COUNCIL MEETING

MONDAY 16 NOVEMBER 2026

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BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL'S WEBSITE

1A. ACKNOWLEDGEMENT OF COUNTRY

The Mayor will:

- make the following statement:

  "Before proceeding, I pay my respects to the Mumirimina people as the traditional and original custodians of the lands on which we meet, and I acknowledge the continuing connection of the Tasmanian Aboriginal people to the skies, land and waterways.

  I pay respect to Elders past and present."

- invite those present to pause for a moment of quiet reflection and respect before commencing the council meeting.

- advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are livestreamed, audio-visually recorded and published to Council's website. The meeting is not protected by privilege. A link to the Agenda is available via Council's website.

- advise that conduct at our council meeting must be respectful and considerate. Any conduct that is considered offensive, defamatory or threatening is not acceptable and will not be tolerated.

1B. CERTIFICATE OF ELECTION - 3 NOVEMBER 2026

As provided by Section 304 of the Local Government Act 1993 the Returning Officer for Clarence, Ms Maree Ward, has completed the Certificate of Election for the Clarence City Council Elections held on 27 October 2026. The Chief Executive Officer will table the Certificate of Election.

RECOMMENDATION:

That the advice be noted.

1C. ELECTED MEMBERS' DECLARATIONS

In accordance with the provisions of Section 321 of the Local Government Act 1993, the Chief Executive Officer will confirm the completion of Declarations by the successful candidates at the 25 October 2022 Elections and the Council is to acknowledge the Declarations at the Meeting.

RECOMMENDATION:

That the Chief Executive Officer's advice in respect to the completion of Declarations by Councillors be acknowledged.

2. APOLOGIES

Nil.

3. DECLARATIONS OF INTERESTS OF COUNCILLORS OR CLOSE ASSOCIATE

In accordance with Regulation 10 of the Local Government (Meeting Procedures) Regulations 2025 and Council's adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

4. OMNIBUS ITEMS

4.1 CONFIRMATION OF MINUTES

RECOMMENDATION:

That the Minutes of the Council Meeting held on 12 October 2026, as circulated, be taken as read and confirmed.

4.2 MAYOR'S COMMUNICATION

4.3 COUNCIL WORKSHOPS

In addition to the Councillor's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

PURPOSE	DATE
Councillor Induction	9 November

RECOMMENDATION:

That Council notes the workshops conducted.

4.4. TABLING OF PETITIONS

(Note: Petitions received by Councillors are to be forwarded to the Chief Executive Officer within seven days after receiving the petition).

Petitions are not to be tabled if they do not comply with Section 57(2) of the Local Government Act, or are defamatory, or the proposed actions are unlawful.

4.5 REPORTS FROM OUTSIDE BODIES

This agenda item is listed to facilitate the receipt of both informal and formal reporting from various outside bodies upon which Council has a representative involvement.

REPORTS FROM SINGLE AND JOINT AUTHORITIES

Provision is made for reports from Single and Joint Authorities if required.

Council is a participant in the following Single and Joint Authorities. These Authorities are required to provide quarterly reports to participating Councils, and these will be listed under this segment as and when received.

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

- **TASWASTE SOUTH**

- **TASWATER CORPORATION**

The appointments to these bodies will be dealt with at Item 8.4.2.

REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES

4.6 WEEKLY BRIEFING REPORTS

The Weekly Briefing Reports of 12, 19 and 26 October and 9 November 2026 have been circulated to Councillors.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 12, 19 and 26 October and 9 November 2026 be noted.

5. PUBLIC QUESTION TIME

Public question time at ordinary Council meetings will not exceed 15 minutes. An individual may ask questions at the meeting. Questions may be submitted to Council in writing on the Friday 10 days before the meeting or may be raised from the Public Gallery during this segment of the meeting.

The Chairman may request a Councillor or Council officer to answer a question. No debate is permitted on any questions or answers. Questions and answers are to be kept as brief as possible.

5.1 PUBLIC QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a member of the public may give written notice to the Chief Executive Officer of a question to be asked at the meeting). A maximum of two questions may be submitted in writing before the meeting.

Questions on notice and their answers will be included in the minutes.

Mr Bradley Walker of Howrah has given notice of the following questions:

1. TRAFFIC CALMING MEASURES DUNTROON DRIVE, ROKEBY

On 11th Dec 2023 I asked a question about traffic calming measures in Duntroon Drive, Rokeby and on the 2nd March 2026 I asked a question about signage in Lindisfarne. Both of the question were answered, noting council would make a review. Could council please provide me with the details of such reviews.

2. OPEN SPACE STRATEGY CONSULTATION

In June 2025, Council started its Open Space Strategy Consultation with a Draft Strategy to be delivered in February 2026. Both the consultation findings or a Draft Strategy has yet to be delivered. Could council please provide reasons for the delay and an estimated new timeframe for the implementation of the Open Space Strategy.

5.2 ANSWERS TO QUESTIONS ON NOTICE

The Mayor may address Questions on Notice submitted by members of the public.

5.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil.

5.4 QUESTIONS WITHOUT NOTICE

The Chairperson may invite members of the public present to ask questions without notice.

Questions are to relate to the activities of the Council. Questions without notice will be dependent on available time at the meeting.

Council Policy provides that the Chairperson may refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that relates to any item listed on the agenda for the Council meeting (note: this ground for refusal is in order to avoid any procedural fairness concerns arising in respect to any matter to be determined on the Council Meeting Agenda.

When dealing with Questions without Notice that require research and a more detailed response the Chairman may require that the question be put on notice and in writing. Wherever possible, answers will be provided at the next ordinary Council Meeting.

Council's Public Question Time Policy can be found on Council's website at Public Question Time - City of Clarence : City of Clarence (ccc.tas.gov.au)

6. DEPUTATIONS BY MEMBERS OF THE PUBLIC

(In accordance with Regulation 46 of the Local Government (Meeting Procedures) Regulations 2025 and in accordance with Council Policy, deputation requests are invited to address the Meeting and make statements or deliver reports to Council)

7 PLANNING AUTHORITY MATTERS

In accordance with Regulation 29 (1) of the Local Government (Meeting Procedures) Regulations 2025, the Mayor advises that the Council intends to act as a Planning Authority under the Land Use Planning and Approvals Act 1993, to deal with the following items:

7.1 PLANNING APPLICATION PDPLANPMTD-2026/063373 – 1 STEFWORTH LANE, ACTON PARK - PARTIAL CHANGE OF USE TO DISTILLERY (RESOURCE PROCESSING) AND OUTBUILDING (SINGLE DWELLING)

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for a partial change of use to distillery (Resource Processing) and outbuilding (Single Dwelling) at 1 Stefworth Lane, Acton Park.

RELATION TO PLANNING PROVISIONS

The land is zoned Rural Living and subject to the Flood-prone Hazard Areas, Natural Assets, Safeguarding of Airports, and the Parking and Sustainable Transport Codes under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal includes discretionary use (Resource Processing) and development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2025.

Council is required to exercise a discretion within the statutory period which expires on 18 November 2026.

CONSULTATION

The proposal was advertised in accordance with statutory requirements, and four representations were received raising the following issues:

- Amenity;
- Location of proposed outbuilding;
- Purpose of proposed outbuilding;
- Traffic and road safety;
- Details of use; and
- Drainage.

RECOMMENDATION:

A. That the Planning Application for Partial Change of Use to Distillery (Resource Processing) and Outbuilding (Single Dwelling) at 1 Stefworth Lane, Acton Park (Cl Ref PDPLANPMTD-2026/063373) be approved subject to the following conditions and advice.

1. The use or development must be substantially in accordance with the planning application and endorsed plans, except if otherwise required by the permit.

2. The outbuilding is approved as directly associated and subservient to the Single dwelling use and must not be used for habitable, commercial or industrial purposes unless otherwise approved by Council's Chief Executive Officer or delegate.

3. No more than 1,000 litres of distilled spirits must be stored on site at any time unless otherwise approved by Council's Chief Executive Officer or delegate.

4. Hours of operation of the Resource Processing use must be within the hours of:
    1. Monday to Friday 8:00am to 6:00pm
    2. Saturday 9:00am to 12:00 noon
    3. Nil on Sunday and public holidays

5. Hours of commercial vehicle movements for the Resource Processing use must be within the hours of:
    1. Monday to Friday 7:00am to 5:00pm
    2. Saturday 9:00am to 12:00 noon
    3. Nil on Sunday and public holidays

6. This permit does not approve the use of the site as a cellar door for tastings and the like associated with the Resource Processing use, unless otherwise exempt as occasional use or approved by Council's Chief Executive Officer or delegate.

B. That in addition to standard advice, the following advice be provided to the proponent:

a. A Building Surveyor is required to be engaged, to create and certify an Application for Building Approval. A Form 47 Chief Officer Report prepared by the Tasmania Fire Service is required to accompany the building application submission for the resource processing.

b. It has been identified that the development associated with this permit is likely to create additional hydraulic loading on the existing wastewater system at this property. Please note that a report from a suitably qualified and licenced environmental consultant will be required at the plumbing permit stage, that acknowledges the likely additional loading on the wastewater system, where modifications to the existing system may be provided for, or a new wastewater system may be required. The report will need to be submitted with the plumbing permit.

c. The site must be registered as a business in accordance with the *Food Act 2003* prior to the commencement of the use. Detailed plans and specifications for all food handling areas, showing all internal surfaces, fittings and fixtures, must form part of a request for report from an Environmental Health Officer (Form 42) in accordance with Regulation 26B(3) of the Building Regulations 2016 where the proposed work is notifiable building work or Regulation 28 of the Building Regulations 2016 where the proposed work is permit building work. The plans must comply with the *Food Act 2003,* the *Tasmanian Part I4 Food Premises of Volume 1 of the National Construction Code and the Food Standards Code*.

d. Please note that there is a general obligation to not cause a statutory nuisance under the *Local Government Act 1993*, and not to cause an environmental nuisance under the *Environmental Management and Pollution Control Act 1994*, by way of noise or other pollution. Failure to comply with these requirements may lead to enforcement action being taken by authorised persons

C. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of the matter.

ASSOCIATED REPORT

1. BACKGROUND

Approval was granted for additions to the existing dwelling and outbuildings on site under D-2007/13. The establishment of the vineyard to the west of the site pre-dates this approval.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned Rural Living Zone under the Scheme.

2.2. The proposal is discretionary because Resource Processing is a discretionary use in the Rural Living Zone, and the proposed development does not meet the Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 5.6 – Compliance with Applicable Standards;
- Section 6.10 – Determining Applications;
- Section 11 – Rural Living Zone;
- Section C2.0 – Parking and Sustainable Transport Code;

- Section C3.0 – Road and Railway Assets Code;
- Section C7.0 – Natural Assets Code;
- Section C12.0 – Flood-prone Areas Hazard Code; and
- Section C16.0 – Safeguarding of Airports Code.

2.4. Council's assessment of this proposal must consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

2.5. While the site is subject to the Natural Assets Code because of the Waterway and Coastal Protection overlay, the Code does not apply to the change of use, and no development is proposed within the Waterway and Coastal Protection overlay.

2.6. While the site is subject to the Flood Prone Hazard Code, the Code only applies to use and development within the mapped area of the overlay. The proposed development and the area subject to the change of use are not within the overlay area.

2.7. While the Safeguarding of Airports Code is applicable, the proposal does not require an assessment against the Code because the proposed development height is below the Obstacle Surface Layer (OSL) height of 80m, and it is located outside the airport noise attenuation area.

3. PROPOSAL IN DETAIL

3.1. The Site

The site is two hectares in size and located at the northern end of Stefworth Lane. Access is provided by an existing asphalt crossover to the south-east frontage. Lines of mature vegetation border the southern and eastern boundaries. The Tangara Trail runs parallel to the eastern side boundary, with the entry also located directly adjacent to the subject property at the end of Stefworth Lane.

The site is irregularly shaped, and slopes downwards from the south, west, and north at a gradient of 1:15 towards a small dam in the centre of the site. The dam is surrounded by mature vegetation.

Development is concentrated to the south of the site, with a single dwelling and various outbuildings. An established vineyard is located in the western part of the site, occupying an area of approximately 2,400m^2.

3.2. The Proposal

The proposal is for a residential 3.6m high, 20m x 10m outbuilding, and a partial change of use within an existing outbuilding to produce spirits from grapes grown on site. The grapes would be distilled off-site into a base-spirit, before being returned for finishing, packaging, and wholesale. Alterations to the existing driveway are proposed to allow for the proposed use and development.

4. PLANNING ASSESSMENT

4.1. Compliance with Applicable Standards [Section 5.6]

"5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules".

4.2. Determining Applications [Section 6.10]

"6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

(a) all applicable standards and requirements in this planning scheme; and

(b) any representations received pursuant to and in conformity with section 57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised".

References to these principles are contained in the discussion below.

4.3. General Provisions

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this proposal.

Resource Processing Use

As the site area for the distilling exceeds the standard for Home Occupation (maximum 40m^2), it must be considered as Resource Processing.

While there is no distilling of a base-spirit proposed on site currently, the internal fit-out of the facility for producing and bottling spirits is described as a distillery on the plans. This aligns with the prevailing naming convention and business model for producing spirits initially as a contract-distiller. All acceptable solutions for discretionary use are readily met for the proposed Resource Processing use, as it is only the hours of operation, external lighting, and delivery times that are applicable. Further, no hazard codes are applicable, and there is a maximum of 1,000 litres of distilled spirits proposed on site at any time. For these reasons the description is considered reasonable for allowing the production of spirits without constraining the future use of the site.

The remainder of the site will be used as a single dwelling and associated outbuildings, which fits within the Residential use class.

4.4. Compliance with Zone and Codes

The proposal meets the Scheme's relevant Acceptable Solutions of the Rural Living Zone, Road and Railway Assets Code, and the Parking and Sustainable Transport Code except for the following.

Rural Living Zone

- **Clause 11.4.1 SITE COVERAGE** – the proposal would result in development further exceeding the 400m^2 site coverage prescribed by the acceptable solution for A1.

  The proposal must be assessed against Performance Criteria P1.

Performance Criteria	Assessment
"Clause 11.4.1 - P1	The proposal is assessed as satisfying the performance criteria as outlined below.
The site coverage must be consistent with that existing on established properties in the area, having regard to: *a. the topography of the site;* *b. the capacity of the site to absorb runoff;* *c. the size and shape of the site;* *d. the existing buildings and any constraints imposed by existing development;* *e. the need to remove vegetation; and* *f. the character of development existing on established properties in the area".*	The total site coverage under the proposal would be approximately 809m^2. This is consistent with the site coverage of nearby established properties in the area as follows: • 4 Stefworth Lane (1,005m^2), • 179 Acton Drive (833m^2); and • 327 Acton Drive (742m^2). The topography and siting of existing development on site constrain development to the north-east facing slope, on the southern boundary. This location drains naturally to the centrally located dam. The size and shape of the site allow for the proposed outbuilding to be further than 50m from the nearest downslope boundary. Minimal clearance of vegetation would be required by the proposed development, with all mature trees remaining unaffected by the proposal. The proposal would result in the addition of a metal-clad 3.6m high skillion roofed outbuilding to the existing large single-storey, hip-roofed dwelling and outbuildings on site. All development would be set back more than 20m from any boundary. The mixture of residential and agricultural building forms is characteristic of development existing on established properties, and with the purpose of the Rural Living Zone.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and four representations were received. The following issues were raised by the representors.

5.1. Amenity

Representors raised concern that the proposed commercial activity would be incompatible with the residential purpose of the Rural Living Zone and unreasonably impact amenity.

- **Comment**

  The Rural Living Zone purpose provides for use or development that does not cause an unreasonable loss of amenity, through noise, scale, intensity, traffic generation and movement, or other off site impacts. This is controlled for in the use table for the zone, which excludes intensive Resource Processing uses such as an abattoir, animal saleyard or sawmilling. Any other Resource Processing, such as a distillery, only needs to address requirements for operating hours, external lighting, and commercial deliveries. To ensure there is no ongoing amenity loss, a condition is recommended to control the operating and delivery hours to be within reasonable times. No external lighting was proposed for the Resource Processing use, and there are no equivalent standards that apply to external lighting for the residence.

5.2. Location of Proposed Outbuilding

Representors raised concern that the proposed outbuilding location was not accurately indicated, and that the location may be altered to reduce overshadowing of the grape vines.

- **Comment**

  The applicant provided preliminary plans, to scale, for the planning assessment showing the location of the new outbuilding as approximately 30m from the boundary. The relevant minimum acceptable solution for setback is 10m to a side boundary. The plans are sufficient for the purpose of assessing compliance with relevant standards and clearances from any code overlays.

5.3. Purpose of Proposed Outbuilding

Representors raised concern at the scale of the proposed outbuilding for residential use.

- **Comment**

  The size of the proposed outbuilding, although large, is consistent with residential development in the area. A condition is recommended to ensure residential use only of the outbuilding, and any change to this use would require an additional planning permit.

5.4. Traffic and Road Safety

Representors expressed concern that the proposed Resource Processing use would increase delivery and customer traffic. This was raised with particular reference to the access of the Tangara Trail also being located at the end of Stefworth Lane.

- **Comment**

  The intensity of any traffic would be limited by several factors:

  - the modest scale of the Resource Processing use, with a maximum of 1,000 litres on site at any time, and the basis of a recommended condition the permit;
  - the modest scale and seasonality of the vineyard; and
  - no tasting room being proposed, and a condition is recommended to enforce this.

The applicant states that two commercial vehicle movements are anticipated per month, but also that a seasonal increase in movements will apply to harvest season. This low frequency does not warrant a specific condition regarding vehicle movements which are considered reasonable and will not result in an unreasonable increase in traffic.

Additionally, the proposal includes on-site turning for all vehicles, and Stefworth Lane only services eight households and users of the Tangara Trail. There is ample space for two vehicles to pass on the sealed road, as well as for parking for residential or recreational uses.

5.5. Drainage

Representors raised concern that the proposed development would result in unreasonable impact from overland flow to surrounding sites.

- **Comment**

  The site drains largely towards the dam at the centre of the property, and beyond that gently to the east. No downhill boundary is closer than 50m to the proposed development, and the entire site remains permeable, vegetated land. This is assessed above under clause 11.4.1 of the Rural Living Zone and considered to satisfy the requirements.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, who determined that no submission was required on their part.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with and furthers the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

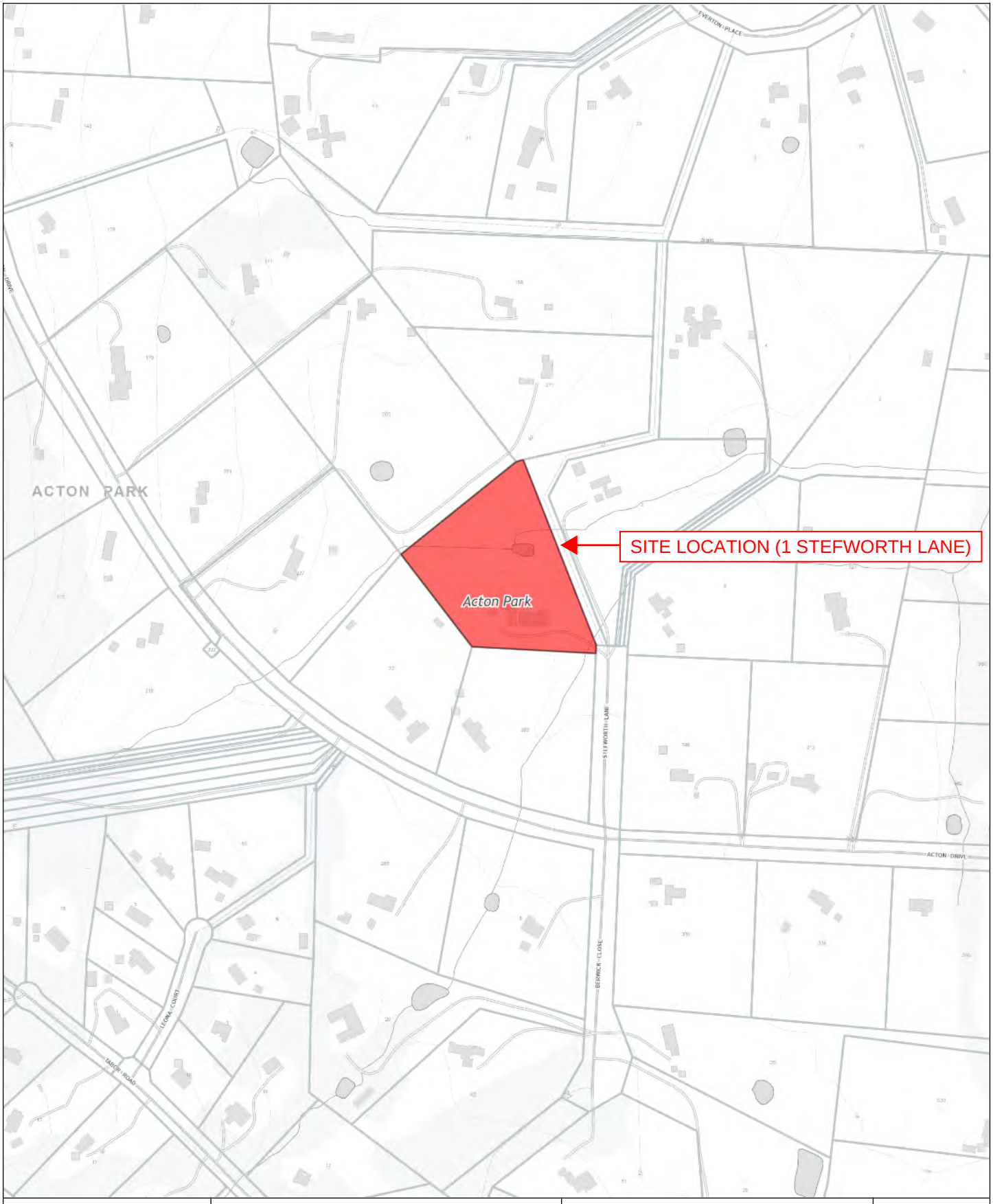
There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council Policy.

9. CONCLUSION

The proposal is recommended for approval, subject to conditions.

Attachments:
1. Location Plan (1)
2. Proposal Plan (33)
3. Site Photo (1)

Daniel Marr
HEAD OF CITY PLANNING



City of Clarence

This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

LOCATION PLAN

1:5000

N



N

0 2 4 8 20m

IMPORTANT NOTE - PLANNING
This drawing has been prepared for the purpose of obtaining planning approval from the Council & other authorities.

The information shown hereon should not be used for any other purpose or be relied upon in any financial agreement.

All measurements and areas are subject to final survey/design.

LEGEND - SITE

- Shed (10x20m)
- Light Rigid vehicle (2.3x6.4m)
- Domestic car park (2.3x5.4m)
- Business car park (2.3x5.4m)
- Loading/unloading area (3.5x6.4m)
- Proposed extension concrete driveway / Proposed asphalt turning area

REV	AMENDMENTS	DRAWN	DATE	APPR.
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DRAWING STATUS: **DRAFT**
COORDINATE SYSTEM: **Projection: MGA2020**
THIS SHEET MAY BE PRINTED USING COLOUR AND MAY BE INCOMPLETE IF COPIED

PLANNER: RB	REVIEWED: HC	
DRAWN: NJA	REVIEWED: HC	
JOB MANAGER: HUGH CLEMENT		
ISSUED DATE: 24 SEPTEMBER 2026		

CLIENT: BRODIE-LEA DE VILLIERS
PROJECT DESCRIPTION: PARTIAL CHANGE OF USE TO RESOURCE PROCESSING
ADDRESS: 1 STEFWORTH LANE, ACTON PARK
DRAWING TITLE: **SITE PLAN**

PDA SURVEYORS, ENGINEERS & PLANNERS

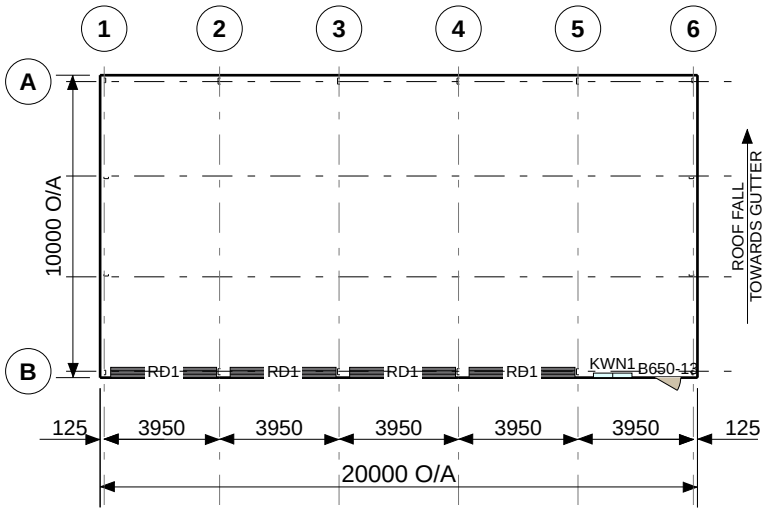
250-270 Murray Street
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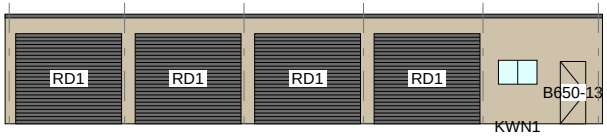
JOB NUMBER	DRG	SHEET	REVISION
55962HC	DA	01	-

DATE/TIME: Thursday, 24 September 2026 2:05:25 PM PLOTTED: NATASHA ADAMS FILE LOCATION: S:\55962HC - BRODIE-LEA DE VILLIERS - 1 STEFWORTH LANE ACTON PARK\2-PLAN\1-CAD\55962HC-DA-01.DWG

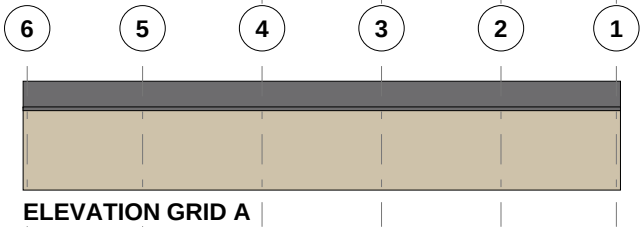
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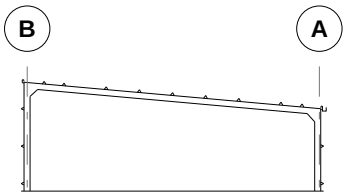
GROUND FLOOR PLAN



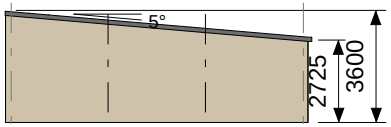
ELEVATION GRID B



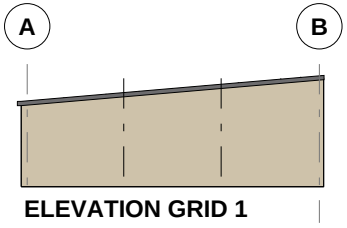
ELEVATION GRID A



SECTION GRID 2, 3, 4, 5



ELEVATION GRID 6



ELEVATION GRID 1

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CLADDING

ITEM	PROFILE (min)	FINISH	COLOUR
ROOF	TRIMDEK 0.42 BMT	CB	BY
WALLS	TRIMDEK 0.42 BMT	CB	PB
CORNERS	-	CB	PB
BARGE	-	CB	BY
GUTTER	SQUARELINE	CB	BY

0.35bmt=0.40tct; 0.42bmt=0.47tct; 0.48bmt=0.53tct

ACCESSORY SCHEDULE & LEGEND

QTY	MARK	DESCRIPTION
4	RD1	S/Line R.D - W/Lock C2. AA 2905 high x 3500 wide Clear Opening C/B
1	KWN1	AMI - Reg A & B, 790x1274 CLR, Window Kit (BG)
1	B650-13	Larnec Door & Frame Kit, 650/37, Std. 2040 x 820 C/ Bond

ARCHITECTURAL DRAWING ONLY, NOT FOR CONSTRUCTION USE

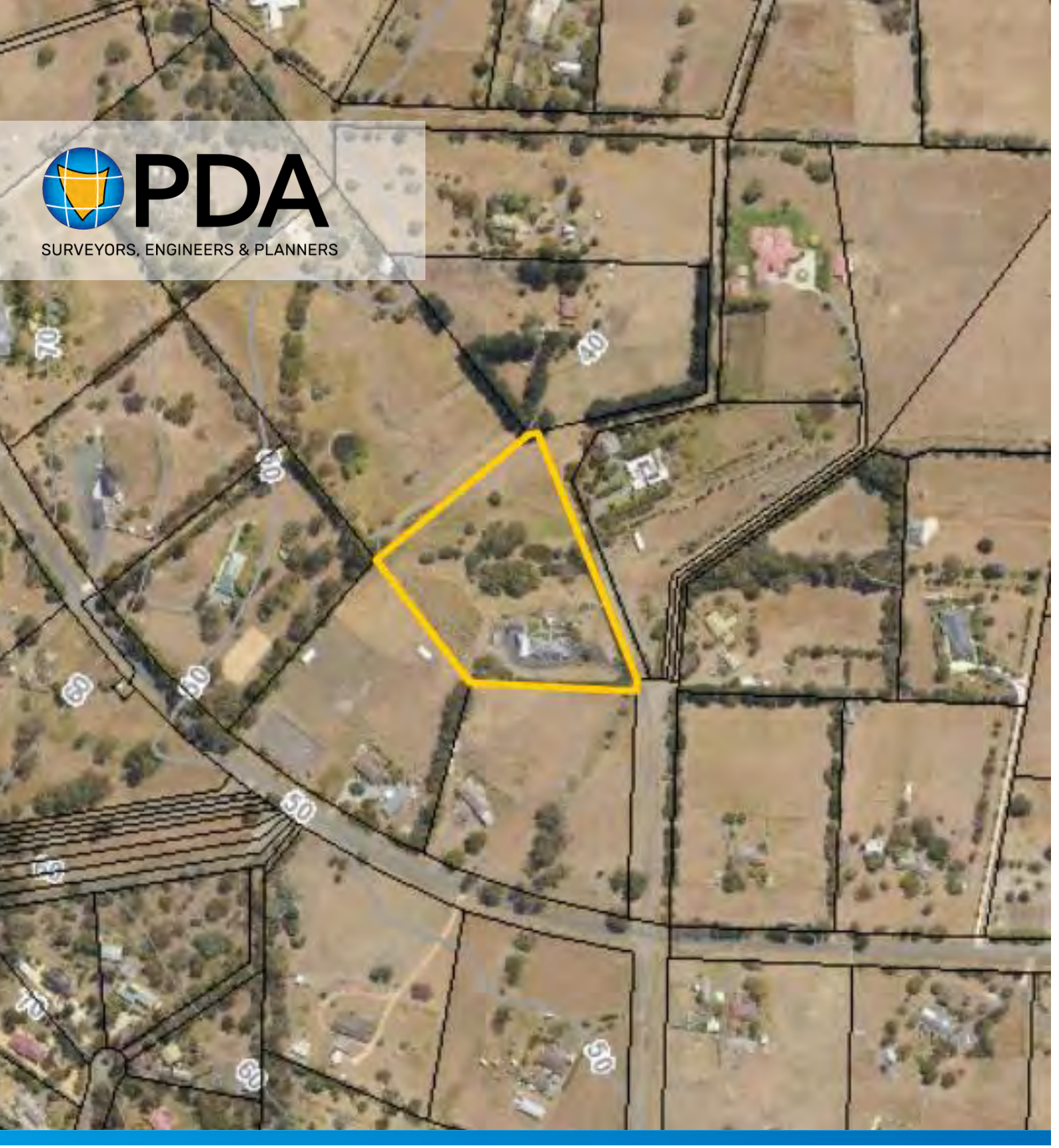
CLIENT
Gavin De Villiers

SITE
1 Stefworth Lane
ACTON PARK TAS 7170

BUILDING
BIG G SKILLION
10000 SPAN x 2725/3600 EAVE x 20000 LONG

TITLE
FLOOR PLAN & ELEVATION

SCALE	DRAWING NUMBER	REV	PAGE
A4 SHEET 1:250	**BRWT3-3446**	**A**	**1/1**



PDA
SURVEYORS, ENGINEERS & PLANNERS

Planning Report Rev.2

Partial change of use to Resource Processing, new outbuilding, and driveway extension

1 Stefworth Lane, Acton Park

5962HC | 24 September 2026

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PDA CONTRIBUTORS

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REVISION HISTORY

Revision	Description	Date
0	First Issue	10 August 2026
1	Address RFI	4 September 2026
2	Address RFI	24 September 2026

ENGAGEMENT & COSTS, FEES, CHARGES & INVOICING DIRECTIONS

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PDA Engineers, Surveyors & Planners has been engaged by Gavin de Villiers (the Permit Holder) to prepare documentation for a planning permit for a partial change of use to Resource Processing, plus outbuilding and driveway extension on land known as 1 Stefworth Lane, Acton Park. Any permit issued is affixed to land and not to any individual or Agent of the Permit Holder.

The services rendered by the Agent are strictly limited to the preparation of documentation to obtain planning permissions only. The Agent is not to be considered as the "Permit Holder" as part of any permit condition issued by any Authority and is not responsible for any costs, fees or charges incurred through a Permit Holder enacting a permit condition. All costs, fees and charges including invoices associated with this use or development is borne of the Permit Holder only and is to be addressed to the Permit Holder only.

In such circumstances where the primary Permit Holder named above sells land or otherwise relinquishes the land; the new permit holder is the party responsible for all costs, fees, charges and invoices incurred by enacting any permit issued that is affixed to the land.

In granting any permit or consent for this development the issuing or consenting Authority hereby agree and are bound to the terms listed above.

APPLICATION DETAILS

SUBJECT SITE	1 Stefworth Lane, Acton Park
PROPOSAL	Partial change of use to Resource Processing, new outbuilding to be used for residential storage, and asphalt driveway extension.

TITLE REFERENCE/S	43026/7
PID	7774121
PLANNING SCHEME	Tasmanian Planning Scheme – Clarence
LOCAL PROVISIONS	Not applicable to this application
GENERAL PROVISIONS	Not applicable to this application
LAND ZONING	11.0 Rural Living (Zone B)
CODES & OVERLAYS	C2.0 Parking and Sustainable Transport C3.0 Road and Railway Assets C7.0 Natural Assets – not applicable per C7.2.1(a) and C7.2.2 C12.0 Flood-Prone Areas Hazard C16.0 Safeguarding of Airports – exempt per C16.4.1

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1. THE SUBJECT SITE

A two-hectare, trapezoid-shaped lot on the eastern side of the Meehan Range with the street address 1 Stefworth Lane, Acton Park.

The lot is described as Lot 7 on Sealed Plan 43026. It is subject to a drainage easement 9.14m wide passing through the centre of the lot and a drainage easement 10m wide passing across the access.

The land is owned by Gavin de Villiers PID: 7774121.

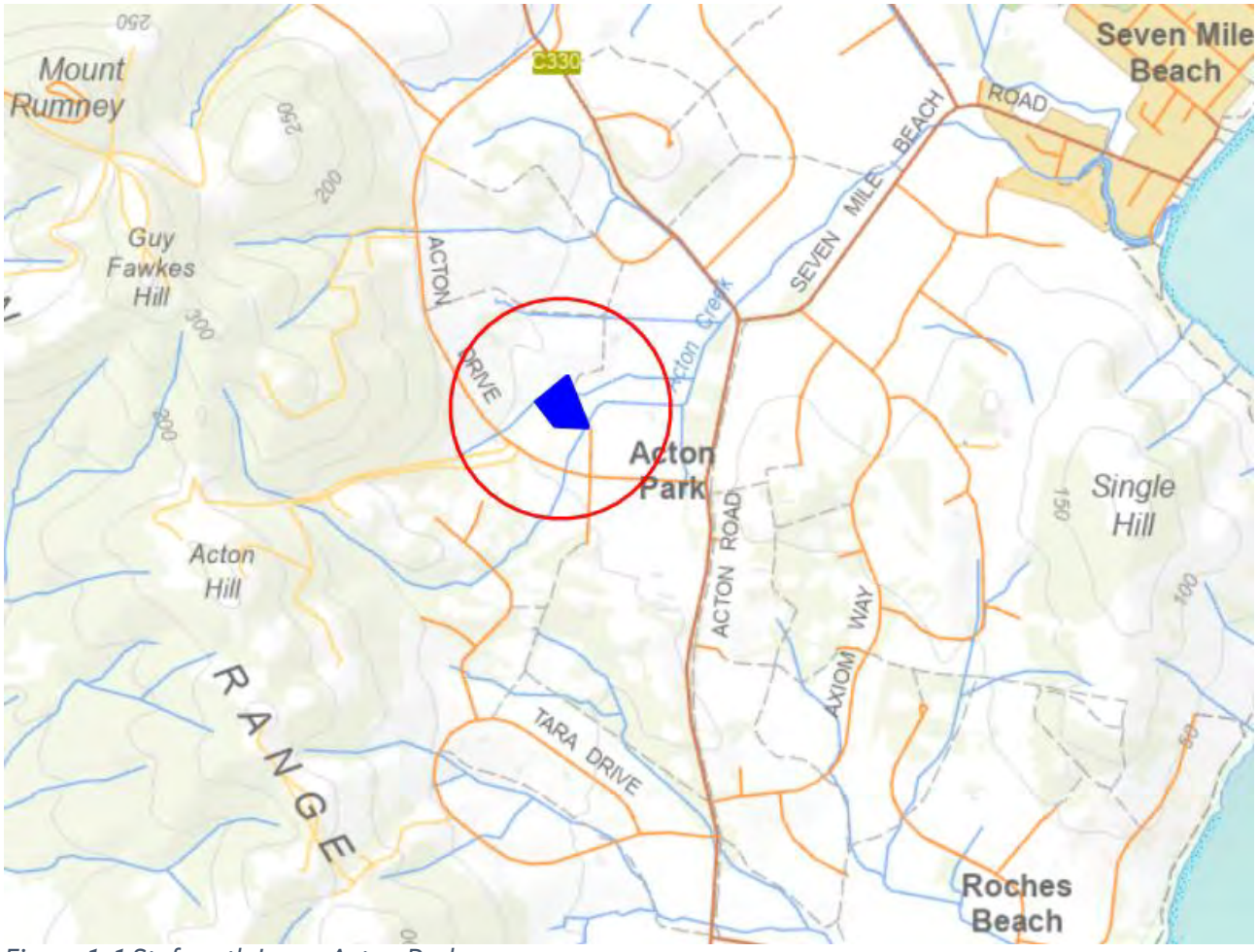


Figure 1: 1 Stefworth Lane, Acton Park.

2. EXISTING USE AND DEVELOPMENT

The site supports residential (single dwelling) use and development with a small vineyard (around 2,000m^2) and dam. The vineyard contains around 1,000 established pinot noir grapevines. The internal driveway is asphalted.

The dwelling is around 397m^2. A large outbuilding with double garage is 233m^2. A smaller outbuilding is 49m^2 and a gazabo is 40m^2. Total site coverage is 719m^2.

The land is cleared and pastured apart from remnant native vegetation around the waterway and coastal protection area and the dam, with non-native screening vegetation along the southern boundary. The area around the dwelling is landscaped.

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Figure 2: Existing site conditions.



Figure 3: Google Street View from the end of Stefworth Lane with from left to right 1 Stefworth Lane, the horse trail (grassed), and three private access points.

ACCESS

Access to the property is from Stefworth Lane, which is a short (178m), sealed, subdivision road owned and maintained by council, off Acton Road. It services 7 properties (including the subject site), all accessed from the end of the lane.

SERVICES

- Water reticulation is available to the subject site and the lot is connected.
- Sewer reticulation is not available to the subject site
- Stormwater reticulation is not available to the subject site

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3. THE PROPOSAL

To construct a 200m^2 outbuilding to be used for residential storage, extend the asphalt driveway to same, and to change the use of an existing 50m^2 residential outbuilding to Resource Processing.

The new outbuilding will be clad in sheet metal with walls in Colorbond 'Paperbark' and roof in Colorbond 'Basalt'. It will have four roller doors and a pedestrian access with one window, all in the northeastern elevation. It will have a skillion roof with maximum height 3.6m.

The Resource Processing use will involve:

- Receive pre-distilled alcohol products in ready-to-bottle form.
- Conduct dilution (where required), bottling, labelling, and packaging.
- Prepare boxed and palletised goods for wholesale distribution.
- Bottle and package vodka that has been distilled by a licensed third-party distillery using grapes grown on the property.

It is **not** proposed to distil on site.

In terms of using the grapes grown on site, these will be harvested and transported to a licensed third-party distillery for processing. They will be fermented and distilled into a neutral grape spirit by that facility and the finished spirit will be returned to the premises ready for dilution (where required), bottling, labelling, and packaging.

Spirit will be transported by IBC (Intermediate Bulk Container) on a light rigid vehicle. IBCs typically carry around 1,000 litres and are suited to forklift or pallet jack transport. Only 1,000 litres of standard distilled spirit will be stored on site at one time. No high strength spirits will be on site.

The business will average around two commercial vehicle movements per month. These will be light rigid vehicles. There will be a small increase in vehicle movements seasonally, to allow for transport of harvested grapes to the contract distillery.

The product will be distributed to wholesale customers only. It is not intended to open a cellar door to the public. All sales will be directly to licensed venues and retailers.

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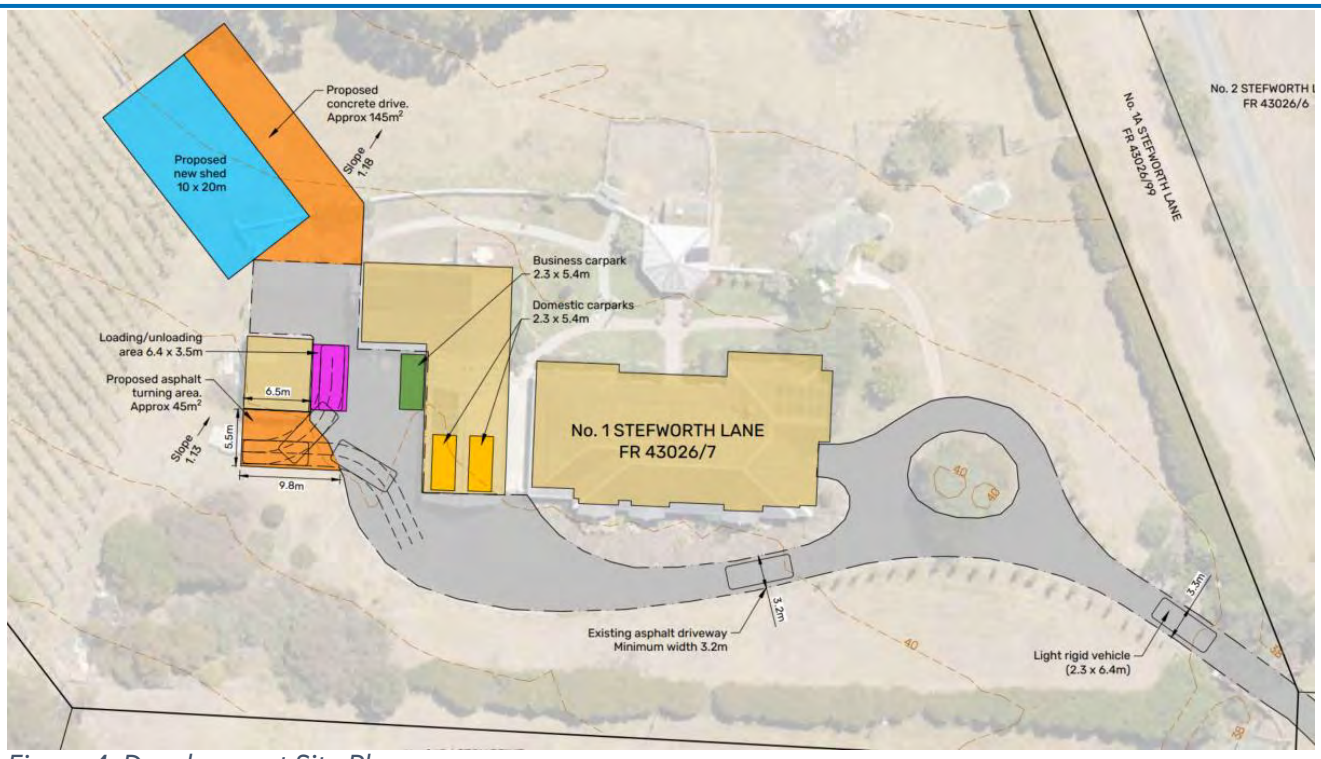


Figure 4: Development Site Plan

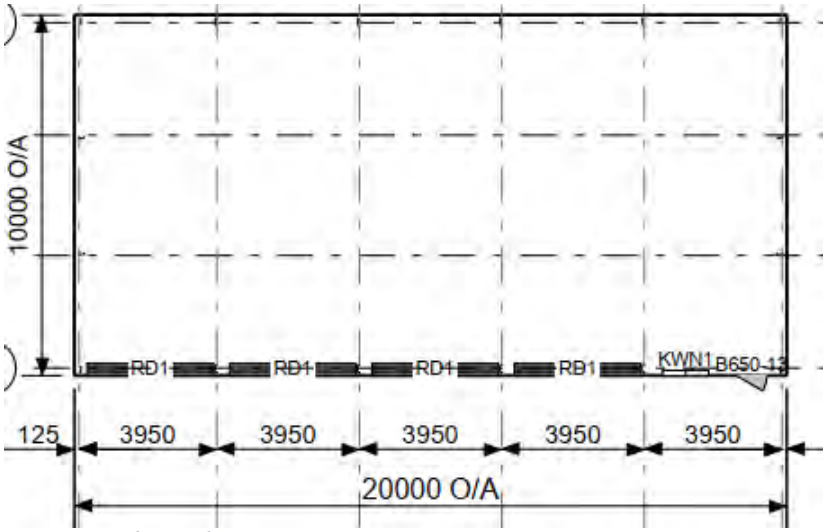


Figure 5: Floor Plan.

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Figure 6: Elevations

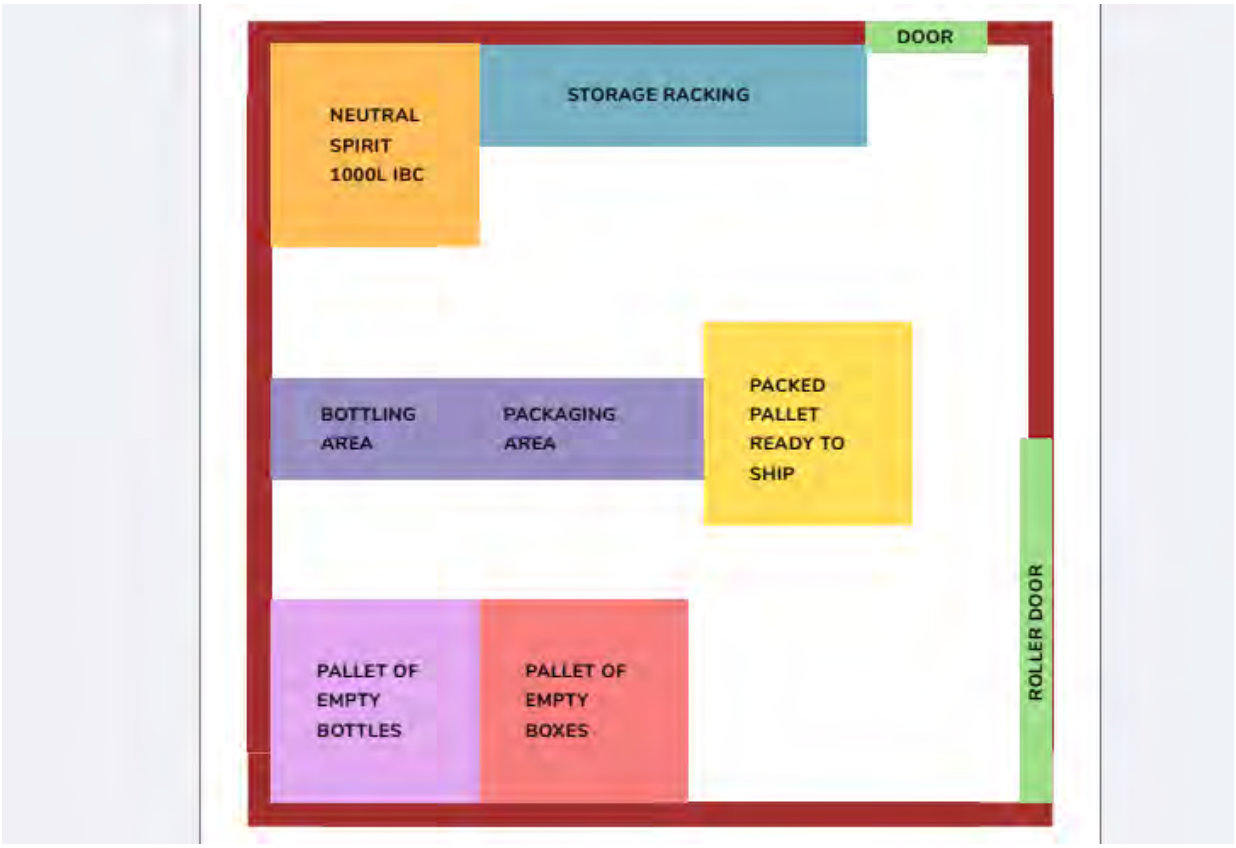


Figure 7: Floor Plan of existing outbuilding to be used for Resource Processing (distillery)

PDA Surveyors, Engineers and Planners on behalf of their clients are applying to the Council, as the Planning Authority, to utilise its discretion and approve the development in accordance with the provisions of Section 57 of the *Land Use Planning and Approvals Act 1993*.

4. SITE ANALYSIS

ZONING

Rural Living

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SURROUNDING ZONES AND PATTERN OF USE AND DEVELOPMENT

All abutting and adjoining properties are similarly zoned Rural Living and appear to be used for residential (single dwelling) purposes. Land further to the west on the other side of Acton Road is zoned Landscape Conservation and remains vegetated. A network of horse trails is owned by council and zoned Recreation.

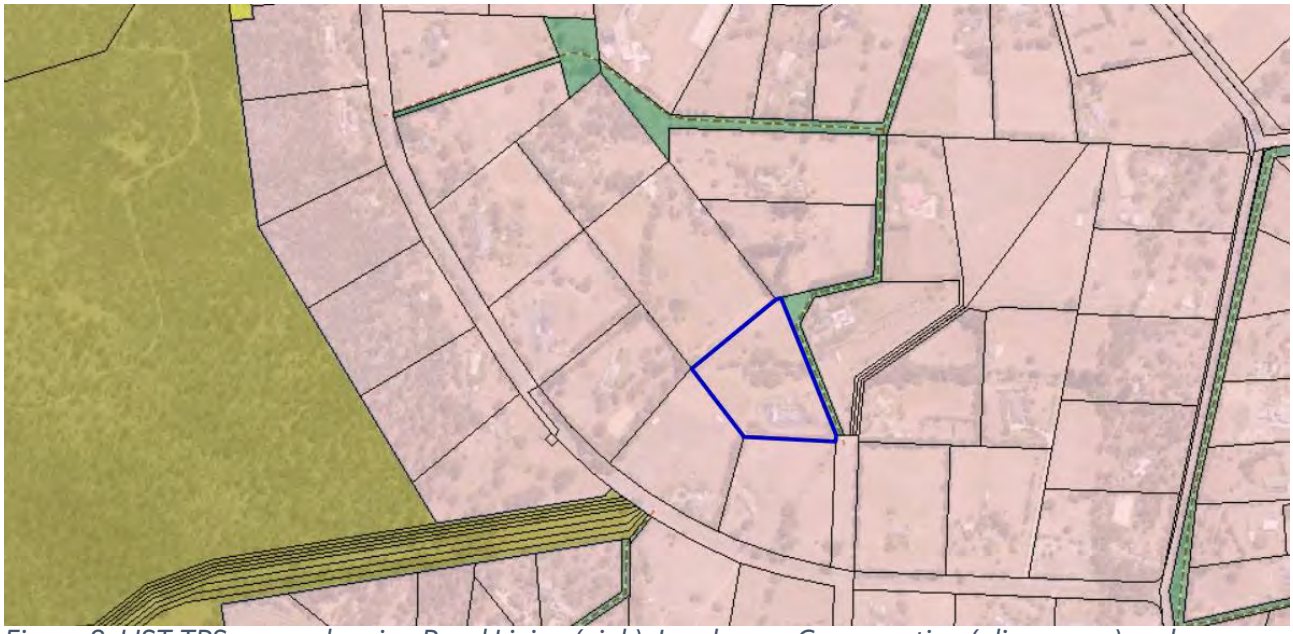


Figure 8: LIST TPS zones showing Rural Living (pink), Landscape Conservation (olive green) and Recreation (emerald).

