td>
</tr>
<tr>
<td>(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and</td>
<td></td>
</tr>
<tr>
<td>(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</td>
<td></td>
</tr>
</tbody>
</table>

### 4.5 PARKING AND ACCESS CODE

#### 4.5.1 USE STANDARDS

**E6.6.1 NUMBER OF CAR PARKING SPACES**

**Objective:** To ensure that:

(a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.

(b) a use or development does not detract from the amenity of users or the locality by:

(i) preventing regular parking overspill;

(ii) minimising the impact of car parking on heritage and local character.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1</strong> The number of on-site car parking spaces must be:</td>
<td>There is no specification for parking for the use class resource development. The proposal provides 10 parking spaces including one accessible space.</td>
</tr>
<tr>
<td>(a) no less than the number specified in Table E6.1; except if:</td>
<td></td>
</tr>
<tr>
<td>(i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</td>
<td></td>
</tr>
</tbody>
</table>

**E6.6.2 NUMBER OF ACCESSIBLE CAR PARKING SPACES FOR PEOPLE WITH A DISABILITY**

**Objective:** To ensure that a use or development provides sufficient accessible car parking for people with a disability.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1</strong> Car parking spaces provided for people with a disability must:</td>
<td>1 accessible space is required. The proposal provides 1 and it is located as close as practical to the building entrance. The proposal complies.</td>
</tr>
<tr>
<td>(a) satisfy the relevant provisions of the Building Code of Australia;</td>
<td></td>
</tr>
<tr>
<td>(b) be incorporated into the overall car park design;</td>
<td></td>
</tr>
<tr>
<td>(c) be located as close as practicable to the building entrance.</td>
<td></td>
</tr>
</tbody>
</table>
E6.6.3 NUMBER OF MOTORCYCLE PARKING SPACES

Objective: To ensure enough motorcycle parking is provided to meet the needs of likely users of a use or development.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
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</tr>
</thead>
<tbody>
<tr>
<td>A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</td>
<td>There are no car parking requirements and therefore no motorcycle parking spaces are generated.</td>
</tr>
</tbody>
</table>

E6.6.4 NUMBER OF BICYCLE PARKING SPACES

Objective: To ensure enough bicycle parking is provided to meet the needs of likely users and by so doing to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</td>
<td>There is no requirement for bicycle parking. No bicycle parking has been provided.</td>
</tr>
</tbody>
</table>

4.5.2 DEVELOPMENT STANDARDS

E6.7.1 NUMBER OF VEHICLE ACCESSES

Objective: To ensure that:
(a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:
(i) the number of vehicle access points; and
(ii) loss of on-street car parking spaces;
(b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses;
(c) vehicle access points do not have a dominating impact on local streetscape and character.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</td>
<td>A1: The existing number of vehicle access points will be retained. The number of vehicle accesses comply.</td>
</tr>
</tbody>
</table>

E6.7.2 DESIGN OF VEHICULAR ACCESSES

Objective: To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.
### SCHEME REQUIREMENT

**A1** Design of vehicle access points must comply with all of the following:

(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 - “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;

(b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.

---

### SCHEME REQUIREMENT

**E6.7.3 VEHICULAR PASSING AREAS ALONG AN ACCESS**

**Objective:** To ensure that:

(a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;

(b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.

---

### SCHEME REQUIREMENT

**A1** Vehicular passing areas must:

(a) be provided if any of the following applies to an access:

(i) it serves more than 5 car parking spaces;

(ii) is more than 30 m long;

(iii) it meets a road serving more than 6000 vehicles per day

(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;

(c) it meets a road serving more than 6000 vehicles per day;

(d) have the first passing area constructed at the kerb;

(e) be at intervals of no more than 30 m along the access.