TOPOGRAPHY

The land slopes gently to the east between the 40-35m contours at an average slope of around 1 in 27. Acton Creek (minor stream) crosses the access point around the drainage easement 10m wide on title. A minor tributary crosses the centre of the lot around the 9.14m wide drainage easement on title.



Figure 9: LIST Hillshade Grey with contours and hydrology. Acton Creek crosses the access point.

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THREATENED FLORA AND FAUNA

Nil mapped on site.

THREATENED NATIVE VEGETATION COMMUNITIES

Nil mapped.

ACID SULFATE SOILS SITES

Nil mapped.

TASMANIAN HERITAGE REGISTER

Not listed.

LAND OVERLAYS AND HAZARD LAYERS

The Airport obstacle limitation area code overlay encompasses the entire site.

The site has waterway and coastal protection and flood prone areas as shown below.

Parts of the land are mapped on the Tasmanian Strategic Flood Map (TSFM) as subject to overland flow.

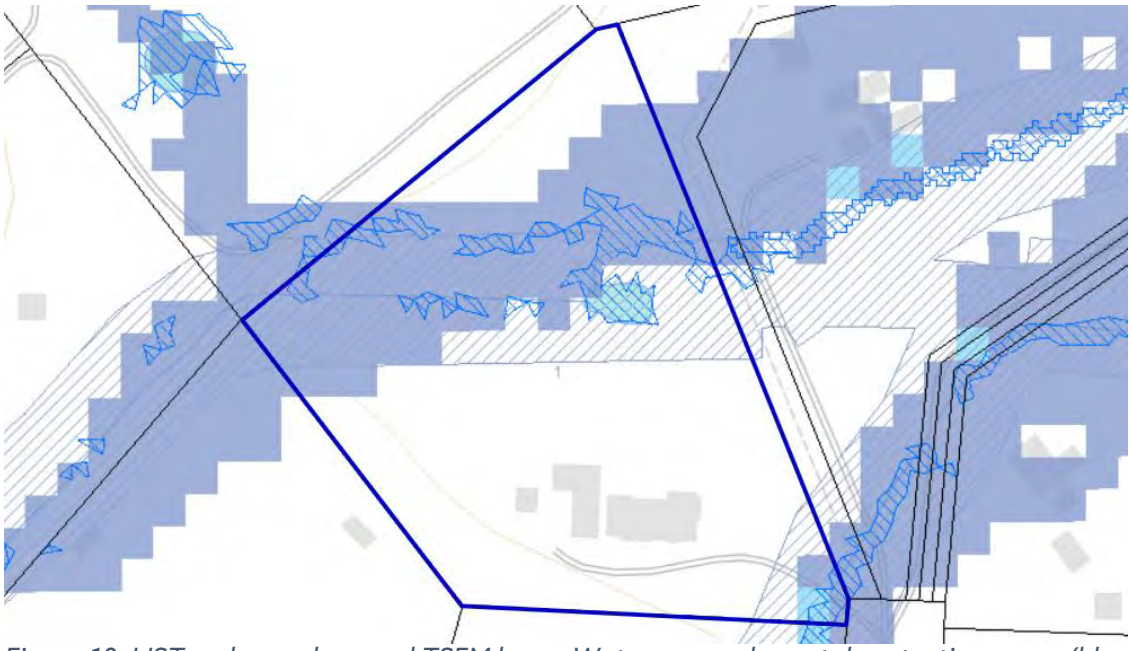


Figure 10: LIST code overlays and TSFM layer. Waterway and coastal protection areas (blue diagonal lines), Flood prone areas (brighter blue diagonal lines) and 1.0 Percent AEP Hazard Overland Flooding (climate change) H1 (blue fill). The entire site is covered by the Airport obstacle limitation area code overlay – not shown on the image.

5. ASSESSMENT AGAINST THE PLANNING SCHEME PROVISIONS

The applicable planning instrument is the Tasmanian Planning Scheme – Clarence. The land is zoned Rural Living.

The applicable codes are:

- Parking and Sustainable Transport

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- Road and Railway Assets
- Flood Prone Areas Hazard
- Safeguarding of Airports

The Natural Assets Code is not applicable because the code does not apply to use, and no development is proposed in the waterway and coastal protection area.

The relevant sections of the Planning Scheme are listed below for discussion. The provision identifier is provided, and it is stated whether the proposal meets the Acceptable Solutions (AS) or the Performance Criteria (PC) for each relevant standard.

The clauses that are not applicable to the proposal have not been discussed.

6.0 & 7.0 Administration and General Provisions

6.2 Categorising the Use

The proposal is appropriately categorised under Table 6.2 as **Resource Processing** and **Residential (single dwelling)**.

11.0 Rural Living Zone

11.1 Zone Purpose

11.1.1 *To provide for residential use or development in a rural setting where:*

(a) services are limited; or

(b) existing natural and landscape values are to be retained.

11.1.2 *To provide for compatible agricultural use and development that does not adversely impact on residential amenity.*

11.1.3 *To provide for other use or development that does not cause an unreasonable loss of amenity, through noise, scale, intensity, traffic generation and movement, or other off-site impacts.*

11.1.4 *To provide for Visitor Accommodation that is compatible with residential character.*

11.2 Use Table

Resource Processing is listed in Table 11.2 as a **Discretionary** use in the Rural Living Zone. Residential (single dwelling) use is a **No Permit Required** use in the zone.

11.3 Use Standards

11.3.1 Discretionary uses

Objective	*That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.*
Acceptable Solutions	Performance Criteria
A1	P1

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Hours of operation for a use listed as Discretionary, excluding Emergency Services or Resource Development, must be within the hours of: *(a) 8.00am to 6.00pm Monday to Friday;* *(b) 9.00am to 12.00 noon Saturday; and* *(c) nil on Sunday and public holidays.*	*Hours of operation for a use listed as Discretionary, excluding Emergency Services or Resource Development, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:* *(a) the timing, duration or extent of vehicle movements; and* *(b) noise, lighting or other emissions.*
Response **A1 is met.** The resource processing use will occur only within the times provided by A1.	
A2 *External lighting for a use listed as Discretionary:* *(c) must be within the hours of 7.00pm to 7.00am, excluding any security lighting; and* *(d) security lighting must be baffled so that direct light does not extend into the adjoining property.*	P2 *External lighting for a use listed as Discretionary, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:* *(a) the number of proposed light sources and their intensity;* *(b) the location of the proposed light sources;* *(c) the topography of the site; and* *(d) any existing light sources.*
Response **A2 is met.** No additional external lighting is proposed other than what already exists for the existing outbuilding.	
A3 *Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of:* *(e) 7.00am to 5.00pm Monday to Friday;* *(f) 9.00am to 12 noon Saturday; and* *(g) nil on Sunday and public holidays.*	P3 *Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:* *(a) the extent and timing of traffic generation;* *(b) the dispatch of goods and materials; and* *(c) the existing levels of amenity.*
Response **A3 is met.** Commercial vehicle movements will occur only within the hours provided by the acceptable solution.	

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11.3.2 Visitor Accommodation - Not applicable to this application

11.4 Development Standards for Buildings and Works

11.4.1 Site coverage

Objective	*That the site coverage:* *(a) is compatible with the character of existing development in the area; and* *(b) assists with the management of stormwater runoff.*

Acceptable Solution	Performance Criteria
A1 *The site coverage must be not more than 400m².*	P1 *The site coverage must be consistent with that existing on established properties in the area, having regard to:* *(a) the topography of the site;* *(b) the capacity of the site to absorb runoff;* *(c) the size and shape of the site;* *(d) the existing buildings and any constraints imposed by existing development;* *(e) the need to remove vegetation; and* *(f) the character of development existing on established properties in the area.*

Response

Site coverage is currently 719m². The new outbuilding will be 200m². As site coverage will exceed 400m², P1 is addressed here.

P1 is considered satisfied.

The key test of the performance criterion is that site coverage must be *consistent with that on established properties in the area.* Whilst amongst the larger of the surrounding developments, it is consistent.

2 Stefworth Lane has around 545m² site coverage. 327 Acton Drive has around 861m² site coverage. 4 Stefworth Lane has around 1,059m² of site coverage.

In considering this, regard has been had to:

(a) The topography of the site: the shed will sit on around the 40m contour in a relatively flat area. Site coverage does not extend into the lower area of the waterway.

(b) The capacity of the site to absorb runoff: The site is almost 2 hectares in size (1.977ha), has a waterway running through it and a dam. The shed is situated to enable water to drain to the dam. The site is well able to absorb runoff from the shed.

(c) The size and shape of the site: The site is almost 2 hectares in size and is a rhomboid shape. The shed will be located towards the south of the centre, leaving enough area for stormwater to be absorbed on site.

(d) Existing buildings and any constraints imposed by existing development: constraints are not imposed by the existing development.

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(e) The need to remove vegetation: vegetation will not be removed.

(f) The character of development existing on established properties in the area: the proposal is in keeping with the character of surrounding development. The Acton Park area is characterised by large dwellings and large outbuildings, often catering to horse agistment and management.

11.4.2 Building height, setback and siting

Objective	*That height, setback and siting of buildings:* *(a) is compatible with the character of the area;* *(b) does not cause an unreasonable loss of amenity;* *(c) minimises the impact on the natural values of the area; and* *(d) minimises the impact on adjacent uses.*

Acceptable Solution	Performance Criteria
A1 *Building height must be not more than 8.5m.*	P1 *Building height must be compatible with the character of the area and not cause an unreasonable loss of amenity to adjoining properties having regard to:* *(g) the topography of the site;* *(h) the height, bulk and form of existing buildings on the site and adjoining properties;* *(i) the bulk and form of proposed buildings;* *(j) sunlight to habitable rooms and private open space in adjoining properties; and* *(k) any overshadowing of adjoining properties or public places.*
Response **A1 is met.** The new outbuilding will be a maximum 3.6m high.	
A2 *Buildings must have a setback from a frontage of not less than 20m.*	P2 *Buildings must be sited to be compatible with the character of the area, having regard to:* *(l) the topography of the site;* *(m) the setbacks of adjacent buildings;* *(n) the height, bulk and form of existing and proposed buildings;* *(o) the appearance when viewed from roads and public places; and*

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	(p) the retention of vegetation.
Response **A2 is met.** The new outbuilding will be set back from the frontage by around 120m.	
A3 *Buildings must have a setback from side and rear boundaries of not less than 10m.*	P3 *Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties, having regard to:* *(a) the topography of the site;* *(b) the size, shape and orientation of the site;* *(c) the setbacks of surrounding buildings;* *(d) the height bulk and form of existing and proposed buildings;* *(e) the character of the development existing on established properties in the area; and* *(f) any overshadowing of adjoining properties or public places.*
Response **A3 is met.** The new outbuilding will be roughly 42m from the side boundary.	
A4 *Buildings for a sensitive use must be separated from an Agriculture Zone or Rural Zone a distance of:* *(g) not less than 200m; or* *(h) if the setback of an existing building is within 200m, not less than the existing building.*	P4 *Buildings for a sensitive use must be sited so as to not conflict or interfere with uses in the Agriculture Zone or Rural Zone, having regard to:* *(a) the size, shape and topography of the site;* *(b) the separation of any existing buildings for sensitive uses on adjoining properties;* *(c) the existing and potential use of adjoining properties;* *(d) any proposed attenuation measures; and* *(e) any buffers created by natural or other features.*
Response **A4 is met.** There is no Agriculture or Rural zoned land within 200m.	

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11.5 Development Standards for Subdivision - Not applicable to this application

C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose

C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.

C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.

C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.

C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.

C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.

C2.1.6 To provide for parking precincts and pedestrian priority streets.

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective	*That an appropriate level of car parking spaces is provided to meet the needs of the use.*

Acceptable Solution	Performance Criteria
A1 *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:* *(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;* *(b) the site is contained within a parking precinct plan and subject to Clause C2.7;* *(c) the site is subject to Clause C2.5.5; or* *(d) it relates to an intensification of an existing use or development or a change of use where:* *(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development,*	P1.1 *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:* *(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;* *(b) the ability of multiple users to share spaces because of:* *(i) variations in car parking demand over time; or* *(ii) efficiencies gained by consolidation of car parking spaces;* *(c) the availability and frequency of public transport within reasonable walking distance of the site;* *(d) the availability and frequency of other transport alternatives;*

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in which case no additional on-site car parking is required; or *(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:* *N = A + (C- B)* *N = Number of on-site car parking spaces required* *A = Number of existing on-site car parking spaces* *B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1* *C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.*	*(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;* *(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;* *(g) the effect on streetscape; and* *(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development,* *or* P1.2 *The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:* *(a) the nature and intensity of the use and car parking required;* *(b) the size of the dwelling and the number of bedrooms; and* *(c) the pattern of parking in the surrounding area.*

Response

A1 is met.

The dwelling will retain more than the required two onsite carparking spaces. Resource Processing requires 2 parking spaces per 3 employees. There will only be one employee (the owner). One parking space is provided, which meets this requirement.

C2.5.2 Bicycle parking numbers - Not applicable to this application
C2.5.3 Motorcycle parking numbers - Not applicable to this application
C2.5.4 Loading Bays - Not applicable to this application
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone - Not applicable to this application

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective	*That parking areas are constructed to an appropriate standard.*
Acceptable Solution	Performance Criteria
A1	P1

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All parking, access ways, manoeuvring and circulation spaces must: *(a) be constructed with a durable all-weather pavement;* *(b) be drained to the public stormwater system, or contain stormwater on the site; and* *(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*	*All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:* *(a) the nature of the use;* *(b) the topography of the land;* *(c) the drainage system available;* *(d) the likelihood of transporting sediment or debris from the site onto a road or public place;* *(e) the likelihood of generating dust; and* *(f) the nature of the proposed surfacing.*

Response

A1 is met.

The access driveway and circulation roadway are already in place. They are sealed with asphalt and drain to the reticulated system in Stefworth Lane, as shown in the images below. There are no real grade changes.

It is proposed to extend the circulation roadway around the existing outbuilding and to the new outbuilding. This part of the circulation roadway, like the already-constructed roadway, will be constructed with a durable all-weather pavement and sealed with asphalt, as notated on the proposal plans. This satisfies (a) and (c) of A1.

The land slopes gently north northeast towards the waterway and dam, as demonstrated by the contours on the proposal plans. Stormwater runoff from the new part of the driveway will travel as overland flow to the waterway and dam. It is 80 m from the new part of the circulation roadway to the lowest point on the northeastern boundary, with vegetation, the waterway and a dam in between. Stormwater will be retained on site. This meets (b) of A1.

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Figure 11: The existing access driveway and the first part of the circulation roadway.

C2.6.2 Design and layout of parking areas

Objective	*That parking areas are designed and laid out to provide convenient, safe and efficient parking.*

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

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

Response

A1(a) is met. A1.2 is not applicable to the proposal.

A1(a)(i): the gradient of the land is around 1 in 15; much less than 1 in 4 as provided by the Australian Standard. (ii) not applicable; more than 4 parking spaces are not being provided. Nonetheless all vehicles can turn on site. To enable this for the light rigid vehicles (one per month), a short section of circulation roadway will be constructed along the southern side of the existing outbuilding. The loading/unloading area along the eastern side of the outbuilding is already constructed and sealed, as is a second turning area to the north of the outbuilding, if required. (iii) Table C2.2 requires an access width of 3m. The existing access is 3m wide at its narrowest points. The extension of the driveway to the new outbuilding will be 3m wide. (iv) the existing carparking dimensions comply with Table C2.3 (5.4 x 2.6m). (v) three parking spaces are required – two for the dwelling and one for the business. The dwelling spaces are provided in the double garage, and the business space is provided alongside the dwelling (see proposal plans). They are all 90° parks. The dwelling parks have at least 7.8m access and manoeuvering area behind them and the business park has at least 9m. Table C2.3 requires a minimum 6.4m access and manoeuvering area. (vi) the roller

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doors to the new outbuilding will be 2.9m high. (vii) the parking for the dwelling does not need to be marked. The parking space for the business will be marked by a small sign.

C2.6.3 Number of accesses for vehicles

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

Acceptable Solutions	Performance Criteria
A1 *The number of accesses provided for each frontage must:* *(a) be no more than 1; or* *(b) no more than the existing number of accesses,* *whichever is the greater.*	P1 *The number of accesses for each frontage must be minimised, having regard to:* *(a) any loss of on-street parking; and* *(b) pedestrian safety and amenity;* *(c) traffic safety;* *(d) residential amenity on adjoining land; and* *(e) the impact on the streetscape.*
Response **A1 is met.** No new access is proposed.	
A2 *Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.*	P2 *Within the Central Business Zone or in a pedestrian priority street, any new accesses must:* *(a) not have an adverse impact on:* *(i) pedestrian safety and amenity; or* *(ii) traffic safety; and* *(b) be compatible with the streetscape.*
Response Not applicable.	

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C2.6.4 Lighting of parking areas in the General Business Zone and Central Business Zone - Not applicable to this application
C2.6.5 Pedestrian access - Not applicable to this application

C2.6.6 Loading bays

Objective	*That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.*

Acceptable Solutions	Performance Criteria
A1 *The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.*	P1 *Loading bays must have an area and dimensions suitable for the use, having regard to:* *(a) the types of vehicles likely to use the site;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site;* *(e) the topography of the site;* *(f) the location of existing buildings on the site; and* *(g) any constraints imposed by existing development.*

Response

A1 is met.

One light rigid vehicle will use the site each month. This is an 'occasional service' per 1.4.16 of AS 2890.2:2018. The vehicles will be able to stand fully within the site. Reversing will not be required at the property boundary. Swept path clearances are provided within the access driveway and the circulation roadway. It is noted that the full width of the access driveway may be used for both entering and exiting the site for occasional use.

The existing access and circulation roadway will be used by these vehicles to access the existing outbuilding. It is 3m wide at its narrowest points (see image below). This provides for the 2.3m width of a light rigid vehicle. It does not provide the 3.5m pavement width required by Table 3.1 of AS 2890.2:2018. However, it is noted the LRVs are 2.3m wide, the sides of the circulation roadway are clear with a distance to vegetation planted along the south and the roadway is virtually flat. The circulation roadway widens to roughly 8m wide as it heads west, 6m wide as it rounds the garage part of the dwelling and 11m wide at the loading and unloading area on the eastern side of the outbuilding.

All changes of direction along the circulation roadway provide the minimum design turning radius of 7.1m.

The loading bay is on the eastern side of the outbuilding, where the roller door is. Table 4.1 of AS 2890.2:2018 requires the service bay for an LRV to be min. 6.4m long x 3.5m wide. The outbuilding is roughly 7.5m long and the distance between the outbuilding and the dwelling is

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roughly 11m. The LRV will pull up alongside the 7.7m long outbuilding. The required service bay 6.4m long x 3.5m wide is easily catered for in this area and is shown in the image below.

The loading bay area already exists and is fully formed, flat and sealed.

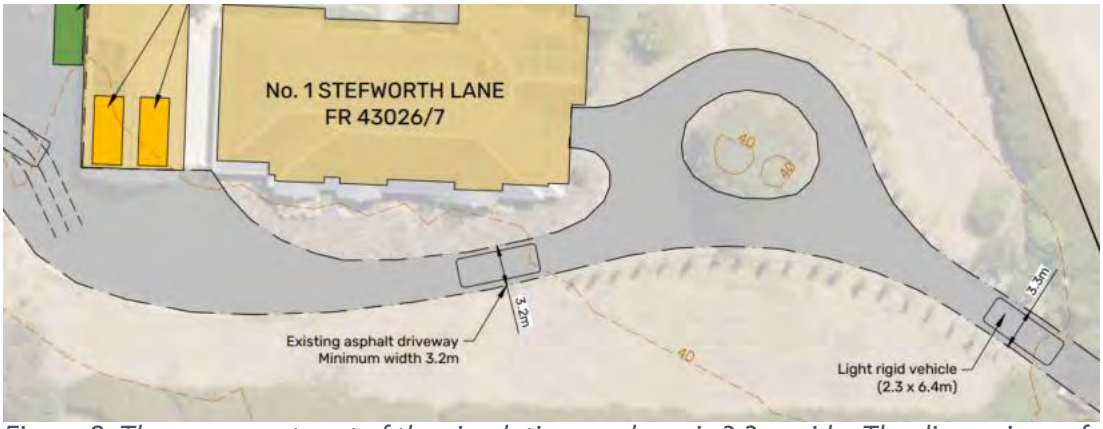


Figure 8: The narrowest part of the circulation roadway is 3.2m wide. The dimensions of an LRV (6.4 x 2.3m are shown.



Figure 9: LRV service bay 6.4m long x 3.5m wide, as required by Table 4.1 of AS 2890.2:2018

A2	P2
The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.	*Access for commercial vehicles to and from the site must be safe, having regard to:* *(a) the types of vehicles associated with the use;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site;*

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	(e) the location of the site and nature of traffic in the area of the site; *(f) the effectiveness or efficiency of the surrounding road network; and* *(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.*

Response

A2 is met.

One light rigid vehicle will use the site each month. These will be able to enter, park, and exit the site in a forward direction, as demonstrated in the proposal plans and outlined below.

The circulation roadway that will be used by these vehicles to access the existing outbuilding is already constructed and is 3m wide. This provides for the 2.3m width of a light rigid vehicle.

The vehicles will drive straight in and pull up alongside the main doors of the outbuilding in the eastern façade to load and unload. They will then reverse around the southern façade of the building to then drive forward and exit the site in a forward direction.

To enable this reversing manoeuvre, the circulation roadway will be extended around the south of the building to around 4.9m from the building for the width of the building (6m). The total area of new asphalt will be roughly 43m^2. The manoeuvering area will be 6m long (along the south wall of the building) x 6.8m (at an angle, along the driveway edge) x 10.8m (the southern dimension, opposite the dimension along the building) x 4.9m (western side dimension). This will provide a design turning radius of 7.1m, as required by Table 2.1 of AS 2890.2:2018.



Figure 10: Turning area provided for a LRV (6.4m x 2.3m) with a turning radius of 7.1m. New asphalt turning area outlined in red, extending 4.9m from the southern wall of the outbuilding. LRVs will drive alongside the outbuilding, load or unload, reverse into the new area south of the building and then exit the site in a forward direction.

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C2.6.7 Bicycle parking and storage facilities in the General Business Zone and Central Business Zone - Not applicable to this application
C2.6.8 Siting of parking and turning areas - Not applicable to this application
C2.7 Parking Precinct Plan - Not applicable to this application

C3.0 Road and Railway Assets Code

C3.1 Code Purpose

C3.1.1 To protect the safety and efficiency of the road and railway networks; and

C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

C3.5 Use Standards

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

Objective	*To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.*

Acceptable Solution	Performance Criteria
A1.1 *For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:* *(a) a new junction;* *(b) a new vehicle crossing; or* *(c) a new level crossing; or* A1.2 *For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority; or* A1.3 *For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority; and* A1.4 *Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:* *(a) the amounts in Table C3.1; or*	P1 *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:* *(a) any increase in traffic caused by the use;* *(b) the nature of the traffic generated by the use;* *(c) the nature of the road;* *(d) the speed limit and traffic flow of the road;* *(e) any alternative access to a road;* *(f) the need for the use;* *(g) any traffic impact assessment; and* *(h) any advice received from the rail or road authority.*

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(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; A1.5 *Vehicular traffic must be able to enter and leave a major road in a forward direction.*	

Response

A1.4 is met.

Vehicle traffic to and from the site will increase in the form of two commercial vehicle (light rigid) movements per month. Table 3.1 provides that vehicular traffic for vehicles longer than 5.5m may increase by 20% or 5 vehicle movements per day, whichever is the greatest. Two vehicle movements per month is will within the increase provided by the acceptable solution.

A1.1, A1.2, A1.3, and A1.5 are not applicable. Stefworth Lane is not a Category 1 or limited access road, no new access is proposed, not a rail network, and Stefworth Lane is not a major road as defined in the code.

C3.6 Development Standards for Buildings or Works
C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area - Not applicable to this application
C3.7 Development Standards for Subdivision - Not applicable to this application

C7.0 Natural Assets Code

The site has two waterway and coastal protection areas as shown below. However, the code does not apply to use per C7.2.2 and no development is proposed in the waterway and coastal protection area per C7.2.1 (a).



Figure 12: LIST TPS Code Overlays - Waterway and coastal protection areas

C12.0 Flood-Prone Areas Hazard Code

The site has two flood prone areas as shown below. The new outbuilding is exempt from assessment under the code per C12.4(b)(vii). Changing the use of an existing outbuilding to

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resource processing will convert the building to a 'habitable building' - therefore the Use Standards must be met.



Figure 13: LIST TPS Code Overlay – flood prone areas (blue diagonal lines) and 1.0 Percent AEP Overland Flooding (Climate Change) from the Tasmanian Strategic Flood Map.

C12.1 Code Purpose

C12.1.1 To ensure that use or development subject to risk from flood is appropriately located and managed, so that:

(a) people, property and infrastructure are not exposed to an unacceptable level of risk;

(b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and

(c) it does not increase the risk from flood to other land or public infrastructure.

C12.1.2 To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.

C12.5 Use Standards

C12.5.1 Uses within a flood-prone hazard area

Objective	*That a habitable building can achieve and maintain a tolerable risk from flood.*
Acceptable Solution	Performance Criteria
A1 No Acceptable Solution.	P1.1 *A change of use that, converts a non-habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone*

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	hazard area must have a tolerable risk, having regard to: *(a) the location of the building;* *(b) the advice in a flood hazard report; and* *(c) any advice from a state authority, regulated entity or a council, and* P1.2 *A flood hazard report also demonstrates that:* *(a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or* *(b) the use can achieve and maintain a tolerable risk from a 1 % annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.*

Response

As there is no Acceptable Solution, P1 is addressed here.

P1 is considered satisfied.

The key test is that the new use *must have a tolerable risk*. It is believed this is the case.

The outbuilding to be used for Resource Processing is not itself in a flood prone area and will not be impacted by flood. The existing access to the site is within a flood prone area. The Tasmanian Strategic Flood Map indicates the hazard across the access is 'H1' with a small extent of 'H2'.

On a scale of H1 to H6, H1 and H2 these are the least hazardous categories. H1 is *Generally safe for vehicles, people and buildings*. H2 is *Unsafe for small vehicles*.

The vehicles to be used to transport the spirit will be light rigid vehicles (not small vehicles) and will only be accessing the site once a month. It is considered the risk from flood to the proposed change of use is a tolerable risk.

AIDR Hazard Categories
H1 - Generally safe for vehicles, people and buildings.
H2 - Unsafe for small vehicles.
H3 - Unsafe for vehicles, children and the elderly.
H4 - Unsafe for vehicles and people.
H5 - Unsafe for vehicles and people. All building types vulnerable to structural damage. Some less robust building types vulnerable to failure.
H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

C12.5.2 Critical use, hazardous use or vulnerable use

Distilled spirits (e.g. whisky, gin, vodka, rum through to raw ethanol) are listed as Flammable Liquids under Schedule 11 of the *Work Health and Safety Regulations 2012*.

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They are further classified as either Standard Distilled Spirits (24-70% Alcohol by Volume) or High-Strength Spirits / Raw Ethanol (> 70% Alcohol by Volume).

Standard Distilled Spirits (e.g. whisky, rum, vodka, gin) are Category 3 Flammable Liquids. 10,000 litres is a manifest quantity and would trigger the hazardous use assessment under the bushfire code. A maximum of 1,000 litres of standard distilled spirits will be stored on site at any one time – therefore not triggering a hazardous use assessment under this code.

High-Strength Spirits are Category 2 Flammable Liquids. 2,500 litres of High-Strength Spirits is a manifest quantity, which would trigger the hazardous use assessment under the code. No high strength spirits will be stored on site.

Whilst the proposed quantity of distilled spirit to be kept on site (1,000 litres) does not trigger the manifest quantity requirements and therefore the hazardous use assessment under the code, it does trigger the 'placard' requirements under the Regulations (1,000 L of Standard Distilled Spirits). This is not a planning matter, but the proponent will comply with the requirements.

C12.6 Development Standards for Buildings and Works

C12.6.1 Buildings and works within a flood-prone hazard area – not applicable – no buildings or works in a flood prone area proposed.

C12.7 Development Standards for Subdivision - Not applicable

C16.0 Safeguarding of Airports Code

The site is within the Hobart Airport obstacle limitation area overlay categories 80 and 85. The proposed outbuilding will be located on the lower side of the 40m contour and will be 3.6m high.

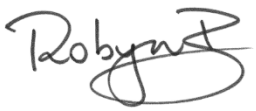
The proposal is exempt from assessment per C16.4.1 because it is *development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area*.

6.CONCLUSION

This supporting report and attached documentation demonstrate that the proposal meets the requirements of the planning scheme.

Where the proposal does not comply with an Acceptable Solution it has been demonstrated that the Performance Criterion is satisfied.

With the above in mind, a planning permit for a partial change of use to Resource Processing, an outbuilding to be used for residential storage, and extension to ashphalt driveway at 1 Stanworth Lane, Acton Park is respectfully sought from the Planning Authority.



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Figure 1: 1 Stefworth Lane and entry to Tangara Trail (looking north-east)



Figure 2: Stefworth Lane (looking north)

7.2 PLANNING APPLICATION PDPLANPMTD-2026/063764 – 3 AMBLESIDE, LINDISFARNE (WITH ACCESS SHARED WITH 1/3A AND 2/3A AMBLESIDE, LINDISFARNE) - ADDITIONS AND ALTERATIONS TO EXISTING DWELLING AND SECONDARY RESIDENCE (SINGLE DWELLING)

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for Additions and Alterations to an Existing Dwelling and Secondary Residence (Single Dwelling) at 3 Ambleside, Lindisfarne (with access shared with 1/3A and 2/3A Ambleside, Lindisfarne).

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Natural Assets, Potentially Contaminated Land, Safeguarding of Airports codes with the development and use being further subject to the Parking and Sustainable Transport code under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal is a discretionary use and/or development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2025.

Council is required to exercise a discretion within the statutory period which expires on 18 November 2026.

CONSULTATION

The proposal was advertised in accordance with statutory requirements, and three representations were received raising the following issues:

- Parking configuration;
- Right of Carriageway obstructions;
- Impacts during construction;
- Potential annotation errors;
- Gravel parking;
- Side setbacks; and
- Historical and aesthetic significance.

RECOMMENDATION:

A. That the Planning Application for Additions and Alterations to Existing Dwelling and Secondary Residence (Single Dwelling) at 3 Ambleside, Lindisfarne (with access shared with 1/3A and 2/3A Ambleside, Lindisfarne) (Cl Ref PDPLANPMTD-2026/063764) be approved subject to the following conditions.

1. The use or development must be substantially in accordance with the planning application and endorsed plans, except if otherwise required by the permit.

2. The development must meet all required Conditions of Approval specified by TasWater notice, dated 3/9/2026 (TWDA 2026-01068-CCC).

3. An erosion and sedimentation control plan, in accordance with the Derwent Estuary Programme Soil and Water Management on Building and Construction Sites document, must be submitted and approved by Council's Chief Executive Officer or delegate prior to the commencement of the use / prior to the issue of a certificate of likely compliance (CLC) for building works, (whichever occurs first). All debris/construction materials must be contained within the property. All works must be carried out to the satisfaction of Council's Chief Executive Officer or delegate.

4. All works must be undertaken generally in accordance with the Wetlands and Waterways Works Manual produced by the Tasmanian Department of Primary Industries, Water and the Environment 2003 [copy available at https://nre.tas.gov.au/conservation/flora-of-tasmania/tasmanias-wetlands/wetlands-waterways-works-manual].

5. All works must be undertaken generally in accordance with the Tasmanian Coastal Works Manual produced by the Tasmanian Department of Primary Industries, Water and the Environment 20010 [copy available at https://nre.tas.gov.au/Documents/Tasmanian_Coastal_Works_Manual.pdf

6. Driveways, parking areas and other areas accessible to vehicles must be constructed in concrete and provide for adequate stormwater drainage prior to the commencement of the use. Details of the construction must be submitted to, and approved by, Council's Chief Executive Officer or delegate prior to the commencement of any works.

7. The owner must, at their expense, repair any Council services (e.g. pipes, drains) and any road, crossover, footpath or other Council infrastructure that is damaged as a result of any works carried out by the developer, or their contractors or agents pursuant to this permit. These repairs are to be in accordance with any directions given by the Council.

   If the owner does not undertake the required repair works within the timeframe specified by Council, the Council may arrange for the works to be carried out at the owner's expense.

8. The building works and vehicular access areas must be provided with a minimum of 150mm diameter stormwater drainage connection to Council's main prior to the issue of a building permit or a certificate of likely compliance (CLC) for building works. An extension to Council's stormwater main may be required at the owner's expense.

9. Vehicles associated with the development must be parked wholly within the subject site. No vehicle parking associated with the use is approved within the shared right-of-way(s).

10. Prior to the commencement of the use, or prior to the issue of a building permit or a certificate of likely compliance (CLC) for building works (whichever occurs first), amended plans prepared by a suitably qualified engineer must be submitted demonstrating:
    a) A minimum of two on-site car parking spaces capable of being independently accessed and used by residents of the existing dwelling and secondary residence.
    b) That the parking and manoeuvring arrangement provides safe vehicle egress and adequate sight distance to the shared right-of-way. Any works required to achieve satisfactory sight lines, including relocation or modification of structures, fencing or landscaping, must be completed prior to the use of the parking and manoeuvring areas.
    c) The parking spaces, access aisles and manoeuvring areas must be dimensioned and designed in accordance with Australian Standard AS2890.1.
    d) The layout of the car parking area, designed with suitable manoeuvring areas in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6.

    The amended plans must be approved by Council's Chief Executive Officer or delegate. When approved, the amended plans will form part of this permit.

11. A minimum of two car parking spaces must be provided on-site, be clearly marked and used solely for parking purposes at all times.

12. Engineering designs, prepared by a suitably qualified person, are required for:
    - access arrangements
    - carpark and driveways construction
    - service upgrades or relocations
    - stormwater connections;

    and must show the extent of any vegetation removal proposed for these works. Such designs must be submitted to and approved by Council's Head of Infrastructure and Natural Assets.

    A 'start of works' permit must be obtained prior to the commencement of any works. A Works in Road Reservation Permit must also be obtained if any proposed works are to be conducted within the road reservation or Council land. Works for all stages shown on the design plans must be commenced within two years of the date of their approval or the engineering designs will be required to be resubmitted.

B. That in addition to standard advice, the following advice be provided to the applicant:

    a. No part of the approved development, including buildings, structures, retaining walls, fences, and associated works is permitted to project into or obstruct the shared right-of-way. The full width of the right-of-way should always remain available for access purposes.

b. A Building Surveyor must be engaged to assess and certify any application for Building Approval. The building application must demonstrate compliance with the applicable requirements of the National Construction Code, including the ABCB Liveable Housing Design Standard.

c. A Plumbing Application is required to be submitted to Council and approved before any works are to commence. All plumbing works must comply with the Tasmanian Plumbing Code and Australian Standard 3500.

ASSOCIATED REPORT

1. BACKGROUND

The subject site of 3 Ambleside (Lot 3) is burdened by one right-of-way and pipeline, drainage and wayleave easement extending along the full length of the eastern boundary, and benefits from a second right-of-way that is located on 2/3A Ambleside (Lot 2).

The sites of 1/3A and 2/3A Ambleside (Lot 1 and 2 respectively) have parking configurations which gain access over the right-of-way which 3 Ambleside is burdened by.

While it is acknowledged that there are ongoing differing views between affected landowners regarding matters associated with the right-of-way, any dispute, interpretation, or claim relating to the respective rights and obligations of the parties is a civil matter. This planning assessment does not seek to determine, mediate, arbitrate, or otherwise express a view on the merits of any party's position in relation to those matters.

The rights-of-way have been considered only insofar as required by the applicable provisions of the Tasmanian Planning Scheme. While the Planning Authority may refuse an application where a proposal does not satisfy a relevant provision of the Scheme, it is not empowered to determine, enforce, or otherwise adjudicate upon private legal rights between landowners.

The assessment of the application is therefore based solely on the requirements of the Tasmanian Planning Scheme and not on the resolution of any private dispute concerning the right-of-way.

On advice to the applicant that the proposal would be recommended for refusal, the applicant amended the plans for the parking areas and swept path diagrams and provided advice from their surveyor about the title boundaries in response to the issues raised by representors. This matter is covered in more detail within the representations section. A fence extending across the right-of-way is shown on the amended plans. However, the fence is assessed as meeting exemption 4.6.4 (b) because it is not within 4.5m of the road frontage and is taken to be less than 2.1m in height.

2. STATUTORY IMPLICATIONS

The land is zoned General Residential under the Scheme.

2.1. The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.

2.2. The relevant parts of the Planning Scheme are:

- Section 5.6 – Compliance with Applicable Standards;
- Section 6.10 – Determining Applications;
- Section 8 – General Residential Zone;
- Section C2.0 – Parking and Sustainable Transport Code;
- Section C7.0 – Natural Assets Code;
- Section C14.0 – Potentially Contaminated Land Code; and
- Section C16.0 Safeguarding of Airports Code.

2.3. While the Safeguarding of Airports Code is applicable, the proposal does not require an assessment against the Code because the proposed development height is below the Obstacle Surface Layer (OSL) height of 147m and is located outside the airport noise attenuation area.

2.4. Council's assessment of this proposal must consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The subject site, 3 Ambleside is legally described as Lot 3 on CT 104239/3. It has a site area of 1187m^2 and borders the Clarence Foreshore trail to the south of the site. The site can be described as an internal lot and gains access from the road by an access strip that is subject to the right-of-way with 1/3A and 2/3A Ambleside.

As previously mentioned, the site is burdened by a right-of-way extending the full length of the eastern boundary, benefits from a right-of-way over Lot 2, and is subject to a pipeline, drainage and wayleave easement.

3.2. The Proposal

The proposal is for a combination of demolition and construction.

The demolition includes internal changes, minor works, minor alterations (including external changes to windows and re-roofing) and more substantial demolitions including the garage on the eastern side of the dwelling, the front porch and rear patio.

Construction includes:

- a 50.05m^2 extension to the dwelling occurring where the garage and front porch are proposed for demolition;
- formalising a gravel parking and manoeuvring area;
- a 61.43m^2 deck with 5,500L detention tank under the deck, where the patio is proposed for demolition (rear of the dwelling);
- a 51m^2 secondary residence with a 12m^2 deck to the west of the existing dwelling; and
- a paved area between the existing dwelling and the proposed secondary residence.

4. PLANNING ASSESSMENT

4.1. Compliance with Applicable Standards [Section 5.6]

> *"5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules"*.

4.2. Determining Applications [Section 6.10]

"6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

(a) all applicable standards and requirements in this planning scheme; and

(b) any representations received pursuant to and in conformity with section 57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised".

References to these principles are contained in the discussion below.

4.3. General Provisions

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this application.

Compliance with Zone and Codes

The proposal meets the Scheme's relevant Acceptable Solutions of the General Residential Zone and Parking and Sustainable Transport, Natural Assets, Potentially Contaminated Land, Safeguarding of Airports codes with the exception of the clauses assessed below.

Parking and Sustainable Transport Code

- **Clause C2.6.2 –** the proposal does not meet the requirements of the acceptable solution and is to be assessed against performance criteria P1 of Clause C2.6.2 Design and layout of parking areas.

Performance Criteria	Assessment
"Clause C2.6.2 Design and layout of parking areas	The proposal is assessed as satisfying the performance criteria and complies with the standard, as outlined below.
P1 *All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:*	Council's Development Engineering Team has reviewed the amended plans. The revised parking configuration demonstrates that vehicles can be accommodated on-site and that parking and turning movements associated with the proposed parking arrangement can occur within the subject site. The amended plans also demonstrate that the proposal can operate without reliance on the shared right-of-way for parking and vehicle manoeuvring.
(a) the characteristics of the site;	The site relies upon a shared right-of-way for vehicle access and contains development adjacent to the access way. The characteristics and constraints of the site have been satisfactorily addressed through the amended plans.
(b) the proposed slope, dimensions and layout;	Amended plans demonstrate parking and manoeuvring areas that enable vehicles to enter and exit the site in a safe and functional manner. Detailed design requirements can be addressed through subsequent engineering approval via suitable conditions.
(c) useability in all weather conditions;	The parking and access areas are capable of being constructed for all-weather use and a condition is recommended to ensure an all-weather surface is used.
(d) vehicle and pedestrian traffic safety;	The proposal relies on a shared right-of-way for access to the site, which extends between Ambleside and the Clarence Foreshore Trail. The amended parking arrangement and swept path assessment demonstrate that vehicles can safely access and manoeuvre within the site with minimal reliance on the shared right-of-way for turning movements. The revised parking and manoeuvring arrangements is assessed as providing a safe vehicle and pedestrian environment.
(e) the nature and use of the development;	The proposal comprises extensions to an existing dwelling and the addition of a secondary residence.

	The revised parking arrangement is capable of accommodating the anticipated vehicle movements associated with the development.
(f) the expected number and type of vehicles;	The proposal is expected to generate low volumes of residential traffic and provides for a safe vehicle and pedestrian environment.
(g) the likely use of the parking areas by persons with a disability;	The proposal comprises an extension to the dwelling and a secondary residence and is not required to provide accessible parking spaces. Consideration of disability parking requirements is generally relevant to developments that are required to provide accessible facilities under the Building Code.
(h) the nature of traffic in the surrounding area;	The shared right-of-way provides access to multiple properties and extends to the Clarence Foreshore Trail. The amended plans and swept path assessment demonstrate that the proposed parking arrangement can operate without reliance on the shared right-of-way for vehicle parking and with minimal vehicle turning manoeuvres within the right-of-way. On balance, the proposal is assessed as compatible with the existing access arrangements and the ongoing operation of the shared right-of-way.
(i) the proposed means of parking delineation; and	The proposed parking and access arrangements are readily identifiable on the amended plans. Any additional delineation requirements can be addressed through detailed engineering design.
(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off street commercial vehicle facilities".	The amended plans and swept path assessment demonstrate that vehicles can access, park and manoeuvre within the site in a manner generally consistent with the intent of Australian Standard AS2890.1. Detailed compliance matters relating to construction and grading will be addressed through the engineering approval process.

Natural Assets Code

- **Clause C7.6.1** – the proposal is not within a building area on a sealed plan approved under this planning scheme.

The proposal must be assessed against Performance Criteria P1.1 of *Clause C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area* as follows.

Performance Criteria	Assessment
"Clause C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area	The proposal is assessed as satisfying the performance criteria as outlined below
P1.1 Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:	
(a) impacts caused by erosion, siltation, sedimentation and runoff;	Buildings and works are proposed within a Waterway and Coastal Protection Area. Potential impacts could occur during demolition and construction activities. A permit condition is recommended to minimise, adverse impacts on natural assets.
(b) impacts on riparian or littoral vegetation;	Development is proposed to occur wholly within the subject site, with no apparent interaction shown with littoral vegetation adjacent to the Derwent River.
(c) maintaining natural streambank and streambed condition, where it exists;	The context of this sub-item is not applicable in this instance.
(d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;	The context of this sub-item is not applicable in this instance.
(e) the need to avoid significantly impeding natural flow and drainage;	Buildings and works are proposed to be away from the Class 1 Watercourse, within the northern half of its 40m wide spatial extent. No impediment is anticipated to occur.
(f) the need to maintain fish passage, where known to exist;	The context of this sub-item is not applicable in this instance.
(g) the need to avoid land filling of wetlands;	The context of this sub-item is not applicable in this instance.

(h) the need to group new facilities with existing facilities, where reasonably practical;	The context of this sub-item is not applicable in this instance.
(i) minimising cut and fill;	Earthworks proposed present as minimal.
(j) building design that responds to the particular size, shape, contours or slope of the land;	The proposal is largely contained within the existing building footprint, attached or otherwise modest in scope.
(k) minimising impacts on coastal processes, including sand movement and wave action;	Development is proposed to occur wholly within the subject site. The development will not impact fluvial geomorphology or deposition.
(l) minimising the need for future works for the protection of natural assets, infrastructure and property;	5.5 kilolitres of stormwater on-site detention is shown on the plans.
(m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and	A condition is recommended to require all works to be undertaken in accordance with the Wetlands and Waterways Works Manual.
(n) the guidelines in the Tasmanian Coastal Works Manual".	A condition is recommended to require all works to be undertaken in accordance with the Tasmanian Coastal Works Manual.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements, and three representations were received. The following issues were raised by the representors.

5.1. Parking Provision

Representors raised concerns that the proposal would result in insufficient on-site parking and that overflow parking would occur within the shared right-of-way or surrounding area.

- **Comment**

  Amended plans submitted by the applicant demonstrate two on-site parking spaces associated with the existing dwelling and proposed secondary residence. The amended parking configuration and swept path assessment demonstrate that the parking demand generated by the development can be accommodated on-site and that vehicle parking and turning movements can occur within the subject site.

Accordingly, the concerns raised are considered to have been satisfactorily addressed and the proposal is assessed as being capable of accommodating the anticipated parking demand generated by the development.

5.2. Use of the Shared Right-of-Way

Representors raised concerns regarding the use of the shared right-of-way, including parking within the right-of-way, increased vehicle movements and impacts on existing users.

- **Comment**

  The proposal relies upon an existing shared private right-of-way for vehicle access. Amended plans and swept path information demonstrate that vehicles associated with the development can access, manoeuvre and park within the subject site with minimal reliance on the shared right-of-way.

  Whilst the shared right-of-way extends along the subject site and connects to the Clarence Foreshore Trail, the amended parking arrangement maintains the functionality of the right-of-way and does not require vehicles to occupy or obstruct the right-of-way. Accordingly, the concerns raised have been satisfactorily addressed.

  An advice clause is recommended requiring that no part of the approved development, including buildings, structures, retaining walls, fencing or associated works obstruct the shared right-of-way.

5.3. Vehicle Manoeuvring and Parking Layout

Representors raised concerns regarding vehicle manoeuvring, turning movements, access constraints and the ability of vehicles to safely access and utilise the site.

- **Comment**

  The proposal was assessed against Clause C2.6.2 Design and Layout of Parking Areas. Amended plans and swept path information demonstrate that vehicles can safely access, and park and manoeuvre within the site, whilst substantially accommodating vehicle turning and parking movements within the subject site.

  The revised parking layout relocates the parking spaces further into the site and demonstrates that vehicle manoeuvring can safely occur.

5.4. Traffic Safety

Representors raised concerns regarding increased vehicle activity, conflicts between users of the right-of-way and the safety of vehicle movements associated with the proposal.

- **Comment**

  The revised parking configuration improves the relationship between the parking area and the shared right-of-way and reduces the potential for conflict with other users of the access corridor.

  The development is expected to generate a low level of residential traffic, and the amended information demonstrates that vehicle access, parking and manoeuvring can occur safely within the constraints of the site.

5.5. Temporary Closure of the Access Way during Construction

Representations raised concerns that the available width of the access way/right-of-way may be reduced and that the right-of-way may be temporarily obstructed or closed during construction activities, affecting access for other lawful users.

- **Comment**

  Construction management will be addressed through the building approvals phase and is not a planning matter.

5.6. Heritage

Representations raised concerns about the heritage and aesthetic significance of the existing dwelling, which was constructed by Esmond Dorney.

- **Comment**

  The application is not subject to the Local Historic Heritage code and is not listed at the State level. As no other provisions relevant to the proposal provide jurisdiction to consider this matter it is not applicable to the assessment.

5.7. Fencing

Representations raised concerns about a fence that has been constructed along the southern boundary of the lot, including over the right-of-way and raised concerns about an intention of the applicant to construct an additional fence.

- **Comment**

  The advertised plans did not include fencing, either along the southern boundary or across the right-of-carriageway. After the advertising period had concluded the applicant provided further information to address the concerns held by representors. The amended plans provided did not include a fence along the southern boundary but did include a proposed fence over the right-of-way. However, the fence is assessed as meeting exemption 4.6.4 (b) because it is not within 4.5m of the road frontage and is taken to be less than 2.1m in height. As a result, a planning permit is not required for this fence.

  Any obstruction of the right-of-way is a civil matter and cannot be addressed through this planning assessment.

5.8. Encroachment on the Right-of-Way

Representations raised concerns about the potential encroachment of the extension on the right-of-way owing to perceived discrepancies between the measurements on the site plan, folio text, folio plan and schedule of easements.

- **Comment**

  The applicant provided advice in response to this concern. Their surveyor explains that this relates to interpretation differences on the description of the easement on the title and a lack of consistency owing to historical surveys. The applicant has explained that the linework provided by the surveyor remains correct and that a remark survey has been submitted to the Land Titles Office to correct this.

5.9. Annotation of the Gravel Driveway

Representors raised concerns about the potential for annotation error where the gravel driveway is noted as existing, explaining that the associated works had occurred in April, with a further representation raising concerns about additional works occurring on site during October.

- **Comment**

  The parking and manoeuvring area shown as a gravel driveway forms part of the parking arrangement proposed under this application and has been assessed as part of this proposal. Conditions are recommended to ensure parking, access ways, manoeuvring and circulation spaces are constructed with a durable all-weather pavement treatment.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit, if granted.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent within and furthers the objective of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council Policy.

9. CONCLUSION

The proposal is recommended for approval, subject to conditions.

Attachments:
1. Location Plan (1)
2. Revision 5 Plans (16)
3. Advertised Plans (16)
4. Site Photos (2)

Daniel Marr
HEAD OF CITY PLANNING



City of Clarence

This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

04/11/2026

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PINNACLE







Note: The images provided are artistic representations only and should not be used as references for final colours, finishes, or external/internal features.

3 Ambleside, Lindisfarne 7015

Owner(s) or Clients	Karyn Matterson & Simon Sproule	Title Reference	104293/3
Building Classification	1a	Zoning	General Residential
Designer	Jason Nickerson CC6073Y	Land Size	1187m^2
Total Floor Area (Combined)	234.29m^2 Decks & Patios 76.49m^2	Design Wind Speed	TBA
Alpine Area	N/A	Soil Classification	TBA
Other Hazards (e.g.. High wind, earthquake, flooding, landslip, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice, or other relevant factors)	Waterway and coastal protection area, Airport obstacle limitation area, Potentially contaminated land	Climate Zone	7
		Corrosion Environment	Very High
		Bushfire Attack Level (BAL)	Low

Changes List			
Issue	Description of change	Date	Designer
Ch - 01	RFI 01 - Relocation of Ancillary Dwelling	17/09/2026	SH
Ch - 02	RFI 01 - Detention Tank Addition	17/09/2026	SH
Ch - 03	RFI 01 - Shared Private Open Space Allocation	17/09/2026	SH
Ch - 04	Removal of incorrect Easement Width	02/11/2026	SH
Ch - 05	Driveway reconfiguration	05/11/2026	SH

ID	Sheet Name	Issue
A.01	Location Plan	DA-01
A.02	Existing Site Plan	DA-01
A.03	Proposed Site Plan	DA-01
A.04	Parking	DA-01
A.05	Parking	DA-01
A.06	Floor Plan- Demolition - Lower	DA-01
A.07	Floor Plan - Demolition - Upper	DA-01
A.08	Floor Plan - Proposed - Lower	DA-01
A.09	Floor Plan - Proposed - Upper	DA-01
A.10	Elevations - Demolition	DA-01
A.11	Elevations - Demolition	DA-01
A.12	Elevations - Proposed	DA-01
A.13	Elevations - Proposed	DA-01
A.14	Elevations - Proposed	DA-01
A.15	Roof Plan	DA-01
A.16	Electrical Plan - Lower	DA-01
A.17	Electrical Plan - Upper	DA-01



Site Areas

Site Area	1187 m²
Existing Building Footprint	144.68 m²
Total Site Coverage	12.1%

NOT FOR CONSTRUCTION

PINNACLE DRAFTING & DESIGN
7/3 Abernant Way, Cambridge 7170
03 6248 4218
admin@pinnacledrafting.com.au
www.pinnacledrafting.com.au
Licence Number: CC6073Y

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

Location Plan

Scale: 1:250 @ A3

Pg. No: A.01

Revision: DA-01

Approved by: CJ

Proposal: Addition / Alteration

Client: Karyn Matterson & Simon Sproule

Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26

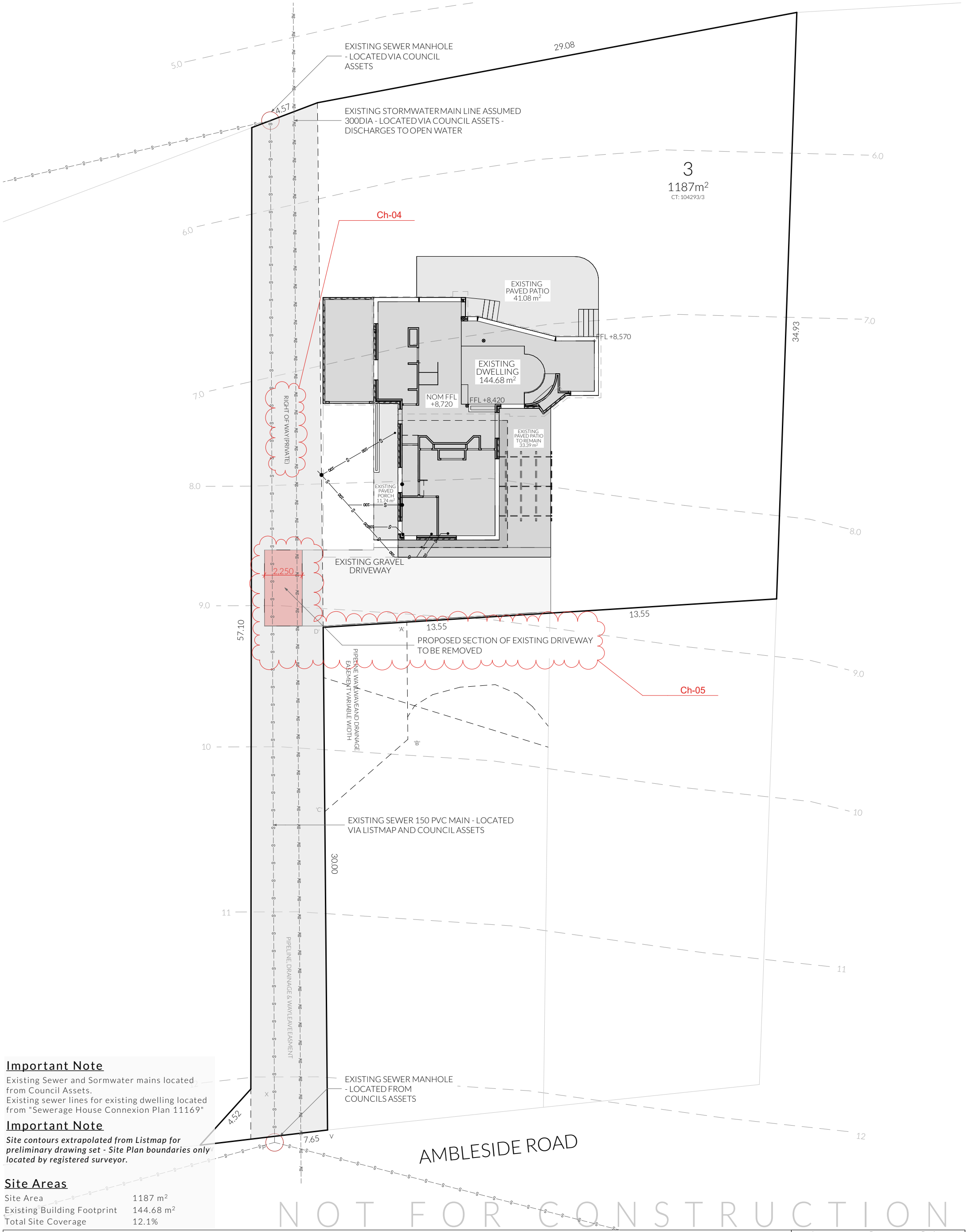
Drawn by: SH

Job No: 037-2026

Engineer: TBA

Building Surveyor: TBA

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Important Note

Existing Sewer and Sormwater mains located from Council Assets.
Existing sewer lines for existing dwelling located from "Sewerage House Connexion Plan 11169"

Important Note

Site contours extrapolated from Listmap for preliminary drawing set - Site Plan boundaries only located by registered surveyor.

Site Areas

Site Area	1187 m²
Existing Building Footprint	144.68 m²
Total Site Coverage	12.1%

NOT FOR CONSTRUCTION

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Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

Existing Site Plan

Revision: DA-01
Approved by: CJ

Scale: 1:200 @ A3
Pg. No: A.02

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026

Legend

- Electrical Connection
- Electrical Turret
- Sewer Connection
- Stormwater Connection
- Telstra Connection
- Telstra Pit
- Water Meter
- Water Stop Valve
- Fire Hydrant
- Solar Bollard Light
- Spotlight with sensor

Surface Water Drainage

Ground to fall away from building in all directions in compliance with AS2870 & N.C.C 2022 3.3.3.

Surface water must be diverted away from a Class 1 building as follows:

(a) Slab-on-ground - finished ground level adjacent to a building: the external finished surface surrounding the slab must be drained to move surface water away from the building and graded to give a slope of not less than
  (i) 25mm over the first 1m from the building
    (A) in low rainfall intensity areas for surfaces that are reasonably impermeable (such as concrete or claypaving); or
    (B) for any reasonably impermeable surface that forms part of an access path or ramp provided for the purposes of Clauses 1.1 (2) or (4)(c) of the ABCB Standard for Livable Housing Design; or
  (ii) 50 mm over the first 1 m from the building in any other case.

(b) Slab-on-ground - finished slab heights: the height of the slab-on-ground above external finished surfaces mustbe not less than
  (i) 100 mm above the finished ground level in low rainfall intensity areas or sandy, well-drained areas; or
  (ii) 50 mm above impermeable (paved or concrete) areas that slope away from the building in accordance with(a); or
  (iii) 150 mm in any other case.

(c) The ground beneath suspended floors must be graded so that the area beneath the building is above the adjacent external finished ground level and surface water is prevented from ponding under the building.

Subsoil Drainage

is to comply with AS2870, AS3500 & N.C.C 2022 3.3.4.

Where a subsoil drainage system is installed to divert subsurface water away from the area beneath a building, the subsoil drain must-

(a) be graded with a uniform fall of not less than 1:300; and

(b) discharge into an external silt pit or sump with-
  (i) the level of discharge from the silt pit or sump into an impervious drainage line not less than 50 mm below the invert level of the inlet; and provision for cleaning and maintenance.

- PROPOSED NEW DEVELOPMENT

Important Note

Existing Sewer and Sormwater mains located from Council Assets.
Existing sewer lines for existing dwelling located from "Sewerage House Connexion Plan 11169"

Important Note

Site contours extrapolated from Listmap for preliminary drawing set - Site Plan boundaries only located by registered surveyor.

Site Areas

Site Area	1187 m²
Existing Building Footprint	123.24 m²
Proposed Building Footprint	51.05 m²
Ancillary Dwelling Footprint	51.00 m²
Total Building Footprint	234.29 m2
Total Site Coverage	18.78%

EXISTING SEWER MANHOLE - LOCATED VIA COUNCIL ASSETS

EXISTING STORMWATER MAIN LINE ASSUMED 300DIA - LOCATED VIA COUNCIL ASSETS - DISCHARGES TO OPEN WATER

BREAK INTO SW MAINLINE IF ONSITE CONNECTION POINT CAN NOT BE ESTABLISHED - WORKS BY REGISTERED PLUMBER

3
1187m²
CT: 104293/3

Ch-04 Ch-02 Ch-03 Ch-01 Ch-05

SHARED COMPLIANT P.O.S 24.00 m² 1:10 MAX GRADIENT

PROPOSED DECKS 61.43 m²

DETENTION TANK 5,500L UNDER DECK

DETENTION TANK 3,300L

EXISTING DWELLING TO REMAIN 123.24 m²

NOM FFL +8,720

PROPOSED ADDITION 50.05 m² FFL +8,720

EXISTING PAVED PATIO TO REMAIN 33.39 m²

PROPOSED TIMBER DECK 12.00 m²

PROPOSED ANCILLARY DWELLING 51.00 m² FFL +8,420

PAVED AREA REUSED FROM EXISTING PATIO 63.60m2

EXISTING GRAVEL DRIVEWAY

PROPOSED GRAVEL DRIVEWAY' 18.93 m²

RIGHT OF WAY (PRIVATE)

PROPOSED FENCE

ACCESS TO DW 4,170

PIPELINE WAYLWAVEAND DRAINAGE EASEMENT VARIABLE WIDTH

RIGHT OF WAY (PRIVATE) 'A' (11.00)

EXISTING SEWER 150 PVC MAIN - LOCATED VIA LISTMAP AND COUNCILS ASSETS

PIPELINE DRAINAGE & WAYLEAVEEASEMENT

EXISTING SEWER MANHOLE - LOCATED FROM COUNCILS ASSETS

AMBLESIDE ROAD

29.08 11,913 8.535 4.57 4,359 4,363 4,379 57.10 30.00 4.52 7.65 11,330 1,890 1,821 1,528 4,000 34.93 13.55 5,400 5,400 5,243 2,700 2,700 4,876 4,500 4,130 4,170

P1 P2

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Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

Proposed Site Plan

Scale: 1:200 @ A3
Pg. No: A.03

Revision: DA-01
Approved by: CJ

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

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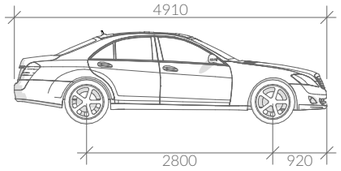
Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026

Vehicle Movement Notes

- Movement templates demonstrate the ability of vehicles to enter intersection in a forwards direction and leave in a forwards direction.

- The base dimensions of the vehicle template represent the B85 (85th Percentile) Vehicle

- The swept path of the vehicle represent the outer extents of the vehicle.



B85 Vehicle Dimensions

Width:	1870
Track:	1770
L-L Time:	6.0
Turning Radius:	5800

Parking Space requirements
As defined by the Parking and Sustainable Transport Code - Table C2.3

Parking Dimensions - 90°

Width:	2600	2800	3000	3200
Length:	5400	5400	5400	5400
Aisle Width:	6400	5800	5200	4800

Parking Dimensions - 45°

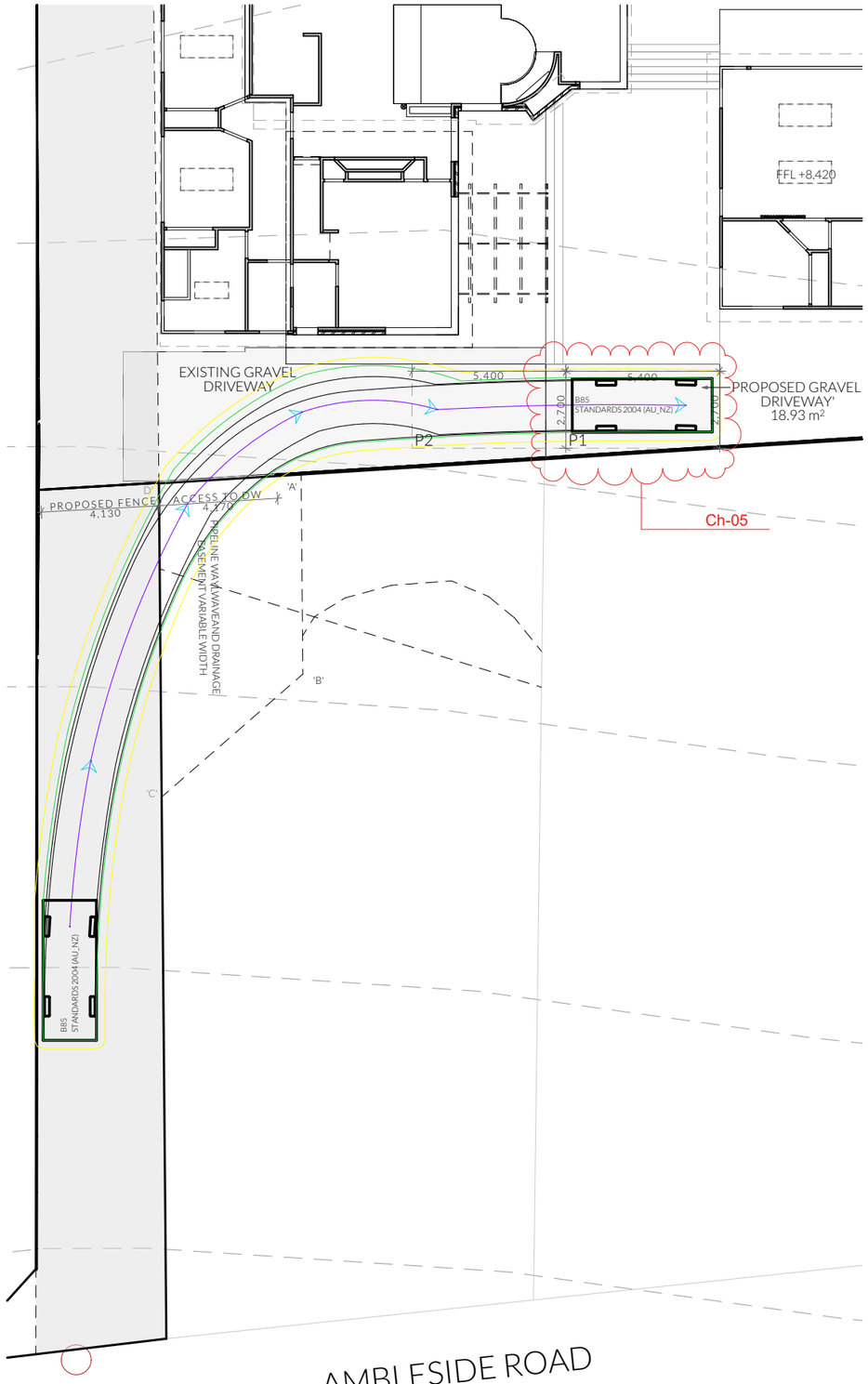
Width:	2600
Length:	5400
Aisle Width:	3500

Parking Dimensions - Parallel

Width:	2300
Length:	6700
Aisle Width:	3600

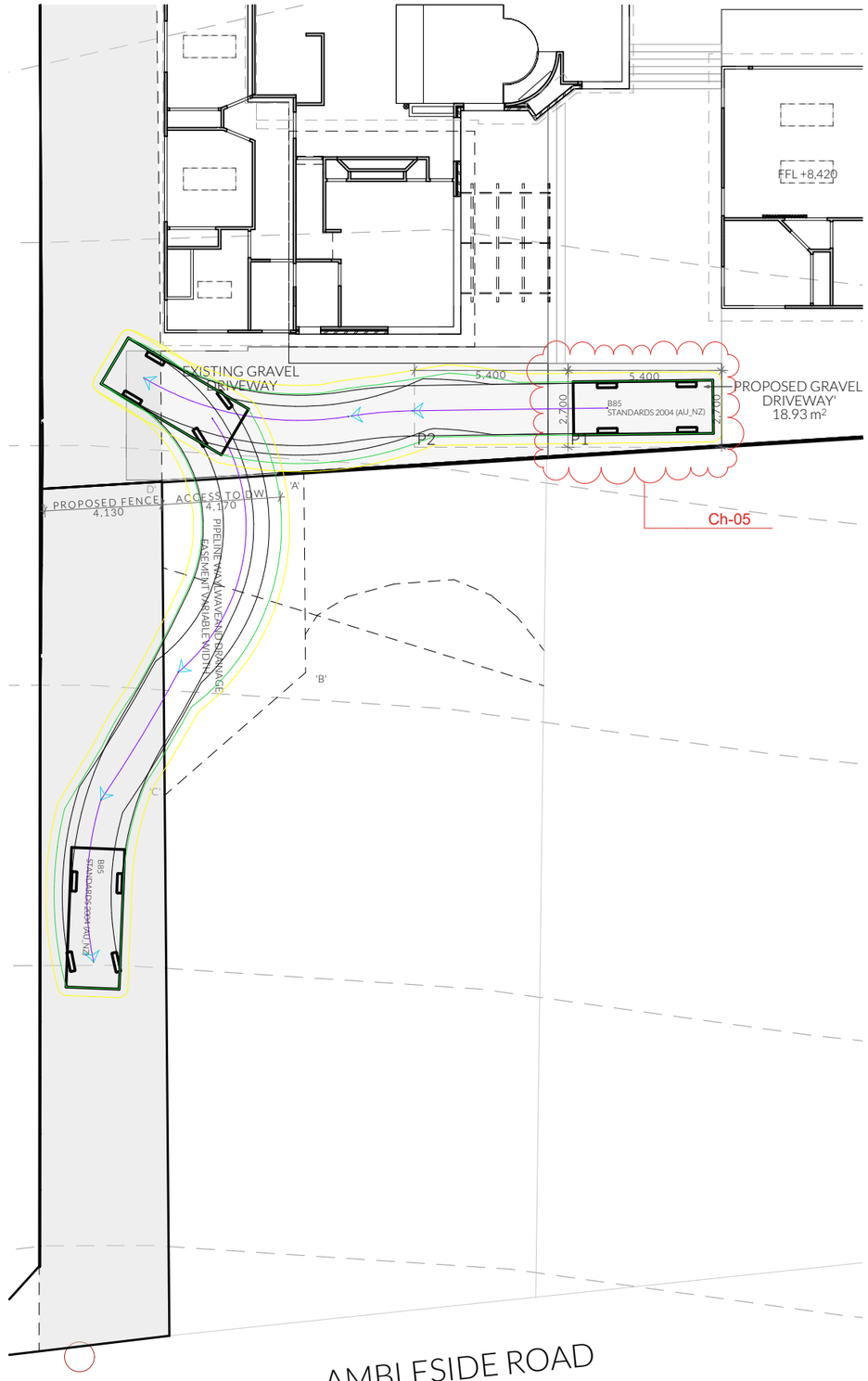
Turning Path Legend

- LINE OF BODY
- 300mm BODY CLEARANCE
- DIRECTION OF TRAVEL



AMBLESIDE ROAD

Park 1 - IN 1:200



AMBLESIDE ROAD

Park 1 OUT 1:200

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Parking

Revision: DA-01
Approved by: CJ

Scale: 1:200 @A3
Pg. No: A.04

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

N

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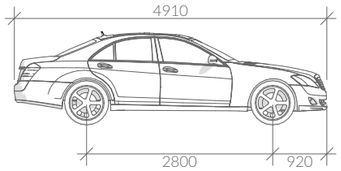
Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026

Vehicle Movement Notes

- Movement templates demonstrate the ability of vehicles to enter intersection in a forwards direction and leave in a forwards direction.

- The base dimensions of the vehicle template represent the B85 (85th Percentile) Vehicle

- The swept path of the vehicle represent the outer extents of the vehicle.



B85 Vehicle Dimensions

Width:	1870
Track:	1770
L-L Time:	6.0
Turning Radius:	5800

Parking Space requirements
As defined by the Parking and Sustainable Transport Code - Table C2.3

Parking Dimensions - 90°

Width:	2600	2800	3000	3200
Length:	5400	5400	5400	5400
Aisle Width:	6400	5800	5200	4800

Parking Dimensions - 45°

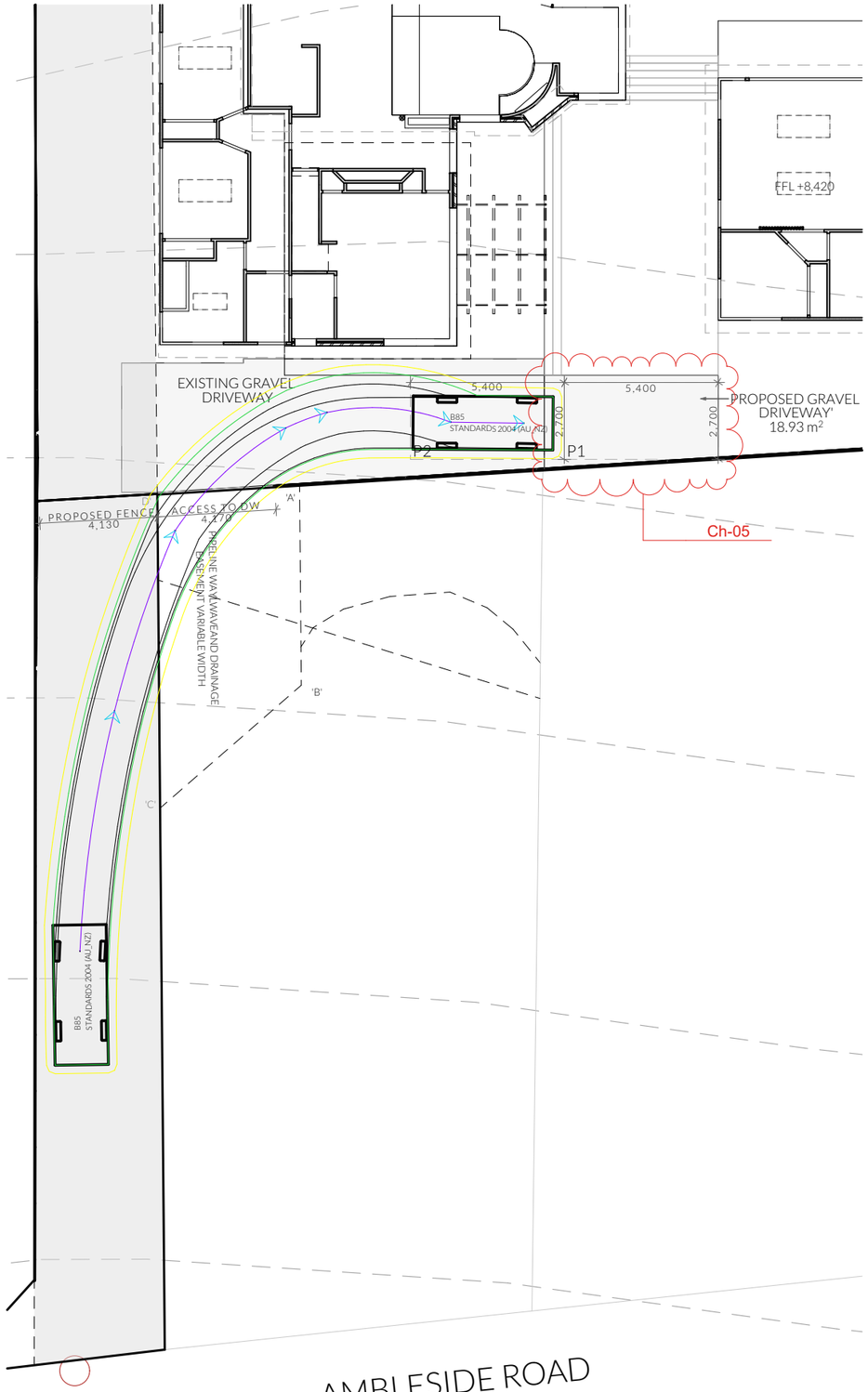
Width:	2600
Length:	5400
Aisle Width:	3500

Parking Dimensions - Parallel

Width:	2300
Length:	6700
Aisle Width:	3600

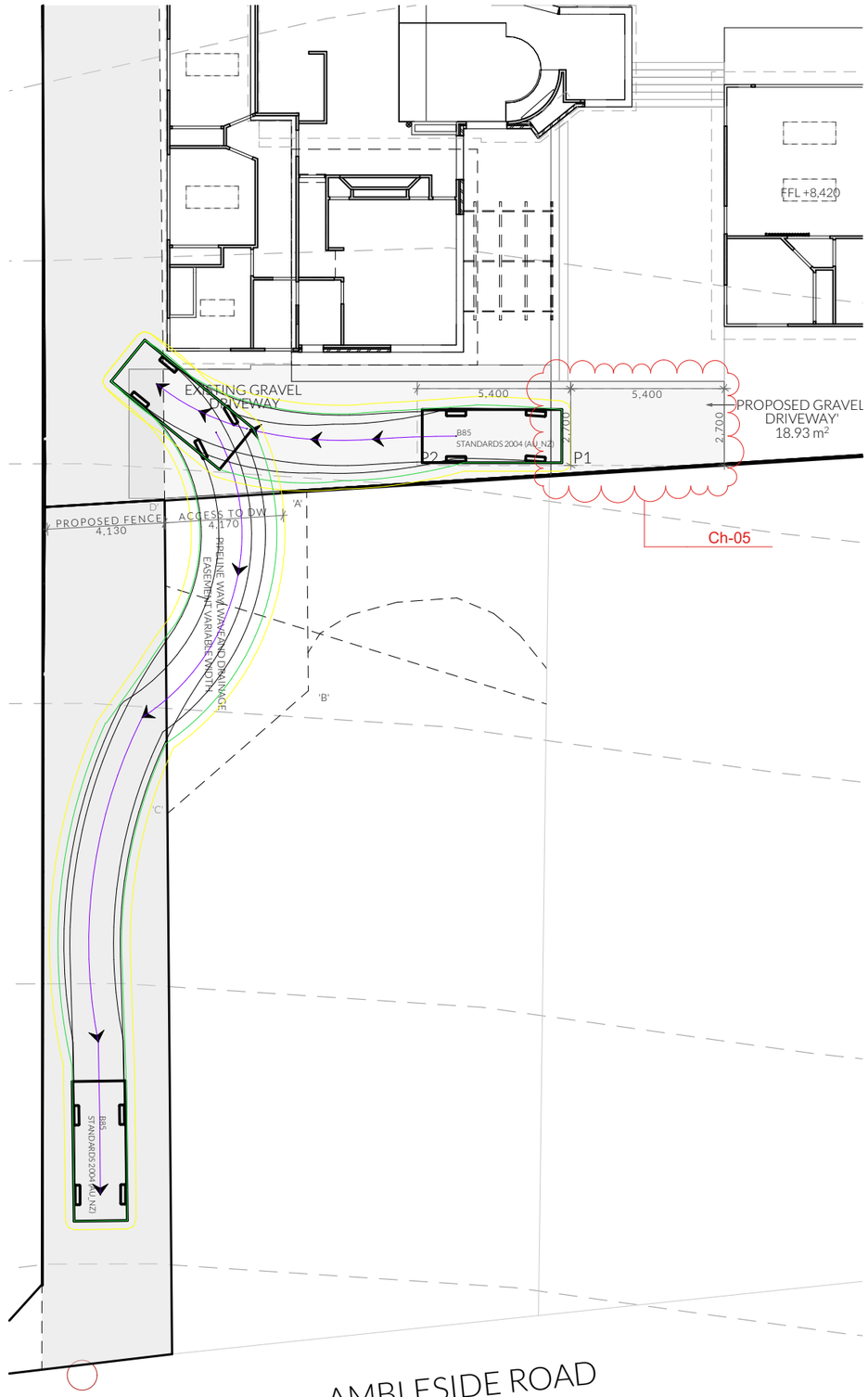
Turning Path Legend

- LINE OF BODY
- 300mm BODY CLEARANCE
- DIRECTION OF TRAVEL



AMBLESIDE ROAD

Park 2 - IN 1:200



AMBLESIDE ROAD

Park 2 - OUT 1:200

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Parking

Revision: DA-01
Approved by: CJ

Scale: 1:200 @A3
Pg. No: A.05

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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Version: 1, Version Date: 05/11/2026

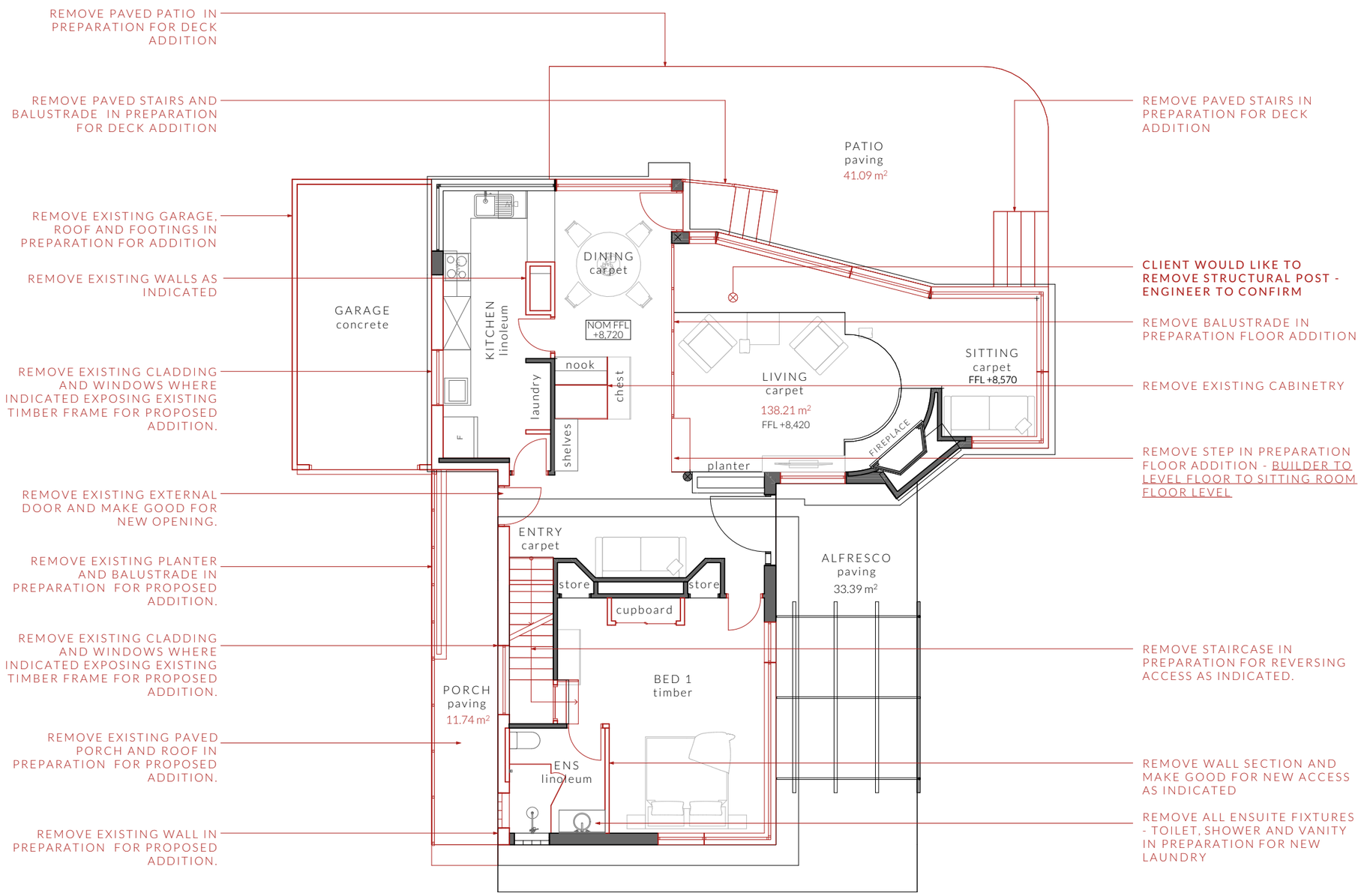
RENOVATION LEGEND

- EXISTING

- DEMOLITION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.



Existing Floor Areas

Lower Floor	138.21m²
Upper Floor	49.57m²
Total Floor Area	187.78m²
Patio	41.09m²
Alfresco	33.39m²
Porch	11.74m²

NOT FOR CONSTRUCTION

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Floor Plan- Demolition - Lower

Revision: DA-01
Approved by: CJ

Scale: 1:100 @ A3
Pg. No: A.06

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026

RENOVATION LEGEND

- EXISTING

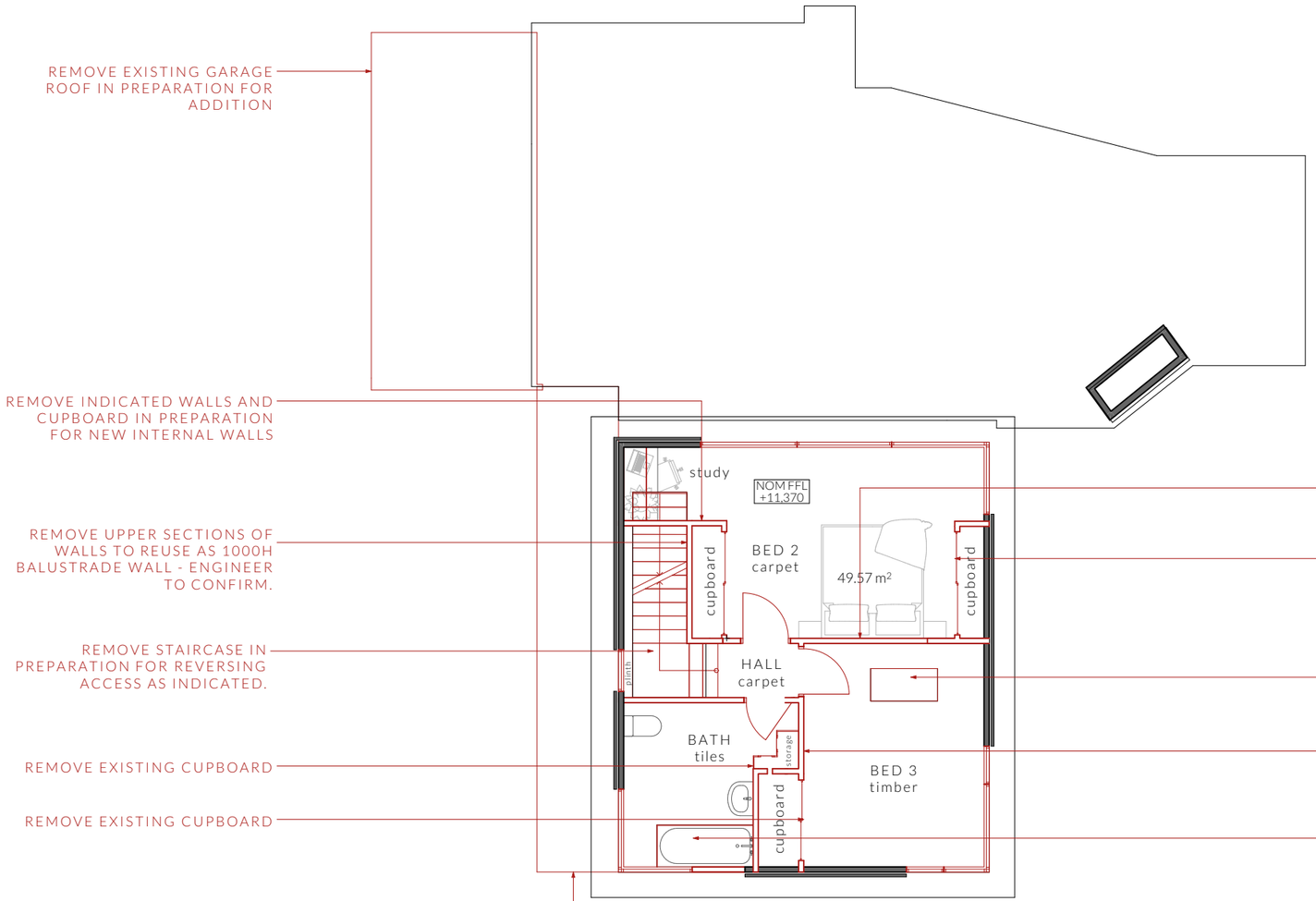
- DEMOLITION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note

Internal walls flagged for removal or lowering to be assessed by an Engineer to accrtain if additional structural support is required,



Existing Floor Areas

Lower Floor	138.21m²
Upper Floor	49.57m²
Total Floor Area	187.78m²
Patio	41.09m²
Alfresco	33.39m²
Porch	11.74m²

NOT FOR CONSTRUCTION

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Floor Plan - Demolition - Upper

Scale: 1:100 @A3

Pg. No: A.07

Revision: DA-01

Approved by: CJ

Proposal: Addition / Alteration

Client: Karyn Matterson & Simon Sproule

Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026

Access Panel

Articulation Joint

Smoke Alarm

Construction of sanitary compartments 10.4.2 of NCC 2022

The door to a fully enclosed sanitary compartment must -

- open outwards; or
- slide; or
- be readily removable from the outside of the compartment.

unless there is a clear space of at least 1.2 m, measured in accordance with Figure 10.4.2 of NCC 2022 Vol II, between the closet pan within the *sanitary compartment* and the doorway.

Note: Safe Movement & Egress

Openable windows greater than 4m above the surface below are to be fitted with a device to limit opening or a suitable screen so a 125mm sphere cannot pass through. Except for Bedrooms, where the requirement is for heights above 2m. Refer to clauses 11.3.7 and 11.3.8 of NCC 2022 for further information on suitable protective devices.

Note: Paved Areas

All paths and patios to fall away from dwelling.

Note: Stair Construction

All stairs to be constructed in accordance with NCC Vol II 2022 Part 11.2.2:
Riser: Min 115mm - Max 190mm
Going: Min 240mm - Max 355mm
Slope (2R+G): Max 550 - Min 700
For stairways serving non-habitable room used infrequently, refer to table 11.2.2(b).

Landings to comply with Clause 11.2.5 and be a minimum of 750mm deep measured 500mm from the inside edge of the landing.

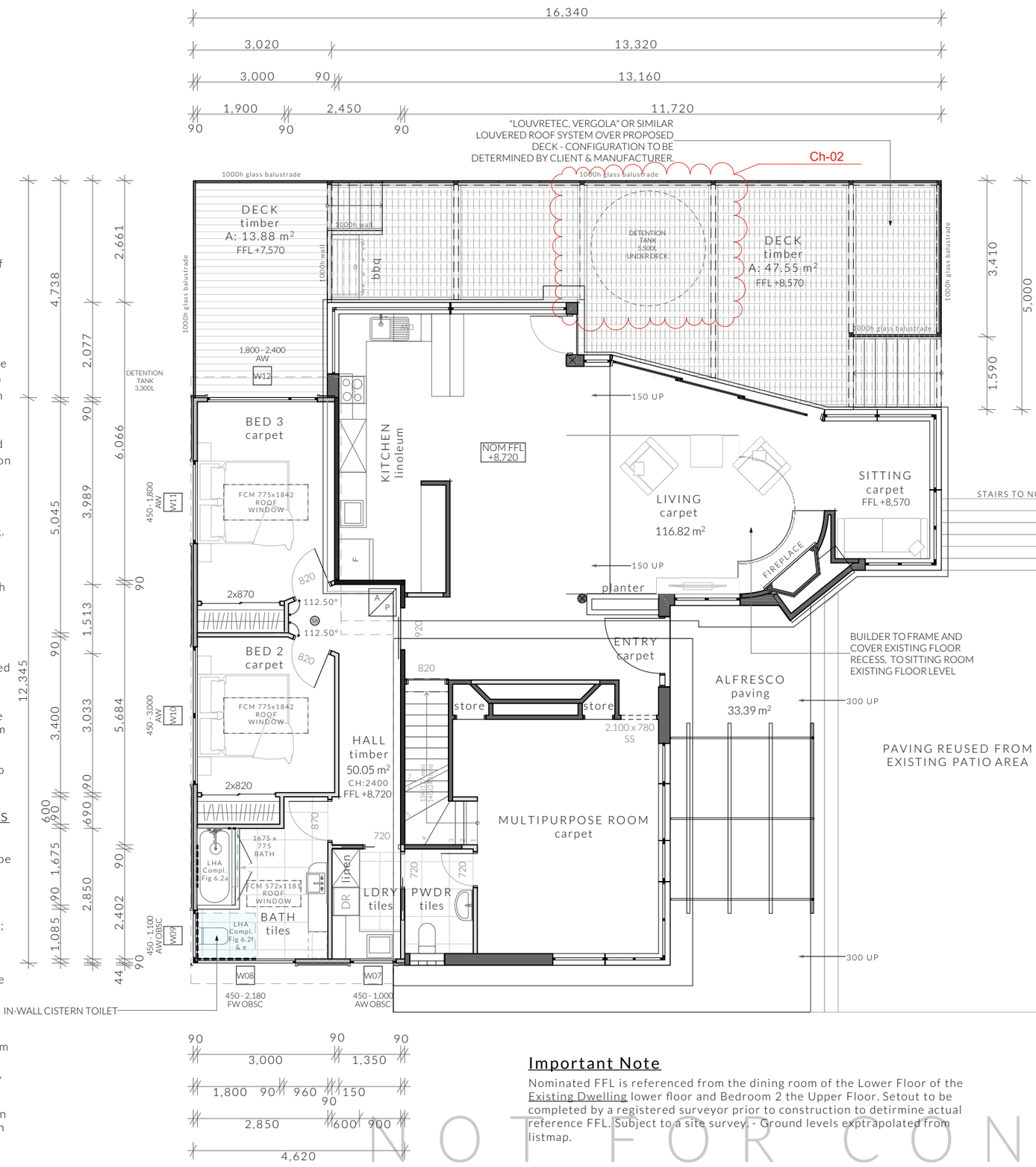
Slip resistance of treads, nosings and ramps to comply with Clause 11.2.4.

Heights of rooms & other spaces 10.3.1 of NCC 2022

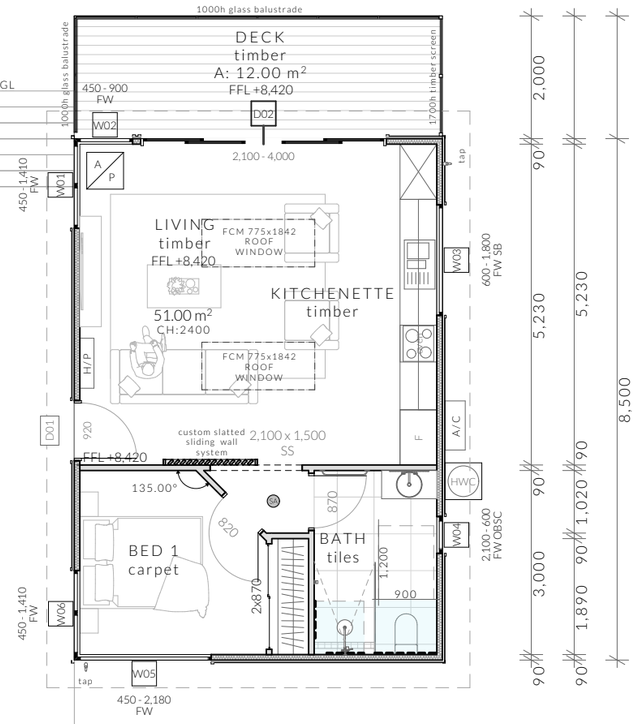
Heights of rooms and other spaces must not be less than;
(a)in a *habitable room* excluding a kitchen - 2.4 m; and
(b)in a kitchen - 2.1 m; and
(c)in a corridor, passageway or the like - 2.1 m; and
(d)in a bathroom, shower room, laundry, *sanitary compartment*, airlock, pantry, storeroom, garage, car parking area or the like - 2.1 m; and
(e)in a room or space with a sloping ceiling or projections below the ceiling line within- See NCC directly for these items
(f)in a stairway, ramp, *landing*, or the like - 2.0 m measured vertically above the nosing line of stairway treads or the floor surface of a ramp, *landing* or the like.

If required onsite, the builder may work within the tolerances of the above as specified within the NCC 2022 Vol II. Builder to contact *Pinnacle* before undertaking works.

EXISTING DWELLING



ANCILLARY DWELLING



Important Note

Compliant bracing for livable housing standards - black dashed line represents location of reinforcement materials.

In accordance with the Livable Housing Provisions, acceptable options for reinforcement material include noggings with a minimum thickness of 25mm or structural grade plywood with a minimum thickness of 12mm.

Required reinforcement of bathroom and sanitary compartment in compliance with Livable Housing Design Standards 2022.

https://www.abcb.gov.au/sites/default/files/resources/2023/Livable-Housing-Design-Standard-2022-1.3.pdf

Builder to refer to;
Shower - Figure 6.2c
Toilet - Figure 6.2e
Bath - Figure 6.2b

RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956

Existing Floor Areas

Lower Floor	116.84m²
Upper Floor	49.57m²
Total Floor Area	187.78m²
Alfresco	33.39m²

Proposed Floor Areas

Lower Floor	50.05m²
Deck Large	61.43m²
Patio	63.60m²

Total Lower Floor Areas

Total Floor Area 166.89m²

Ancillary Dwelling Floor Areas

Lower Floor	51.00m²
Deck	12.00m²

Important Note

Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to detirmine actual reference FFL. Subject to a site survey. - Ground levels exptrapolated from listmap.

NOT FOR CONSTRUCTION

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Floor Plan - Proposed - Lower

Scale: 1:100 @ A3
Pg. No: A.08

Revision: DA-01
Approved by: CJ

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026

Access Panel

Articulation Joint

Smoke Alarm

Construction of sanitary compartments 10.4.2 of NCC 2022

The door to a fully enclosed sanitary compartment must -

- open outwards; or
- slide; or
- be readily removable from the outside of the compartment.

unless there is a clear space of at least 1.2 m, measured in accordance with Figure 10.4.2 of NCC 2022 Vol II, between the closet pan within the *sanitary compartment* and the doorway.

Note: Safe Movement & Egress

Openable windows greater than 4m above the surface below are to be fitted with a device to limit opening or a suitable screen so a 125mm sphere cannot pass through. Except for Bedrooms, where the requirement is for heights above 2m. Refer to clauses 11.3.7 and 11.3.8 of NCC 2022 for further information on suitable protective devices.

Note: Paved Areas

All paths and patios to fall away from dwelling.

Note: Stair Construction

All stairs to be constructed in accordance with NCC Vol II 2022 Part 11.2.2:
Riser: Min 115mm - Max 190mm
Going: Min 240mm - Max 355mm
Slope (2R+G): Max 550 - Min 700
For stairways serving non-habitable room used infrequently, refer to table 11.2.2(b).

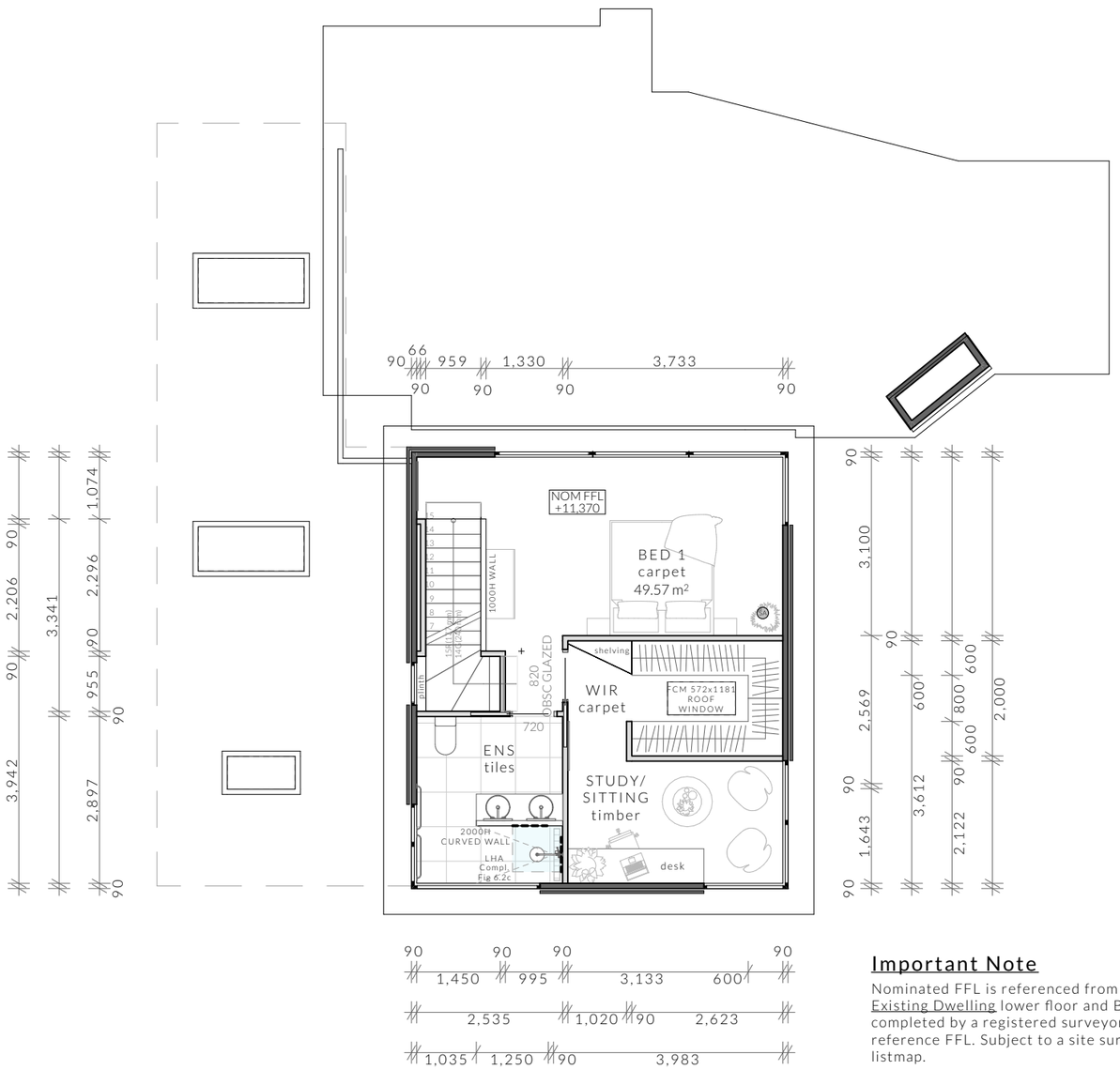
Landings to comply with Clause 11.2.5 and be a minimum of 750mm deep measured 500mm from the inside edge of the landing.

Slip resistance of treads, nosings and ramps to comply with Clause 11.2.4.

Heights of rooms & other spaces 10.3.1 of NCC 2022

Heights of rooms and other spaces must not be less than;
(a)in a *habitable room* excluding a kitchen - 2.4 m; and
(b)in a kitchen - 2.1 m; and
(c)in a corridor, passageway or the like - 2.1 m; and
(d)in a bathroom, shower room, laundry, *sanitary compartment*, airlock, pantry, storeroom, garage, car parking area or the like - 2.1 m; and
(e)in a room or space with a sloping ceiling or projections below the ceiling line within- See NCC directly for these items
(f)in a stairway, ramp, *landing*, or the like - 2.0 m measured vertically above the nosing line of stairway treads or the floor surface of a ramp, *landing* or the like.

If required onsite, the builder may work within the tolerances of the above as specified within the NCC 2022 Vol II. Builder to contact *Pinnacle* before undertaking works.



RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956

Existing Floor Areas

Upper Floor 49.57m^2

Important Note

Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to detirmine actual reference FFL. Subject to a site survey. - Ground levels exptrapolated from listmap.

NOT FOR CONSTRUCTION

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Floor Plan - Proposed - Upper

Scale: 1:100 @A3
Pg. No: A.09

Revision: DA-01
Approved by: CJ

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

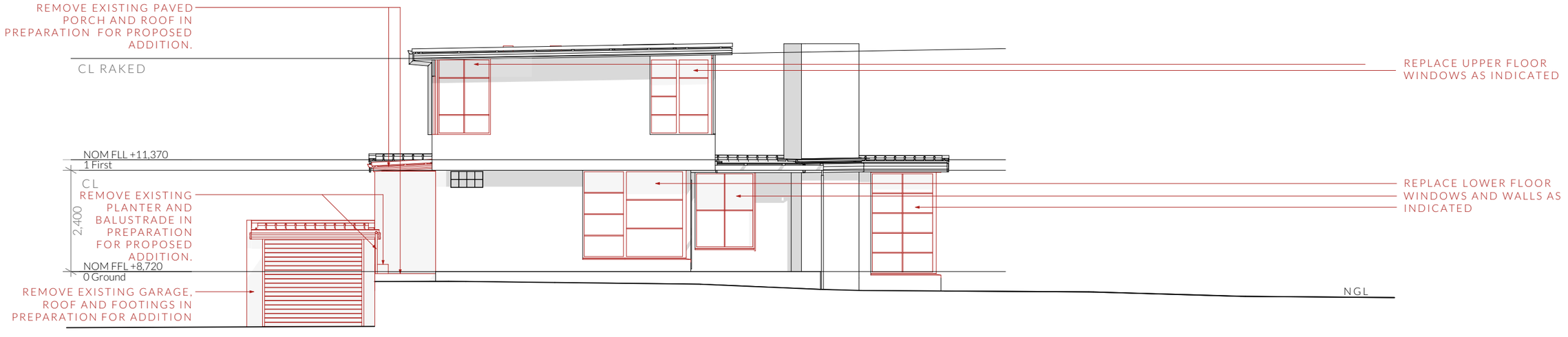
Issue	Date	Designer

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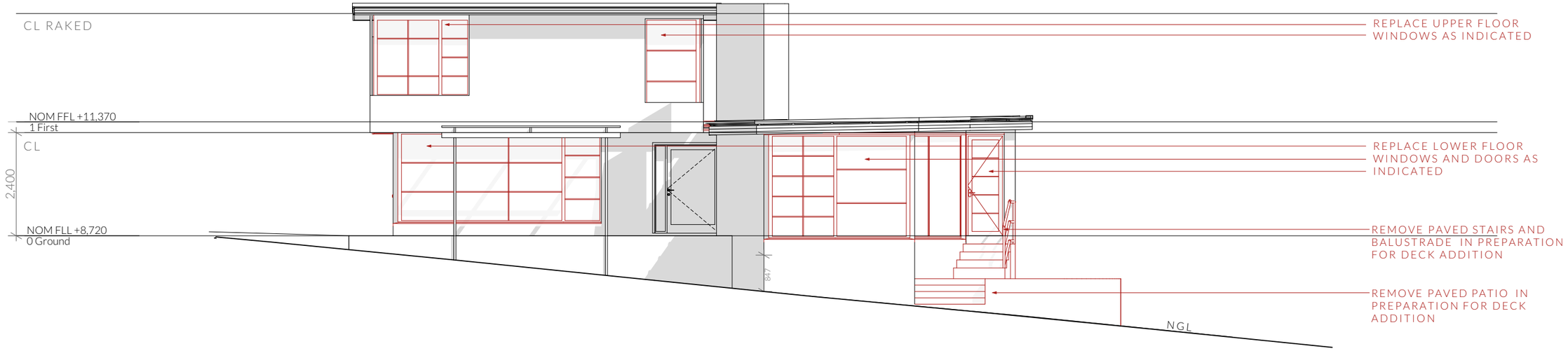
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026



North East Elevation - Demolition

1:100



North West Elevation - Demolition

1:100

RENOVATION LEGEND

- EXISTING
- DEMOLITION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note

Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to determine actual reference FFL. Subject to a site survey. - Ground levels exptrapolated from listmap.