---

### SCHEME REQUIREMENT

**E6.7.4 ON-SITE TURNING**

**Objective:** To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.

---

### SCHEME REQUIREMENT

**A1** On-site turning must be provided to enable vehicles to exit a site in a forward direction, Vehicles can enter and exit in a forward direction and as such the proposal complies.
except where the access complies with any of the following:

(a) it serves no more than two dwelling units;

### E6.7.5 LAYOUT OF PARKING

**Objective:** To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.

<table>
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<th>SCHEME REQUIREMENT</th>
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</tr>
</thead>
<tbody>
<tr>
<td>A1 The Layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS2890.1:2004 Parking Facilities Part 1: Off Street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.</td>
<td>The car parking spaces comply with relevant Australian Standards, and as such the proposal complies with the Acceptable Solution. Please refer to the accompanying civil drawings.</td>
</tr>
</tbody>
</table>

### E6.7.13 FACILITIES FOR COMMERCIAL VEHICLES

**Objective:** To ensure that facilities for commercial vehicles are provided on site, as appropriate.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2: Commercial Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.</td>
<td>Facilities have been provided in accordance with the AS2890.2. Please refer to the accompanying civil drawings.</td>
</tr>
</tbody>
</table>

### E6.7.14 ACCESS TO A ROAD

**Objective:** To ensure that access to the road network is provided appropriately.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Access to a road must be in accordance with the requirements of the road authority.</td>
<td>No changes to the existing approved access is proposed.</td>
</tr>
</tbody>
</table>

### 4.6 STORMWATER MANAGEMENT CODE

#### 4.6.1 DEVELOPMENT STANDARDS

### E7.7.1 STORMWATER DRAINAGE AND DISPOSAL

**Objective:** To ensure that stormwater quality and quantity is managed appropriately.

<table>
<thead>
<tr>
<th>SCHEME REQUIREMENT</th>
<th>DEVELOPMENT RESPONSE</th>
</tr>
</thead>
</table>
A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.

A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:
(a) the size of new impervious area is more than 600 m2;
(b) new car parking is provided for more than 6 cars;
(c) a subdivision is for more than 5 lots.

P1 Stormwater will be disposed of by gravity to public infrastructure.

A2 cannot be met, a stormwater treatment train will be employed which is deemed to satisfy P2. Please refer to the plans provided by Gandy and Roberts.

A3 A minor stormwater drainage system must be designed to comply with all of the following:
(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;
(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.

N/A

4.7 BIODIVERSITY CODE
No native vegetation is proposed for removal within the Biodiversity Protection Area and therefore this Code does not apply.

4.8 WATERWAYS AND COASTAL PROTECTION CODE
The proposal will utilise existing approved facilitates associated with IMAS which fall within the Waterways and Coastal Protection Code. Development is exempt from this code if associated with a Level 2 Activity under the Environmental Management and Pollution Control Act 1994. The proposal is considered a level 2 activity.

4.9 HISTORIC HERITAGE CODE
The site is listed under the Tasmanian Heritage Register, however, not under the Historic Heritage Code. Therefore, the code does not apply. A Historic Heritage Management Strategy accompanies this report for the Heritage Council’s assessment.
4.10 SIGN CODE

No signage is proposed as a part of this application, and any future signage will be subject to a separate application.
5. CONCLUSION

This proposal is for a pilot scale tropical rock lobster hatchery. The proposed development has specific requirements for the successful growth of the puerulus and juvenile rock lobsters to be achieved. Notably the impermeable façade treatment of the rear of the building where the hatchery is located. Ideal habitat conditions for puerulus are varied and research is still ongoing to determine their ideal habitat conditions. Therefore, the building must offer a level of research design controls as new findings develop, for example controlling temperature and light. This is critical for the success of the project.

The proposed development is within the permitted height limit, and the building footprint is 1805m². Some trees will need to be removed. Due to site constraints it is unlikely that an onsite offset is achievable, and therefore a financial offset is put forward.

The Bushfire Prone Areas code does not apply at the proposal is not for subdivision, nor is it considered a vulnerable or hazardous use. The landslide hazard code is mapped within a portion of the development footprint (vehicle circulation within the site); however, the use is exempt from the code. Some details have been provided around the storage of hazardous chemicals.

No changes are proposed to the existing access and a total of 10 parking spaces, inclusive of one accessible space will be provided. The Road and Railway Asset Code, Parking and Access Code and Stormwater management code also apply to the development and have been addressed in the above report.

The proposal is consistent with the Local Area Objectives.