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Elevations - Demolition

Revision: DA-01
Approved by: CJ

Scale: 1:100 @ A3
Pg. No: A.10

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

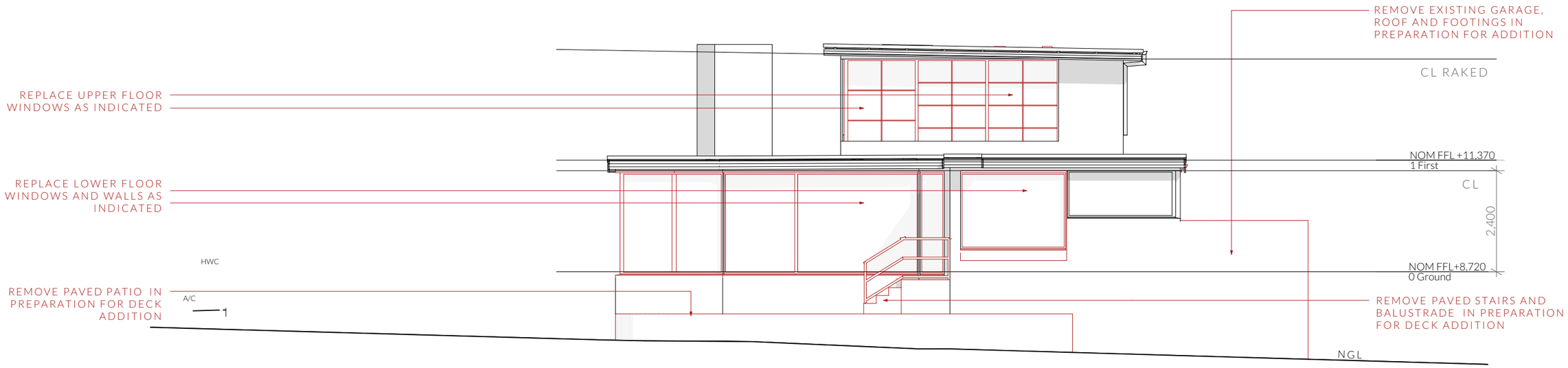
Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

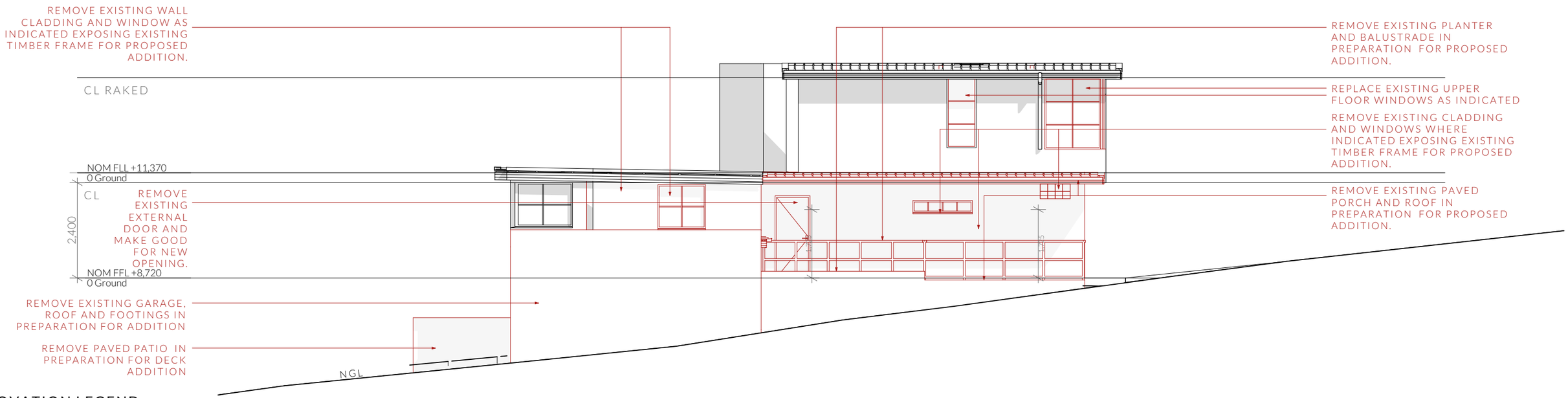
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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026



South West Elevation - Demolition 1:100



South East Elevation - Demolition 1:100

RENOVATION LEGEND

- EXISTING
- DEMOLITION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note

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Elevations - Demolition

Revision: DA-01
Approved by: CJ

Scale: 1:100 @ A3
Pg. No: A.11

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

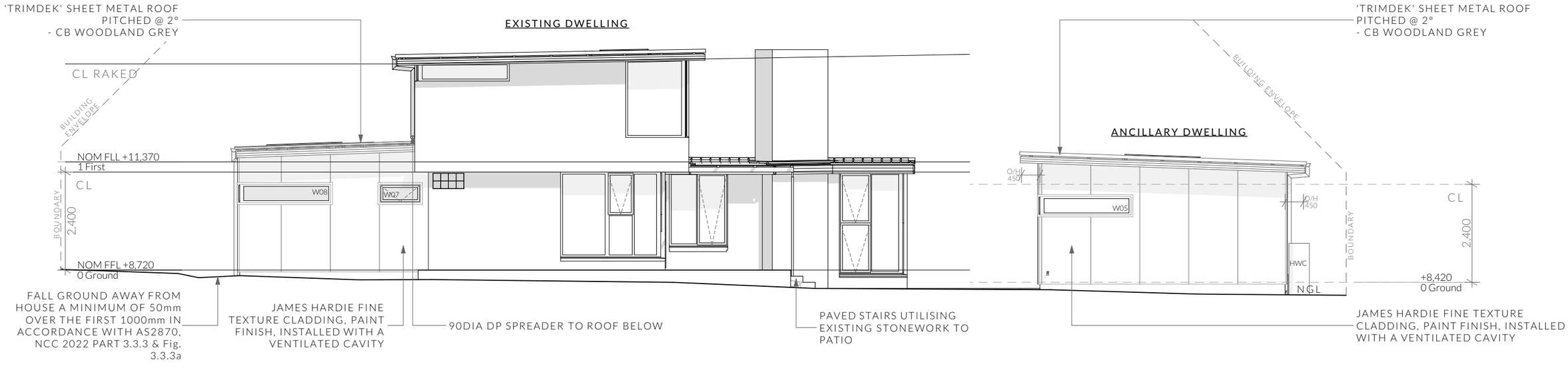
Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

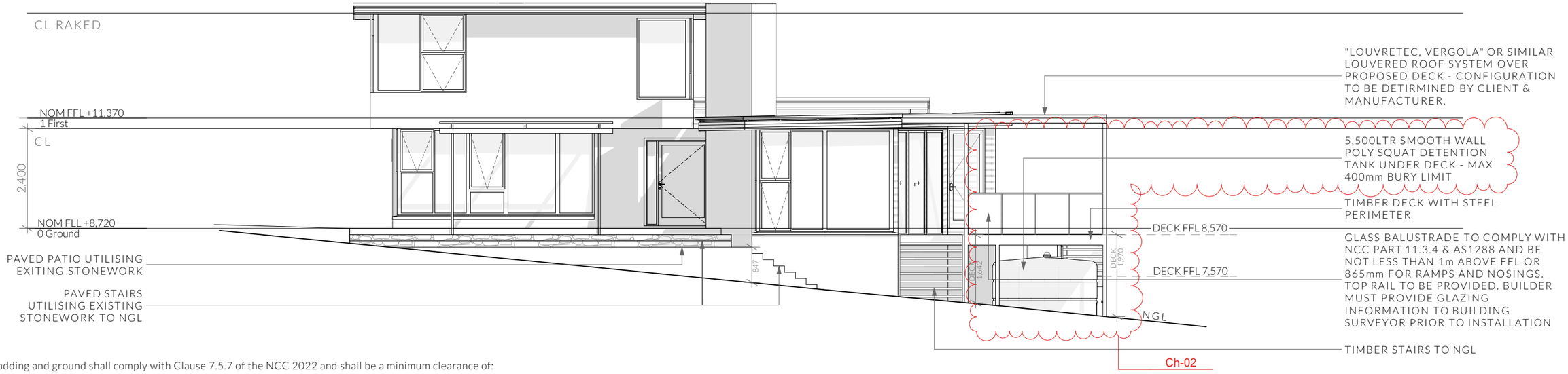


RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

North East Elevation - Proposed

1:100



NOTE
Clearances between cladding and ground shall comply with Clause 7.5.7 of the NCC 2022 and shall be a minimum clearance of:
100mm in low rainfall intensity areas or sandy, well-drained areas; or 50mm above impermeable areas that slope away from the building; or 150mm in any other case.

Wall cladding must extend a minimum of 50 mm below the bearer or lowest horizontal part of the suspended floor framing.

U.N.O in builders specifications or located in saline environments or if using a glazed finish brick, brickwork is to be installed in stretcher bond pattern with raked joints.

As per NCC parts 11.3.7 and 11.3.8,
Openable windows greater than 4m above ground level are to be fitted with a device to limit the opening or a suitable screen so a 125mm sphere cannot pass through, and withstand a force of 250N. Except for bedrooms, where the requirement is for heights above 2m.

All stairs to be constructed in accordance with NCC 2022 Vol II Part 11.2.2
Riser: Min 115mm - Max 190mm Going: Min 240mm - Max 355mm Slope (2R+G): Max 550 - Min 700

North West Elevation - Proposed

1:100

EXTERNAL CLADDING		
MATERIAL	MANUFACTURER/PRODUCT	COLOUR
Window / Door Frames	Aluminium	CB Woodland Grey
Cement Sheet	James Hardie - Fine Texture	CB Dune
Sheet Metal	Trimdek	CB Woodland Grey

Important Note
All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note
Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to determine actual reference FFL. Subject to a site survey. - Ground levels exprapolated from listmap.

NOT FOR CONSTRUCTION

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Elevations - Proposed
Revision: DA-01
Approved by: CJ
Scale: 1:100 @ A3
Pg. No: A.12

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

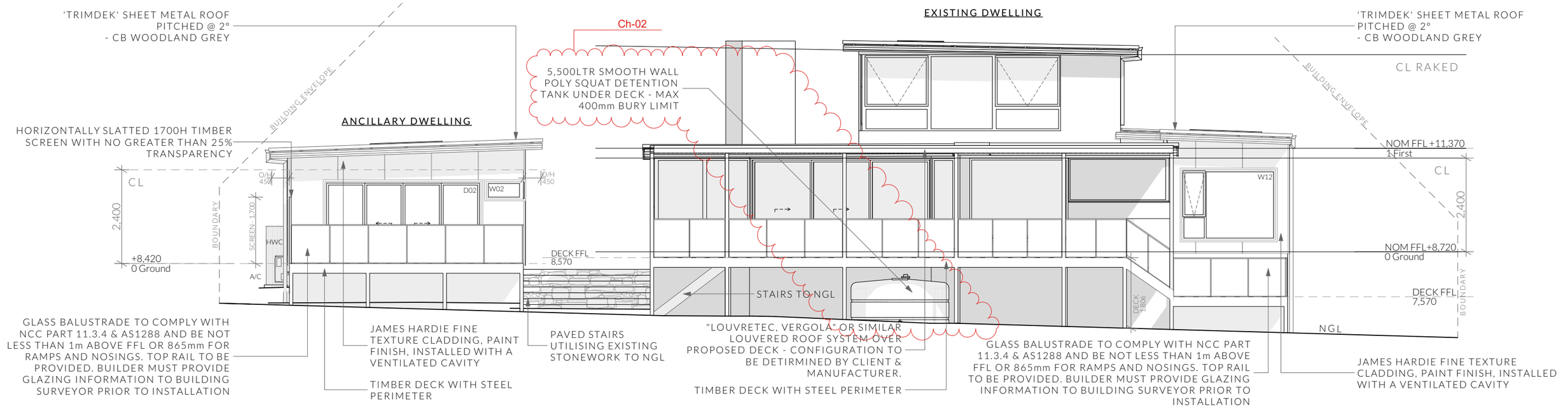
Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

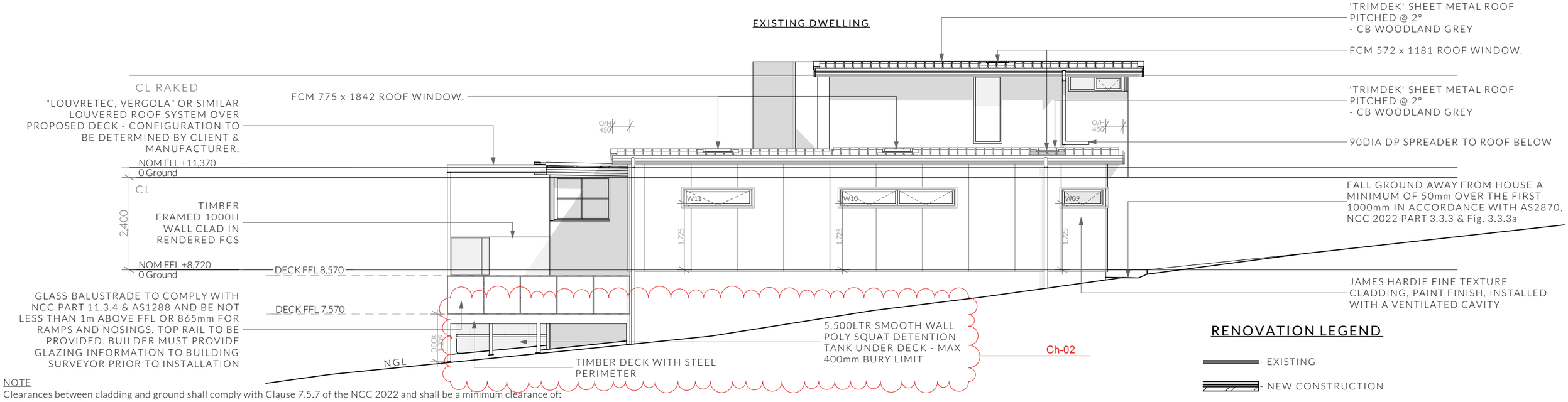
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South West Elevation - Proposed 1:100



South East Elevation - Proposed 1:100

RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

NOTE

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All stairs to be constructed in accordance with NCC 2022 Vol II Part 11.2.2
Riser: Min 115mm - Max 190mm Going: Min 240mm - Max 355mm Slope (2R+G): Max 550 - Min 700

EXTERNAL CLADDING

MATERIAL	MANUFACTURER/PRODUCT	COLOUR
Window / Door Frames	Aluminium	CB Woodland Grey
Cement Sheet	James Hardie - Fine Texture	CB Dune
Sheet Metal	Trimdek	CB Woodland Grey

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note

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Elevations - Proposed
Revision: DA-01
Approved by: CJ
Scale: 1:100 @ A3
Pg. No: A.13

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

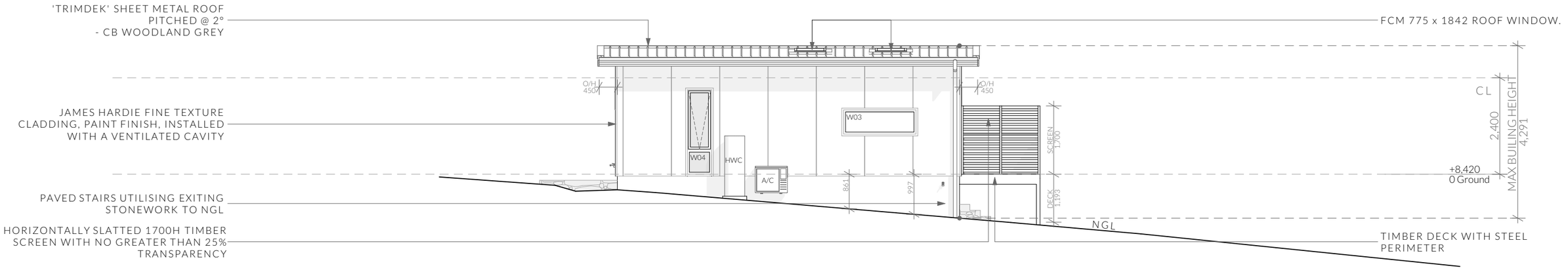
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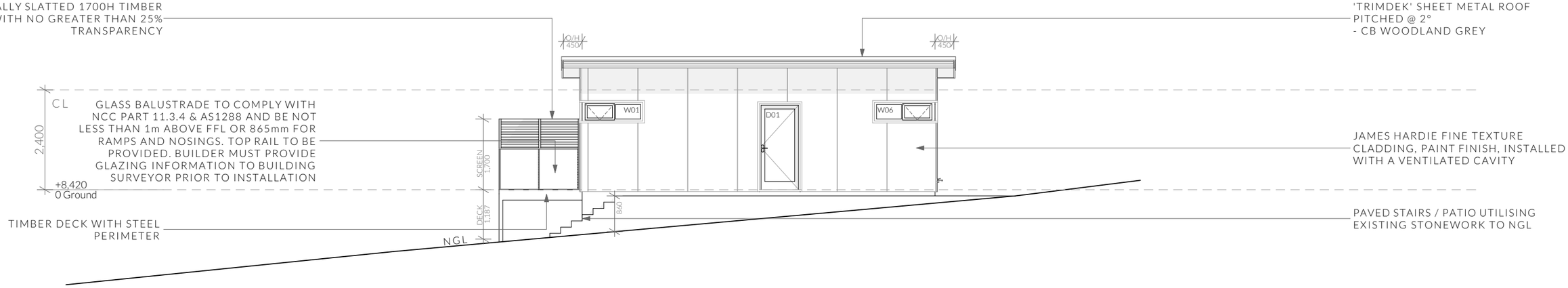
RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION



North West Elevation - Ancillary Dwelling

1:100



NOTE

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As per NCC parts 11.3.7 and 11.3.8,
Openable windows greater than 4m above ground level are to be fitted with a device to limit the opening or a suitable screen so a 125mm sphere cannot pass through, and withstand a force of 250N. Except for bedrooms, where the requirement is for heights above 2m.

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Riser: Min 115mm - Max 190mm Going: Min 240mm - Max 355mm Slope (2R+G): Max 550 - Min 700

South East Elevation - Ancillary Dwelling

1:100

EXTERNAL CLADDING		
MATERIAL	**MANUFACTURER/PRODUCT**	**COLOUR**
Window / Door Frames	Aluminium	CB Woodland Grey
Cement Sheet	James Hardie - Fine Texture	CB Dune
Sheet Metal	Trimdek	CB Woodland Grey

RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

Important Note

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NOT FOR CONSTRUCTION

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Elevations - Proposed

Revision: DA-01
Approved by: CJ

Scale: 1:100 @ A3
Pg. No: A.14

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026

Ventilation of roof spaces NCC 2022 Part 10.8.3

A roof must have a roof space that-

(a)is located-

(i)immediately above the primary insulation layer; or

(ii)immediately above sarking with a vapour permeance of not less than 1.14 µg/N.s, which is immediately above the primary insulation layer; or

(iii)immediately above ceiling insulation; and

(b)has a height of not less than 20 mm; and

(c)is either-

(i)ventilated to outdoor air through evenly distributed openings in accordance with Table 10.8.3; or

(ii)located immediately underneath the roof tiles of an unsarked tiled roof.

Eaves & Soffit Linings

To comply with NCC 2022 Vol II Part 7.5.5 and where provided, external fibre-cement sheets and linings used as eaves and soffit linings must-

(a)comply with AS/NZS 2908.2 or ISO 8336; and

(b)be fixed in accordance with Table 7.5.5 and Figure 7.5.5 using-

(i) 2.8 × 30 mm fibre-cement nails; or

(ii) No. 8 wafer head screws (for 4.5 mm and 6 mm sheets only); or

(iii) No. 8 self embedding head screws (for 6 mm sheets only).

Refer to table 7.5.5 for trimmer and fastener spacings.

Stormwater Notes

All gutters, downpipes and rain heads to be designed and installed in compliance with AS3500.3 & NCC 2022 Volume II Part 7.4.

Roofing Cladding

Roof cladding, flashings, cappings, roof sheeting and fixings are to be installed in accordance with NCC 2022 Volume II Part 7.2 for sheet roofing and Part 7.3 for tiled and shingle roofing.

ROOF PITCH	VENTILATION OF OPENINGS (TABLE 10.8.3)
<10°	25,000 mm2/m provided at each of two opposing ends

(1)Ventilation openings are specified as a minimum free open area per metre length of the longest horizontal dimension of the roof.

(2)For the purposes of this Table, high level openings are openings provided at the ridge or not more than 900 mm below the ridge or highest point of the roof space, measured vertically.

REQUIRED NUMBER OF ROOF VENTS:

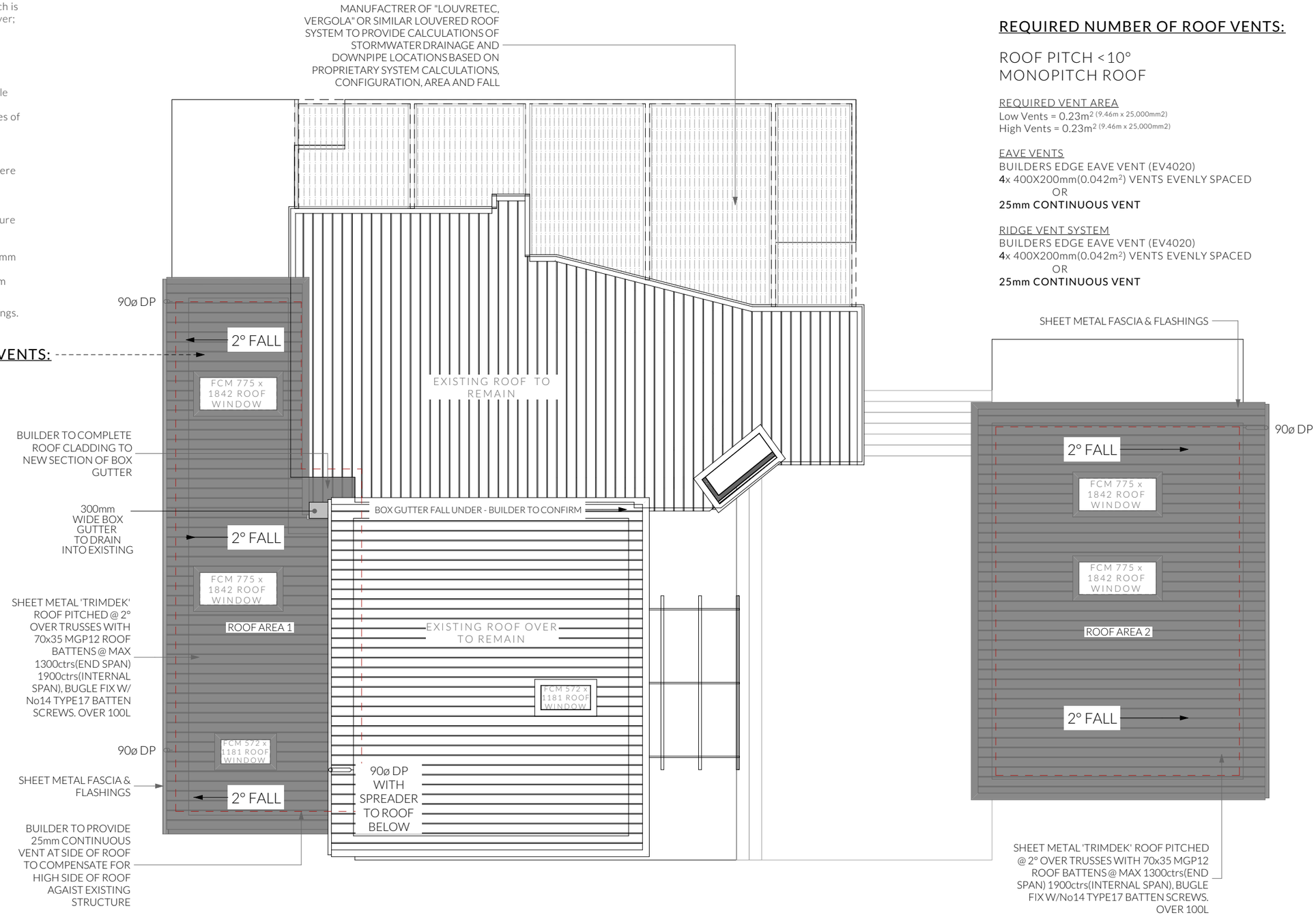
ROOF PITCH <10°
PARAPET ROOF - MASONRY CLAD

REQUIRED VENT AREA
Low Vents = 0.33m² (13.27m x 25,000mm2)
High Vents = 0.33m² (13.27m x 25,000mm2)

LOW VENTS
5x 230X76mm VENTS EVENLY SPACED
OR
25mm CONTINUOUS VENT

HIGH VENTS
5x 230X76mm VENTS EVENLY SPACED
OR
25mm CONTINUOUS VENT

VUETRADE (VTSFV230X76SLIM) 230x76 PUNCHED BRICK VENT (0.076m2 FREE AIR SPACE)



REQUIRED NUMBER OF ROOF VENTS:

ROOF PITCH <10°
MONOPITCH ROOF

REQUIRED VENT AREA
Low Vents = 0.23m² (9.46m x 25,000mm2)
High Vents = 0.23m² (9.46m x 25,000mm2)

EAVE VENTS
BUILDERS EDGE EAVE VENT (EV4020)
4x 400X200mm(0.042m²) VENTS EVENLY SPACED
OR
25mm CONTINUOUS VENT

RIDGE VENT SYSTEM
BUILDERS EDGE EAVE VENT (EV4020)
4x 400X200mm(0.042m²) VENTS EVENLY SPACED
OR
25mm CONTINUOUS VENT

RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

EXISTING DWELLING

ANCILLARY DWELLING

NOT FOR CONSTRUCTION

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Roof Plan

Revision: DA-01
Approved by: CJ

Scale: 1:100 @A3
Pg. No: A.15

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6110730
Version: 1, Version Date: 05/11/2026

PINNACLE

Changes List			
Issue	Description of change	Date	Designer
Ch - 01	RFI 01 - Relocation of Ancillary Dwelling	17/09/2026	SH
Ch - 02	RFI 01 - Detention Tank Addition	17/09/2026	SH
Ch - 03	RFI 01 - Shared Private Open Space Allocation	17/09/2026	SH







Note: The images provided are artistic representations only and should not be used as references for final colours, finishes, or external/internal features.

3 Ambleside, Lindisfarne 7015

Owner(s) or Clients	Karyn Matterson & Simon Sproule	Title Reference	104293/3
Building Classification	1a	Zoning	General Residential
Designer	Jason Nickerson CC6073Y	Land Size	1187m^2
Total Floor Area (Combined)	234.29m^2 Decks & Patios 76.49m^2	Design Wind Speed	TBA
Alpine Area	N/A	Soil Classification	TBA
Other Hazards (e.g.. High wind, earthquake, flooding, landslip, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice, or other relevant factors)	Waterway and coastal protection area, Airport obstacle limitation area, Potentially contaminated land	Climate Zone	7
		Corrosion Environment	Very High
		Bushfire Attack Level (BAL)	Low

ID	Sheet Name	Issue
A.01	Location Plan	DA-01
A.02	Existing Site Plan	DA-01
A.03	Proposed Site Plan	DA-01
A.04	Floor Plan- Demolition - Lower	DA-01
A.05	Floor Plan - Demolition - Upper	DA-01
A.06	Floor Plan - Proposed - Lower	DA-01
A.07	Floor Plan - Proposed - Upper	DA-01
A.08	Elevations - Demolition	DA-01
A.09	Elevations - Demolition	DA-01
A.10	Elevations - Proposed	DA-01
A.11	Elevations - Proposed	DA-01
A.12	Elevations - Proposed	DA-01
A.13	Roof Plan	DA-01
A.14	Electrical Plan - Lower	DA-01
A.15	Electrical Plan - Upper	DA-01



Site Areas

Site Area	1187 m²
Existing Building Footprint	144.68 m²
Total Site Coverage	12.1%

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Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

Location Plan

Scale: 1:250 @ A3

Pg. No: A.01

Revision: DA-01

Approved by: CJ

Proposal: Addition / Alteration

Client: Karyn Matterson & Simon Sproule

Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26

Drawn by: SH

Job No: 037-2026

Engineer: TBA

Building Surveyor: TBA

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EXISTING SEWER MANHOLE - LOCATED VIA COUNCIL ASSETS

EXISTING STORMWATER MAIN LINE ASSUMED 300DIA - LOCATED VIA COUNCIL ASSETS - DISCHARGES TO OPEN WATER

29.08

3
1187m²
CT: 104293/3

EXISTING PAVED PATIO 41.08 m²

FFL +8,570

EXISTING DWELLING 144.68 m²

NOM FFL +8,720

FFL +8,420

EXISTING PAVED PATIO TO REMAIN 33.39 m²

EXISTING PAVED PORCH 11.74 m²

RIGHT OF WAY (PRIVATE) 4.57 WIDE

EXISTING GRAVEL DRIVEWAY

34.93

57.10

13.55

13.55

PIPELINE WAYLEAVE AND DRAINAGE EASEMENT VARIABLE WIDTH

EXISTING SEWER 150 PVC MAIN - LOCATED VIA LISTMAP AND COUNCIL ASSETS

30.00

PIPELINE, DRAINAGE & WAYLEAVE EASEMENT

EXISTING SEWER MANHOLE - LOCATED FROM COUNCILS ASSETS

4.52

7.65

AMBLESIDE ROAD

Important Note

Existing Sewer and Sormwater mains located from Council Assets.
Existing sewer lines for existing dwelling located from "Sewerage House Connexion Plan 11169"

Important Note

Site contours extrapolated from Listmap for preliminary drawing set - Site Plan boundaries only located by registered surveyor.

Site Areas

Site Area	1187 m²
Existing Building Footprint	144.68 m²
Total Site Coverage	12.1%

NOT FOR CONSTRUCTION

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Licence Number: CC6073Y

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

Existing Site Plan

Scale: 1:200 @ A3
Pg. No: A.02

Revision: DA-01
Approved by: CJ

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Legend

- Electrical Connection
- Electrical Turret
- Sewer Connection
- Stormwater Connection
- Telstra Connection
- Telstra Pit
- Water Meter
- Water Stop Valve
- Fire Hydrant
- Solar Bollard Light
- Spotlight with sensor

Surface Water Drainage

Ground to fall away from building in all directions in compliance with AS2870 & N.C.C 2022 3.3.3.

Surface water must be diverted away from a Class 1 building as follows:

(a) Slab-on-ground - finished ground level adjacent to a building: the external finished surface surrounding the slab must be drained to move surface water away from the building and graded to give a slope of not less than
  (i) 25mm over the first 1m from the building
    (A) in low rainfall intensity areas for surfaces that are reasonably impermeable (such as concrete or claypaving); or
    (B) for any reasonably impermeable surface that forms part of an access path or ramp provided for the purposes of Clauses 1.1 (2) or (4)(c) of the ABCB Standard for Livable Housing Design; or
  (ii) 50 mm over the first 1 m from the building in any other case.

(b) Slab-on-ground - finished slab heights: the height of the slab-on-ground above external finished surfaces mustbe not less than
  (i) 100 mm above the finished ground level in low rainfall intensity areas or sandy, well-drained areas; or
  (ii) 50 mm above impermeable (paved or concrete) areas that slope away from the building in accordance with(a); or
  (iii) 150 mm in any other case.

(c) The ground beneath suspended floors must be graded so that the area beneath the building is above the adjacent external finished ground level and surface water is prevented from ponding under the building.

Subsoil Drainage

is to comply with AS2870, AS3500 & N.C.C 2022 3.3.4.

Where a subsoil drainage system is installed to divert subsurface water away from the area beneath a building, the subsoil drain must-

(a) be graded with a uniform fall of not less than 1:300; and

(b) discharge into an external silt pit or sump with-
  (i) the level of discharge from the silt pit or sump into an impervious drainage line not less than 50 mm below the invert level of the inlet; and provision for cleaning and maintenance.

- PROPOSED NEW DEVELOPMENT

Important Note

Existing Sewer and Sormwater mains located from Council Assets.
Existing sewer lines for existing dwelling located from "Sewerage House Connexion Plan 11169"

Important Note

Site contours extrapolated from Listmap for preliminary drawing set - Site Plan boundaries only located by registered surveyor.

Site Areas

Site Area	1187 m²
Existing Building Footprint	123.24 m²
Proposed Building Footprint	51.05 m²
Ancillary Dwelling Footprint	51.00 m²
Total Building Footprint	234.29 m2
Total Site Coverage	18.78%

EXISTING SEWER MANHOLE - LOCATED VIA COUNCIL ASSETS

EXISTING STORMWATER MAIN LINE ASSUMED 300DIA - LOCATED VIA COUNCIL ASSETS - DISCHARGES TO OPEN WATER

BREAK INTO SW MAINLINE IF ONSITE CONNECTION POINT CAN NOT BE ESTABLISHED - WORKS BY REGISTERED PLUMBER

3
1187m²
CT: 104293/3

Ch-02

Ch-03

SHARED COMPLIANT P.O.S 24.00 m² 1:10 MAX GRADIENT

DETENTION TANK 5,500L UNDER DECK

PROPOSED DECKS 61.43 m²

DETENTION TANK 3,300L

EXISTING DWELLING TO REMAIN 123.24 m²

NOM FFL +8,720

PROPOSED ADDITION 50.05 m² FFL +8,720

EXISTING PAVED PATIO TO REMAIN 33.39 m²

PAVED AREA REUSED FROM EXISTING PATIO 63.60m2

PROPOSED TIMBER DECK 12.00 m²

PROPOSED ANCILLARY DWELLING 51.00 m² FFL +8,420

EXISTING GRAVEL DRIVEWAY

RIGHT OF WAY (PRIVATE) 4.57 WIDE

PIPELINE WAYLWAVEAND DRAINAGE EASEMENT VARIABLE WIDTH

RIGHT OF WAY (PRIVATE) 'A' (11.00)

PIPELINE DRAINAGE & WAYLEAVEEASMENT

EXISTING SEWER 150 PVC MAIN - LOCATED VIA LISTMAP AND COUNCIL ASSETS

EXISTING SEWER MANHOLE - LOCATED FROM COUNCILS ASSETS

AMBLESIDE ROAD

Ch-01

29.08
11,913
34.93
4,000
11,330
1,890
1,821
1,528
4,359
4,363
4,379
8.535
4.57
5,243
57.10
30.00
13.55
4.876
4.500
4.52
7.65

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Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

Proposed Site Plan

Scale: 1:200 @ A3

Pg. No: A.03

Revision: DA-01

Approved by: CJ

Proposal: Addition / Alteration

Client: Karyn Matterson & Simon Sproule

Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26

Drawn by: SH

Job No: 037-2026

Engineer: TBA

Building Surveyor: TBA

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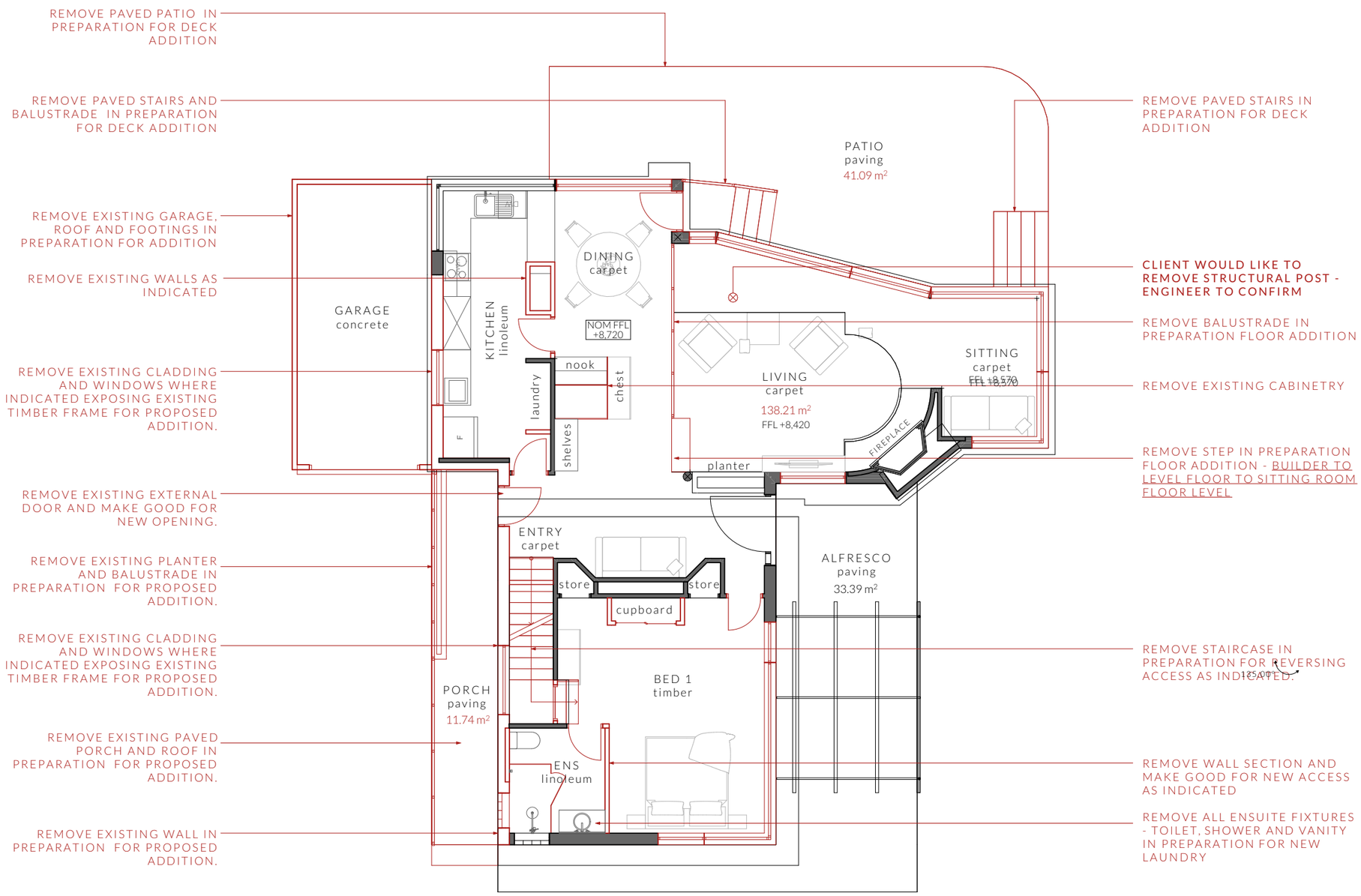
RENOVATION LEGEND

- EXISTING

- DEMOLITION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.



Existing Floor Areas

Lower Floor	138.21m²
Upper Floor	49.57m²
Total Floor Area	187.78m²
Patio	41.09m²
Alfresco	33.39m²
Porch	11.74m²

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Floor Plan- Demolition - Lower	
Scale:	1:100 @ A3
Pg. No:	A.04
Revision:	DA-01
Approved by:	CJ
Proposal:	Addition / Alteration
Client:	Karyn Matterson & Simon Sproule
Address:	3 Ambleside, Lindisfarne 7015
Date:	20/08/26
Drawn by:	SH
Job No:	037-2026
Engineer:	TBA
Building Surveyor:	TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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Document Set ID: 6058123
Version: 1, Version Date: 21/09/2026

RENOVATION LEGEND

- EXISTING

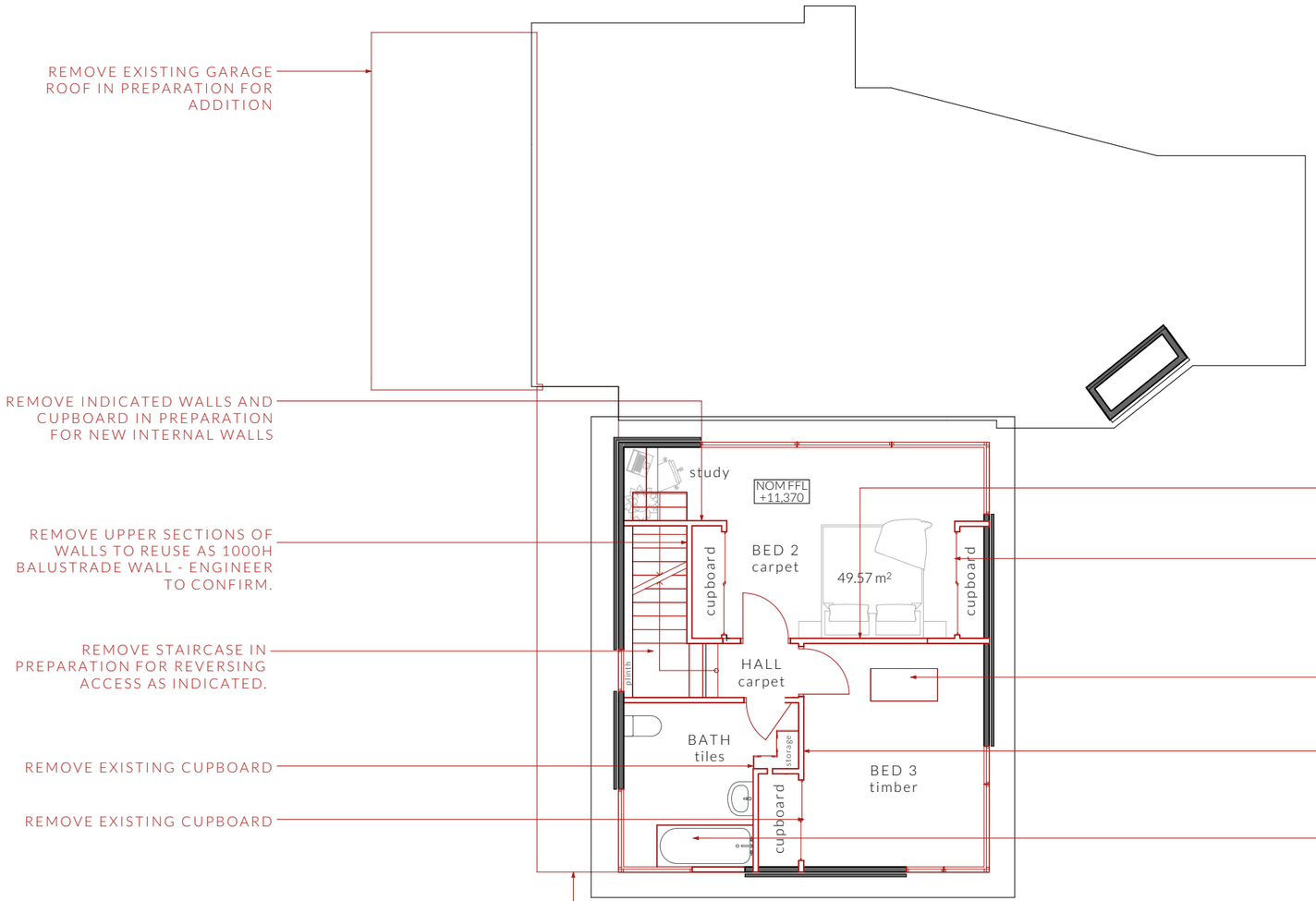
- DEMOLITION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note

Internal walls flagged for removal or lowering to be assessed by an Engineer to accrtain if additional structural support is required,



Existing Floor Areas

Lower Floor	138.21m²
Upper Floor	49.57m²
Total Floor Area	187.78m²
Patio	41.09m²
Alfresco	33.39m²
Porch	11.74m²

NOT FOR CONSTRUCTION

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Floor Plan - Demolition - Upper

Scale: 1:100 @A3

Pg. No: A.05

Revision: DA-01

Approved by: CJ

Proposal: Addition / Alteration

Client: Karyn Matterson & Simon Sproule

Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26

Drawn by: SH

Job No: 037-2026

Engineer: TBA

Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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Document Set ID: 6058123
Version: 1, Version Date: 21/09/2026

Access Panel

Articulation Joint

Smoke Alarm

Construction of sanitary compartments 10.4.2 of NCC 2022

The door to a fully enclosed sanitary compartment must -

- open outwards; or
- slide; or
- be readily removable from the outside of the compartment.

unless there is a clear space of at least 1.2 m, measured in accordance with Figure 10.4.2 of NCC 2022 Vol II, between the closet pan within the *sanitary compartment* and the doorway.

Note: Safe Movement & Egress

Openable windows greater than 4m above the surface below are to be fitted with a device to limit opening or a suitable screen so a 125mm sphere cannot pass through. Except for Bedrooms, where the requirement is for heights above 2m. Refer to clauses 11.3.7 and 11.3.8 of NCC 2022 for further information on suitable protective devices.

Note: Paved Areas

All paths and patios to fall away from dwelling.

Note: Stair Construction

All stairs to be constructed in accordance with NCC Vol II 2022 Part 11.2.2:
Riser: Min 115mm - Max 190mm
Going: Min 240mm - Max 355mm
Slope (2R+G): Max 550 - Min 700
For stairways serving non-habitable room used infrequently, refer to table 11.2.2(b).

Landings to comply with Clause 11.2.5 and be a minimum of 750mm deep measured 500mm from the inside edge of the landing.

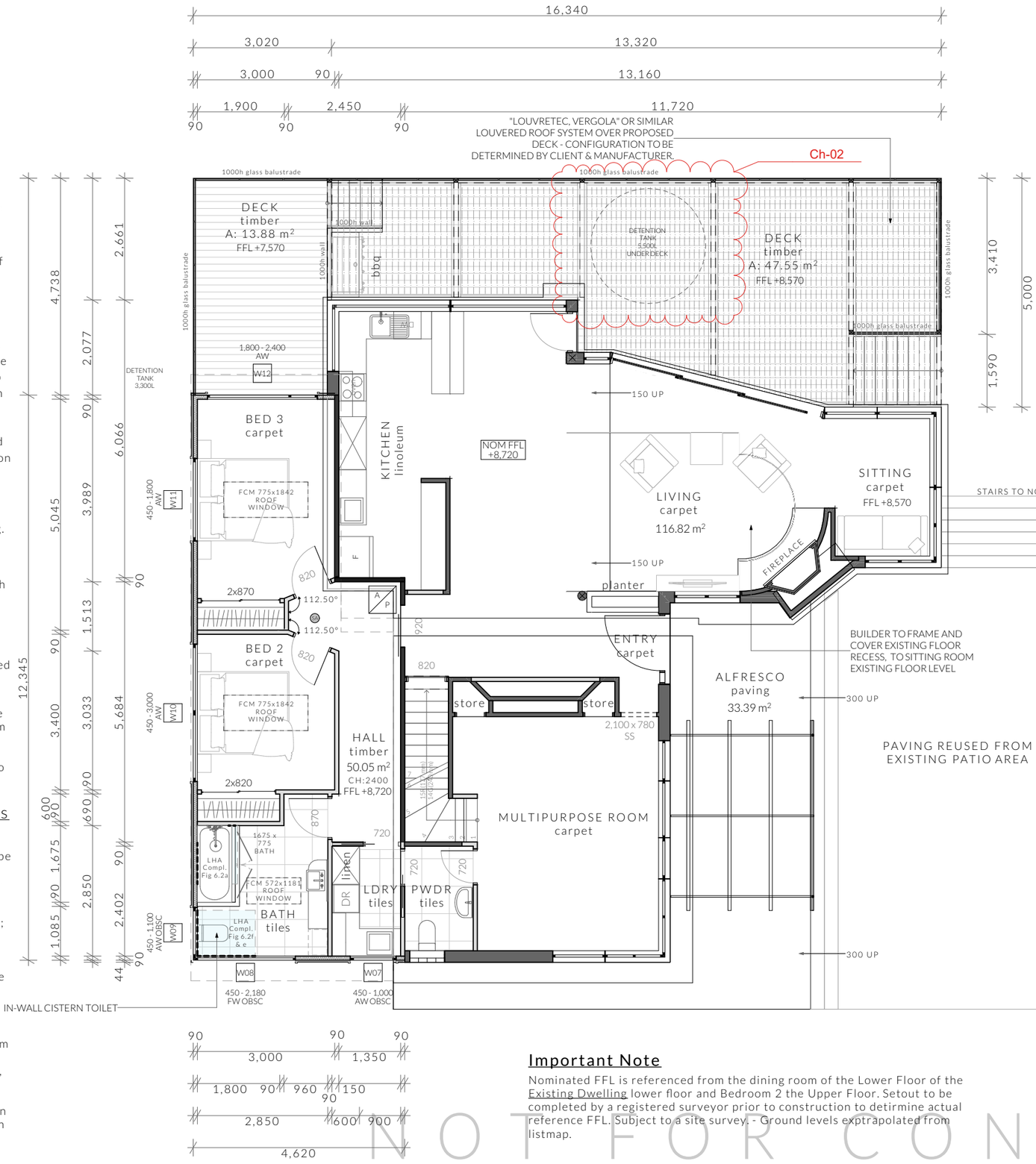
Slip resistance of treads, nosings and ramps to comply with Clause 11.2.4.

Heights of rooms & other spaces 10.3.1 of NCC 2022

Heights of rooms and other spaces must not be less than;
(a)in a *habitable room* excluding a kitchen - 2.4 m; and
(b)in a kitchen - 2.1 m; and
(c)in a corridor, passageway or the like - 2.1 m; and
(d)in a bathroom, shower room, laundry, *sanitary compartment*, airlock, pantry, storeroom, garage, car parking area or the like - 2.1 m; and
(e)in a room or space with a sloping ceiling or projections below the ceiling line within- See NCC directly for these items
(f)in a stairway, ramp, *landing*, or the like - 2.0 m measured vertically above the nosing line of stairway treads or the floor surface of a ramp, *landing* or the like.

If required onsite, the builder may work within the tolerances of the above as specified within the NCC 2022 Vol II. Builder to contact *Pinnacle* before undertaking works.

EXISTING DWELLING



Important Note

Compliant bracing for livable housing standards - black dashed line represents location of reinforcement materials.

In accordance with the Livable Housing Provisions, acceptable options for reinforcement material include noggings with a minimum thickness of 25mm or structural grade plywood with a minimum thickness of 12mm.

Required reinforcement of bathroom and sanitary compartment in compliance with Livable Housing Design Standards 2022.

https://www.abcb.gov.au/sites/default/files/resources/2023/Livable-Housing-Design-Standard-2022-1.3.pdf

Builder to refer to;
Shower - Figure 6.2c
Toilet - Figure 6.2e
Bath - Figure 6.2b

RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956

Existing Floor Areas

Lower Floor	116.84m²
Upper Floor	49.57m²
Total Floor Area	187.78m²
Alfresco	33.39m²

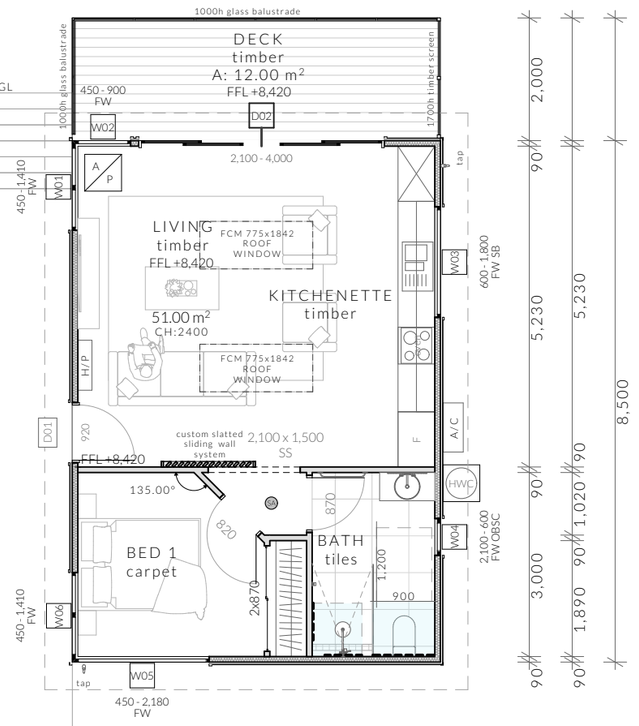
Proposed Floor Areas

Lower Floor	50.05m²
Deck Large	61.43m²
Patio	63.60m²

Total Lower Floor Areas

Total Floor Area 166.89m²

ANCILLARY DWELLING



Ancillary Dwelling Floor Areas

Lower Floor	51.00m²
Deck	12.00m²

Important Note

Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to detirmine actual reference FFL. Subject to a site survey. - Ground levels exptrapolated from listmap.

NOT FOR CONSTRUCTION

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Floor Plan - Proposed - Lower

Revision: DA-01
Approved by: CJ

Scale: 1:100 @A3
Pg. No: A.06

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6053323
Version: 1, Version Date: 01/09/2026

Access Panel

Articulation Joint

Smoke Alarm

Construction of sanitary compartments 10.4.2 of NCC 2022

The door to a fully enclosed sanitary compartment must -

- open outwards; or
- slide; or
- be readily removable from the outside of the compartment.

unless there is a clear space of at least 1.2 m, measured in accordance with Figure 10.4.2 of NCC 2022 Vol II, between the closet pan within the *sanitary compartment* and the doorway.

Note: Safe Movement & Egress

Openable windows greater than 4m above the surface below are to be fitted with a device to limit opening or a suitable screen so a 125mm sphere cannot pass through. Except for Bedrooms, where the requirement is for heights above 2m. Refer to clauses 11.3.7 and 11.3.8 of NCC 2022 for further information on suitable protective devices.

Note: Paved Areas

All paths and patios to fall away from dwelling.

Note: Stair Construction

All stairs to be constructed in accordance with NCC Vol II 2022 Part 11.2.2:
Riser: Min 115mm - Max 190mm
Going: Min 240mm - Max 355mm
Slope (2R+G): Max 550 - Min 700
For stairways serving non-habitable room used infrequently, refer to table 11.2.2(b).

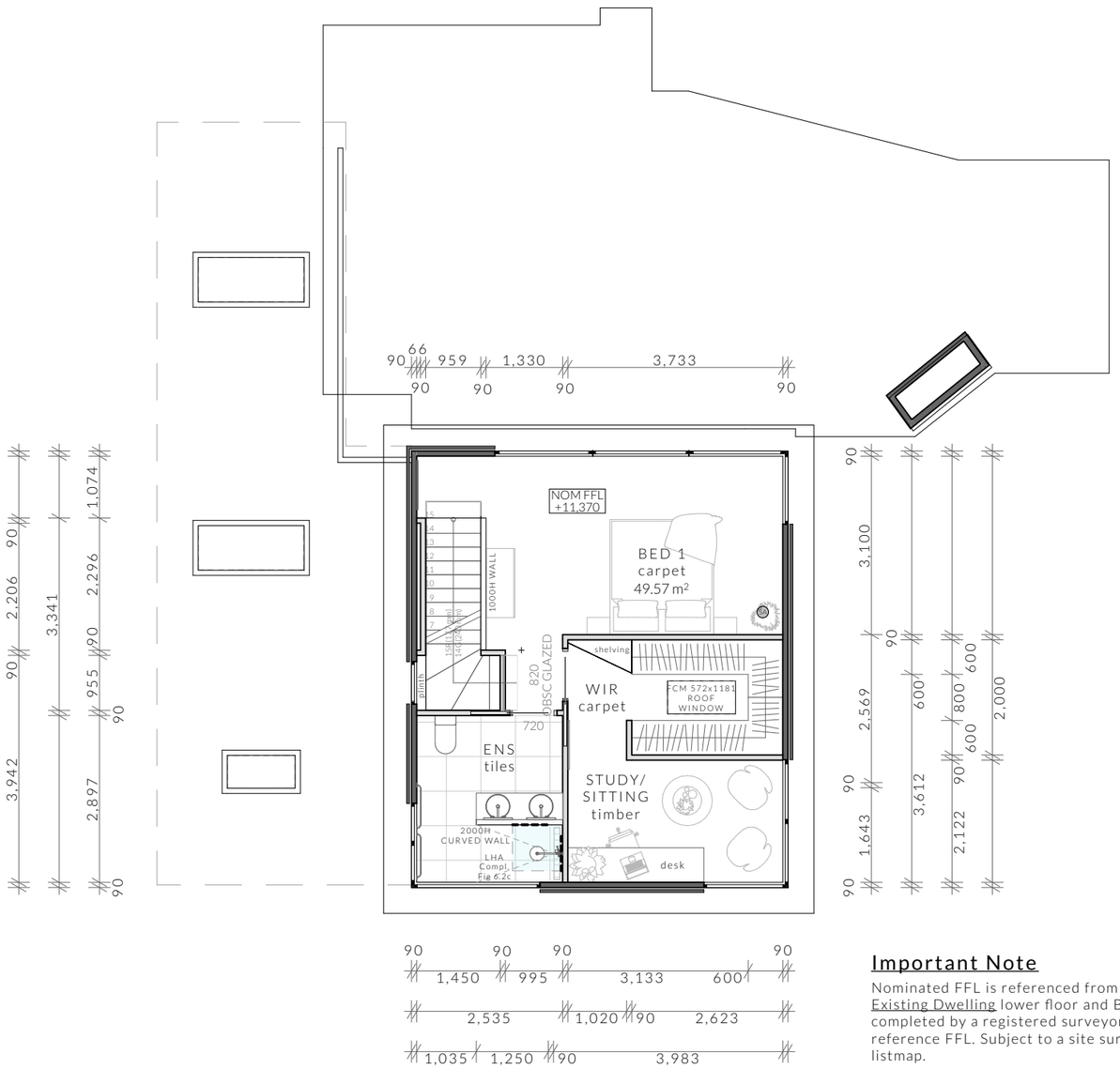
Landings to comply with Clause 11.2.5 and be a minimum of 750mm deep measured 500mm from the inside edge of the landing.

Slip resistance of treads, nosings and ramps to comply with Clause 11.2.4.

Heights of rooms & other spaces 10.3.1 of NCC 2022

Heights of rooms and other spaces must not be less than;
(a)in a *habitable room* excluding a kitchen - 2.4 m; and
(b)in a kitchen - 2.1 m; and
(c)in a corridor, passageway or the like - 2.1 m; and
(d)in a bathroom, shower room, laundry, *sanitary compartment*, airlock, pantry, storeroom, garage, car parking area or the like - 2.1 m; and
(e)in a room or space with a sloping ceiling or projections below the ceiling line within- See NCC directly for these items
(f)in a stairway, ramp, *landing*, or the like - 2.0 m measured vertically above the nosing line of stairway treads or the floor surface of a ramp, *landing* or the like.

If required onsite, the builder may work within the tolerances of the above as specified within the NCC 2022 Vol II. Builder to contact *Pinnacle* before undertaking works.



Important Note

Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to detirmine actual reference FFL. Subject to a site survey. - Ground levels exptrapolated from listmap.

RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956

Existing Floor Areas

Upper Floor 49.57m^2

NOT FOR CONSTRUCTION

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Floor Plan - Proposed - Upper

Scale: 1:100 @A3
Pg. No: A.07

Revision: DA-01
Approved by: CJ

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

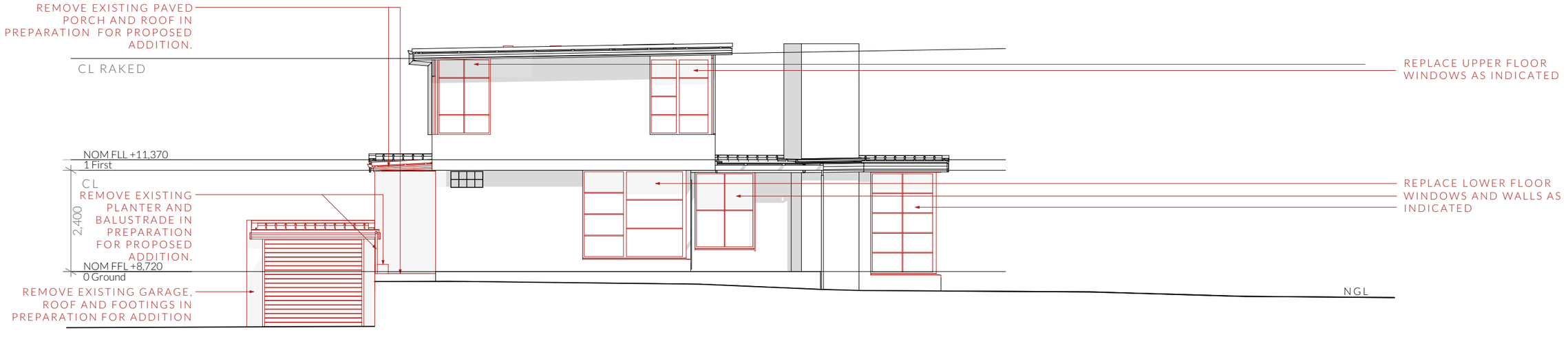
Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

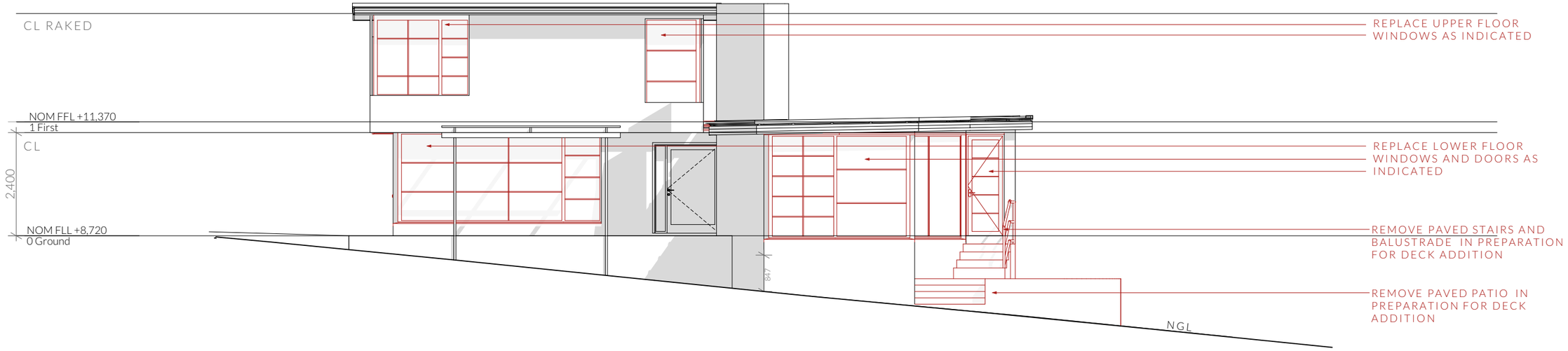
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North East Elevation - Demolition

1:100



North West Elevation - Demolition

1:100

RENOVATION LEGEND

- EXISTING
- DEMOLITION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note

Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to determine actual reference FFL. Subject to a site survey. - Ground levels exptrapolated from listmap.

NOT FOR CONSTRUCTION

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Elevations - Demolition

Revision: DA-01
Approved by: CJ

Scale: 1:100 @ A3
Pg. No: A.08

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

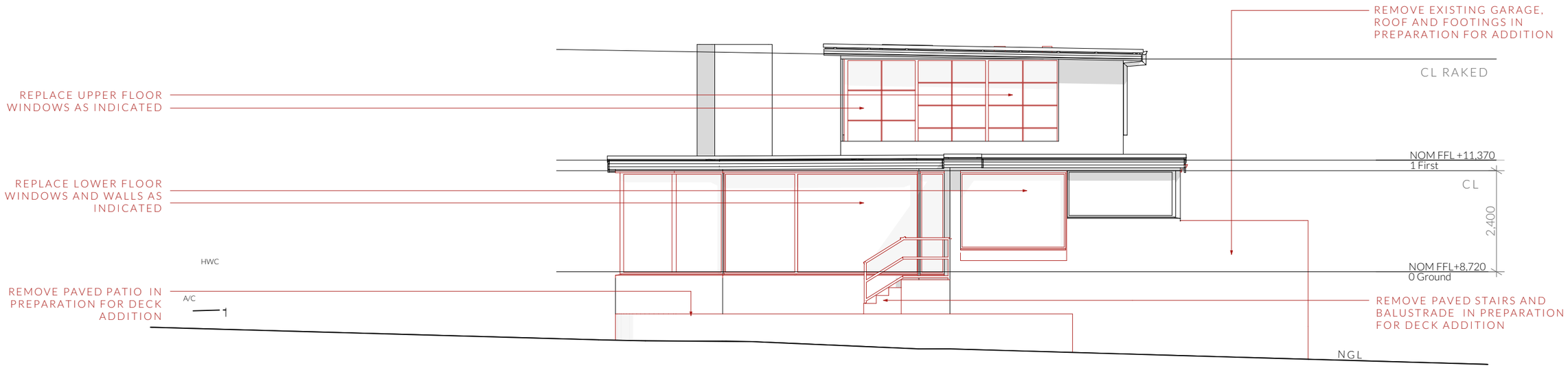
Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

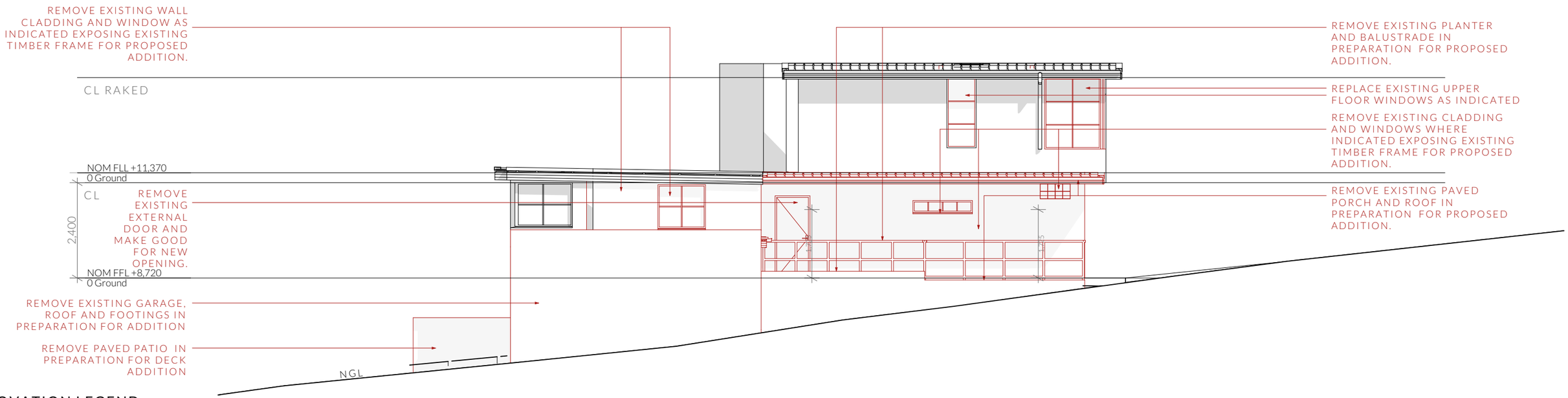
NOTE: Refer to cover page for further details on changes.

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South West Elevation - Demolition 1:100



South East Elevation - Demolition 1:100

RENOVATION LEGEND

- EXISTING
- DEMOLITION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note

Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to determine actual reference FFL. Subject to a site survey. - Ground levels exptrapolated from listmap.

NOT FOR CONSTRUCTION

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Elevations - Demolition

Revision: DA-01
Approved by: CJ

Scale: 1:100 @ A3
Pg. No: A.09

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

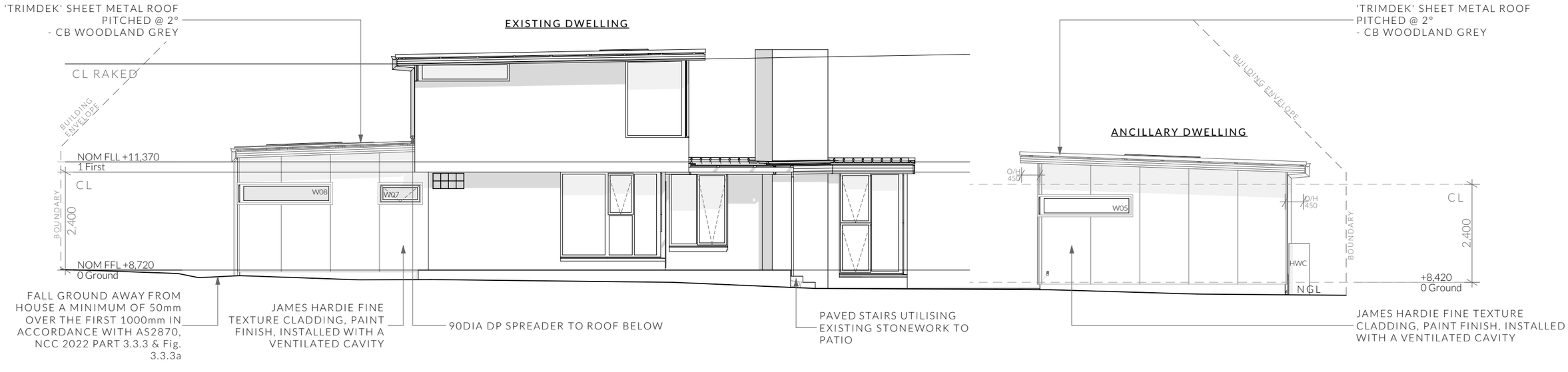
Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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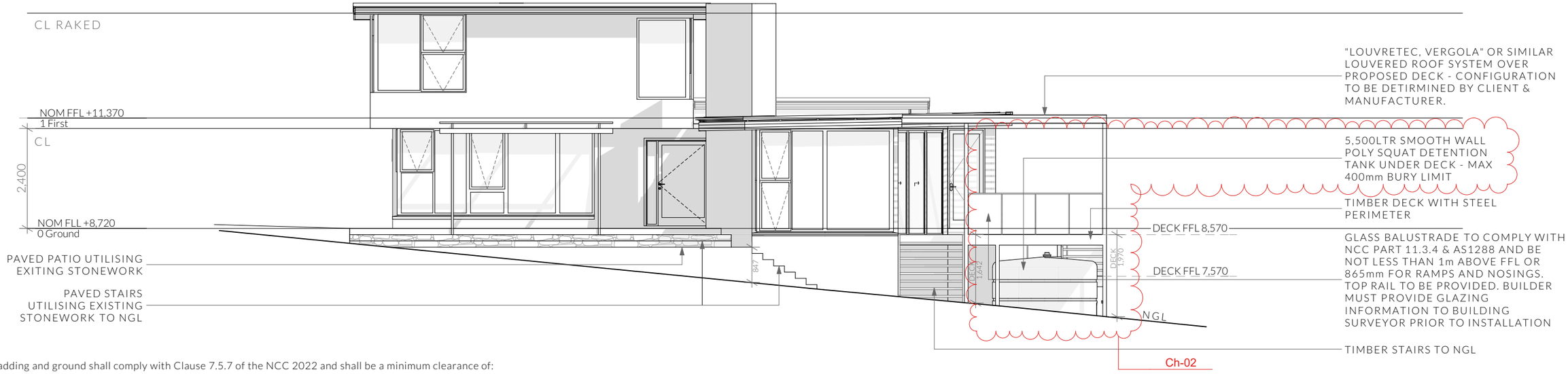


RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

North East Elevation - Proposed

1:100



NOTE
Clearances between cladding and ground shall comply with Clause 7.5.7 of the NCC 2022 and shall be a minimum clearance of:
100mm in low rainfall intensity areas or sandy, well-drained areas; or 50mm above impermeable areas that slope away from the building; or 150mm in any other case.

Wall cladding must extend a minimum of 50 mm below the bearer or lowest horizontal part of the suspended floor framing.

U.N.O in builders specifications or located in saline environments or if using a glazed finish brick, brickwork is to be installed in stretcher bond pattern with raked joints.

As per NCC parts 11.3.7 and 11.3.8,
Openable windows greater than 4m above ground level are to be fitted with a device to limit the opening or a suitable screen so a 125mm sphere cannot pass through, and withstand a force of 250N. Except for bedrooms, where the requirement is for heights above 2m.

All stairs to be constructed in accordance with NCC 2022 Vol II Part 11.2.2
Riser: Min 115mm - Max 190mm Going: Min 240mm - Max 355mm Slope (2R+G): Max 550 - Min 700

North West Elevation - Proposed

1:100

EXTERNAL CLADDING		
MATERIAL	MANUFACTURER/PRODUCT	COLOUR
Window / Door Frames	Aluminium	CB Woodland Grey
Cement Sheet	James Hardie - Fine Texture	CB Dune
Sheet Metal	Trimdek	CB Woodland Grey

Important Note
All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note
Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to determine actual reference FFL. Subject to a site survey. - Ground levels exprapolated from listmap.

NOT FOR CONSTRUCTION

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Elevations - Proposed
Revision: DA-01
Approved by: CJ
Scale: 1:100 @ A3
Pg. No: A.10

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

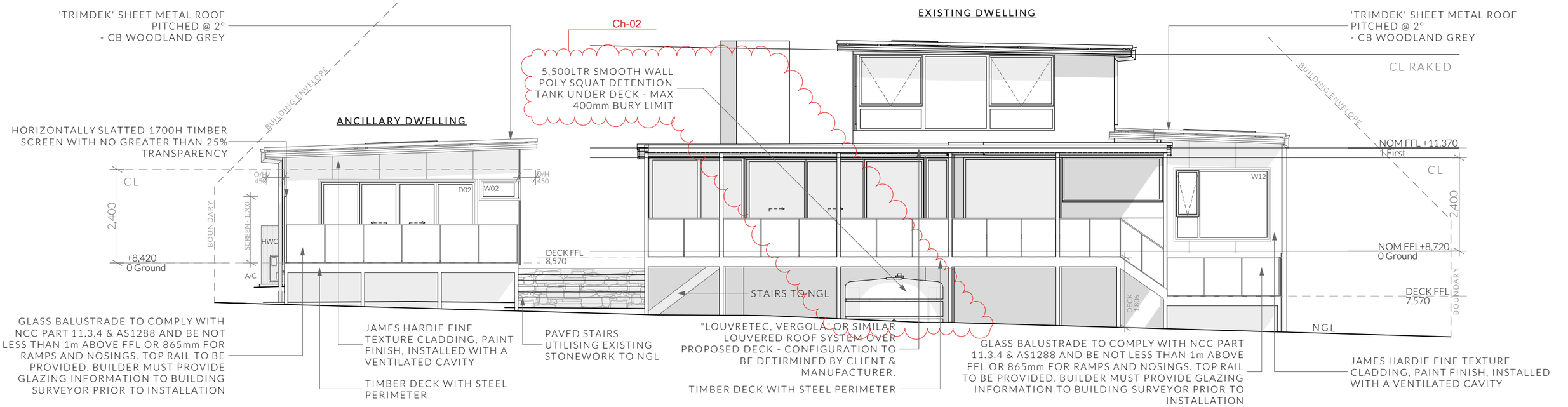
Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

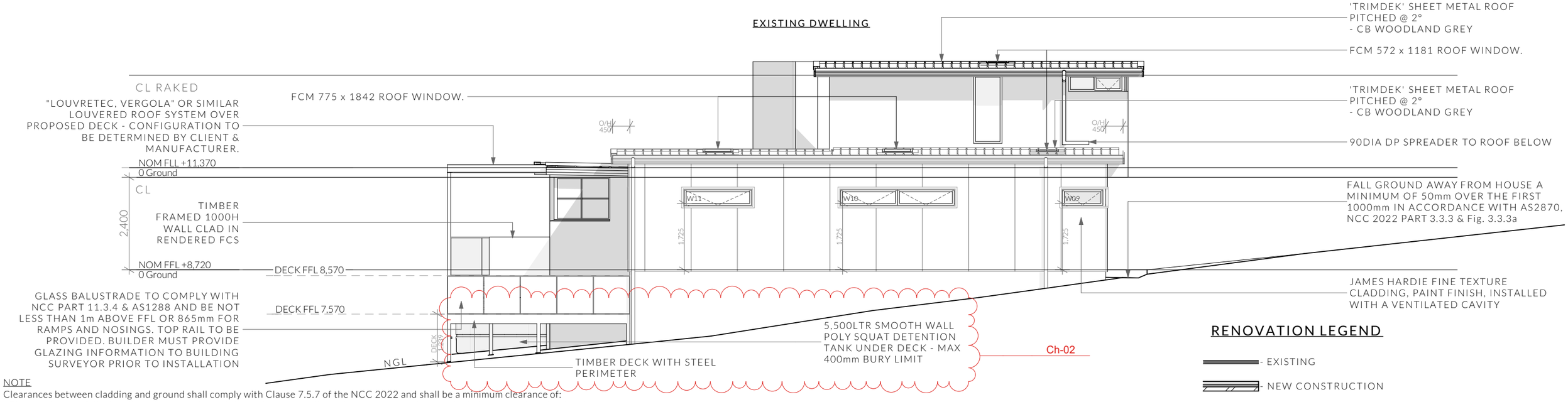
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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA



South West Elevation - Proposed 1:100



South East Elevation - Proposed 1:100

NOTE
Clearances between cladding and ground shall comply with Clause 7.5.7 of the NCC 2022 and shall be a minimum clearance of:
100mm in low rainfall intensity areas or sandy, well-drained areas; or 50mm above impermeable areas that slope away from the building; or
150mm in any other case.

Wall cladding must extend a minimum of 50 mm below the bearer or lowest horizontal part of the suspended floor framing.

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As per NCC parts 11.3.7 and 11.3.8,
Openable windows greater than 4m above ground level are to be fitted with a device to limit the opening or a suitable screen so a 125mm sphere cannot pass through, and withstand a force of 250N. Except for bedrooms, where the requirement is for heights above 2m.

All stairs to be constructed in accordance with NCC 2022 Vol II Part 11.2.2
Riser: Min 115mm - Max 190mm Going: Min 240mm - Max 355mm Slope (2R+G): Max 550 - Min 700

EXTERNAL CLADDING		
MATERIAL	MANUFACTURER/PRODUCT	COLOUR
Window / Door Frames	Aluminium	CB Woodland Grey
Cement Sheet	James Hardie - Fine Texture	CB Dune
Sheet Metal	Trimdek	CB Woodland Grey

RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

Important Note

All indicated windows to be removed and replaced as per CLARK WINDOWS schedule A58956 - replacement by manufacturer.

Important Note

Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to determine actual reference FFL. Subject to a site survey. - Ground levels exprapolated from listmap.

NOT FOR CONSTRUCTION

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Elevations - Proposed
Revision: DA-01
Approved by: CJ
Scale: 1:100 @ A3
Pg. No: A.11

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

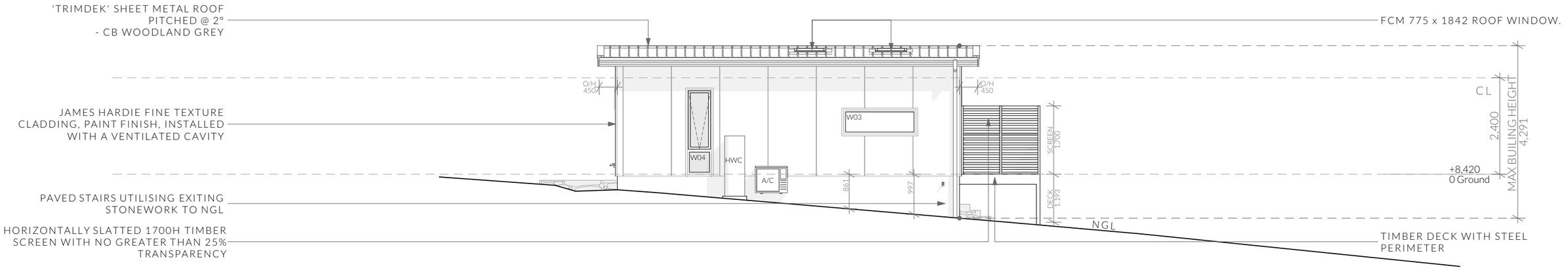
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Document Set ID: 6058123
Version: 1, Version Date: 29/09/2026

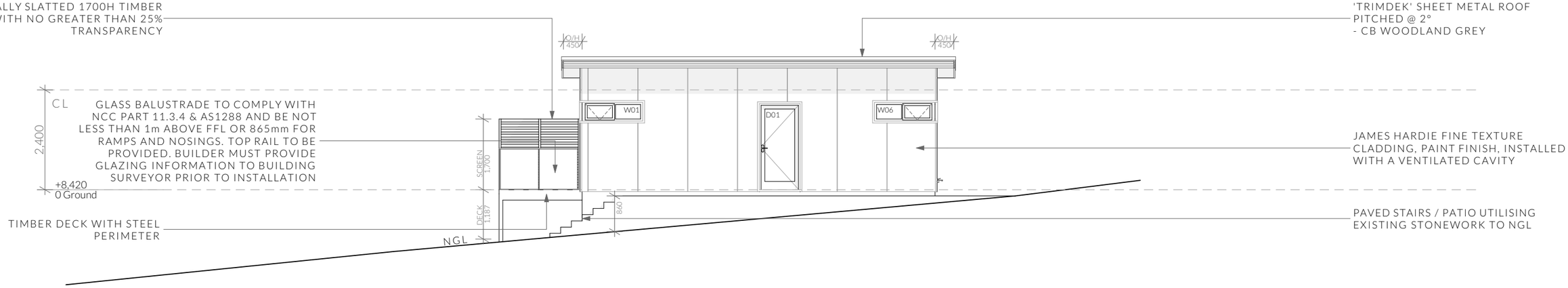
RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION



North West Elevation - Ancillary Dwelling

1:100



South East Elevation - Ancillary Dwelling

1:100

NOTE

Clearances between cladding and ground shall comply with Clause 7.5.7 of the NCC 2022 and shall be a minimum clearance of:
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All stairs to be constructed in accordance with NCC 2022 Vol II Part 11.2.2
Riser: Min 115mm - Max 190mm Going: Min 240mm - Max 355mm Slope (2R+G): Max 550 - Min 700

EXTERNAL CLADDING		
MATERIAL	MANUFACTURER/PRODUCT	COLOUR
Window / Door Frames	Aluminium	CB Woodland Grey
Cement Sheet	James Hardie - Fine Texture	CB Dune
Sheet Metal	Trimdek	CB Woodland Grey

RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

Important Note

Nominated FFL is referenced from the dining room of the Lower Floor of the Existing Dwelling lower floor and Bedroom 2 the Upper Floor. Setout to be completed by a registered surveyor prior to construction to determine actual reference FFL. Subject to a site survey. - Ground levels exptrapolated from listmap.

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Elevations - Proposed

Revision: DA-01
Approved by: CJ

Scale: 1:100 @ A3
Pg. No: A.12

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6058123
Version: 1, Version Date: 23/09/2026

Ventilation of roof spaces NCC 2022 Part 10.8.3

A roof must have a roof space that-

(a)is located-

(i)immediately above the primary insulation layer; or

(ii)immediately above sarking with a vapour permeance of not less than 1.14 µg/N.s, which is immediately above the primary insulation layer; or

(iii)immediately above ceiling insulation; and

(b)has a height of not less than 20 mm; and

(c)is either-

(i)ventilated to outdoor air through evenly distributed openings in accordance with Table 10.8.3; or

(ii)located immediately underneath the roof tiles of an unsarked tiled roof.

Eaves & Soffit Linings

To comply with NCC 2022 Vol II Part 7.5.5 and where provided, external fibre-cement sheets and linings used as eaves and soffit linings must-

(a)comply with AS/NZS 2908.2 or ISO 8336; and

(b)be fixed in accordance with Table 7.5.5 and Figure 7.5.5 using-

(i) 2.8 × 30 mm fibre-cement nails; or

(ii) No. 8 wafer head screws (for 4.5 mm and 6 mm sheets only); or

(iii) No. 8 self embedding head screws (for 6 mm sheets only).

Refer to table 7.5.5 for trimmer and fastener spacings.

Stormwater Notes

All gutters, downpipes and rain heads to be designed and installed in compliance with AS3500.3 & NCC 2022 Volume II Part 7.4.

Roofing Cladding

Roof cladding, flashings, cappings, roof sheeting and fixings are to be installed in accordance with NCC 2022 Volume II Part 7.2 for sheet roofing and Part 7.3 for tiled and shingle roofing.

ROOF PITCH	VENTILATION OF OPENINGS (TABLE 10.8.3)
<10°	25,000 mm2/m provided at each of two opposing ends

(1)Ventilation openings are specified as a minimum free open area per metre length of the longest horizontal dimension of the roof.

(2)For the purposes of this Table, high level openings are openings provided at the ridge or not more than 900 mm below the ridge or highest point of the roof space, measured vertically.

REQUIRED NUMBER OF ROOF VENTS:

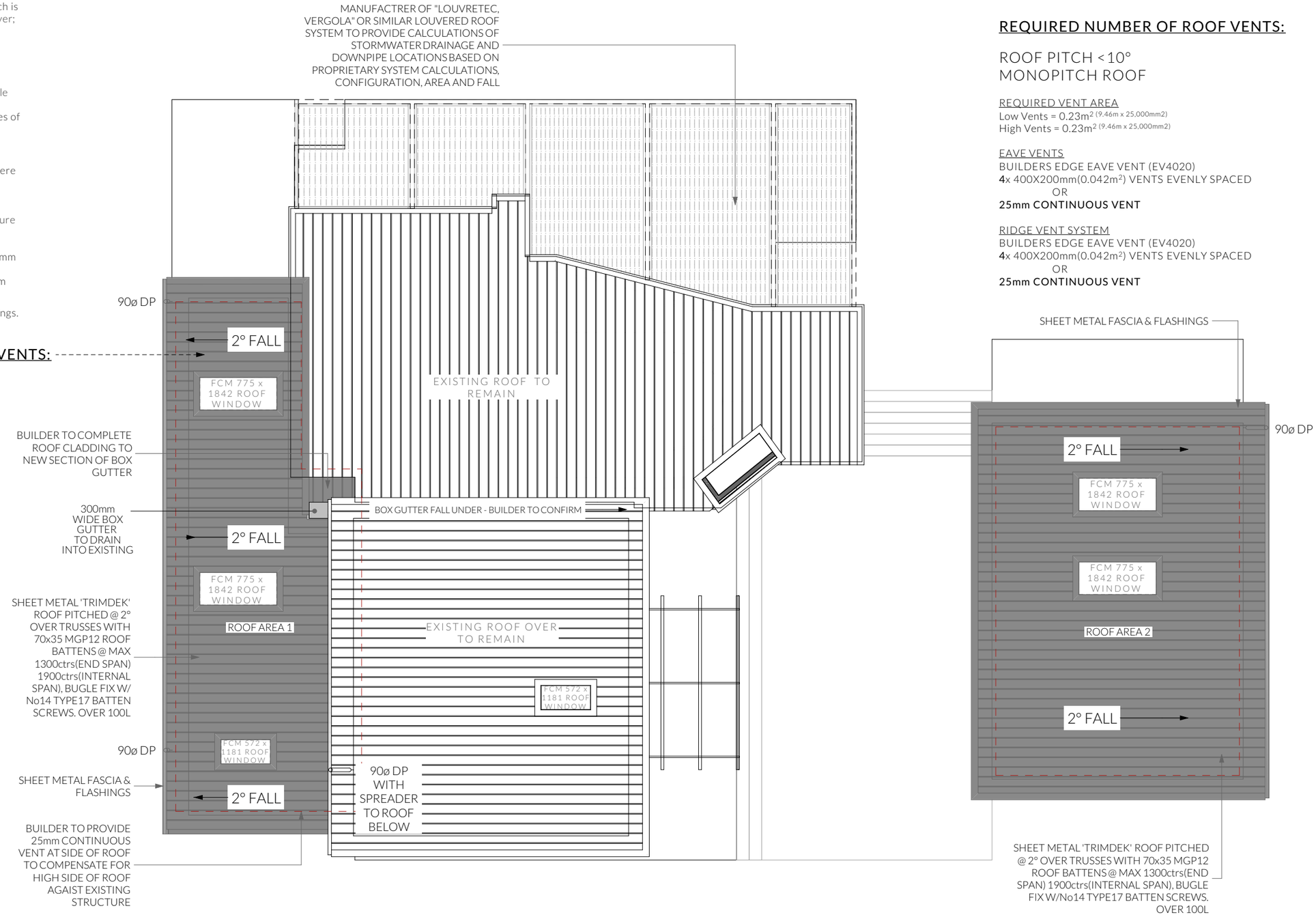
ROOF PITCH <10°
PARAPET ROOF - MASONRY CLAD

REQUIRED VENT AREA
Low Vents = 0.33m² (13.27m x 25,000mm2)
High Vents = 0.33m² (13.27m x 25,000mm2)

LOW VENTS
5x 230X76mm VENTS EVENLY SPACED
OR
25mm CONTINUOUS VENT

HIGH VENTS
5x 230X76mm VENTS EVENLY SPACED
OR
25mm CONTINUOUS VENT

VUETRADE (VTSFV230X76SLIM) 230x76 PUNCHED BRICK VENT (0.076m2 FREE AIR SPACE)



REQUIRED NUMBER OF ROOF VENTS:

ROOF PITCH <10°
MONOPITCH ROOF

REQUIRED VENT AREA
Low Vents = 0.23m² (9.46m x 25,000mm2)
High Vents = 0.23m² (9.46m x 25,000mm2)

EAVE VENTS
BUILDERS EDGE EAVE VENT (EV4020)
4x 400X200mm(0.042m²) VENTS EVENLY SPACED
OR
25mm CONTINUOUS VENT

RIDGE VENT SYSTEM
BUILDERS EDGE EAVE VENT (EV4020)
4x 400X200mm(0.042m²) VENTS EVENLY SPACED
OR
25mm CONTINUOUS VENT

RENOVATION LEGEND

- EXISTING
- NEW CONSTRUCTION

EXISTING DWELLING

ANCILLARY DWELLING

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Roof Plan

Revision: DA-01
Approved by: CJ

Scale: 1:100 @A3
Pg. No: A.13

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

N

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

ELECTRICAL LEGEND - Lower Floor

Symbol	Description	Allowance	Quantity
	DATA - CAT 6 (RJ45) - 1 GANG		1
	DATA - TV CONNECTION		1
	FAN - 3 IN 1 (4 LAMP)	10W (LIGHT)	2
	FAN - CEILING - EXHAUST		3
	GPO - (1) SINGLE		2
2	GPO - (2) DOUBLE		16
2	GPO - (2) DOUBLE (WITH COOKTOP ISOLATOR SWITCH)		1
	GPO - WEATHER PROOF DOUBLE		4
R	LIGHT - CEILING - DOWNLIGHT RECESSED	10W	19
	LIGHT - CEILING - LED BATTEN	20W	5
W2	LIGHT - WALL MOUNTED - TYPE 2	10W	5
	SERVICE - SMOKE ALARM		2
	SWITCH - LIGHT 1 GANG		6
2	SWITCH - LIGHT 2 GANG		7
	SWITCH - WITH TIMER		1

Note: Lighting

Lighting layout may change, owner to confirm with builder prior to purchase/installation of exact quantity and location of electrical services provided that installation is compliant with AS3000 and artificial lighting allowances do not exceed:

- 5W/m² in class 1a dwellings
- 4W/m² to veranda, balcony or the like
- 3W/m² in a class 10a dwelling associated with the class 1a dwelling

U.N.O - All downlights are to be Insulation Contact (IC) rated.

Notes

U.N.O ceilings are to be plasterboard.

--D-----D Dimmable Circuit

--T-----T Timer Circuit(as fan note)

PB - Plasterboard

CS - Cement Sheet Eaves

Important Note

Outdoor batten strip lights mounted on the underside of the louvred ceiling frame must have a minimum IP (Ingress Protection) Rating of 65 or higher in accordance with AS/NZS 3000 and NCC 2022.

Note: Exhaust Fans

Exhaust fans to comply with NCC 2022 Vol 2 Part 10.8.2 and have;

-An exhaust system installed in a kitchen, bathroom, sanitary compartment or laundry must have a minimum flow rate of-
  (a)25 L/s for a bathroom or sanitary compartment; and
  (b)40 L/s for a kitchen or laundry.
-Exhaust from a kitchen, kitchen range hood, bathroom, sanitary compartment or laundry must discharge directly or via a shaft or duct to outdoor air.
-Where a venting clothes dryer is installed, it must discharge directly or via a shaft or duct to outdoor air.
-An exhaust system that is not run continuously and is serving a bathroom or sanitary compartment that is not ventilated in accordance with 10.6.2(a) must-
  (a)be interlocked with the room's light switch; and
  (b)include a run-on timer so that the exhaust system continues to operate for 10 minutes after the light switch is turned off.

Preparation for future Solar Installation:

Should the solar design be required for future installation, 2/25mm solarflex (or similar) conduits marked "solar" are to be installed from the meter box to the roof space.

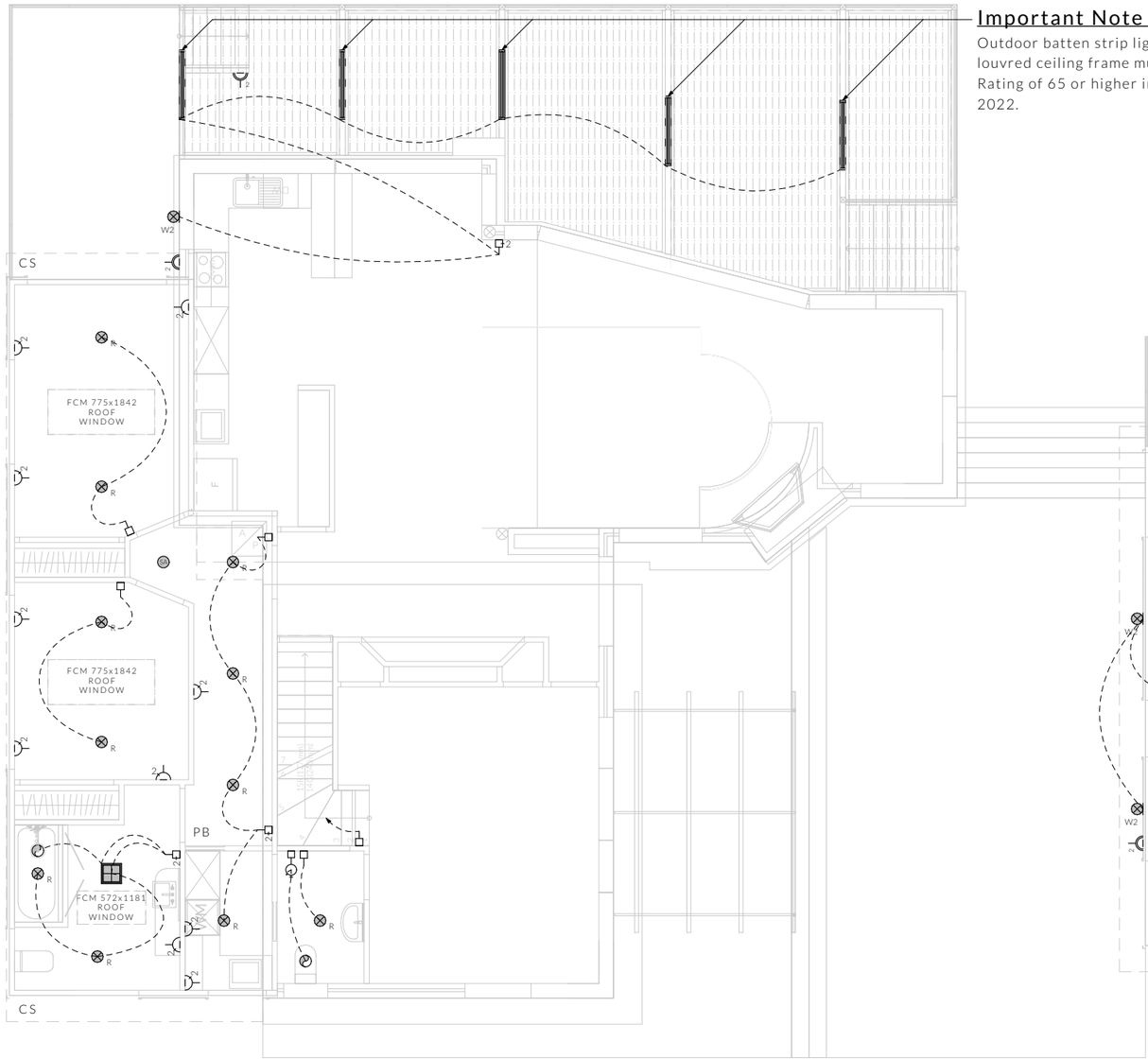
Smoke Alarms Part 9.5 of NCC 2022

Smoke alarms must-
(a)be located in-
  (i)a Class 1a building in accordance with 9.5.2 and 9.5.4; and
  (ii)a Class 1b building in accordance with 9.5.3 and 9.5.4;
and

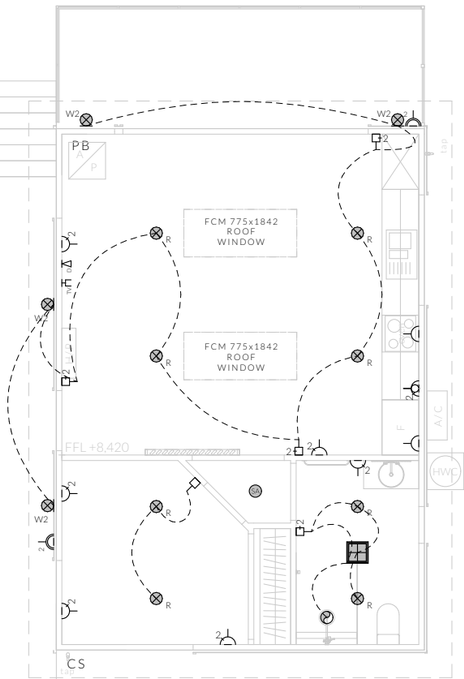
(b)comply with AS 3786, except that in a Class 10a private garage where the use of the area is likely to result in smoke alarms causing spurious signals, any other alarm deemed suitable in accordance with AS 1670.1 may be installed provided that smoke alarms complying with AS 3786 are installed elsewhere in the Class 1 building; and
(c)be powered from the consumer mains source where a consumer mains source is supplied to the building; and be interconnected where there is more than one alarm.

In a Class 1a building, smoke alarms must be located in-
(a)any storey containing bedrooms, every corridor or hallway associated with a bedroom, or if there is no corridor or hallway, in an area between the bedrooms and the remainder of the building; and
(b) each other storey not containing bedrooms.

Smoke alarms required by 9.5.2 and 9.5.3 must be installed on or near the ceiling, in accordance with the following:
(a)Where a smoke alarm is located on the ceiling it must be-
  (i)a minimum of 300 mm away from the corner junction of the wall and ceiling; and
  (ii)between 500 mm and 1500 mm away from the high point and apexes of the ceiling, if the room has a sloping ceiling.
(b)Where (a) is not possible, the smoke alarm may be installed on the wall, and located a minimum of 300 mm and a maximum of 500 mm off the ceiling at the junction with the wall.



EXISTING DWELLING



ANCILLARY DWELLING

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Electrical Plan - Lower

Scale: @ A3

Revision: DA-01

Pg. No: A.14

Approved by: CJ

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Document Set ID: 6058123
Version: 1, Version Date: 29/09/2026

ELECTRICAL LEGEND - Upper Floor

Symbol	Description	Allowance	Quantity
∇D	DATA - CAT 6 (RJ45) - 1 GANG		1
	FAN - 3 IN 1 (4 LAMP)	10W (LIGHT)	1
	FAN - CEILING - EXHAUST		1
2	GPO - (2) DOUBLE		8
R	LIGHT - CEILING - DOWNLIGHT RECESSED	10W	9
	SERVICE - SMOKE ALARM		1
2	SWITCH - LIGHT 2 GANG		4

Note: Lighting

Lighting layout may change, owner to confirm with builder prior to purchase/installation of exact quantity and location of electrical services provided that installation is compliant with AS3000 and artificial lighting allowances do not exceed:

- 5W/m² in class 1a dwellings
- 4W/m² to veranda, balcony or the like
- 3W/m² in a class 10a dwelling associated with the class 1a dwelling

U.N.O - All downlights are to be Insulation Contact (IC) rated.

Notes

U.N.O ceilings are to be plasterboard.

--D----D Dimmable Circuit

--T----T Timer Circuit(as fan note)

PB - Plasterboard

CS - Cement Sheet Eaves

Note: Exhaust Fans

Exhaust fans to comply with NCC 2022 Vol 2 Part 10.8.2 and have;

-An exhaust system installed in a kitchen, bathroom, sanitary compartment or laundry must have a minimum flow rate of-
  (a)25 L/s for a bathroom or sanitary compartment; and
  (b)40 L/s for a kitchen or laundry.
-Exhaust from a kitchen, kitchen range hood, bathroom, sanitary compartment or laundry must discharge directly or via a shaft or duct to outdoor air.
-Where a venting clothes dryer is installed, it must discharge directly or via a shaft or duct to outdoor air.
-An exhaust system that is not run continuously and is serving a bathroom or sanitary compartment that is not ventilated in accordance with 10.6.2(a) must-
  (a)be interlocked with the room's light switch; and
  (b)include a run-on timer so that the exhaust system continues to operate for 10 minutes after the light switch is turned off.

Preparation for future Solar Installation:

Should the solar design be required for future installation, 2/25mm solarflex (or similar) conduits marked "solar" are to be installed from the meter box to the roof space.

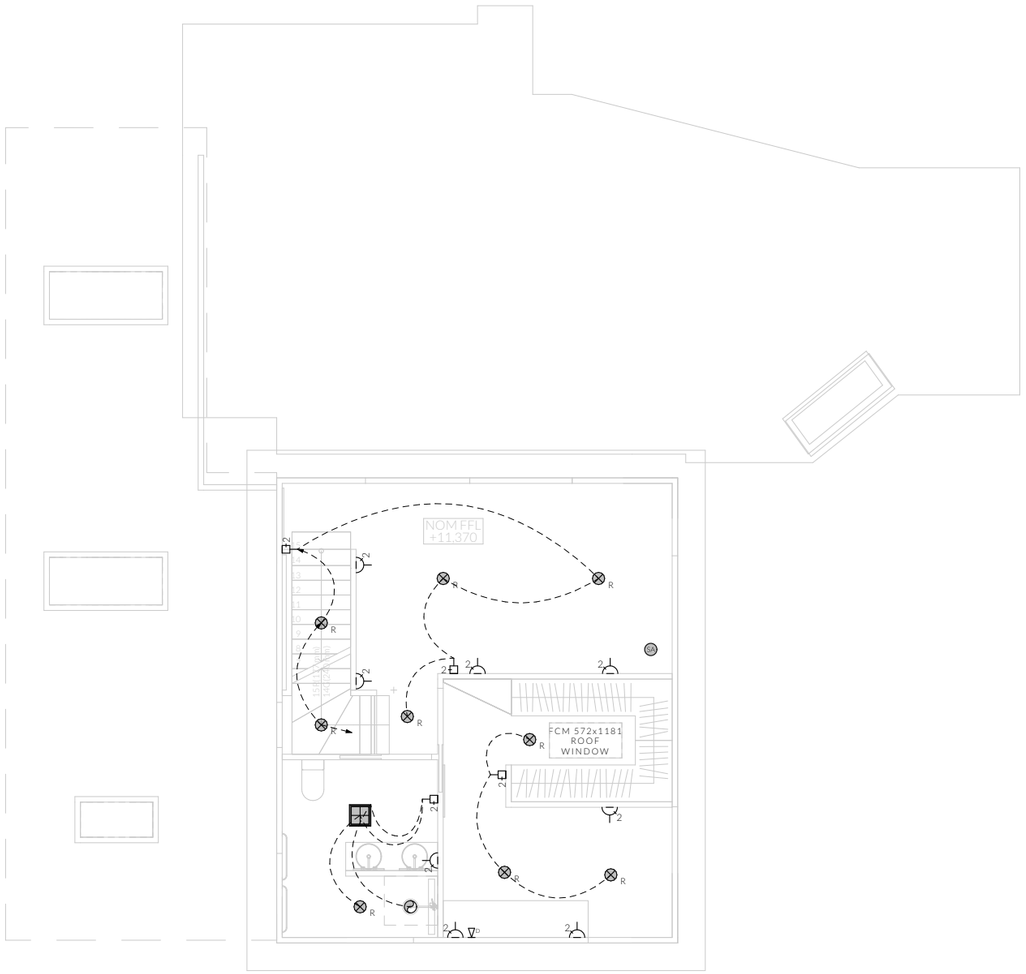
Smoke Alarms Part 9.5 of NCC 2022

Smoke alarms must-
(a)be located in-
  (i)a Class 1a building in accordance with 9.5.2 and 9.5.4; and
  (ii)a Class 1b building in accordance with 9.5.3 and 9.5.4;
and

(b)comply with AS 3786, except that in a Class 10a private garage where the use of the area is likely to result in smoke alarms causing spurious signals, any other alarm deemed suitable in accordance with AS 1670.1 may be installed provided that smoke alarms complying with AS 3786 are installed elsewhere in the Class 1 building; and
(c)be powered from the consumer mains source where a consumer mains source is supplied to the building; and be interconnected where there is more than one alarm.

In a Class 1a building, smoke alarms must be located in-
(a)any storey containing bedrooms, every corridor or hallway associated with a bedroom, or if there is no corridor or hallway, in an area between the bedrooms and the remainder of the building; and
(b) each other storey not containing bedrooms.

Smoke alarms required by 9.5.2 and 9.5.3 must be installed on or near the ceiling, in accordance with the following:
(a)Where a smoke alarm is located on the ceiling it must be-
  (i)a minimum of 300 mm away from the corner junction of the wall and ceiling; and
  (ii)between 500 mm and 1500 mm away from the high point and apexes of the ceiling, if the room has a sloping ceiling.
(b)Where (a) is not possible, the smoke alarm may be installed on the wall, and located a minimum of 300 mm and a maximum of 500 mm off the ceiling at the junction with the wall.



EXISTING DWELLING

NOT FOR CONSTRUCTION

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Electrical Plan - Upper

Scale: @ A3

Revision: DA-01

Approved by: CJ

Pg. No: A.15

Proposal: Addition / Alteration
Client: Karyn Matterson & Simon Sproule
Address: 3 Ambleside, Lindisfarne 7015

Date: 20/08/26
Drawn by: SH
Job No: 037-2026
Engineer: TBA
Building Surveyor: TBA

Issue	Date	Designer

NOTE: Refer to cover page for further details on changes.

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

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Photo 1: Site viewed from Ambleside



Photo 2: Site viewed partially down the RoW



Photo 3: Site viewed from Clarence Foreshore Trail

7.3 PLANNING APPLICATION PDPLANPMTD-2026/060811 – 28-30 LINCOLN STREET, LINDISFARNE - ADDITIONS AND ALTERATIONS TO MEDICAL CENTRE (BUSINESS AND PROFESSIONAL SERVICES) PARTIAL CHANGE OF USE TO FOOD SERVICES (CAFE) SUBDIVISION (CONSOLIDATION)

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for additions and alterations to the Lindisfarne Medical Centre at 28-30 Lincoln Street, Lindisfarne including:

- a new building providing xray, MRI, and pathology services;
- additional consulting rooms in the existing building;
- expansion of the chemist;
- partial Change of Use to Food Services for a café; and
- subdivision (Consolidation).

RELATION TO PLANNING PROVISIONS

Under the Tasmanian Planning Scheme - Clarence (the Scheme), the land is in the General Business Zone and subject to the Lindisfarne Specific Area Plan, Parking and Sustainable Transport Code, Road and Railway Assets Code, Flood-prone Areas Hazard Code, and Safeguarding of Airports Code. In accordance with the Scheme the proposal is assessed as Discretionary.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2025.

Council is required to exercise a discretion within the statutory period which expires on 18 November 2026.

CONSULTATION

The proposal was advertised in accordance with statutory requirements, and six representations were received raising the following issues:

- Non-compliance of the design with applicable standards;
- Adequacy of the Traffic Impact Assessment;
- Parking provision and shortfall;
- Reliance on surrounding public parking;
- Traffic generation and impacts on road network; and
- Flooding, stormwater, and drainage.

RECOMMENDATION:

A. That the planning application for Additions and Alterations to Medical Centre (Business and Professional Services), Partial Change of Use to Food Services (Cafe), and Subdivision (Consolidation) at 28-30 Lincoln Street, Lindisfarne (PDPLANPMTD-2026/060811) be approved subject to the following conditions:

1. The use or development must be substantially in accordance with the planning application and endorsed plans, except if otherwise required by the permit.

2. Prior to the issue of a building permit or a certificate of likely compliance (CLC) for building works (whichever occurs first), amended plans showing the location and detailed design of the public art elements must be submitted to and approved by Council's Chief Executive Officer or delegate.

   The amended plans must:
   - confirm the final number, locations and scale of the artwork/s, including how these relate proportionately to the scale and design of the overall development;
   - further demonstrate visibility and accessibility from the public realm and key pedestrian/arrival points; and
   - confirm materials, fabrication, engineering, installation and durability/maintenance requirements as the design is developed.

   Council's Chief Executive Officer or delegate will have regard to any assessment of the detailed plans undertaken by Council's Public Art Panel. When approved, the plans will form part of the permit.

3. The approved public art elements must comply with Council's Public Art Policy and be completed and installed to the satisfaction of Council's Chief Executive Officer or delegate prior to the issue of a Certificate of Completion or a Certificate of Occupancy, whichever occurs first.

4. GEN S1 – SIGN CONSENT.

5. ENG M1 – DESIGNS DA
   Engineering designs, prepared by a suitably qualified person, are required for:
   - access arrangements;
   - carpark and driveways construction;
   - parking area lighting;
   - pedestrian infrastructure;
   - stormwater drainage;
   - flood mitigation infrastructure and/or methodology;
   - service upgrades or relocations; and

   and must show the extent of any vegetation removal proposed for these works. Such designs must be submitted to and approved by Council's Head of Infrastructure and Natural Assets.

   A 'start of works' permit must be obtained prior to the commencement of any works.

   A Works in Road Reservation Permit must also be obtained if any proposed works are to be conducted within the road reservation or Council land.

Works for all stages shown on the design plans must be commenced within two years of the date of their approval or the engineering designs will be required to be resubmitted.

6. ENG A5 – SEALED CAR PARKING.

7. ENG A7 – REDUNDANT CROSSOVER.

8. A minimum of two accessible car parking spaces must be provided for the exclusive use of persons with a disability.

   The car parking space(s) must be provided as close as practicable to a suitable entrance of the building and must be clearly marked with a sign to indicate that the space(s) must only be utilised by disabled persons to the satisfaction of the responsible authority.

   Prior to the issue of a Certificate of Likely Compliance (CLC) for building works, plans prepared by a suitably qualified person must be submitted demonstrating:
   - compliant accessible parking spaces;
   - continuous accessible paths of travel;
   - compliant gradients; and
   - compliance with AS2890.6 and applicable accessibility requirements.

   The approved works must be implemented prior to occupation.

9. GEN C1 – ON-SITE CAR PARKING
   A minimum of 43 car parking spaces, including the two approved accessible parking spaces and four motorcycle parking spaces must be provided on-site prior to the commencement of the use. Each space, including accessible parking, must be clearly marked and used solely for parking purposes.

   Plans showing the layout of the car parking area, designed with suitable manoeuvring areas in accordance with Australian Standard AS2890 - Parking facilities, Parts 1-6, must be submitted to and approved by Council's Chief Executive Officer or delegate prior to the commencement of any works. The approved parking plan must be implemented prior to occupation.

10. GEN C2 – CASH-IN-LIEU
    A cash contribution of $240,000.00 must be provided in-lieu of 30 car parking spaces that cannot be provided on-site. This contribution must be paid prior to occupation, or the landowner must enter into an agreement in a registrable form with Council under Part 5 of the *Land Use Planning Approvals Act 1993,* prior to occupation, which provides for the car parking contribution, its calculation and payment arrangement. The landowner is responsible for the preparation of the agreement and is responsible for all Land Titles Office fees and charges.

11. Prior to occupation, detailed plans of the bicycle parking facilities must be submitted to and approved by Council's Chief Executive Officer or delegate.

    Bicycle parking must:
    - be located within 50m of an entrance;
    - comply with AS2890.3;
    - provide adequate lighting;
    - provide compliant dimensions and clearances; and
    - provide secure bicycle locking facilities.

    The approved facilities must be installed prior to occupation.

12. Prior to commencement of works, details of all car park lighting must be submitted to and approved by Council's Chief Executive Officer or delegate.

    The lighting design must demonstrate compliance with AS/NZS 1158.3.1 and must be designed to avoid unreasonable light spill onto adjoining properties.

13. GEN C4 – LOADING/UNLOADING.

14. Prior to occupation, each car parking space must be delineated by thermoplastic line marking or other clear physical means.

15. An erosion and sedimentation control plan, in accordance with the Derwent Estuary Program Soil & Water Management on Building & Construction Sites document, must be submitted and approved by Council's Head of Infrastructure and Natural Assets prior to the commencement of the works / prior to the issue of a certificate of likely compliance (CLC) for building works, (whichever occurs first). All debris/construction materials must be contained within the property. All works must be carried out in compliance with the approved erosion and sediment control plan or to the satisfaction of Council's Head of Infrastructure and Natural Assets prior to the commencement of works.

16. A minimum 150mm diameter stormwater drainage connection to Council's main must be provided prior to occupation or prior to the issue of a certificate of likely compliance (CLC) for building works/ issue of title whichever occurs first. An extension to Council's stormwater main may be required at the developer's expense.

17. The stormwater system must be designed by a suitably qualified person, in accordance with:
    - Council's Local Highways Standard Requirements By-Law;
    - the State Stormwater Strategy 2010; and
    - Council's Stormwater Management Procedure for New Developments, to the satisfaction of Council's Chief Executive Officer or delegate.

The major drainage system must be designed to safely convey the 1% Annual Exceedance Probability (AEP) storm event with an allowance for climate change, as specified in the Stormwater Management Procedure for New Developments.

Watercourses, open drains, and overland flow paths must:

- be free-flowing and unobstructed;
- be located within a public road, open space, drainage reserve, or easement in favour of Council;
- maintain continuity of flow paths, ensuring that where a roadway acts as an overland flow path, discharge to parks, pathways, or stormwater reserves is managed appropriately;
- include fencing that is permeable and designed to prevent blockages, allowing water to flow freely.

Designs must calculate velocity × depth for overland flow paths and compare results to the Australian Rainfall and Runoff (ARR) flood hazard classification curves (Figure 18).

Stormwater disposal method and quantity must be in accordance with the Stormwater Management Procedure for New Developments.

Detailed engineering designs must be submitted for approval by Council's Chief Executive Officer or delegate prior to the issue of a Certificate of Likely Compliance (CLC) for building works, and works must be completed prior to occupation.

18. The minor drainage system, including all underground pipes, pits and inlets, must be designed by a suitably qualified person in accordance with:

- Council's Stormwater Management Procedure for New Development;
- The Tasmanian Stormwater Policy Guidance and Standards for Development;
- Australian Rainfall and Runoff (ARR 2019); and

to the satisfaction of Council's Chief Executive Officer or delegate.

The design must provide capacity for the 10% AEP storm event with climate change allowance as specified in Council's procedure. Hydraulic grade line must remain below ground level at all inlets for the design event and below habitable floor levels for all events up to the 1% AEP plus climate change. Surcharge flows must be directed to the major drainage system and overland flow paths identified in the approved plans.

Detailed engineering designs must be submitted for approval by Council's Chief Executive Officer or delegate prior to the issue of a Certificate of Likely Compliance (CLC) for building works, and works must be completed prior to occupation.

19. For the purposes of protecting Council's stormwater system all stormwater runoff from impervious surfaces within the site must be treated and discharged from the site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the *State Stormwater Strategy 2010,* and consistent with Council's Stormwater System Management Plan for the relevant catchment. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions or a model using industry accepted proprietary software, such as MUSIC must be submitted to Council's Chief Executive Officer or delegate for approval prior to the issue of a building or plumbing permit / sealing of the final plan. A *Maintenance Management Schedule/Regime* must also be submitted with a Form 46, and the facility must be maintained in accordance with this schedule.

20. Prior to the commencement of works, or prior to the issue of a building permit or a certificate of likely compliance (CLC) for building works (whichever occurs first), a plan for the management of construction of the site must be submitted and approved by Council's Chief Executive Officer or delegate. The plan must outline the proposed demolition and construction practices for the site in relation to:
    - proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on-site);
    - identification of potentially noisy construction phases, such as operation of rock-breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
    - control of dust and emissions during working hours;
    - construction parking;
    - proposed screening of the site and vehicular access points during work;
    - construction access; and
    - traffic / pedestrian management.

21. ENG S11 – SEALING OF SERVICES.

22. ENG M9 – FILLING OF LAND.

23. Prior to the issue of a Certificate of Likely Compliance (CLC) for building works, detailed engineering plans prepared by a suitably qualified person must be submitted to and approved by Council's Chief Executive Officer or delegate demonstrating compliance with the recommendations of the Flood Hazard Report prepared by Joshua Coates and dated 17 July 2026.

    The plans must demonstrate:
    - final floor levels;
    - flood conveyance measures;
    - flood storage and overland flow arrangements;
    - finished site levels;
    - pedestrian access arrangements; and
    - that the development continues to achieve and maintain a tolerable level of flood risk.

Development must thereafter be carried out in accordance with the approved plans.

24. Prior to the issue of a Certificate of Likely Compliance (CLC) for building works, plans must be submitted demonstrating the provision and protection of the flood conveyance corridor identified in the Flood Hazard Report.

    The approved flood conveyance area must be maintained free of buildings and obstructions for the life of the development.

25. Prior to the issue of a Certificate of Likely Compliance (CLC) for building works, amended plans must be submitted confirming the final number and layout of on-site parking spaces following incorporation of:
    - flood mitigation measures;
    - finished floor levels;
    - accessible parking requirements;
    - pedestrian access requirements; and
    - associated engineering infrastructure.

    The amended plans must demonstrate that a minimum of 43 on-site car parking spaces continue to be provided.

26. All separate titles of the subject land (CT160339/1 and CT204852/1) must be consolidated into one title, prior to the issue of the Building/Plumbing Permit or commencement of works, whichever occurs first.

27. The development must meet all required Conditions of Approval specified by TasWater notice dated 28 July 2026 (TWDA 2026/00528-CCC).

B. That in addition to standard advice, the following advice be provided to the proponent:

a. A Building Surveyor is required to be engaged, to create & certify an Application for Building Approval.

b. ADVICE 14 – BUILDING ADVICE.

c. Form 6 Protection Works
   A Form 6 Protection Works Notice may be required as proposed work appears to be on the boundary line, please consult your Building Surveyor to advise if necessary

d. An application for Plumbing Approval is required to be submitted to Council's Plumbing Department for the proposed Additions & Alterations to Medical Centre. Please refer to the Consumer, Building and Occupational Services (CBOS) website to obtain the Form 3 Application for Plumbing Approval https://www.cbos.tas.gov.au/topics/resources-tools/Building- and-trades-forms,publications-and-report.

e. All plumbing works must comply with the Tasmanian Plumbing Code and Australian Standard 3500.

f. ADVICE 6 – FOOD REGISTRATION ADVICE
A building surveyor is required to be engaged for a Form 42 (Request Report from an Environmental Health Officer).

Before commencement of kitchen/cafe use, the premise must be registered as a food business in accordance with the Food Act 2003. Food business applications can be found on the Clarence City Council website.

g. A Certificate of Certifiable Works (CCW) is required from TasWater for both Building & Plumbing Applications.

C. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

Permit D-2008/487 approved a Change of Use of the existing building to Consulting Rooms and Medical Centre. Several alterations have been approved since.

Planning officers provided preliminary advice to the applicant in March 2026 and identified compliance issues with design and car parking.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned General Business under the Scheme.

2.2. The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 5.6 – Compliance with Applicable Standards;
- Section 6.10 – Determining Applications;
- Section 15.0 – General Business Zone;
- CLA-S18.0 – Lindisfarne Specific Area Plan;
- Parking and Sustainable Transport Code;
- Road and Railway Assets Code;

- Flood – Prone Areas Hazard Code; and
- Safeguarding of Airports Code.

2.4. Council's assessment of this proposal must consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is 4549m^2 and slopes upwards at a gradient of 1:19 from the south-east to north-west. The rear boundary has an irregular stepped shape (yellow outline in Figure 1).

A three-storey building with a footprint of approximately 1600m^2 is located on 28 Lincoln Street in the north-west corner of the site. This building is setback 44m from the frontage. The remainder of the site is a car parking area providing 67 parking spaces (Figure 2).

The site is at the western end of the Lindisfarne Activity Centre (blue in Figure 1) and adjoins land in the General Residential Zone (red in Figure 1).

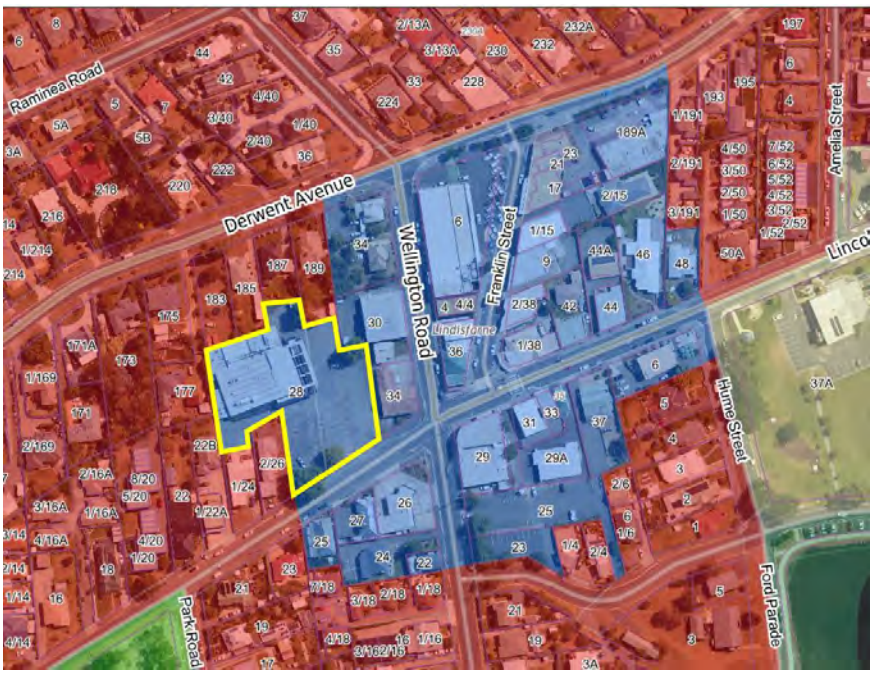


Figure 1 - Site context



Figure 2 - Existing site layout

3.2. The Proposal

The proposal includes:

- Partial demolition and redevelopment of the existing medical building to add a new general practice tenancy with two consulting rooms on the ground floor and expand the existing general practice clinic on the second floor by seven consulting rooms.
- Expand the pharmacy on the first floor from 85m^2 to 150m^2,
- A partial change of use to Food Services for development of a 45m^2 café at first floor level to the rear of the site.
- Develop a new medical building providing six consulting rooms for medical imaging and three consulting rooms for pathology services.
- Redevelop the existing parking area to include a boom gate for access and 43 carparks. Five parking spaces are planned for staff use and 38 for clients.
- Consolidate the two titles to form a single title.

4. PLANNING ASSESSMENT

4.1. Compliance with Applicable Standards [Section 5.6]

"5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules".

4.2. Determining Applications [Section 6.10]

"6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

(a) all applicable standards and requirements in this planning scheme; and

(b) any representations received pursuant to and in conformity with section 57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised".

References to these principles are contained in the discussion below.

4.3. General Provisions

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this proposal.

4.4. Compliance with Zone and Codes

The proposal is exempt from the Safeguarding of Airports Code and meets the Scheme's relevant Acceptable Solutions of the General Business Zone, Lindisfarne Specific Area Plan, Parking and Sustainable Transport Code, Road and Railway Assets Code, and Flood-prone Areas Hazard Code, with the exception of the following.

General Business Zone and CLA-S18.0 Lindisfarne Specific Area Plan

- **General Business Zone clause 15.4.2 Setbacks** – The new building is proposed to have a setback from the frontage of 20m. This does not comply with Acceptable Solution A1 because the building:
  - is not proposed to be built to the frontage; and

- has a setback from the frontage that is more than the setback of adjoining properties, which have a maximum setback of 12.8m and a minimum setback of 2.4m.

The existing building is not considered adjoining as it is included within the application.

The proposed café at the rear of the site has a setback of 3m from adjoining land to the west in the General Residential Zone at 185 Derwent Avenue. This does not comply with Acceptable Solution A2.

The proposal must be assessed against Performance Criteria P1 and P2 as follows.

Performance Criteria	**Assessment**
"Clause 15.4.2 Setbacks	The proposal is assessed as satisfying the performance criteria as outlined below.
P1 *Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:"*	In *9 Sandy Bay Road Pty Ltd v Hobart City Council & Ors [2017] TASRMPAT 19*, the Planning and Appeals Tribunal held that to be 'compatible' the design must be able to exist in harmony and in broad correspondence with the surrounding development. In this instance the test relates to streetscape. Most buildings along Lincoln Street and to the north-east of the site are built to the frontage. These properties are also in the General Business Zone. Buildings along Lincoln Street to the south-west of the site are in the General Residential Zone and have setbacks from the frontage ranging from 0m to 12.8m. The proposed setback from the frontage demonstrates compatibility with the streetscape and minimises opportunities for crime and antisocial behaviour as:
(a) providing small variations in building alignment to break up long façades;	The new building varies the alignment of the existing building, angling away from it and extending further into the frontage to achieve a setback of 20m on the eastern boundary.

	This alignment provides a transition between the building at 34 Lincoln Street (which has a setback of 9m) and the existing medical centre building (which has a setback of 44m).
(b) providing variations in building alignment appropriate to provide a forecourt or space for public use, such as outdoor dining or landscaping;	The proposed layout enables the creation of a landscaped forecourt and courtyard area that includes outdoor dining and provides access to the café, chemist, and clinics.
(c) the avoidance of concealment spaces;	No concealment spaces are created.
(d) the ability to achieve passive surveillance; and	Parking areas, forecourt, courtyard, and dining areas are visible from within the buildings and other activity areas on-site.
(e) the availability of lighting".	Carpark and security lighting is proposed and can be included in conditions, if approved.
"P2 *Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone or Inner Residential Zone, having regard to:*	Adjoining properties in the General Residential Zone are located along Derwent Avenue to the north of the site and 24 and 26 Lincoln Street to the southwest. Proposed buildings will not cause an unreasonable loss of amenity to these properties as:
(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;	The site is located to the south of land in the General Residential Zone; the most significant overshadowing will be to the subject site rather than adjoining land. While limited overshadowing of small areas of private open space at 185 and 189 Derwent Avenue will occur, the shed at 185 Derwent Avenue overshadows its private open space currently. The proposal will not overshadow 24 or 26 Lincoln Street.
(b) overlooking and reduction of privacy to the adjoining property; or	Changes to the existing building are in the south-eastern corner and will not increase overlooking of any adjoining land. The café building will have a floor level 1.23m above ground level and windows on the eastern side and north-eastern corner. Windows are not proposed on the western side where the building has a setback from 185 Derwent Avenue that is below the 5m Acceptable Solution requirement.

	Each window is more than 5m from the boundary with properties in the General Residential Zone mitigating any overlooking. The new medical building will not overlook land in the General Residential Zone as it is proposed to be single-storey and more than 5m from 189 Derwent Avenue.
(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property".	The height of the proposed café will be 5.43m above ground level, which is well under the 12m height limit established by the zone. 185 Derwent Avenue has outbuildings that limit visibility of this structure. The café building is 9.8m by 5.5m with a varied façade. Combined with the reasonable height, the visual impact is reasonable when viewed from 187 and 189 Derwent Avenue. Changes to the existing building are in the south-east area of the building and do not change the height or roofed area of the building. The new medical building is single storey with a varied façade and well set-back from residential land.

- **Clause 15.4.3 Design and CLA-S18.7.1 Design and urban form** – 25% of the wall of the proposed new medical building facing the carpark consists of windows and doorways. This does not comply with Acceptable Solution A2 of clause 15.4.3 or CLA-S18.7.1, which require a minimum of 40% of a façade to consist of windows and doorways.

  The proposal also does not comply with Acceptable Solution A1 of CLA-S18.7.1, which requires that buildings facing a frontage extend across the full width of the frontage and have all parking and loading spaces located at the rear.

The proposal must be assessed against Performance Criterion P2 of clause 15.4.3 and Performance Criteria P1 and P2 of CLA-S18.7.1 as follows.

Performance Criteria	Assessment
"Clause 15.4.3 Design	The proposal is assessed as satisfying the performance criteria as outlined below.
P2 *New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to:*	Both the existing building and the new medical building face the parking area and frontage. The proposal is compatible with the streetscape as:

(a) how the main pedestrian access to the building addresses the street or other public places;	The main pedestrian accesses to the buildings face the forecourt between buildings rather than the street and parking area. However, the entry to the forecourt area is centrally located, clearly visible from the street, and connected to clearly identified pedestrian paths linking the buildings to Lincoln Street.
(b) windows on the façade facing the frontage for visual interest and passive surveillance of public spaces;	The portion of the existing building facing the frontage and parking area has windows across the entire façade for both floors. While the total glazed area of the façade of the new medical building is only 25%, this is because the top portion of the building and the plant area are not glazed. The glazed area contributing to visual interest and passive surveillance extends for 15m of the 26m length of that façade (57% of the width of the building).
(c) architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces;	Changes to the existing building do not alter the architectural detail of the façade. The new medical building is proposed to have a façade including timber look battens over painted cement along with glazing with a transparent graphic film.
(d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and	Security shutters or grilles are not proposed. If approved, conditions can be imposed to prohibit future use of these features.
(e) the need for provision of awnings over a public footpath".	Given the setback of the buildings from the street, there is no need for awnings to be provided over public footpaths.

Performance Criteria	**Assessment**
"Clause CLA-S18.7.1 Design and urban form	The proposal is assessed as satisfying the performance criteria as outlined below.
P1 *Building design must contribute to the consolidation of the activity centre, however setbacks to side boundaries may be increased, having regard to:*	Assessment relates to consolidation of the activity centre only as the proposal does not involve an increase in the setback to side boundaries.

(a) the provision of an internal driveway for emergency vehicle use only; and *(b) a side boundary setback will provide a driveway for vehicular access from the street if the site does not abut an existing off street carpark or does not have legal access to such a carpark.*	The site is at the western end of the activity adjoining residential land. The proposed new medical building fills in the width of the site and provides a transition between the building at 34 Lincoln Street (which has a setback of 9m) and the existing medical centre building (which has a setback of 44m). As such, the building connects and unifies the activity centre with the existing development on-site. While it would be preferred that the proposal located buildings, accesses, and retail activity closer to the street, the Performance Criterion is satisfied.
P2 *The ground level wall of a building facing an off street carpark must be designed to encourage public access to the premises and passive surveillance of the area, having regard to:* *(a) provision of a pedestrian access to the rear of the building that it is clearly visible from the off street carpark;* *(b) incorporation of windows on the ground level facing the off street carpark to create visual interest and passive surveillance of the public place;* *(c) incorporation of architectural detail or public art on large expanses of ground level blank walls facing the off street carpark; and* *(d) the use of the ground floor for retail and commercial activity".*	The ground level walls facing the off street carpark: Provide pedestrian access to the building's entryways further back in the site from a 'forecourt' laneway between the buildings. The entry to this area is clearly visible from, and connected to, the off street carpark. Retain windows on the existing building and provide windows on a significant portion of the width of the new medical building. Windows on the new building facing the carpark are for the staff room, storeroom, x-ray room, and CT room – some of which provide limited passive surveillance opportunities. The wall of the new medical building facing the carpark will include timber look battens over painted cement along with glazing with a transparent graphic film. Retail and commercial activity (chemist and cafe) are proposed to be located to the rear of the site on the 'mid-level plaza' for use by staff and clients of the medical centre. Ground floor medical consulting, while not retail or commercial, will generate a significant amount of activity.

	While it would be preferred that buildings, accesses, and retail activity are located closer to the street, particularly noting the reliance on off-site vehicle parking, and the internal layout maximised passive surveillance, public access is adequately encouraged regarding the matters listed.

- **Lindisfarne Specific Area Plan clause CLA-S18.7.2 Public art** – The proposal does not comply with Acceptable Solution A1 because it is classed as a major development (has a construction value of more than $1,000,000).

The proposal must be assessed against Performance Criterion P1 as follows.

Performance Criteria	Assessment
"Clause CLA-S18.7.2 Public art	The proposal is assessed as satisfying the performance criteria as outlined below.
P1 *That a major development contributes to the amenity of the site and nearby public places by the installation of public art works having regard to:*	The proposed public art installations include sculptures that are:
(a) the proximity of the proposed public art works to the major development and a public place;	Located in the parking area between the medical buildings and the street.
(b) the size, scale and design of the proposed major development;	Spread across the site, responding to the size of the site and open area of the carpark, to guide visitors through the site and aims to reflect the development as a place people will attend for health, community, and everyday purposes.
(c) the design of the proposed public art works, including their intended enhancement of the streetscape, or the cultural, environmental or built values of the location;	To establish a clear relationship between the artwork and the development, and the concept has a strong connection to place through its response to the Derwent Estuary, Lindisfarne foreshore vegetation and the broader themes of care, wellbeing and connection.
(d) the visibility and accessibility of the proposed public art works to the public; and	Visually accessible to users of the site as well as passers-by.

(e) the need for public art and any existing public art on or near the site".	Required to contribute to the amenity of the site and nearby public places, which do not contain any existing public art. If the application is approved, conditions would be included on the permit to require final plans: • showing the final number, locations and scale of the artwork/s; • further demonstrating visibility and accessibility from the public realm and key pedestrian / arrival points; and • confirming materials, fabrication, engineering, installation, and durability or maintenance requirements as the design is developed.

- **Clause 15.5.1 Lot design** – the subdivision (consolidation) of the two lots does not comply with Acceptable Solution A1 because the existing building is not consistent with the zone setback requirements.

The proposal must be assessed against Performance Criterion P1 as follows.

Performance Criteria	Assessment
"Clause 15.5.1 Lot design	The proposal is assessed as satisfying the performance criteria as outlined below.
P1 *Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:*	The proposed consolidated lot has sufficient usable area and dimensions for the intended use as:
(a) the relevant requirements for development of buildings on the lot;	The relevant requirements for development of buildings on the lot, such as building setbacks and height, can be met.
(b) existing buildings and the location of intended buildings on the lot;	There is adequate land area to for the proposed new buildings to be designed consistently with the existing building.
(c) the topography of the site; and	The site has a gradient of 1:19. The topography does not limit the future development potential on the consolidated lot.
(d) the pattern of development existing on established properties in the area".	Established properties in the area are generally on smaller lots. This pattern of development does not limit the useable area or suitability of the consolidated lot for the intended use.

Parking and Sustainable Transport Code

- **Clause C2.5.1 Car parking numbers** – The proposed expansion of the medical centre would result in a reduction of on-site car parking. The proposal includes 43 parking spaces, resulting in a shortfall of 53 parking spaces. Five parking spaces are proposed for use by staff and 38 for use by clients.

  The required spaces are calculated based on the floor area of the pharmacy, number of seats in the café, and the proposed presence of 19 practitioners (as opposed to staff more generally) at any one time. Following advertising the application, the applicant offered to pay cash-in-lieu for 30 parking spaces. As this does not address the complete shortfall, the Acceptable Solution is not satisfied.

The proposal must be assessed against Performance Criterion P1.1 as follows.

Performance Criteria	Assessment
"Clause C2.5.1 Car parking numbers	The proposal is assessed as satisfying the performance criteria as outlined below.
P1.1 *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:*	The Traffic Impact Assessment provided a parking demand analysis based on total staff and visitor numbers as an alternative to using the practitioner numbers as required by the Scheme. This assessment concluded that there would be a peak demand for 70 parking spaces including: • 34 staff parking spaces; and • 36 visitor or patient spaces. Based on access to alternative transport, this number was reduced to a demand for 57 parking spaces. The proposed parking includes five spaces for staff and 38 visitor spaces and relies on alternative transport and all day public parking off-site for the remaining staff. The anticipated demand for all-day off-site parking for staff is 19 spaces. Council officers generally accept the demand assessment for the purposes of this application, noting that additional information was sought throughout the assessment process regarding practitioner utilisation, staff parking demand and parking management measures.

	Whilst the proposal provides significantly fewer spaces than required under the Acceptable Solution, the assessment recognises that a combination of on-site parking, public parking resources, and alternative transport options may accommodate a substantial proportion of the parking demand associated with the development. The proposal has therefore been assessed against the Performance Criterion having regard to the following matters.
(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;	The submitted Traffic Impact Assessment identifies several public off-street parking areas within walking distance of the site. However, the parking surveys demonstrate that key off site public parking areas experience high occupancy during daytime periods and provide limited spare capacity when the proposed medical centre would be expected to experience peak demand. While off-street public parking exists within walking distance of the site, the capacity of these facilities varies throughout the day. Notwithstanding this, public parking facilities form part of the broader parking resource available within the Lindisfarne activity centre and are considered relevant to the assessment.
(b) the ability of multiple users to share spaces because of: *(i) variations in car parking demand over time; or* *(ii) efficiencies gained by consolidation of car parking spaces;*	The Traffic Impact Assessment submits that efficiencies will occur through staggered parking demand associated with the operation of the medical centre, pharmacy and associated uses. However, the applicant's assessment still identifies a peak parking demand that significantly exceeds the parking provided on-site and relies on staff vehicles being accommodated within surrounding public parking areas. No shared parking agreements, dedicated off-site parking areas, or secured parking arrangements have been provided. Whilst there remains some uncertainty regarding the extent of parking efficiencies achieved, the Traffic Impact Assessment demonstrates that parking demand does not occur uniformly throughout the day and that opportunities exist for shared use of parking resources associated with the development.

(c) the availability and frequency of public transport within reasonable walking distance of the site;	The site is serviced by public transport routes that provide an alternative mode of travel for some staff and customers. Two bus routes service the Lindisfarne Village with bus stops a minimum distance of 235m from the site. Services run half hourly at peak times and hourly across the workday, thereby providing a more suitable service to staff than customers. While public transport is unlikely to offset the entire parking demand generated by the proposal, it provides an alternative travel mode for a proportion of staff and visitors and contributes positively to the overall accessibility of the site.
(d) the availability and frequency of other transport alternatives;	The site is located within an established activity centre with access to pedestrian pathways and cycling infrastructure. The availability of walking and cycling infrastructure contributes positively to the overall accessibility of the site and provides an alternative transport option for some staff and visitors.
(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;	The site has limited opportunity to provide the required amount of parking due to its size, configuration, existing development and flood-related requirements.
(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;	The proposal relies on surrounding public parking areas to accommodate a component of staff parking demand. The Traffic Impact Assessment concludes that approximately 19 staff vehicles would utilise surrounding public parking areas on an ongoing basis and identifies parking opportunities within walking distance of the site. It is acknowledged that no public parking spaces are secured exclusively for the development and that parking demand and parking arrangements within the Lindisfarne activity centre may evolve over time. This includes consideration of broader transport initiatives such as the proposed Natone Street Ferry Terminal and the potential for changing parking demand and parking restrictions within the surrounding area. The availability of surrounding public parking has therefore been considered cautiously during assessment.

	Notwithstanding this, the submitted information demonstrates that public parking currently forms part of the broader parking resource within the Lindisfarne activity centre. The assessment also recognises that there is increasing evidence of broader parking pressures within the Lindisfarne activity centre. Recent requests and complaints relating to parking availability, previous concerns regarding parking capacity associated with community facilities and the need to understand future parking demand associated with the proposed ferry service have highlighted the value of undertaking a strategic review of parking demand and supply within the centre. Potential opportunities arising from such a review may include optimisation of existing public parking resources and investigation of public land along Lincoln Street adjoining ANZAC Park Oval to determine whether parking arrangements can be formalised or improved, subject to consideration of recreation, landscaping, pedestrian safety and public open space objectives. Having regard to the current public parking resource and the broader strategic parking considerations identified above, the proposal is considered capable of satisfying this element of the Performance Criterion.
(g) the effect on streetscape; and	The proposal does not result in unacceptable streetscape impacts arising directly from the provision of on-site parking.
(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development".	Traffic Impact Assessment has been prepared by a suitably qualified traffic consultant and additional information has been submitted in response to multiple requests for further information. The assessment concludes that the reasonable parking needs of the use can be accommodated through a combination of: • on-site parking; • surrounding public parking; and • alternative transport options.

	Whist concerns remain regarding the extent of reliance on surrounding public parking and the long-term certainty of some assumption adopted within the assessment, sufficient information has been provided to enable assessment against the Performance Criteria. On balance, the information provided in the Traffic Impact Assessment is considered sufficient to support the proposal subject to a cash-in-lieu contribution toward future parking investigations and parking improvements within the Lindisfarne activity centre. The assessment recognises that: • a demand-based parking assessment has been prepared by suitably qualified traffic engineers; • public parking opportunities exist within the broader Lindisfarne activity centre; • the site has physical constraints that limit the ability to provide substantial additional parking on-site; • alternative transport options are available; and • there is an identified need for a broader strategic review of parking demand and supply within the Lindisfarne activity centre. Recent requests and complaints regarding parking availability, previous concerns regarding capacity of public parking associated with community facilities and the anticipated future influence of the proposed Natone Street ferry service collectively indicate a need to develop a stronger evidence base regarding current and future parking demand within the Lindisfarne precinct. The historic strategic parking framework acknowledges the role of public parking as a town planning and economic development tool and specifically supports the use of developer contributions linked to parking infrastructure planning and future parking improvements.

	If the application is approved, a permit condition is recommended requiring payment of a cash-in-lieu contribution equivalent to 30 car parking spaces in accordance with the adopted fee schedule, the proposal is considered, on balance, to satisfy Clause C2.5.1 P1.1. The contribution will support future investigation of parking demand, parking management and parking infrastructure opportunities within the Lindisfarne activity centre and may contribute toward implementation of parking improvement measures identified through that work. Such investigations may include assessment of opportunities to optimise existing public parking resources and improve parking provision on suitable public land while balancing competing public realm, recreation and environmental outcomes.

- **Clause C2.6.8 Siting of parking and turning areas** – the proposal does not comply with Acceptable Solution A1 as the proposed parking spaces and vehicle turning areas are located behind the building line.

The proposal must be assessed against Performance Criterion P1 as follows.

Performance Criteria	Assessment
"Clause C2.6. Siting of parking and turning areas	The proposal is assessed as satisfying the performance criteria as outlined below.
P1 *Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:*	While it may be possible to design the site to locate parking and turning areas behind a new building in line with the zone intent, such solutions are impractical and the proposed location of parking and turning areas does not alter the amenity of adjoining properties as:
(a) topographical or other site constraints;	The potential for locating parking and turning areas to the rear of the site is limited by the existing medical building occupying the rear north-west corner, the shape of the rear north-east corner of the lot limiting parking and manoeuvring space.

	Additionally, locating a new building in the front south-east corner would detract from the consolidation of the activity centre as discussed above in clause CLA-S18.7.1 by enabling the current gap in the urban fabric to persist.
(b) availability of space behind the building line;	The area available for parking and turning behind the existing building line is approximately 480m^2 and constrained by an irregular shape, compared to the open area of approximate 1470m^2 at the front of the site.
(c) availability of space for vehicle access to the side or rear of the property;	It is only possible to access the site from the frontage. It may be possible to relocate the crossing on the frontage and construct an access along the eastern boundary to enable development at the front of the site; however, this would require a lengthy access way and lead to a small parking area with limited manoeuvring space at the rear.
(d) the gradient between the front and the rear of existing or proposed buildings;	The gradient from the front to rear is approximately 1:30 and not a constraint to development.
(e) the length of access or shared access required to service the car parking;	Currently access is directly from Lincoln Street to the parking area. Redesigning the access to allow for development at the front of the site could require a 30-40m access to rear.
(f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling;	Any access would be more than 2.5m from a window of a habitable room of a dwelling.
(g) the visual impact of the vehicle parking and access on the site;	The proposal is an upgrade to the existing parking area including landscaping, public art, and pedestrian connections and will improve the visual amenity for surrounding uses.
(h) the streetscape character and amenity;	The site is at the western end of the activity centre where the street transitions from a business to a residential streetscape. As it is an upgrade to an existing parking area there is no significant change to the streetscape or amenity.
(i) the nature of the zone in which the site is located and its preferred uses; and	The site is in the General Business Zone in which business uses and parking to the rear is preferred.

(j) opportunities for passive surveillance of the road".	Opportunity for passive surveillance of the road is provided by the parking area and buildings (particularly the existing building).

Road and Railway Assets Code

- **Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction** – The submitted Traffic Impact Assessment concludes that an additional 382 movements per day would be generated. While the proposal includes a reduction in the number of parking spaces and many users will park off site, it is expected that many will enter the on-site carpark in the first instance. This will result in an increase in traffic over the existing crossing that does not comply with Acceptable Solution A1.4.

The proposal must be assessed against Performance Criterion P1 as follows.

Performance Criteria	Assessment
"Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	The proposal is assessed as satisfying the performance criteria as outlined below.
P1 *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*	Council's development engineers have not identified any significant safety or efficiency concerns for the vehicle crossing or road network as:
(a) any increase in traffic caused by the use;	The submitted Traffic Impact Assessment concludes that the proposal will generate an additional 382 vehicle movements each day.
(b) the nature of the traffic generated by the use;	Traffic generated by the development will primarily comprise passenger vehicles associated with staff, patients and visitors. The proposal is not expected to generate a significant volume of heavy vehicle traffic.
(c) the nature of the road;	Lincoln Street is an urban local road serving the Lindisfarne commercial area and can accommodate the anticipated vehicle movements generated by the proposal.

(d) the speed limit and traffic flow of the road;	The surrounding road network operates at urban traffic speeds; no evidence has been provided to indicate that the proposal would cause unacceptable impacts on traffic operations or road safety.
(e) any alternative access to a road;	The proposal will use the existing access arrangement to Lincoln Street.
(f) the need for the use;	The proposal will provide an expanded medical centre and associated services within the Lindisfarne activity centre.
(g) any traffic impact assessment; and	A Traffic Impact Assessment has been prepared by a suitably qualified traffic engineer and concludes that the adjacent road network can accommodate the traffic generated by the proposal.
(h) any advice received from the rail or road authority".	Council officers have not identified concerns with the proposal under the Road and Railway Assets Code.

Flood-Prone Areas Hazard Code

- **Clause C12.6.1 Buildings and works within a flood-prone hazard area** – There is no acceptable solution for buildings and works within a flood-prone hazard area.

The proposal must be assessed against Performance Criterion P1.1 and P1.2 as follows.

Performance Criteria	Assessment
"Clause C12.6.1 Buildings and works within a flood-prone hazard area	The proposal is assessed as satisfying the performance criteria as outlined below.
P1.1 *Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:*	The submitted flood report concludes that, with the implementation of hazard management measures, a H1 risk level is achievable for the majority of the site. Tolerable risk is achieved as H1 is the lowest level of likely risk from flood hazard and the specific hazard management measures respond to site conditions for the life of the development.

(a) the type, form, scale and intended duration of the development;	The development in the flood-prone area is for a medical imaging and pathology centre as well as a café and parking. The café is proposed to be elevated 1.23m above ground level while the new medical building is single storey and close to ground level. The development will likely be in place for several decades. Most users of the site will be present for less than two hours.
(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;	The Flood Hazard Report identifies the need for specific hazard reduction measures due to new buildings blocking and displacing water and increasing the risk level from up to H3 in small areas around the proposed cafe. The recommended measures include building level adjustments, waterproofing, and flood conveyance requirements.
(c) any advice from a State authority, regulated entity or a council; and	Council officers generally accept the findings and recommendations of the Flood Hazard Report. However, implementation of those recommendations will require further design development and may result in marginal changes to building levels, pedestrian access, and final site layout. If the application is approved, a permit condition is recommended requiring further detailed engineering designs.
(d) the advice contained in a flood hazard report".	The Flood Report concludes that the measures proposed are permanent civil design measures appropriate for the situation and can achieve a predominantly H1 hazard classification, which is safe for people, vehicles, and buildings.
"P1.2 *A flood hazard report also demonstrates that the building and works:*	The submitted report demonstrates that:
(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and	With the above hazard reduction measures, the build-up of overland flow can be avoided, and the existing flow regime can be maintained between the two buildings.
(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures".	Tolerable risk is achieved as H1 is the lowest level of likely risk from flood hazard and the specific hazard management measures respond to site conditions for the life of the development without requiring protection measures once complete.

	If the application is approved, a permit condition is recommended requiring further detailed engineering designs.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and six representations were received. One representation included a review of the Traffic Impact Assessment by engineering consultancy WGA and an assessment against the General Residential Zone and Lindisfarne Specific Area Plan by planning consultancy IreneInc. The following issues were raised by the representors.

5.1. Design

The representation including an assessment from another planning consultancy submitted that the proposal does not comply with the following clauses for the reasons described:

- 15.4.2 P1 – The setback was not considered compatible with the streetscape.
- 15.4.2 P3 and 15.4.3 P1 – The plans do not include details of the nature and location of mechanical plant, and it is not possible to demonstrate compliance with the performance criteria in the absence of this basic information.
- 15.4.3 P2 – The design is not compatible with the streetscape.
- CLA-S18.7.1 P1 – The internally recessed buildings do not relate to the adjoining buildings and the established pattern along Lincoln Street of buildings addressing the frontage. Also, buildings do not interact with the street or maximise opportunities for active frontages with passing pedestrians.
- CLA-S18.7.1 P2 – Building design does not encourage public access or passive surveillance.
- CLA-S18.7.2 P2 – The proposed public art is in a private carpark rather than being publicly accessible or in a public place.

Comment

General Business Zone clauses 15.4.2 Setbacks (P1) and 15.4.3 Design (P2) and Lindisfarne Specific Area Plan clauses CLA-S18.7.1 Design and urban form (P1 and P2) were assessed in section 4.4 above.

This assessment concluded that, while it would be preferred that buildings, accesses, and retail activity are located closer to the street and the internal layout maximise passive surveillance, the performance criteria are satisfied as:

- The new medical building connects and unifies the activity centre with the existing building and provides a transition in the streetscape from the prevailing setbacks to the existing building with its very large setback.
- Entries to the centre and buildings are clearly visible.
- The building facades provide visual interest and some passive surveillance of open areas, which the parking area also contributes to.
- While internal layout of the new medical building does not strongly support passive surveillance, the internal layout is not a matter for assessment.
- While not retail or commercial in nature, a large medical centre is anticipated to generate a significant level of ground floor activity.

The clauses relating to the location of mechanical plant (15.4.2 A3/P3 and 15.4.3 A1/P1) were assessed as meeting the acceptable solutions as the plans show a plant room at the front of the new medical building near the eastern boundary and on the roof of the new medical building. These locations are more than 10m from land in the General Residential Zone and therefore comply with the acceptable solutions.

CLA-S18.7.2 Public art was also assessed in section 4.4 above. The standard applies to any development with a construction value of more than $1,000,000. Such projects are not limited to public land. Likewise, the definition of public art refers to art objects being presented 'in the public arena [...] where it is accessible to a broad audience' and does not exclude public land.

The performance criterion provides scope for assessment of proposed artwork on the site or nearby and for it to be viewed from nearby public land. Visibility of art on-site and from surrounding land is considered to meet the requirement of accessibility.

5.2. Traffic Impact Assessment

Representors, including the representor providing a review of the Traffic Impact Assessment, raised the following concerns about the Traffic Impact Assessment submitted with the application.

- The proposed staffing levels do not appear to match the scale of proposed expansion; it is incongruous to develop additional capacity in the medical centre and not use it. The total number and intended function of consulting, nursing and treatment rooms within the existing and proposed development, together with the anticipated maximum concurrent practitioner attendance, staffing arrangements and operational capacity across the medical, pathology and imaging facilities should be confirmed. The review of the Traffic Impact Assessment indicates that, under the assumptions of that assessment, an additional eight staff would result in 39 off-site public parking spaces being required for staff and patients. If all proposed consulting rooms were in use, this would increase to 53 off-site public parking spaces being required for staff and patients.
- The assumption that two patients would be present at a time for each practitioner should be validated across the services and businesses proposed using appointment scheduling, patient turnover and parking duration information.
- The parking survey only establishes capacity in off-site public car parking spaces on the day the study was conducted. It does not provide enough information to enable comparison during typical and peak periods across the medical centres opening hours.
- The reliance on surrounding streets for a significant portion (33%) of the parking demand warrants a more detailed assessment of the suitability of the roads identified for potential parking. This assessment would confirm the number of spaces that can reasonably be relied upon to accommodate development-related parking. This assessment should consider the accessibility and safety of the proposed off-site parking locations, including carriageway widths, verge conditions, parking restrictions, vehicle passing opportunities and pedestrian access.

- A proposed Car Parking Management Plan is unrealistic and should address staff parking, patient overflow, and the potential for changes in surrounding parking availability.

Comment

The concerns are acknowledged.

The issues raised by representors broadly reflect matters that were considered throughout the assessment process. Multiple requests for Further Information were issued seeking clarification regarding practitioner utilisation, staffing assumptions, patient demand, availability of public parking and the operation of the proposed parking strategy.

Additional Traffic Impact Assessments and supporting information were subsequently provided and reviewed as part of the assessment process. While questions remain regarding some of the assumptions adopted within the parking demand model, this final assessment accepts the consultant's demand-based approach for the purposes of assessment and has considered the proposal against the Performance Criteria rather than the Acceptable Solution.

The concerns regarding reliance on public parking and the operation of the proposed parking strategy are acknowledged. These issues have been afforded significant weight in the assessment. However, they must also be considered within the broader context of the Lindisfarne activity centre, the availability of public parking resources within the surrounding area, the physical constraints of the site and Council's adopted approach to car parking planning and management.

Accordingly, while the issues raised remain relevant considerations, the proposal is considered capable of satisfying Clause C2.5.1 P1.1 on balance, subject to an appropriate cash-in-lieu contribution toward future parking investigations and parking improvement initiatives within the Lindisfarne activity centre.

5.3. Parking Provision and Shortfall

Representors raised the following additional concerns to those related to the Traffic Impact Assessment about the proposed reduction in parking numbers.

- The existing car park is often full currently and parking on surrounding streets is hard to find, which will be made worse when games are played at Anzac Park and by the proposed Lindisfarne Ferry Terminal development.
- Reducing parking spaces while increasing services is contradictory.
- Too few accessibility spaces are proposed.
- That public transport is not adequate in Lindisfarne, with a bus to and from Hobart only running during peak hours.

Comment

This matter was discussed under the assessment of Clause C2.5.1 Car parking numbers of the Parking and Sustainable Transport Code in section 4.4 above.

The concerns regarding parking provision are acknowledged. Throughout the assessment process multiple requests for Further Information were issued seeking clarification regarding parking demand assumptions, staff parking demand, visitor parking demand, availability of public parking and the proposed parking management measures.

Whilst the proposal provides significantly fewer spaces than required by the Acceptable Solution, the assessment ultimately accepts the applicant's demand-based parking assessment for the purposes of evaluating compliance with the Performance Criteria.

The assessment also recognises that broader parking issues exist within the Lindisfarne activity centre, including increasing community concern regarding parking availability and the need to better understand future parking demand associated with ongoing development and transport initiatives.

For these reasons, support for the proposal is recommended only in conjunction with a cash-in-lieu contribution that may be directed toward future parking studies and implementation of parking improvements identified through those studies.

Accordingly, whilst the concerns raised by representors remain relevant and have informed the assessment, they are not considered sufficient to warrant refusal when considered together with the proposed cash-in-lieu contribution and broader strategic parking outcomes.

The availability and frequency of public transport is a matter specifically identified within Clause C2.5.1 P1.1 and was considered during the assessment.

The site benefits from access to public transport services and walking and cycling connections. However, insufficient information was provided to demonstrate that these alternative travel modes would materially reduce parking demand associated with the proposed medical centre.

The nature of the proposed use is also relevant. The development is expected to serve a broad range of patients and visitors, including elderly persons (with 30.4% of the Lindisfarne population over 65 years of age[1]) and people with mobility limitations, many of whom may continue to rely upon private vehicle transport.

Accordingly, whilst public transport availability and alternative transport modes have been considered as positive attributes of the site, they are not considered sufficient in isolation to justify the reduced parking provision. Rather, they form one of several factors considered in the overall assessment of the proposal against Clause C2.5.1 P1.1.

5.4. Reliance on Surrounding Public Parking

Representors raised the following additional concerns to those related to the Traffic Impact Assessment about the reliance on surrounding public parking.

- Parking on surrounding streets is currently hard to find, which will be made worse when games are played at Anzac Park and by the proposed Lindisfarne Ferry Terminal development.
- Parking on surrounding streets related to the medical centre will reduce residential amenity and the availability of parking for customers of nearby businesses; and

[1] InTheSuburbs.com.au – accessed 2 November 2026

- That it is unfair to expect people who are unwell, elderly, or vulnerable to park up to 400m away (a 5-minute walk at average speeds) and the footpaths are not in a condition to support this.

Comment

This matter was discussed under the assessment of Clause C2.5.1 Car parking numbers of the Parking and Sustainable Transport Code in section 4.4 above.

Council officers sought further information about the suitability, availability and long-term reliability of the surrounding public parking supply. Particular attention was given to the extent to which the proposal relies upon public parking resources to accommodate a component of its ongoing parking demand.

As part of the assessment, consideration was given to the broader parking environment within the Lindisfarne activity centre and the potential for parking demand and parking management arrangements to evolve over time. This included consideration of the proposed Natone Street Ferry Terminal and associated transport initiatives, together with feedback received from the community regarding parking availability within the precinct.

The applicant proposed a Car Parking Management Plan including management measures, including staff parking arrangements, parking controls and operational procedures. While these measures may assist with the day-to-day management of parking, many of the actions proposed are operational matters that fall outside the direct control of the planning approval process and are not readily enforceable through permit conditions. Such measures may also be changed, amended or discontinued over time without requiring further planning approval. For these reasons, limited weight was afforded to the proposal for a Car Parking Management Plan when assessing compliance with Clause C2.5.1 P1.1. The proposed plan does not resolve the underlying parking shortfall associated with the proposal.

It is acknowledged that surrounding public parking is not secured exclusively for the benefit of the development and that the availability of public parking may vary over time.

However, the surrounding public parking network forms part of the broader parking resource available within the Lindisfarne activity centre and has been considered as part of the overall assessment of the proposal.

The assessment also recognises growing evidence of parking pressures within the Lindisfarne activity centre, including recent requests and complaints regarding parking availability, concerns regarding capacity of existing public parking facilities and the need to better understand future parking demand associated with ongoing development and future transport initiatives. These matters indicate a broader need to strategically assess parking demand, parking supply and future parking opportunities within the centre.

Future investigations may include consideration of opportunities to optimise existing public parking resources and assess whether currently informal parking opportunities, including along Lincoln Street adjoining Anzac Park Oval, can be formalised or improved while appropriately balancing traffic, pedestrian safety, recreation, landscaping and public open space outcomes.

Having regard to the information submitted, the surrounding public parking resource available within the activity centre and the ability to contribute towards broader parking planning and future parking improvements through a cash-in-lieu contribution, the proposal is considered, on balance, capable of satisfying the relevant Performance Criteria.

5.5. Traffic Generation and Impacts on Road Network

Representors raised concerns regarding:

- increased traffic movements;
- impacts on Lincoln Street;
- cumulative traffic impacts within the Lindisfarne centre; and
- the potential for the proposed boom gate entry to cause queuing and distract drivers, which would disrupt traffic flow and reduce pedestrian safety in an area of high pedestrian activity.

Comment

A Traffic Impact Assessment prepared by a suitably qualified traffic consultant was submitted in support of the application. The assessment concluded that the surrounding road network can accommodate the additional traffic generated by the development.

This matter was discussed under the assessment of Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction of the Road and Railway Assets Code in section 4.4 above. No significant concerns were identified regarding traffic capacity, road safety or operation of the surrounding road network.

The assessment did not rely upon the proposed Car Parking Management Plan or future operational parking controls as the basis for demonstrating compliance with Clause C2.5.1 P1.1. Council officers formed the view that many of the measures identified within the proposed Car Parking Management Plan are operational matters that fall outside the direct control of the planning approval process and are not capable of being effectively monitored or enforced through permit conditions. Accordingly, a condition requiring implementation of a Car Parking Management Plan is not recommended, and the operation of the boom gate system has not been relied upon as a determining factor in the assessment of the proposal.

5.6. Flooding, Stormwater and Drainage

Representors raised concerns about:

- Flood risk;
- Stormwater drainage and retention;
- Impacts on surrounding properties; and
- Whether sufficient information had been provided to demonstrate compliance with the Flood-Prone Areas Hazard Code.

Comment

The application was supported by a Flood Report prepared by a suitably qualified person. This matter was discussed under the assessment of Clause C12.6.1 Buildings and works within a flood-prone hazard area of the Flood-Prone Areas Hazard Code in section 4.4 above.

The report concludes that the proposed development of the site is achievable subject to implementation of appropriate flood mitigation measures that are permanent civil design measures appropriate for the situation. It also concluded that with these measures, the proposed development can achieve a predominantly H1 hazard classification, which is safe for people, vehicles, and buildings.

The methodology and findings of the report were generally accepted. However, implementation of those recommendations will require further design development and may result in changes to building levels, pedestrian access, and final site layout. Council staff requested additional information regarding how the recommended mitigation measures would be incorporated into the final development design. While some additional information was provided, further design development was not undertaken.

If the application is approved, a permit condition is recommended requiring submission of further detailed engineering designs for approval.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, which has provided conditions to be included on the planning permit if granted.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with and furthers the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council policy, including the Public Art Policy 2013.

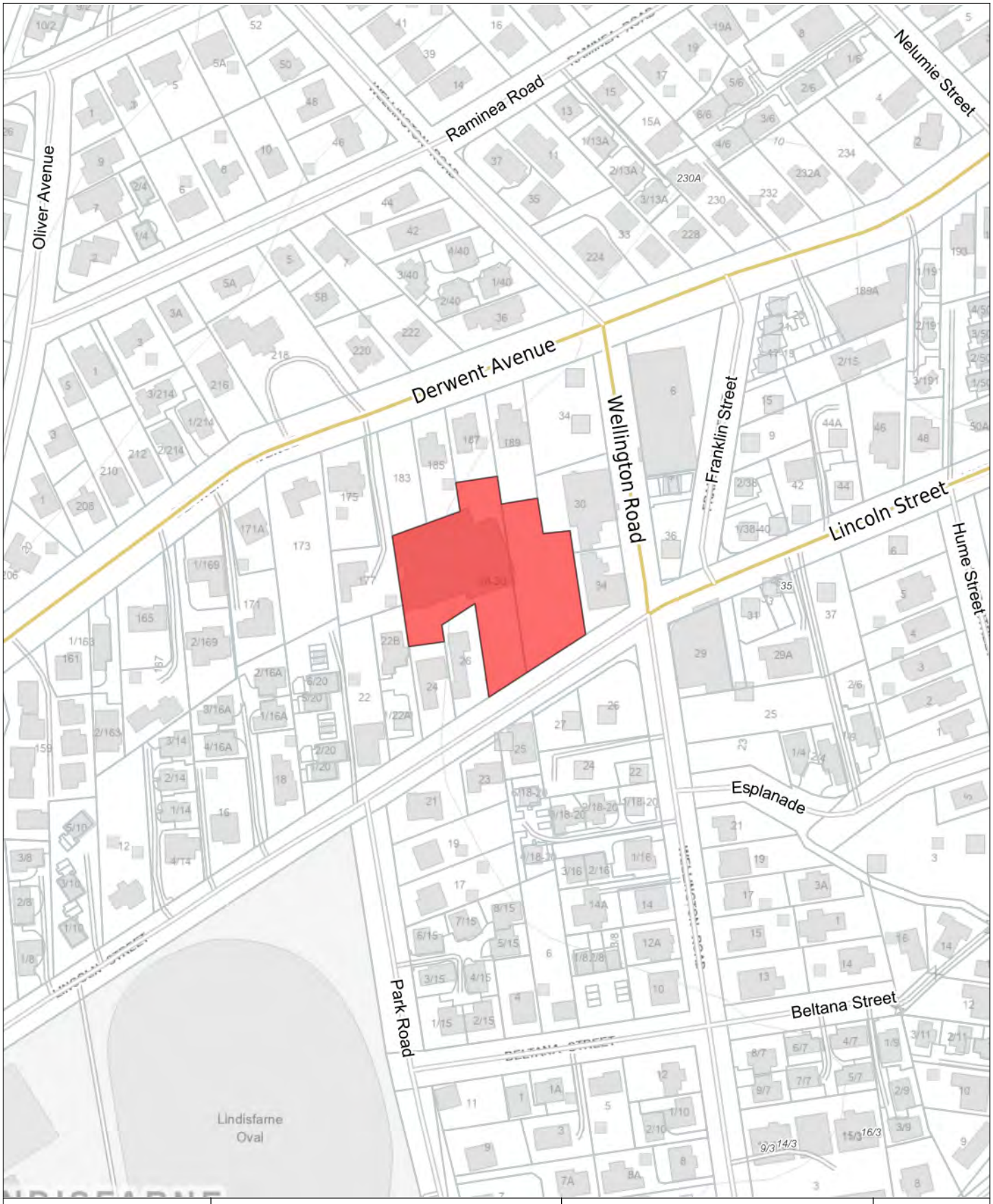
9. CONCLUSION

The application for Additions & Alterations to Medical Centre (Business & Professional Services), Partial Change of Use to Food Services (Cafe), and Subdivision (Consolidation) at 28-30 Lincoln Street, Lindisfarne satisfies the relevant standards of the Scheme and is therefore recommended for approval.

Attachments:
1. Location Plan (1)
2. Proposal Plan, including Public Art (17)
3. Traffic Impact Assessment (63)
4. Flood Report (22)
5. Site Photos (9)

Daniel Marr
HEAD OF CITY PLANNING

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.



City of Clarence

This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

06/11/2026

1:2257

N

Agenda Attachments - 28-30 Lincoln Street, Lindisfarne Page 5 of 44



EXISTING SITE PLAN

SCALE 1:200

North Datum 2000 4000 6000 8000 10000

Design Intent Architecture Management

Results through Partnership

NOTE

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DA_01	ISSUED FOR APPROVAL	14/04/2026	HC	HC
DA_02	ISSUED FOR APPROVAL	15/05/2026	hc	hc
DA_03	ISSUED FOR APPROVAL	8/07/2026	hc	hc

PROJECT NAME :
EASTERN SHORE HEATH VILLAGE

ADDRESS : 28-30 LINCOLN STREET, LINDISFARNE

CLIENT : LINDISFARNE PROPERTY PTY LTD

DRAWING TITLE :
EXISTING SITE PLAN

SCALE: AT SCALE WHEN PRINTED AT A1

DATE: 8/07/2026

DESIGN INTENT ARCHITECTURE + MANAGEMENT PTY LTD
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E: heath@designment.com.au T: 0419 312 232 W: designment.com.au

PROJECT No. 250019

DRAWING NO. A001

REVISION DA_03

STATUS APPROVAL

Agenda Attachments - 28-30 Lincoln Street, Lindisfarne Page 9 of 114



SITE PLAN
SCALE 1:200

North
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DA_01	ISSUED FOR APPROVAL	14/04/2026	HC	HC
DA_02	ISSUED FOR APPROVAL	15/05/2026	hc	hc
DA_03	ISSUED FOR APPROVAL	23/06/2026	HC	HC
DA_04	ISSUED FOR APPROVAL	8/07/2026	hc	hc

PROJECT NAME :
EASTERN SHORE HEATH VILLAGE
ADDRESS :28-30 LINCOLN STREET, LINDISFARNE
CLIENT : LINDISFARNE PROPERTY PTY LTD

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DATE: 8/07/2026

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REVISION DA_04
STATUS APPROVAL



GROUND FLOOR PLAN

SCALE 1:100

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P_04	ISSUED FOR CLIENT REVIEW	3/03/2026	HC	HC
P_05	ISSUED FOR CLIENT REVIEW	20/03/2026	HC	HC
DA_01	ISSUED FOR APPROVAL	14/04/2026	HC	HC
DA_02	ISSUED FOR APPROVAL	15/05/2026	hc	hc
DA_03	ISSUED FOR APPROVAL	8/07/2026	hc	hc

PROJECT NAME :
EASTERN SHORE HEATH VILLAGE

ADDRESS :28-30 LINCOLN STREET, LINDISFARNE

CLIENT : LINDISFARNE PROPERTY PTY LTD

DRAWING TITLE :
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SCALE: AT SCALE WHEN PRINTED AT A1

DATE: 8/07/2026

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REVISION DA_03

STATUS APPROVAL

Agenda Attachments - 28-30 Lincoln Street, Lindisfarne Page 2 of 114



1. LEVEL ONE FLOOR PLAN
#LayID
SCALE 1:100
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P_06	ISSUED FOR CLIENT REVIEW	20/03/2026	HC	HC
DA_01	ISSUED FOR APPROVAL	14/04/2026	HC	HC
DA_02	ISSUED FOR APPROVAL	15/05/2026	hc	hc
DA_03	ISSUED FOR APPROVAL	8/07/2026	hc	hc

PROJECT NAME :
EASTERN SHORE HEATH VILLAGE

ADDRESS :28-30 LINCOLN STREET, LINDISFARNE

CLIENT : LINDISFARNE PROPERTY PTY LTD

DRAWING TITLE :
LEVEL ONE FLOOR PLAN

SCALE: AT SCALE WHEN PRINTED AT A1
DATE: 8/07/2026

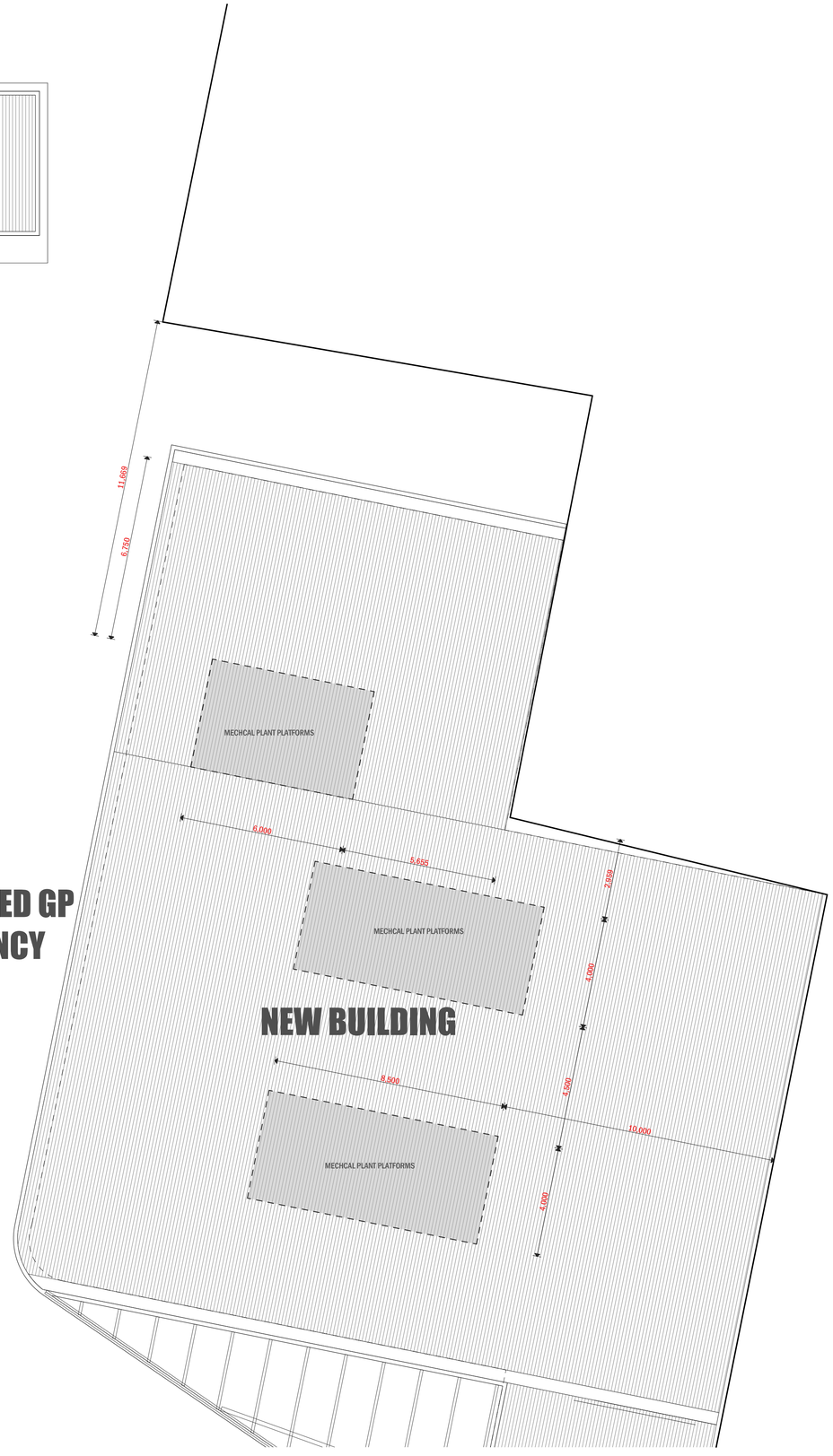
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PROJECT No. 250019
DRAWING NO. A101
REVISION DA_03
STATUS APPROVAL

Agenda Attachments - 28-30 Lincoln Street, Lindisfarne Page 9 of 114



EXPANDED GP TENANCY



2. LEVEL TWO FLOOR PLAN
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DA_01	ISSUED FOR APPROVAL	14/04/2026	HC	HC
DA_02	ISSUED FOR APPROVAL	15/05/2026	hc	hc
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DA_04	ISSUED FOR APPROVAL	9/09/2026	HC	HC

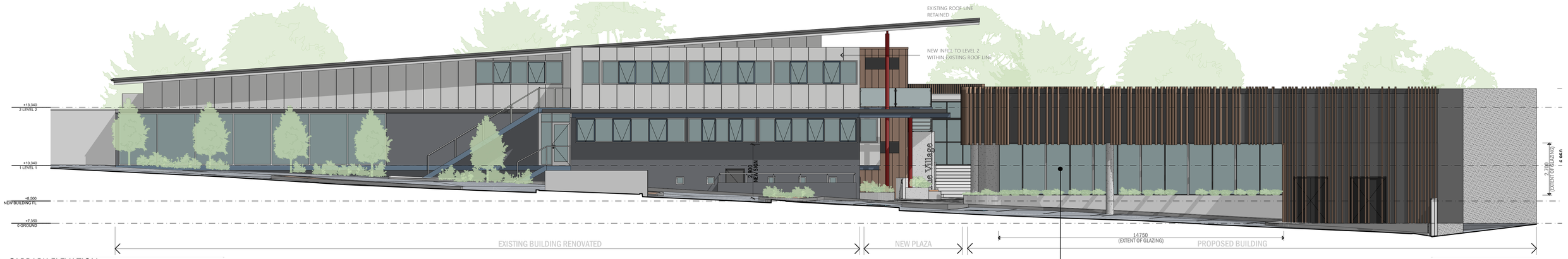
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EASTERN SHORE HEATH VILLAGE
ADDRESS :28-30 LINCOLN STREET, LINDISFARNE
CLIENT : LINDISFARNE PROPERTY PTY LTD

DRAWING TITLE :
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SCALE: AT SCALE WHEN PRINTED AT A1
DATE: 9/09/2026

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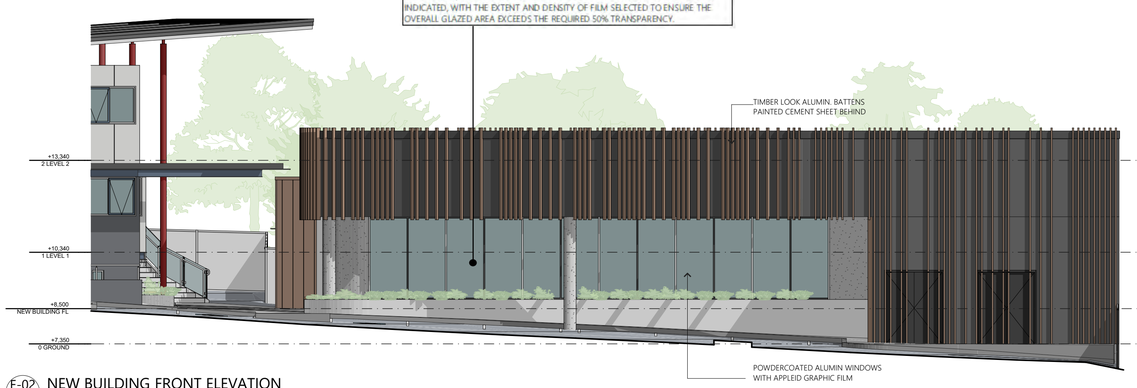
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REVISION DA_04
STATUS APPROVAL

Agenda Attachments - 28-30 Lincoln Street, Lindisfarne Page 7 of 114



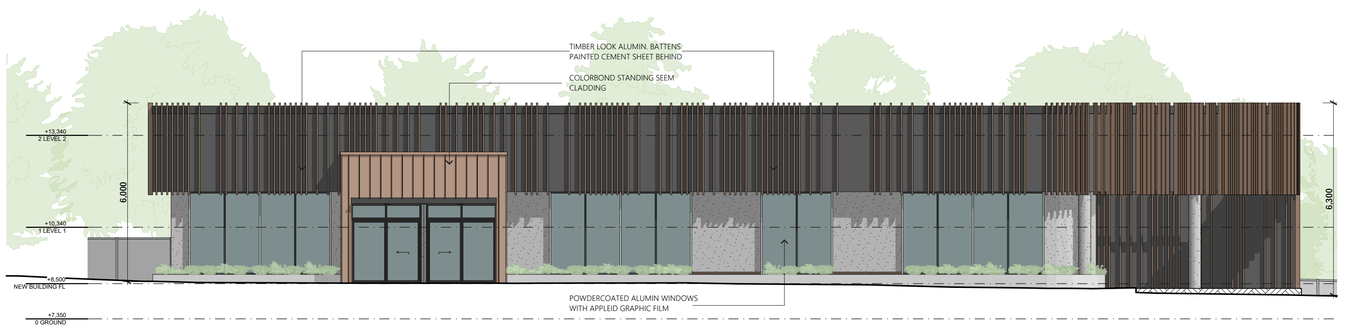
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DECORATIVE / PRIVACY FILM TO BE APPLIED AT VARYING LEVELS OF OPACITY AS INDICATED, WITH THE EXTENT AND DENSITY OF FILM SELECTED TO ENSURE THE OVERALL GLAZED AREA EXCEEDS THE REQUIRED 50% TRANSPARENCY.

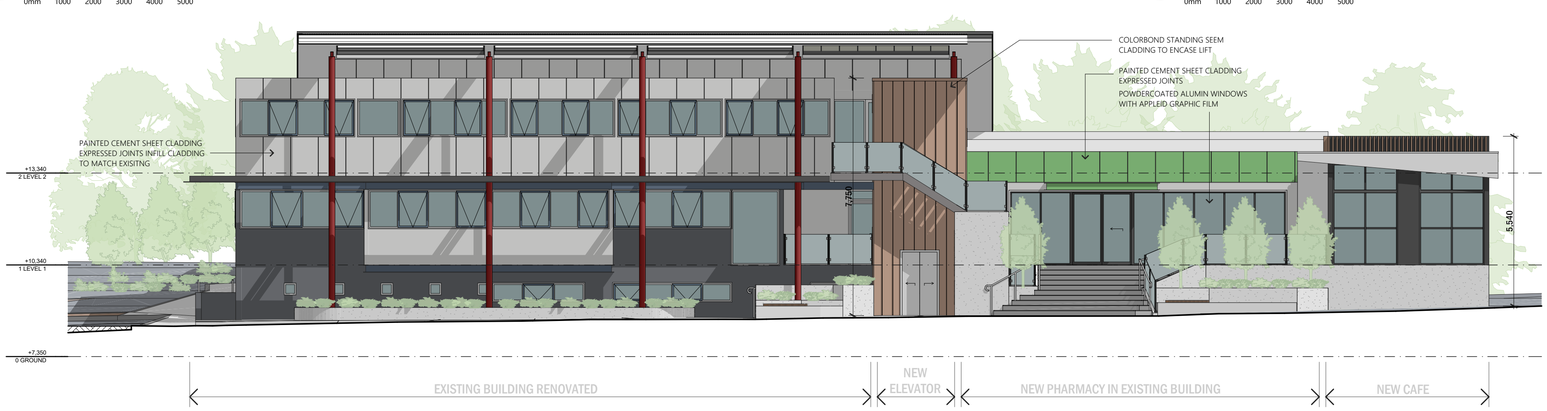


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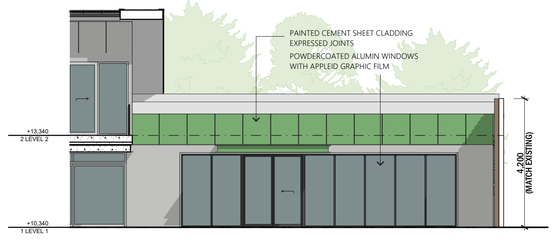
E-03 PLAZA ELEVATION NEW BUILDING
SCALE 1:100
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E-04 PLAZA ELEVATION EXISTING BUILDING
SCALE 1:100
0mm 1000 2000 3000 4000 5000



E-05 CAFE ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000



E-06 PHARMACY ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000

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DA_03	ISSUED FOR APPROVAL	8/07/2026	hc	hc
DA_04	ISSUED FOR APPROVAL	9/09/2026	HC	HC

PROJECT NAME :
EASTERN SHORE HEATH VILLAGE
ADDRESS :28-30 LINCOLN STREET, LINDISFARNE
CLIENT : LINDISFARNE PROPERTY PTY LTD

DRAWING TITLE :
ELEVATIONS
SCALE: AT SCALE WHEN PRINTED AT A1
DATE: 9/09/2026

DESIGN INTENT ARCHITECTURE + MANAGEMENT PTY LTD
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E: hsath@designintent.com.au T. 0419 312 232 W: designintent.com.au

PROJECT No. 250019 | DRAWING NO. A200 | REVISION DA_04
STATUS APPROVAL



Growing Place

Public Art Concept Proposal

Artist Introduction / *Eloise Lark*



I am a Hobart/Nipaluna-based artist working across drawing, painting, collage and sculpture. My practice is led by strong graphic elements, expressive linework and a confident use of colour.

With a background in Communication Design from RMIT University, I have developed a distinct visual language that is both playful and emotionally resonant.

Colour sits at the centre of my practice. I use it deliberately to create atmosphere, establish rhythm and evoke an emotional response. Whether through soft tonal layers or bold, saturated forms, colour becomes a way of guiding how people experience the work.

My process is intuitive and responsive, often beginning with a thought, phrase or feeling before evolving through layering, repetition and experimentation. I am continually drawn to the expressive potential of form, exploring outline, silhouette and edge as visual language that can translate seamlessly across scales, from intimate works on paper to large-scale steel sculptures.

In 2019, Derwent Seasons, a large-scale mural, was adapted for a collaboration with Jansz Tasmania, leading to a feature in The Design Files and demonstrating the ability of my work to move fluidly between personal, public and commercial contexts. In 2024, I was selected by Tourism Tasmania to create a series of digital collage artworks as part of the Tas AI campaign.

Across all platforms, my work seeks to create a sense of curiosity, optimism and connection, finding emotional depth through bold form, expressive colour and playful composition.

Selected Clients

- Target
- Cotton On
- NAB
- Jansz Tasmania
- Tourism Tasmania

Selected Exhibitions

- ***Rise*** - QVMAG, *2026*
- ***Earth Down*** - Social Gallery, *2024*
- ***Up and Coming*** - Handmark Gallery, *2024*
- ***A New Language*** - Penny Contemporary, *2022*



● *proposed artwork locations*

The proposed artwork(s) occupies a highly visible arrival point. The site provides an opportunity to create a memorable landmark that welcomes visitors while reinforcing the precinct's identity as a place of **care, wellbeing** and **connection.**

Connection to place

Growing Place draws inspiration from the natural systems of the Derwent Estuary and the resilient vegetation found along the Lindisfarne foreshore.

Rather than directly representing individual species, the sculpture abstracts the rhythm of native shoreline plants, branching forms and organic growth patterns into a contemporary visual language.

Concept / *Growing Place*

Growing Place is a contemporary sculptural work inspired by the natural systems that shape Lindisfarne's river landscape. Rather than depicting specific plants or flowers, the sculpture draws from the rhythms of growth found in nature, branching forms, unfolding structures and the way living organisms adapt and respond to their environment over time.

The work reflects the idea that healthy places, like healthy ecosystems, thrive through connection, diversity and continual growth. As the Eastern Shore Health Village brings together healthcare, community and everyday life, the sculpture becomes a visual expression of these shared values. It acknowledges the precinct as more than a medical destination. It is a place where people arrive, pause, reconnect and continue on their way.

The flowing composition encourages the eye to move through the sculpture in multiple directions, subtly echoing both the movement of the nearby Derwent river and the daily movement of people through the site. The clustered forms suggest the way individual botanical elements come together to create a harmonious whole. An abstract expression of community, resilience and belonging.

While presented as a single sculptural composition, the concept has been intentionally designed as a flexible family of forms. Sculptural clusters could be introduced throughout the precinct, creating a series of connected landmarks that guide visitors through the site and reinforce a cohesive visual identity. Together, these sculptural moments would establish a subtle narrative of growth and movement, encouraging exploration while strengthening the sense of place across the site.

Finished in a considered palette of uplifting colours, Growing Place will offer a welcoming landmark that introduces moments of optimism, curiosity and delight. It celebrates the relationship between people and place, creating memorable focal points that reflect the values of wellbeing, connection and growth at the heart of the Health Village.

Proposed Material - Powder-coated steel

Approximate Height - 1 – 2.5 m

Finish - Durable exterior-grade powder coat

Configuration - Single sculpture or family of sculptural forms

Inspiration/*Reading the landscape*

Native shorline vegetation







Abstract studies



Eloise Lark





Eloise Lark

Public artwork precedents



Cody Hudson



Cody Hudson



Alexander Calder



Alexander Calder



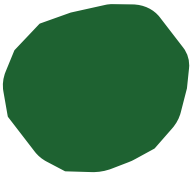
Cody Hudson



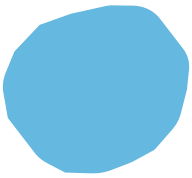
Alexander Calder

Colour Pallete / Welcoming, Grounded, Optimistic

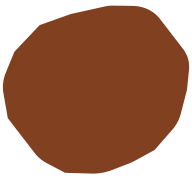
Soft sage



Deep green



Powder blue

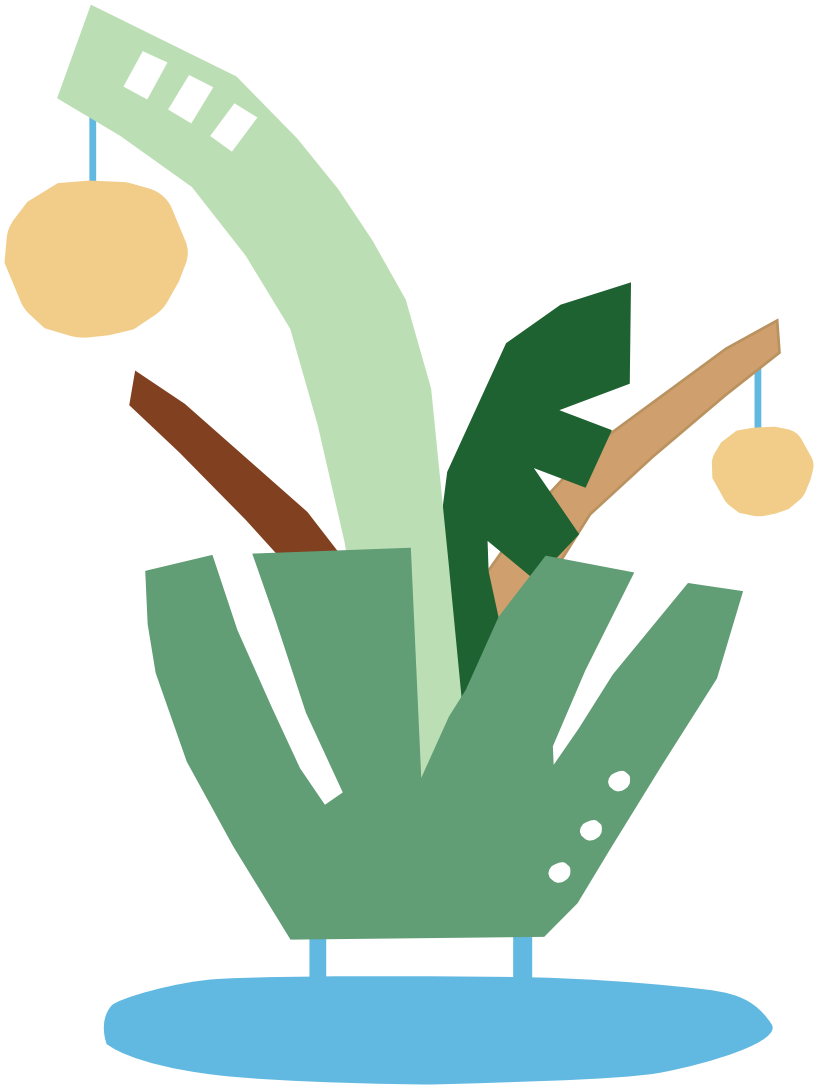


Warm brown

Ochre yellow

Ivory

Concept visualisation / 01

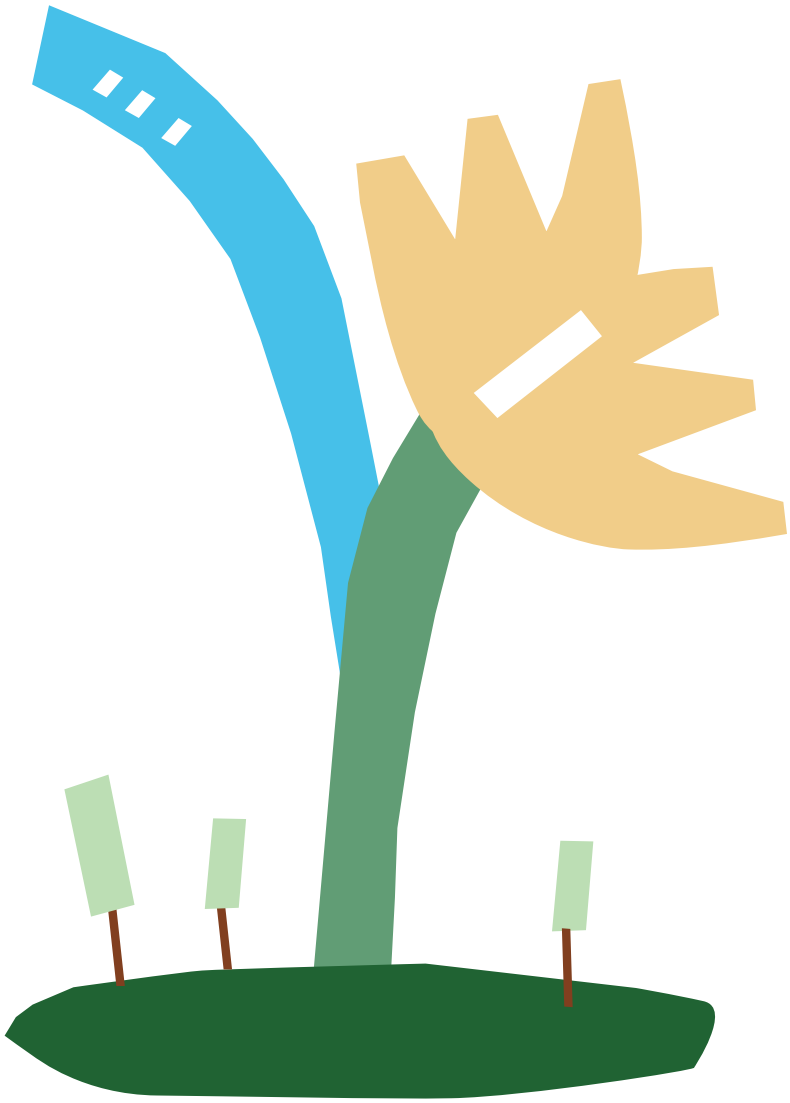






AI generated images

Concept visualisation / 02







AI generated images

Stage 2 /

Subject to client and Council approval, stage two will include;

- Budget estimate
- Refined sculptural concept
- Engineering considerations
- Material specification
- Scale drawings
- Fabrication methodology
- Installation requirements

Attachment 3

Client
The Lindisfarne Clinic

Date
18 September 2026

Transport Impact Assessment

Proposed Medical Centre Expansion

28-30 Lincoln Street, Lindisfarne

Planning
Transport
Urban Design
Waste Management
Landscape Architecture
Civil Engineering

ratio:

ratio.com.au

Project
28-30 Lincoln Street, Lindisfarne

Prepared for
The Lindisfarne Clinic

Our reference
24007T-REP01

Directory path	https://ratioconsultants1.sharepoint.com/sites/24007T/Shared Documents/Work/Reports/24007T-REP01-F03.docx

Version	Date	Issue	Prepared by	Checked by
F01	15/04/26	Final Report	R. Tan	M. Petrusma
F02	15/07/26	RFI Response	Y. Chen	M. Petrusma
F03	18/09/26	RFI Response 2	M. Petrusma	M. Petrusma

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Background

Ratio Consultants were engaged by Lindisfarne Property Pty Ltd to prepare a Transport Impact Assessment for the proposed Medical Centre expansion and reconfiguration of existing car parking areas at 28-30 Lincoln Street in Lindisfarne.

1.2. Purpose and structure of this report

The purpose of this report is to identify and assess the potential traffic and transport impacts of the proposed development, and to address the relevant provisions of the *Tasmanian Planning Scheme.*

This report is structured as outlined below:

— **Section 1**: Introduction and general project overview

— **Section 2**: Assessment of existing transport conditions on the site and key streets surrounding the site

— **Section 3**: A description of the proposed development

— **Section 4**: Assessment of site access arrangements and parking layout

— **Section 5**: Assessment of parking supply

— **Section 6**: Assessment of the potential traffic and transport impacts of the proposal

— **Section 7**: A review of the proposal against the relevant provisions of the Planning Scheme

— **Section 8**: Conclusions

1.3. References

The following documents and resources have been referred to during the preparation of this report:

— *Tasmanian Planning Scheme – State Planning Provisions* and *Clarence Local Provisions Schedule* (the Planning Scheme)

— Australian/New Zealand Standard AS/NZS 2890.1, *Parking facilities – Part 1: Off-street car parking,* 2004

— Australian Standard AS 2890.2, *Parking facilities – Part 2: Off-street commercial vehicle facilities,* 2018

— Australian Standard AS 2890.3, *Parking facilities – Part 3: Bicycle parking,* 2015

— Drawings prepared by Design Intent Architecture and Management, Dwg No. A002, Rev. DA_01 (as attached in Appendix A)

— National Construction Code (NCC) 2022

1.4. Subject Site Location and Surrounds

The subject site is located on northern side of Lincoln Street west of Wellington Road, and is addressed as 28-30 Lincoln Street, Lindisfarne. The location of the subject site, in the context of the road network is shown in Figure 1-1.

Figure 1-1: Subject site location



Source: LISTMap © State of Tasmania (maps.thelist.tas.gov.au)

The site is located within the General Business Zone under the Planning Scheme and is subject to the *Lindisfarne Specific Area Plan.* Surrounding land use is a mix of General Business and General Residential zones.

2. Existing Conditions

2.1. Existing Site

The site currently contains The Lindisfarne Clinic, a medical centre operating with up to 14 practitioners. The core medical centre use is supported by an ancillary pharmacy. The existing clinic operates between 8:00am-6:00pm on weekdays, and 8:00am-12:00pm on Saturdays.

The existing carpark is accessed via Lincoln Street and provides 67 car parking spaces.

An aerial view of the site is provided in Figure 2-1.

Figure 2-1: Aerial View of the Subject Site



Source: Nearmap Imagery © 2024 Nearmap

2.2. Road Network

Lincoln Street is a council-managed collector road with a northeast–southwest alignment between East Derwent Highway and Natone Street. It forms a priority-controlled crossroads intersection with Wellington Road a short distance to the east of the site.

In the vicinity of the site, Lincoln Street has a sealed carriageway approximately 11 metres wide, accommodating one traffic lane in each direction, with on-street parking provided on both sides. A posted speed limit of 50 km/h applies along Lincoln Street, and constructed footpaths are provided on both sides of the road.

A view along Lincoln Street in the vicinity of the site is provided in Figure 2-2.

Figure 2-2: Lincoln Street looking northeast



Source: google.com/maps (image dated June 2024)

Wellington Road is a council-managed local street that runs in a general north-south alignment between Tianna Road to the north and Ford Parade to the south. In the vicinity of the site Wellington Road has a sealed carriageway width of approximately 10 metres, accommodating two-way traffic movements and on street parallel line-marked parking on both sides of the road. Parking is subject to a mix of ½P and 1P restrictions depending on the time and day. A loading zone is also provided on the southbound side of the road.

A posted speed limit of 40km/h applies to Wellington Road, with constructed footpath provided on both sides of the road.

A view of Wellington Road in the vicinity of the site is provided in Figure 2-3.

Figure 2-3: Welling Road looking south



Source: google.com/maps (image dated June 2024)

2.3. Traffic Volumes

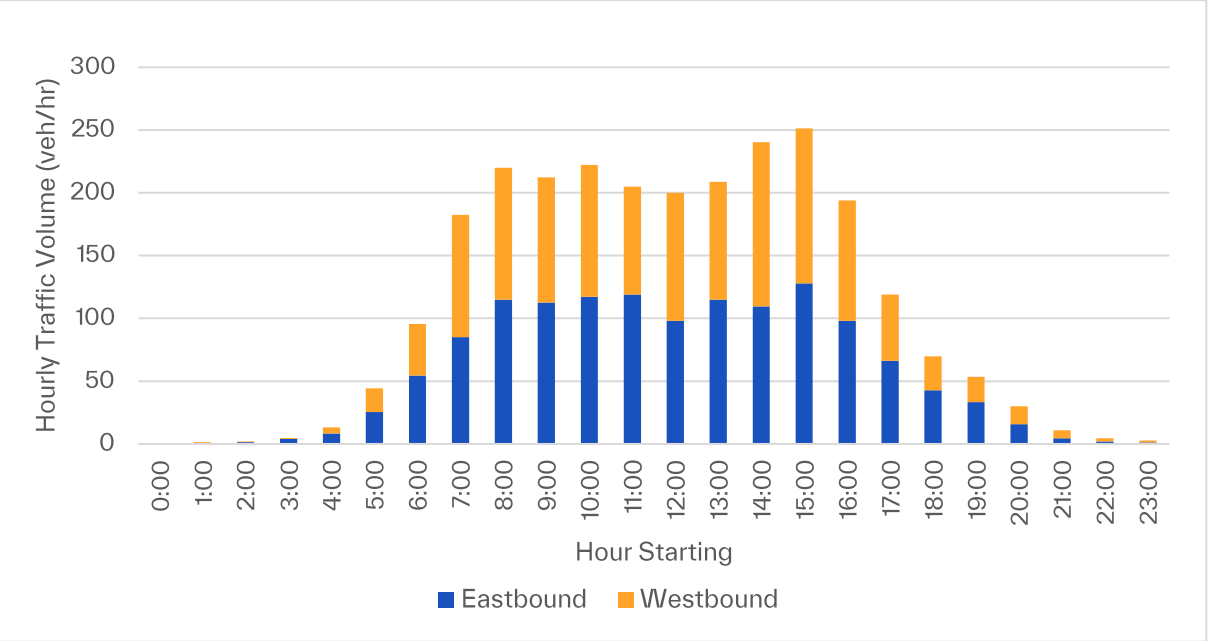
Ratio Consultants commissioned a tube count survey on Lincoln Street, west of Wellington Road, to determine the existing level of traffic activity near the site access point. The survey was conducted over 7-day period between 27 October 2025 and 2 November 2025. The full survey data is provided in Appendix B, with a summary provided in Table 2-1.

Table 2-1: Existing Traffic Volume – Lincoln Street

Measure	Eastbound	Westbound	Two-way
Average Daily Traffic (ADT)	1,227 vpd	1,098 vpd	2,325 vpd
Average Weekday Traffic (AWDT)	1,357 vpd	1,232 vpd	2,590 vpd
Morning Peak Period	11:00-12:00am	8:00-9:00am	10:00-11:00am
Morning Peak Hourly Volume	119 vph	105 vph	222 vph
Afternoon Peak Period	3:00-4:00pm	2:00-3:00pm	3:00-4:00pm
Afternoon Peak Hourly Volume	128 vph	131 vph	251 vph
Average Speed (km/h)	27.9 km/h	26.8 km/h	27.4 km/h
85th percentile Speed (km/h)	34.8 km/h	34.7 km/h	34.8 km/h

The existing weekday daily traffic profile is presented in Figure 2-4.

Figure 2-4: Lincoln Street Weekday Traffic Profile



2.4. Existing Parking Conditions

In order to determine the existing car parking conditions in the vicinity of the site, Ratio Consultants also commissioned a car parking occupancy survey, which was conducted on Tuesday 21 October, 2025, between 8am and 6pm.

The extent of the survey area includes all both on-street and off-street parking within a convenient walking distance from the subject site, as shown in Figure 2-5. The furthest surveyed car parking spaces are located approximately 360 metres and 260 metres from the subject site, on Lincoln Street and Wellington Street respectively. This is within 400 metres of the subject site which represents a 5-minute walk (approximately) is considered the standard walking catchment for proximate car parking.

The full survey data is provided in Appendix B, with a summary provided in the following sections.

Figure 2-5: Car Parking Survey Area



Parking Supply

The total parking supply within the surveyed area is 261 spaces, comprising 150 on-street spaces and 111 off-street spaces. Of the 261 surveyed parking spaces, 221 spaces would be suitable for patients, having a parking duration equal to or greater than 2 hours (2P). Out of these, the vast majority of parking spaces (i.e. 217 spaces) are also suitable for staff as they have no time-based parking restrictions and therefore supporting long-stay parking.

The available parking supply is summarised in Table 2-2.

Table 2-2: Existing Parking supply

Surveyed Location	Total Parking Spaces Surveyed	Suitable Patient Parking (2P and Unrestricted)	Suitable Staff Parking (Unrestricted)
Area 1 - Lincoln Street	106 spaces	86 spaces	86 spaces
Area 2 - Wellington Road	44 spaces	26 spaces	22 spaces
CP1 – subject site car park	67 spaces	67 spaces	
CP2 – Wellington Road public car park	44 spaces	42 spaces	42 spaces
Total Supply	**261 spaces**	**221 spaces**	**217 spaces**
Total Off-Site Supply (excl. all on-site parking)	**194 spaces**	**154 spaces**	**150 spaces**

Survey Results

A summary of the parking survey results for suitable spaces is provided in Figure 2-6, with the on-street and off-street parking demand shown separately in Figure 2-7 and Figure 2-8, respectively. This assessment conservatively considers parking spaces with restrictions of 2P or greater and excludes the on-site carpark.

Figure 2-6: Temporal Demand Analysis – All Suitable Spaces

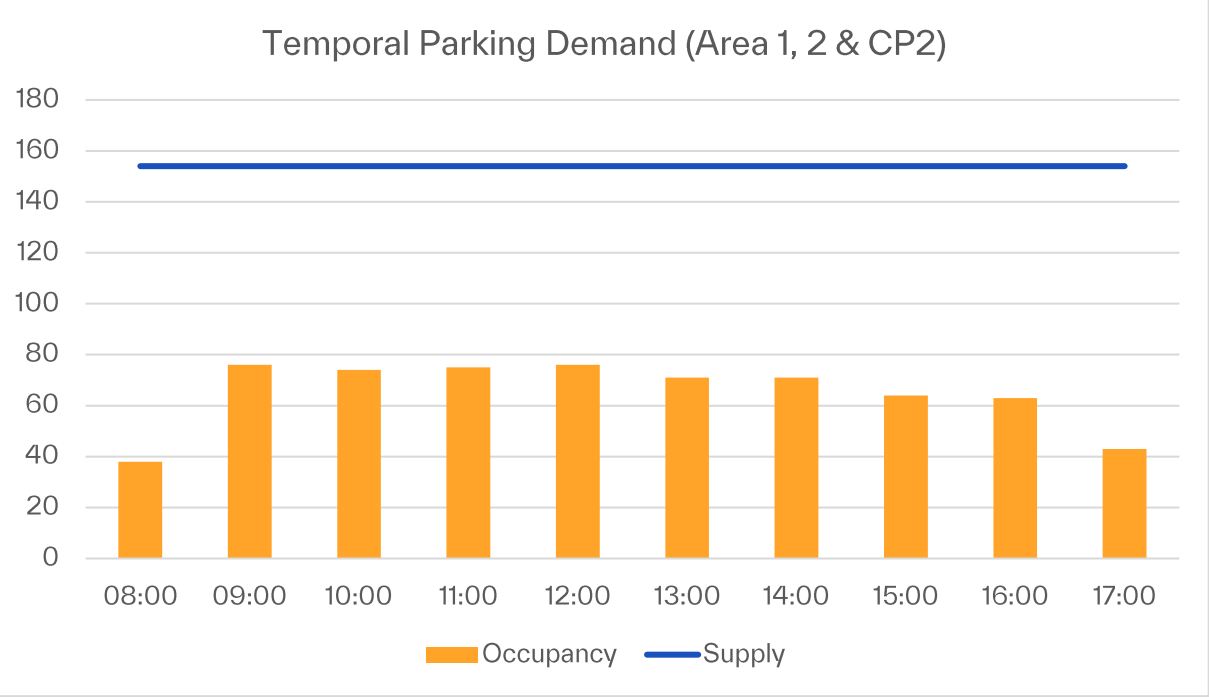


Figure 2-7: Temporal Demand Analysis – On-Street Parking only

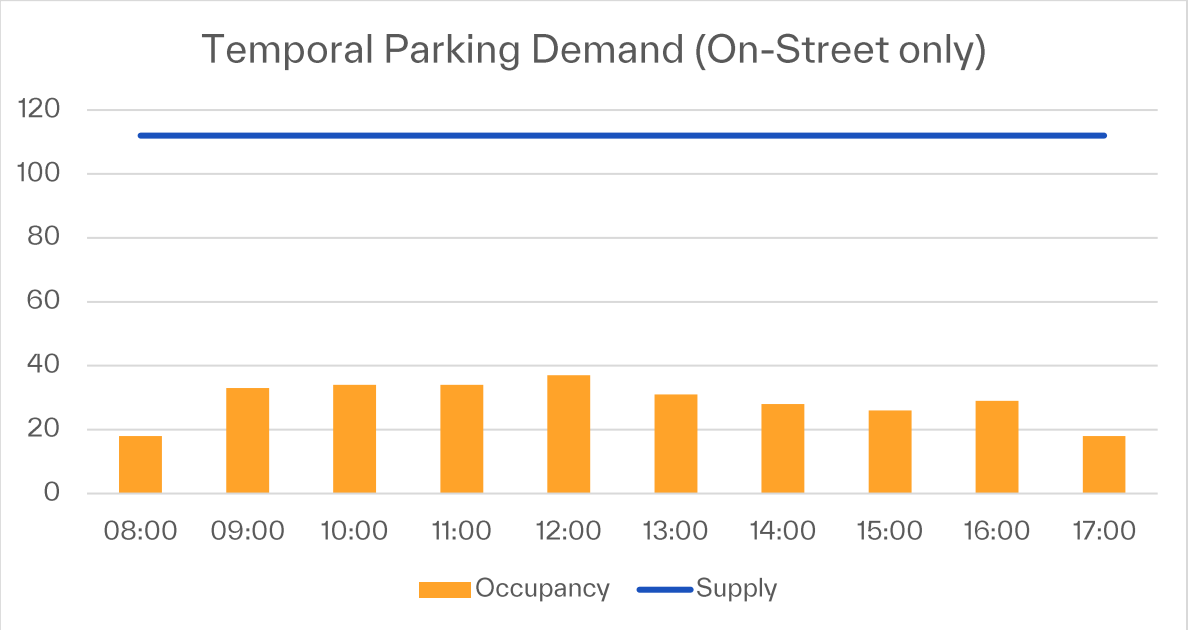
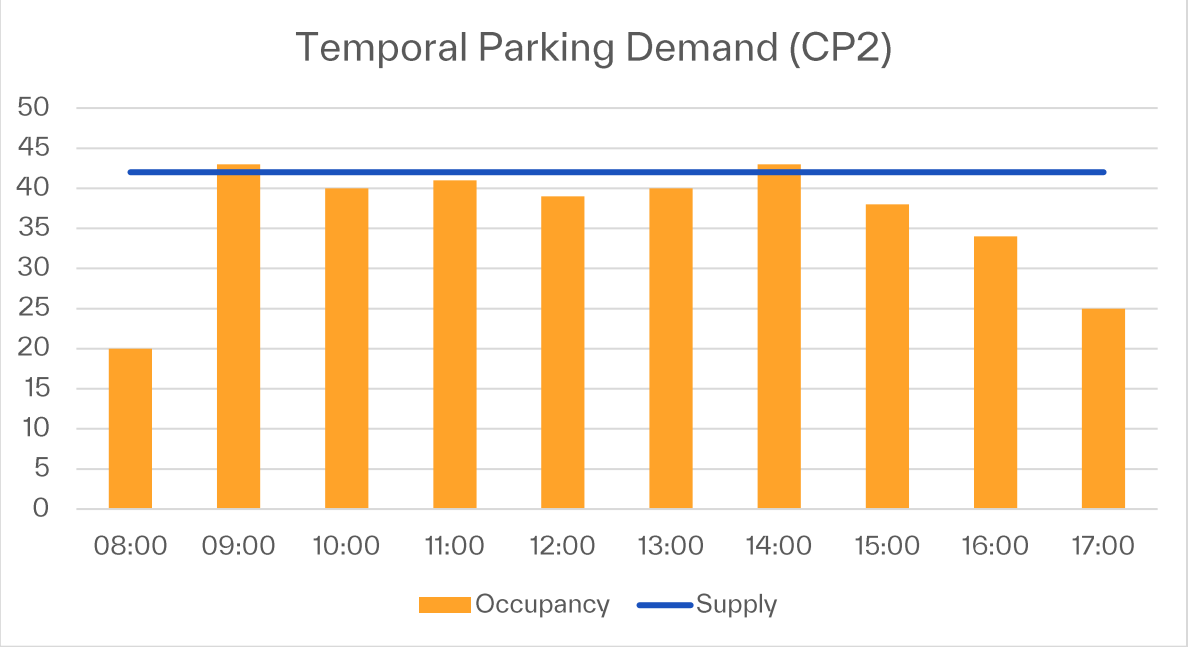


Figure 2-8: Temporal Demand Analysis – Off-Street Parking only (CP2)



Based on the outcomes of the survey, the following observations are made:

— The existing car park (67 spaces) at the subject site did not reach capacity at any time during the survey period. However, parking occupancy can be observed to be relatively high in the morning and early afternoon, peaking at 82% (55 spaces) between 10:00am-11:00am.

- *It is understood based on information provided by the proponent that the on-site carpark is currently being used by the general public accessing other services in the area which contributes to its high utilisation. The proposal includes the provision of boom gate infrastructure and a fee system to discourage this behaviour in the future.*

— The Council carpark at 25 Wellington Road (CP2) is generally at capacity between 9:00 am and 3:00 pm, with between zero and four spaces available during these times. Parking occupancy can be observed to increase significantly between 8:00am to 9:00am from 45% to 98%.

— Regarding the availability of suitable car parking for patients and visitors:

- Out of a total supply of 154 suitable parking spaces located within convenient walking distance of the site, there was a maximum occupancy of 76 spaces (or 49%) with a spare capacity of 78 spaces.
- A total of 112 suitable on-street parking spaces were identified, with a maximum occupancy rate of 33% occurring at 12:00pm. During this time, only 37 spaces were occupied, resulting in a minimum space capacity of 75 spaces.
- Only four (4) spaces are subject to 2P time restriction and considered unsuitable for staff use as well.

Overall, the parking survey results indicate that there is generally spare capacity within the existing on-street and off-street parking supply, located within a convenient walking distance of the subject site.

2.5. Sustainable Transport

Public Bus

The proposed development has access to public transport, with the closest bus stop (Lindisfarne Village, Derwent Avenue before Nelumie Street) located approximately 300 metres from the site, which represents less than 5 minutes walking distance.

This stop is serviced by Routes 684 and 685, which provide connections towards Rosny Park and typically operate at hourly intervals. Another bus stop is located across Derwent Avenue, servicing the same bus routes in the opposite direction towards Geilston Bay.

Routes 694 and 696 travel along East Derwent Highway between Bridgewater/Glenorchy and Rosny Park, and Route 695 travels between Risdon Vale and Hobart City. The nearest bus stops on East Derwent Highway are either side of the Lincoln Street intersection, approximately 600 metres walking distance from the site (around a 6-7 minute walk).

Services are reasonably frequent, operating at around 10-20 minute intervals during peak periods, and between 30 minutes to 1 hour intervals outside of the peaks.

The site is considered to have a relatively good level of public transport accessibility, with consistent and frequent services providing connections to Hobart City, Rosny Park Interchange and many of the surrounding suburbs.

An excerpt from the Hobart East Bus Network is shown in Figure 2-9. A summary of bus routes is provided in Table 2-3.

Figure 2-9: Hobart East Bus Network



Source: Metro Tas

Table 2-3: Relevant Bus Routes

Route	Description	Proximity to Stop	Approximate Weekday Frequency
684	Geilston Bay to Rosny Park	300 m	10-20 minutes in the peak direction, 1 hour typically outside of peaks
685	Geilston Bay to Hobart	300 m	
694	Glenorchy to Rosny Park	600 m	20 minutes in the peak direction, 30 minutes to 1 hour typically outside of peaks
695	Risdon Vale to Hobart	600 m	
696	Bridgewater to Rosny Park	600 m	

Ferry

The planned expansion of the River Derwent Ferry service would introduce a new ferry terminal at Natone Street, approximately 500 metres walking distance from the subject site. The new Lindisfarne terminal would connect to two new terminals at Sandy Bay and Wilkinsons Point as well as the current terminals at Bellerive and Hobart.

Walking and Cycling Facilities

All streets surrounding the subject site have footpaths on both sides of the road. There are no dedicated cycling facilities on streets surrounding the proposed development site. However, a cycling trail is provided approximately 220 metres east of the site at Ford Parade along the Lindisfarne Bay.

2.6. Crash History

Crash history data has been from obtained from the Department of Growth, for the study area shown in Figure 2-10, covering the most recent 5-year period 22 November 2020 to 22 November 2025. The data includes all recorded crashes at the following locations:

— Lincoln Street (between Park Road and Wellington Road)

— Wellington Road (between Derwent Avenue and Esplanade)

— The respective intersections between the roads listed above

Figure 2-10: Study area for crashes surrounding the subject site



Source: Department of State Growth

A total of five (5) crashes were recorded within the study area, with no casualty crashes reported as summarised in Table 2-4 . All crashes occurred more than two years ago. Of these, three resulted in property damage only, while one involved a minor injury at the intersection of Lincoln Street and Park Road. No midblock crashes were recorded along the surveyed segment of Lincoln Street. Overall, the crash history does not indicate any specific road safety deficiencies that are likely to be exacerbated by the proposed development.

Table 2-4: Crash History (March 2021 – March 2026)

Location	Number of Crashes			Crash Type (s)
	Serious	Minor	Other/ Property Damage only	
Mid-Block				
Wellington Road	0	0	3	Parking vehicles only (2), other manoeuvring (1)
Intersections				
Lincoln Street/ Wellington Road	0	0	1	Cross traffic (1)
Lincoln Street/ Park Road	0	1	0	Parked (1)
Total	**0**	**1**	**4**	

3. The Proposal

3.1. Overview

The proposed development involves the expansion of the existing Lindisfarne Medical Clinic at 28-30 Lincoln Street, Lindisfarne. More specifically, the development is proposed to comprise of the following *additions*:

— Existing Building Ground Floor

- New GP medical tenancy with two consulting rooms (Ground Floor)

— Existing Building First Floor

- Expanded ancillary pharmacy (85 m^2 → 150 m^2)
- New ancillary café (~45 m^2)

— Existing Building Second Floor

- Expanded GP tenancy with seven additional consulting rooms

— New Building Ground Floor

- Medical Imaging (6 imaging rooms)
- Pathology (3 consulting rooms)

The current and proposed operation of the site is outlined in the following paragraphs. This has been informed by a letter of advice provided by The Lindisfarne Clinic dated 8th September 2026 and attached as Appendix C to this report.

The existing GP Clinic is understood to currently operate Monday to Saturday with 14 practitioners and 9 supporting staff (nurses and administration). The new facilities would increase the total number of practitioners operation from the site to 20 (i.e. an additional 6 practitioners). Practitioners will have flexible working days and contact hours, and a typical day would have up to 14 practitioners on-site at any one time.

The existing pathology service currently operates across two rooms, with a maximum of 2 pathology staff on-site at any one time. The proposal would increase this to 3 rooms, increasing capacity, but without any additional staff on-site. The proposed medical imaging tenancy would operate with five staff, and appointments are generally booked to specific time slots and distributed throughout the day.

The expanded pharmacy would continue to service medical centre patients with minimal external customers. The proposed café would operate in the same manner, effectively forming an external waiting area to free up internal waiting space within the medical centre. Gated boom gate entry would reinforce the use of on-site car park for patients, visitors and staff only and will deter external use.

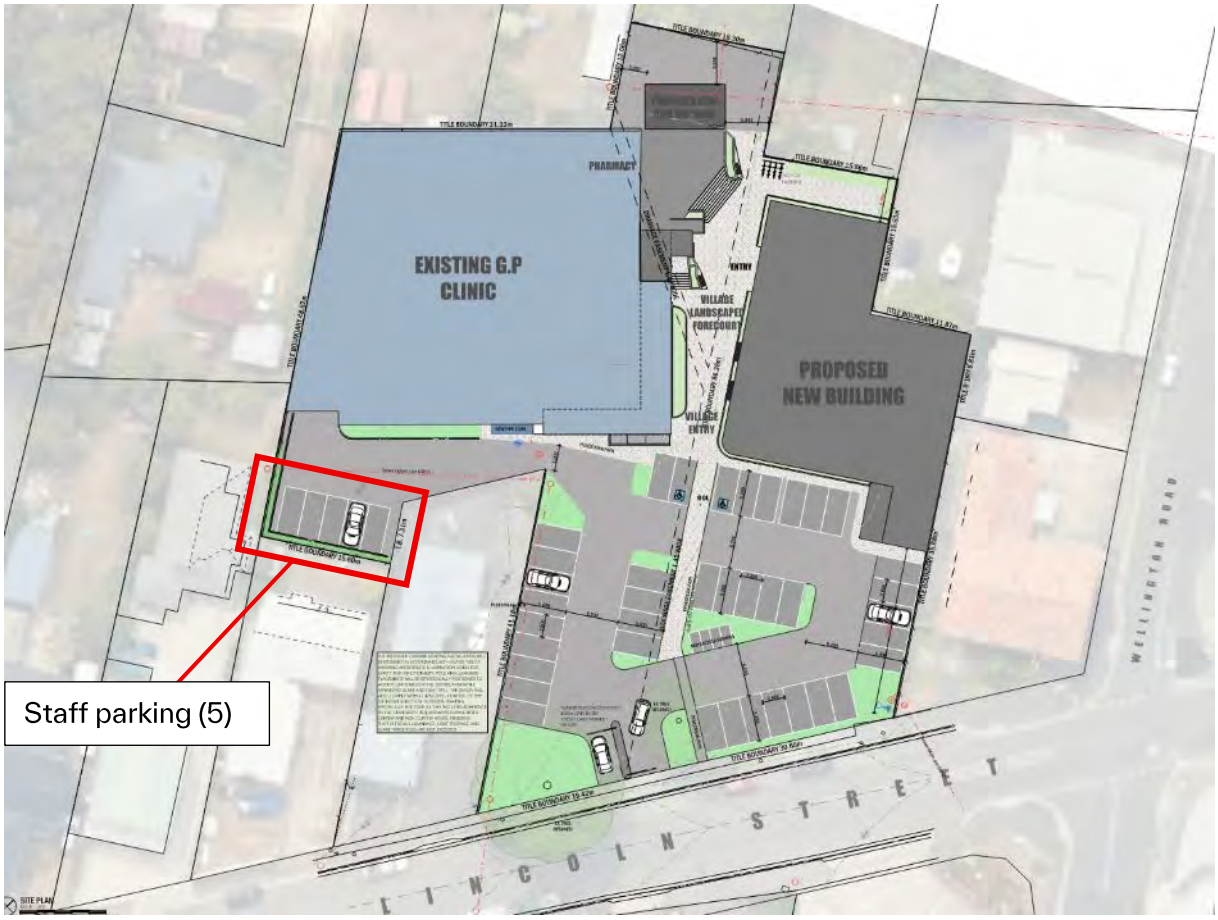
A summary of the proposed transport infrastructure is provided in Table 3-1.

Table 3-1: Summary of proposed transport infrastructure

Transport Element	Description
Vehicular Access	A double-width crossover via Lincoln Street, incorporating separate entry and exit boom gate access.
Pedestrian Access	A new walkway through the site car park is proposed, providing a direct connection between the building entry and the existing external footpath along Lincoln Street.
Car Parking	43 x car parking spaces (inclusive of 2 DDA spaces).
Motorcycle Parking	4 x motorcycle parking spaces.

The proposed site plan is provided in Appendix A. An excerpt is shown in Figure 3-1 below.

Figure 3-1: Proposed Site Plan



Source: Site Plan prepared by Design Intent Architecture and Management

3.2. Car Parking Provisions

Of the 43 car parking spaces proposed, five (5) car parking spaces will be allocated to staff parking with the remaining 38 car parking spaces reserved for visitors/patients. Access to the car park is proposed to be controlled by a boom gate and vehicle recognition system, with free parking for patients and visitors.

A heavy fee of $70 will be applied upon exiting to any vehicles parking within the on-site carpark if they do not have legitimate business on the site (for example patients or customers) or if their duration of stay exceeds 2 hours (unless validated by reception). This will ensure use of the carpark is consistent with its intended purpose: for patients and visitors of the centre.

Section 5 of this report includes assessment of proposed car parking provisions, and recommended considerations for the preparation of a Parking Management Plan.

4. Site Access

4.1. Access Arrangements

Clause 2.6.3-A1 of the Planning Scheme states:

"A1 The number of accesses provided for each frontage must:

(a) be no more than 1; or

(b) no more than the existing number of accesses, whichever is the greater"

Access to the car park would be provided via a single crossover on Lincoln Street, located at the centrally to the southern frontage of the site, as shown in Figure 4-1. Accordingly, the proposal is considered to comply with the acceptable solution under Clause 2.6.3–A1.

Figure 4-1: Proposed Site Access Arrangement



Source: Site Plan prepared by Design Intent Architecture and Management

4.2. Access Control

It is proposed to provide boom gates with license plate recognition at the site access point, and credit card payment or ticket validation required on exit. Heavy fees would be applied on any vehicles parking within the on-site carpark without legitimate business at the centre (for example, patients or visitors).

There is a minimum queueing space of 6 metres between the entry gate and the property boundary, permitting a vehicle to prop clear of the existing footpath. There is space for two vehicles without impacting traffic on Lincoln Street.

Australian/New Zealand Standard AS/NZS 2890.1 provides typical maximum lane capacities for entry and exit points. Based on the proposed boom gate operation, the capacity of the site access is estimated as follows:

— Entry 400 vehicles/hour/lane

— Exit 300 vehicles/hour/lane

Given a total of 43 on-site car parking spaces proposed, and patients normally staying around 1 to 2 hours (or potentially longer), the likelihood of significant queuing at the site entry or exit is very low with the access typically operating at no more than around 10-15% of its capacity.

4.3. Sight Distance Assessment

The available sight distance at the site access has been assessed against the requirements of Australian/New Zealand Standard AS/NZS 2890.1, *parking facilities – Part 1: Off-street car parking* (2004).

Sight distance at access driveway is measured from a point 2.5 metres back from the edge of the frontage road and requirements are based on the design speed of the frontage road. For 50km/h, which is the speed limit on Lincoln Street, the normal requirement is 45 metres.

Based on the sight distance assessment, there are no permanent obstructions to sight distance that would prevent the minimum 45 metre from being provided at the access point, as shown in Figure 4-2.

Figure 4-2: Sight Distance Assessment



Source: Nearmap Imagery (dated 16/10/2025)

4.4. Pedestrian Access

Clause C2.6.5-A1.1 & A1.2 of the Planning Scheme states:

"A1.1 Uses that require 10 or more car parking spaces must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or

(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and

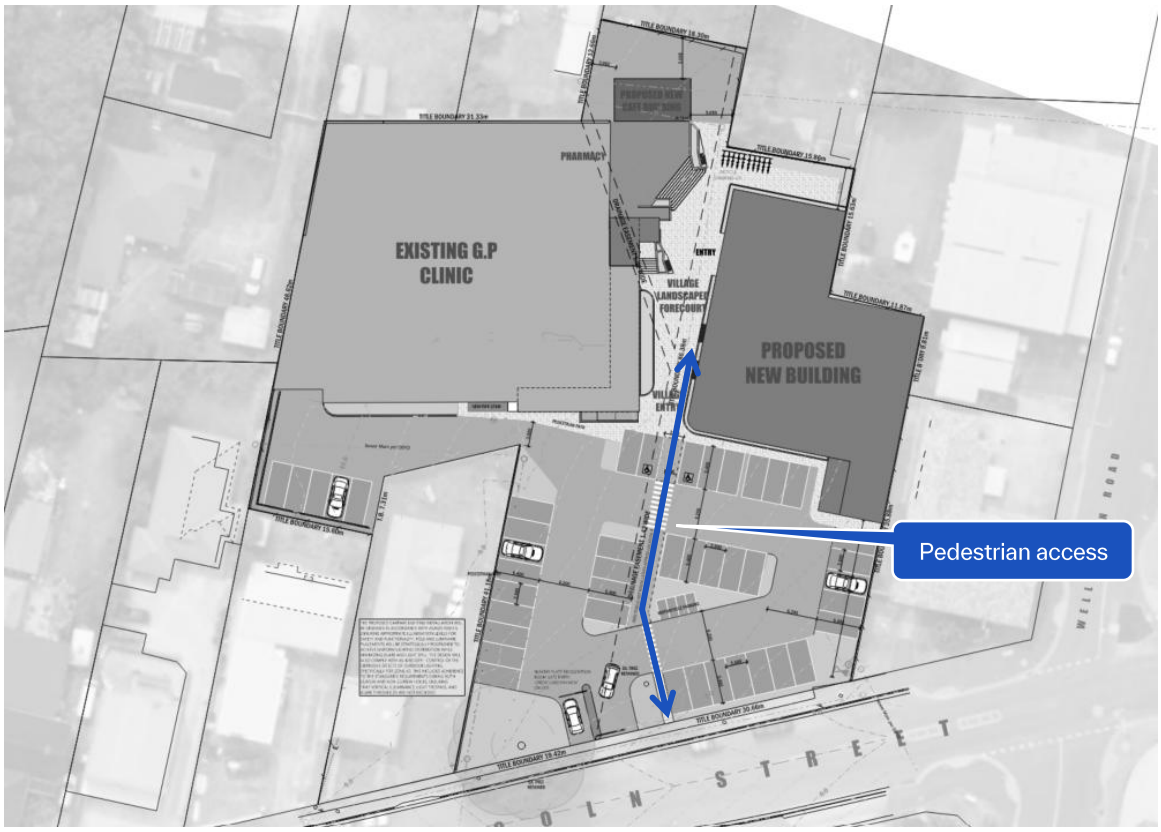
(b) be signed and line marked at points where pedestrians cross access ways or parking aisles

A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building."

Pedestrian movement within the surrounding area is facilitated by footpaths along Lincoln Street and Wellington Road, as well as an internal footpath through the site, as shown Figure 4-3. The proposed accessible car parking spaces are conveniently fronting a footpath that is understood to not be steeper than 1 in 14, providing a convenient connection from the DDA parking spaces to the building entrance.

Pedestrian crossings at the parking aisle are designed to include zebra crossing markings and signage, clearly indicating pedestrian priority.

Figure 4-3: Proposed Pedestrian Access Network



Source: Site Plan prepared by Design Intent Architecture and Management

On the basis of the above, the proposal satisfies the acceptable solution of Clause C2.6.5-A1.1 and A1.2 of the Planning Scheme.

4.5. Construction of Parking Area

Clause 2.6.1-A1 of the Planning Scheme states:

"All parking, access ways, manoeuvring and circulation spaces must:

(a) be constructed with a durable all weather pavement;
(b) be drained to the public stormwater system, or contain stormwater on the site; and
(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement."

The site currently contains a paved ground level car park. Any minor civil works to the car parking area will be constructed in asphalt or similar type material, consistent with the existing car park surface, and therefore comply with Clause C2.6.1–A1 of the Planning Scheme.

4.6. Design and Layout of Parking Areas

Clause C2.6.2- A1.1 of the Planning Scheme states:

"Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:
(i) have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1-6;
(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;
(iii) have an access width not less than the requirements in Table C2.2;
(iv) car parking space dimensions which satisfy the requirements in Table C2.3;
(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;
(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and
(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or
(b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6."

The nature of the proposed medical centre, results in the parking facility being classified as a mix of User Class 3 (visitors/ patients) and User Class 1A (employees) under AS/NZS 2890.1. The dimensional requirements for the proposed 90-degree parking spaces are outlined in Table 4-1 below.

Table 4-1: AS/NZS 2890.1 Parking Dimensional Requirements

User Class	Class 1A	Class 3
Parking width	2.4m	2.6m
Parking length	5.4m	5.4m
Aisle width	5.8m	5.8m

All proposed spaces have generally been designed in accordance with the dimensional requirements outlined above. A minimum parking width of 2.5 metres is provided for employee/staff parking and 2.6 metres for visitor/patient parking, with access via a 6.2-metre-wide accessway.

The proposed site access has two lanes, each of which is at least 3 metres wide, separated by a 1 metre wide island housing boom gate infrastructure. The available sight distance complies with AS/NZS 2890.1 (as outlined in Section 4.3).

The existing carpark slopes down from west to east, similar to the grade of Lincoln Street. It is understood that the existing grades would largely be retained, and there are no major civil earthworks proposed.

The site access has a longitudinal grade of approximately 5% (1 in 20) which complies with Clause 3.3 of AS/NZS 2890.1 (maximum 5%). The parking area has a grade of around 6% (1 in 16.7) which complies with Clause 2.4.6.1 of AS/NZS 2890.1 (maximum 6.25%).

Based on the above assessment, the proposed parking layout complies with the requirements of AS/NZS 2890.1 and is therefore considered to meet the acceptable solution of Clause C2.6.2-A1.1 of the Planning Scheme.

Accessible Car Parking

Clause C2.6.2-A1.2 of the Planning Scheme states:

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

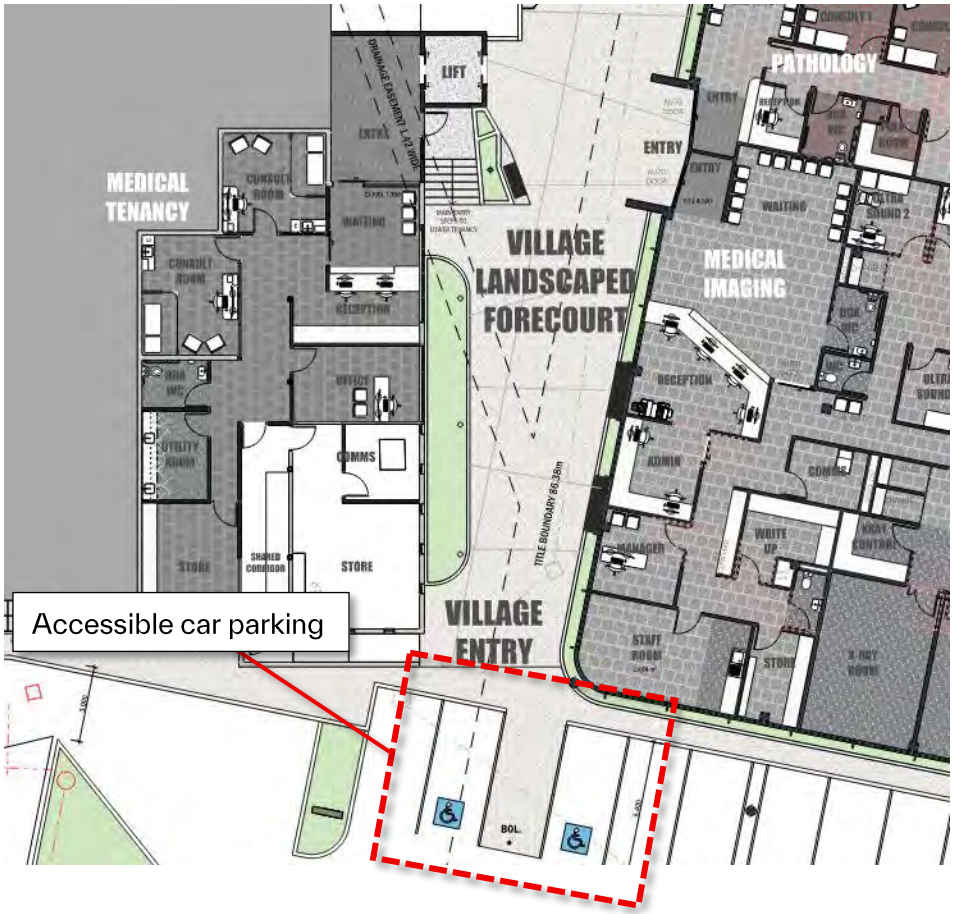
The current version of the Code is the National Construction Code (NCC) 2022 Volume One - Building Code of Australia Class 2 to 9 buildings. The proposed health hub consists of a mix of medical uses tenancies, and is classified as a Class 9a building.

Part D4 of the NCC requires 1 accessible space for every 50 car parking spaces, or part thereof, for a Class 9a building.

Based on a total provision of 43 car parking spaces, the development would therefore require the provision of one (1) accessible car parking space.

The proposed site plan includes two (2) accessible car parking spaces, conveniently fronting the building entrances and has been designed in accordance with the dimensional requirements as specified in AS/NZS 2890.6. The 2.65-metre-wide pedestrian path between the two DDA spaces would function as the shared area with bollard in accordance with the Standard as shown in Figure 4-4.

Figure 4-4: Accessible Car Parking



Source: Site Plan prepared by Design Intent Architecture and Management

The above provision is considered to satisfy the requirements of the NCC and the proposed development therefore complies with the acceptable solution of Clause C2.6.2-A1.2.

4.7. Commercial Vehicle Access

The proposed development includes an increase in floor area to the existing pharmacy which is identified under the 'General Retail and Hire' use class. It is proposed to increase the pharmacy from 85 sqm to 150 sqm. The Acceptable Solution to Clause 2.2.3-A1 of the Planning Scheme is reproduced as follows:

> *"A loading bay must be provided for uses with a floor area of more than 1,000m² in a single occupancy."*

Therefore, a loading bay is not required to support the proposed development. Loading would occur within parking aisles, or within regular parking spaces outside of normal operational hours which could be enforced through a condition of permit if required.

The swept path assessment provided in Appendix D demonstrates the ability for a 6.4-metre-long Small Rigid Vehicle (SRV), representing a typical ambulance or small delivery vehicle, to access the site, turn, and exit in a forward direction to Lincoln Street.

Given the above, while there is no strict requirement to provide dedicated loading bays, the proposal is considered to comply with Clause C2.6.6–A2 of the Planning Scheme.

5. Parking Assessment

5.1. Overview

The proposed development consists of primarily Business and Professional Services land uses. The parking requirement for each proposed use have been assessed in accordance with Table C2.1 of the Planning Scheme. These requirements are based on the applicable land use categories and corresponding parking rates presented in Table 5-1.

Table 5-1: Table C2.1 Rates

Land Use Category	Car Parking Requirement	Bicycle Parking Requirement
Business and Professional Services (Doctors' surgery, clinic, consulting room)	4 spaces per practitioner	2 spaces for each 8 practitioners
General Retail and Hire	1 space per 30m^2 of floor area	1 space per 100m^2 of floor area
Food Services (Other)	15 for each 100m^2 of floor area	1 space per each 75m^2 of floor area

5.2. Statutory Car Parking Assessment

Clause C2.5.1-A1 of the Planning Scheme states:

"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:

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

N = A + (C- B)
N = Number of on-site car parking spaces required
A = Number of existing on site car parking spaces
B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1
C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1."

The proposed development is an intensification of the existing use of the site and therefore (d) applies, which gives the car parking requirement calculated by N = A + (C – B).

The number of existing on-site car parking spaces (A) is 67.

The number of on-site car parking spaces required for the existing and proposed uses on the site (B and C respectively) are provided in Table 5-2 and Table 5-3.

Table 5-2: Existing Table C2.1 Parking Requirement

Building	Component	Land Use	Units	Parking Requirement
Existing Building	General Practitioner	Business and Professional Services (Doctors' surgery, clinic, consulting room)	14 practitioners	56.0 spaces
	Pharmacy	General Retail and Hire	85 m^2	2.8 spaces
Total (B)				***59 spaces***

Table 5-3: Proposed Table C2.1 Parking Requirement

Building	Component	Land Use	Units	Parking Requirement
Existing Building	General Practitioner	Business and Professional Services (Doctors' surgery, clinic, consulting room)	20 practitioners	80.0 spaces
	Pharmacy	General Retail and Hire	150 m^2	5.0 spaces
	Café	Food Services	45 m^2	6.8 spaces
New Building	Pathology	Business and Professional Services (Doctors' surgery, clinic, consulting room)	3 consulting rooms	12 spaces
	Medical Imaging	Business and Professional Services (Doctors' surgery, clinic, consulting room)	6 imaging rooms	24 spaces
Total (C)				***128 spaces***

The existing and proposed car parking requirements are:

— Existing (B) 59 spaces

— Proposed (C) 128 spaces

The number of car parking spaces required (N) is therefore given by 67 + (128 – 59) = 136 spaces.

Given that a total of 43 on-site car parking spaces are proposed for the development, the proposal represents a deficit of 93 spaces against the statutory requirement. It does not comply with the acceptable solution of Clause C2.5.1-A1 of the Planning Scheme and relies on Performance Criteria P1.1.

5.3. Estimated Site Use and Utilisation

Car parking demand would be generated by staff and patients/visitors across the GP clinic and pharmacy expansion, the café, and the new building. The demands from each of these development components are discussed in the following subsections:

GP Clinic Expansion

The proposed expansion of the clinic would increase the existing number of practitioners from 14 to a total of 20 practitioners.

Not all staff would be on-site at any one time due to part-time work and flexible working hours. Based on information provided by The Lindisfarne Clinic, it is expected that up to 14 practitioners would be on-site on a typical day in addition to 9 support staff (including nurses and administration), resulting in 23 total staff.

Current billing data suggests around 7% of GP consultations are currently conducted via telephone or telehealth. This service is becoming more common, allowing doctors to see patients virtually, thereby reducing the need for travel and reducing patient generated car parking demand.

It is further noted that there is considerable variation in appointment lengths, number of patients seen per day by practitioners, and gaps between appointments. Accordingly, it is anticipated that there would be a maximum of two (2) in-person patients to each practitioner on site at any one time and often-times considerably fewer.

Pharmacy and Cafe

The pharmacy and café are ancillary to the medical uses on the site, and will not independently generate patient or visitor parking demand. The pharmacy is intended to serve patients associated with the clinic and the café will be used as part of expanded waiting room facilities. It is assumed that there will be two (2) staff present each for the pharmacy and café.

Pathology and Medical Imaging

The new building would provide three consulting rooms for pathology and six imaging rooms. Information provided by The Lindisfarne Clinic indicates the following staffing numbers for the proposed facilities:

— Pathology 2 staff

— Medical Imaging 5 staff

For the pathology, it is expected that there would typically be two patients per room on-site at any one time, comprising one patient being seen and one in the waiting area, resulting in six patients.

For medical imaging, given the nature of the service, staffing requirements and limited bookings available there may be only one or two patients on-site at any given time.

Summary

On the basis of the above, the peak number of staff, patients and visitors is summarised in Table 5-4.

Table 5-4: Peak Number of Staff and Patients/Visitors

Component of Site	Staff	Patient/Visitors
Expanded GP Clinic	14 practitioners 9 support staff	28
Expanded Pharmacy	2 staff	(included)
New Café	2 staff	(included)
New Building – Pathology and Imaging	7 staff	8
Total	**34 staff**	**36 patients/visitors**

5.4. Estimated Peak Car Parking Demand

2016 Census data for Lindisfarne indicates that in the order of 70% of people travel to work by car. This is considered a reasonable reflection of the expected mode share for staff of The Lindisfarne Clinic. The site has good access to public transport (including bus and future ferry, refer Section 2.5) and is located within a large residential catchment where staff may live and work locally. It is noted that information provided by the Clinic indicates that around 25% of existing staff live within walking distance of the site.

It is expected that the vast majority of patients and visitors to the site would travel to the site by car. Accordingly, a private car mode share of 90% is adopted, with the remainder either walking, cycling, taking public transport, or taxi/rideshare services.

Based on the above, this results in a total estimated car parking demand of around 57 spaces, including staff, patients and visitors.

The on-site car parking supply includes five staff spaces and 38 patient/visitor spaces. As such, the breakdown of on-site and off-site peak car parking demand can be summarised as shown in Table 5-5.

Table 5-5: Breakdown of On-Site and Off-Site Peak Car Parking Demand

User	Peak Car Parking Demand		
	On-Site	Off-Site (overflow)	Total
Staff	5 spaces	19 spaces	24 spaces
Visitors/Patient	33 spaces	0 spaces	33 spaces
Total	**38 spaces**	**19 spaces**	**57 spaces**

It can be seen that demand for up to 19 staff car parking spaces would need to be accommodated off-site in the surrounding area. The car parking surveys identify that at least 75 on-street car parking spaces would be available for use at any time of the day by either staff or patients/visitors.

To ensure that car parking demand is adequately managed over time, and on-site parking resources are used most effectively, a Parking Management Plan should be prepared as a condition of the permit. The recommended contents of the Plan are summarised in Section 5.5.

5.5. Parking Management Plan

This report recommends the preparation and implementation of a Parking Management Plan for the site. The Plan should detail the following:

— Information on the available car parking supply including preferred locations for on-street parking in the surrounding area as detailed in Section 5.6 of this report.

— A direction for staff to park in currently underutilised areas of the street network such as Lincoln Street or Park Road alongside the Anzac Park Oval.

— The operation of the boom gate-controlled access, and the fee structure for on-site car parking including the following proposed measures:

- Licence plate recognition technology to identify vehicle arrival and departure times.
- Credit card payment (or ticket validation system to waive fees) upon exit from the carpark.
- A fee of $70 for vehicles without legitimate business on the site or if exceeding 2 hours on-site (unless validated by reception).

— Line-marking and/or signage to identify staff car parking spaces versus patient/visitor car parking spaces.

— Measures to enforce maximum usage of up to five on-site car parking spaces by staff including allocation of parking, a staff booking system, and/or other measures as appropriate.

— Management processes and communication of car parking options available to patients/visitors and staff including communication via the clinic's website, internals bulletins, and email communication.

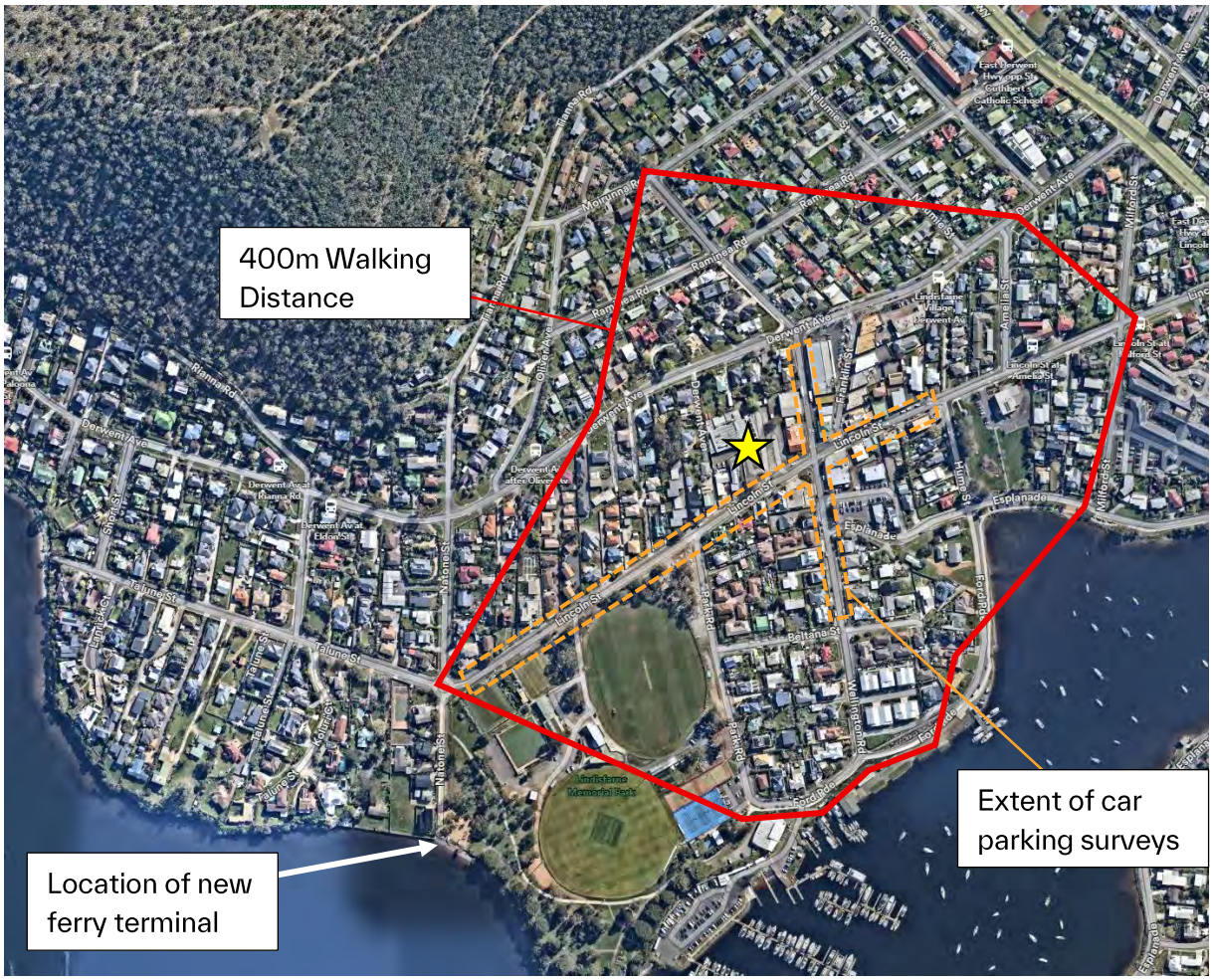
— Processes and actions to encourage active and public transport mode share for staff such as subsidised bus and ferry tickets.

It is proposed that the Parking Management Plan would be prepared as a condition of approval, and implemented during the day-to-day operation of the site.

5.6. On-Street Parking Availability

It is typical to adopt a 400 metre walking distance as the relevant area for assessing the availability of on-street parking for developments. For the proposed development, this is reflected in Figure 5-1 below. Note that the parking surveys documented in Section 2.4 of this report only considered a small portion of the available on-street parking supply.

Figure 5-1: 400 Metre Walking Distance



Source: Nearmap

The on-street parking available to the site includes parking alongside Wellington Road, Park Road, Beltana Street, Lincoln Street, Franklin Street and Amelia Street as well as parts of Derwent Avenue, Raminea Road and Nelumie Street.

Most of these streets provide unrestricted on-street parking on both sides, interrupted only by driveway crossovers and intersections, with the exception of streets within the activity centre. A review of historic aerial photography indicates that on-street parking is generally underutilised and available during the day, particularly in areas to the west and north of the subject site. This is also reflected in the parking surveys undertaken.

It is estimated that there are over 300 on-street car parking spaces within a 400 metre walking distance of the site, the vast majority of which are unoccupied during the day. This is normal in residential areas where on-street parking resources are typically used overnight rather than during day-time periods.

For the area surveyed (comprising parts of Lincoln Street and Wellington Road), there was a supply of 112 suitable parking spaces identified, of which a maximum of just 37 were occupied, resulting in a minimum spare capacity of 75 spaces.

It is understood that Council plan to impose parking restrictions in the vicinity of the new ferry terminal at Natone Street, however this should not significantly affect parking availability within the areas identified in Figure 5-1.

5.7. Performance Criteria Assessment

Clause C2.5.1-P1.1 of the Planning Scheme states the following:

"P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

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

The relevant factors are addressed in the following sections:

(a) Availability of Off-Street Public Parking

The off-street public carpark at 25 Wellington Road is located within reasonable walking distance of the site. It provides a supply of around 42 spaces that would be suitable for use by patients and visitors. While the carpark is currently operating close to capacity between 9:00 am and 3:00 pm (refer Section 2.4), frequent turnover of spaces means that there would generally be a few spaces available throughout the day.

(b) Shared Parking

Based on information provided by The Lindisfarne Clinic, the pathology centre would typically peak in the morning and experience less activity throughout the remainder of the day, thereby integrating well with the parking demands of the other components of the site and lowering overall parking demand.

The proposed changes to access controls will ensure that the on-site carpark is available for use by patients and visitors of the centre and would not be occupied by people accessing services external to the site.

The site is located within the Lindisfarne Village which can result in additional minor efficiencies in the use of public car parking resources surrounding the site as staff, patients and visitors to the site may access other services in the immediate area.

(c) Public Transport

The site is well served by public transport, with a bus stop located approximately 300 metres from the site, providing access to two bus routes as noted in Section 2.5 of this report. A further three bus routes are accessible by bus stops located approximately 600 metres away, and the proposed ferry terminal at Natone Street will further enhance public transport options by including ferry services.

Any Parking Management Plan applicable to the proposal would include measures and actions to encourage staff, patients/visitors to travel to site by an alternative mode to car.

(d) Other Transport Alternatives

Four motorcycle parking spaces and 10 bicycle parking spaces would be provided on site. A constructed footpath is provided along the site frontage on Lincoln Street, together with the proposed pedestrian access to the site that is separate from the vehicular access. Bus and ferry services will be available within a reasonable walking distance of the site.

Accordingly, alternative transport modes to private vehicles are considered convenient for those who choose to use them.

Any Parking Management Plan applicable to the proposal could include measures and actions to encourage staff, patients/visitors to travel to site by an alternative mode to car.

(e) Site Constraints

The proposed carpark would occupy all areas of the site not occupied by existing and proposed buildings. It is considered that the supply of on-site parking is maximised, having regard to the site constraints, and no further on-site parking can realistically be provided without substantially changing the proposal.

(f) Availability of On Street Parking

As noted in Section 5.6 of this report, there is a total supply of more than 300 suitable on-street parking spaces within a reasonable walking distance of the site (< 400 metres), including a demonstrated spare capacity of at least 75 spaces along Lincoln Street and Wellington Road during day-time periods (refer Section 2.4).

The available supply of on-street parking is more than sufficient to accommodate the expected demand of around 19 staff vehicles arising from the proposed development.

(g) Effect on Streetscape

Not applicable.

(h) Car Parking Demand Assessment

With reference to Section 5.4 of this report, the expected car parking demand is 57 vehicles comprising 24 staff vehicles and 33 patient or visitor vehicles.

Patient/Visitor Parking

All patient and visitor parking is expected to be accommodated on the site. The proposed supply of 38 patient/visitor parking spaces will be sufficient to accommodate the demand with a minor surplus to ensure efficient operation.

Access to the on-site carpark will be controlled by a boom gate and ticket validation system to deter long-term parking (without a legitimate reason) and to ensure that the carpark is not used by people accessing other services in the area.

In the event that peak conditions result in higher patient parking (i.e. due to unusual patient load), there is sufficient on-street parking in the local area to accommodate a small overflow of short-term parking from the site.

Staff Parking

Based on the proposed on-site car parking provisions, up to 19 staff car parking spaces may need to be supported off-site. These are typically long-stay requirements for an entire shift (i.e. 8 hours or more). The assessment of on-street parking availability provided in Section 5.6 of this report estimates that there are over 300 suitable spaces within a reasonable walking distance of the site, with a demonstrated spare capacity of at least 75 suitable spaces on Lincoln Street and Wellington Street.

Compared to patient/visitor car parking demand, staff car parking demand (either on or off site) can be more readily influenced and managed by the clinic. This can be detailed and managed through the preparation of a Parking Management Plan which would also provide the ability to respond to changes to off-site parking conditions overtime.

Summary

Based on the above assessment, the proposed car parking supply is considered sufficient to meet the reasonable needs of the use. The expected car parking demand is 57 spaces in total and there is a supply of 43 spaces on-site and an estimated 300 suitable spaces on-street within a reasonable walking distance (including demonstrated spare capacity of 75 spaces on Lincoln Street and Wellington Road).

The use of boom gates and a number plate recognition system would ensure that on-site parking resources will be utilised as intended to serve the needs of the clinic. A controlled access point will discourage external users, and the number plate recognition system can be coded to manage the maximum number of staff cars on-site.

Based on the above assessment, the proposal is consistent with the performance criteria of Clause C2.5.1-P1.1.

Notwithstanding, this report recommends the preparation of a Car Parking Management Plan as a condition of approval to be implemented by the Clinic to manage on-site parking resources and to provide some level of control over staff off-site car parking over time.

5.8. Statutory Bicycle Parking Assessment

Clause C2.5.2-A1 of the Planning Scheme states:

"Bicycle parking spaces must:

(a) be provided on the site or within 50m of the site;
(b) be no less than the number specified in Table C2.1".

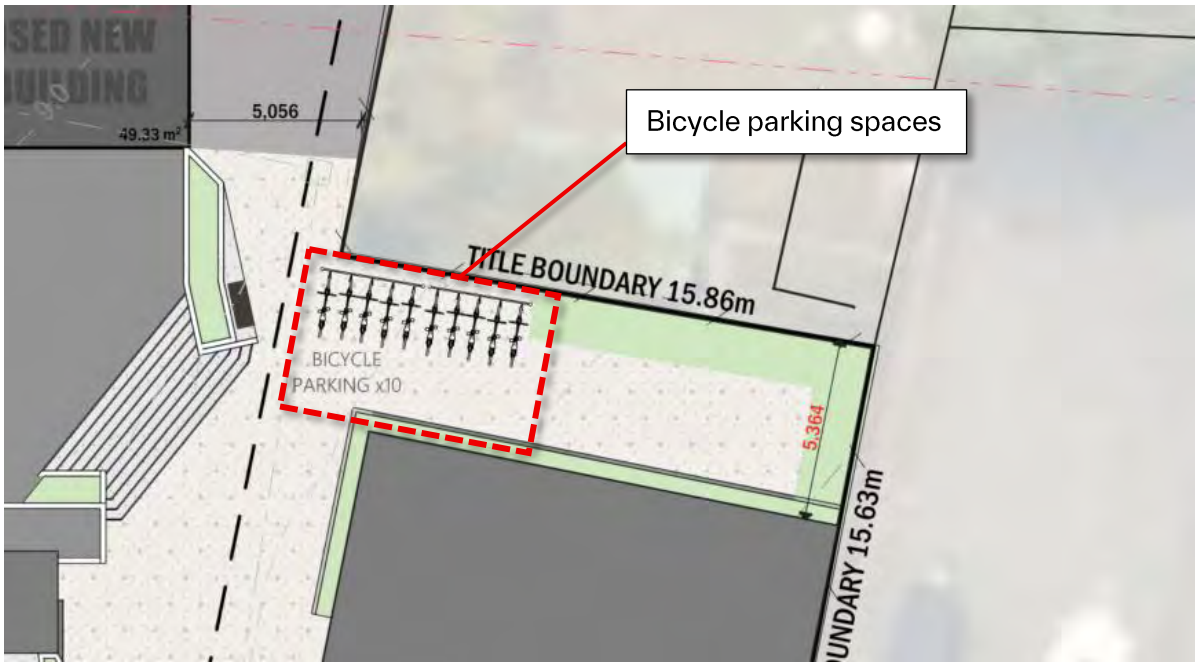
Under Table C2.1 of the Planning Scheme, the proposed development is required to provide 10 bicycle parking spaces as calculated in Table 5-6.

Table 5-6: Proposed Table C2.1 Bicycle Parking Requirement

Building	Component	Land Use	Units	Bicycle Parking
Existing Building	General Practitioner	Business and Professional Services (Doctors' surgery, clinic, consulting room)	20 practitioners	5.0 spaces
	Pharmacy	General Retail and Hire	150 m^2	1.5 spaces
	Café	Food Services	45 m^2	0.6 spaces
New Building	Pathology	Business and Professional Services (Doctors' surgery, clinic, consulting room)	3 consulting rooms	0.8 spaces
	Medical Imaging	Business and Professional Services (Doctors' surgery, clinic, consulting room)	6 imaging rooms	1.5 spaces
Total (C)				***10 spaces***

The proposed development would provide 10 bicycle parking spaces on the site at this location as identified in Figure 5-2.

Figure 5-2: Bicycle parking location



Source: Site Plan prepared by Design Intent Architecture and Management

On this basis, the proposed development complies with the Acceptable Solution of Clause C2.5.2-A1.

5.9. Design of Bicycle Parking

Given that the subject site is located within the General Business Zone, Clauses C2.6.7-A1 and A2 of the Planning Scheme apply. These require the following:

"A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:

(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;
(b) be located within 50m from an entrance;
(c) be visible from the main entrance or otherwise signed; and
(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.

A2 Bicycle parking spaces must:

(a) have dimensions not less than
(i) 1.7 m in length
(ii) 1.2m in height; and
(iii) 0.7m in width at the handlebars;

(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and

(c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking."

The specific bicycle parking product and its detailed design will be confirmed during the detail design stage, however it is expected that the above requirements can be achieved in the area marked in Figure 5-2 above.

5.10. Motorcycle Parking

Clause C2.5.3 of the Planning Scheme states:

"The number of on-site motorcycle parking spaces for all uses must:
(a) be no less than the number specified in Table C2.4; and
(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained."

Table C2.4 generally requires one motorcycle parking space for every 20 car parking spaces for a use, after the first 20 spaces. The existing site provides no motorcycle parking, therefore with regard to (b) above, the amount of motorcycle parking is based on just the additional uses.

The proposed car parking requirement will increase from 59 spaces to 128 spaces, representing an additional 69 spaces. This generates a requirement for three motorcycle parking spaces to be provided.

Given that four motorcycle parking spaces have been provided on the site plan, the proposal satisfies the acceptable solution of Clause C2.5.3.

6. Traffic Impacts

6.1. Existing Traffic Generation

The subject site is currently occupied by a medical centre. As advised by the applicant, the existing medical centre is currently staffed with 14 practitioners and there are two pathology rooms.

The existing trip generation has been estimated based on the peak hour generation model formula for medical centres by the *Transport for NSW Guide to Transport Impact Assessment* (GTIA, 2024) which is outlined in Table 6-1 below.

Table 6-1: Trip Generation Model – Medical Centre

Period	Traffic generation model[1] (person trips/hr)
Peak 1-hour (in + out)	$=0.0314(R^2) + 6.1122(R) + 8.0607$
Total daily	$=0.1544\ (R^2) + 38.456(R) + 8.6803$

Where (R): Number of consulting rooms

Private vehicles are typically the dominant mode of transport for medical centres. For the purpose of this assessment, a mode share split of 90% by car and 10% by other (including public transport walk and cycle) has been adopted which roughly aligns with the metropolitan area mode splits outlined in Table 5.69 of the GTIA.

Based on the above assessment, and assuming around 10% of appointments by tele-health, the existing site is likely to generate around 537 vehicle movements per day, with peak volumes of up to 114 vehicles per hour (two-way).

6.2. Proposed Traffic Generation

Similarly, the expected trip generation has been estimated based on the peak hour generation model formula for medical centres outlined in Table 6-1 above.

This covers the following uses:

— Expanded GP Tenancies +9 consulting rooms

— Pathology +1 consulting room

Due to the nature of medical imaging appointments, as advised by The Lindisfarne Clinic, a substantial reduction by 75% has been applied for these rooms:

— Medical Imaging +6 imaging rooms

[1] Formulas obtained from Table 5.68 of GTIA

This assessment assumes that other uses within the development, such as the café and pharmacy, are ancillary to the medical centre and therefore are not expected to generate standalone trips.

Application of the above formulas for a total of 16 consulting rooms (including 6 imaging rooms), and adopting a private vehicle mode split of 90% and 10% by tele-health, the estimated additional traffic generation for the site is estimated as follows:

— Daily +382 vehicles per day

— Peak hourly +67 vehicles per hour

It is noted that, given the limited parking supply on-site (43 spaces) a portion of the traffic generated by the site would park on-street on Lincoln Street, or in the surrounding area, rather than on-site and would therefore not use the site access point.

6.3. Assessment of Clause C3.5.1

The acceptable solution of Clause C3.5.1 states:

"A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:
(a) a new junction;
(b) a new vehicle crossing; or
(c) a new level crossing.

A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.

A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:
(a) the amounts in Table C3.1; or
(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.

A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction."

A1.4 refers to Table C3.1 which specifies acceptable increases in annual average daily traffic to and from a site (total ingress and egress) of 20% or 40 vehicle movements per day, whichever is greater, for vehicles up to 5.5 metres long.

Based on the discussion provided above, the proposed development would increase the traffic to and from the site, using the existing access point, by more than 40 vehicles per day. Accordingly, the proposal does not meet the acceptable solution and relies on the performance criteria which states the following:

"P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

(a) any increase in traffic caused by the use;

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

The relevant factors are addressed as follows:

Any increase in traffic caused by the use

The proposal is expected to generate up to 382 additional vehicle movements per day on Lincoln Street, with a portion of this using the site access point. The total number of peak hour movements (entry and exit combined) is expected to be up to 67 additional vehicle movements per hour, which equates to one additional vehicle every minute or so during the site peak.

As noted in Section 2.3, Lincoln Street carries an average weekday traffic volume of approximately 2,590 vpd. Accordingly, the additional 382 vpd generated by the proposal represents an approximate 15% increase in existing traffic volumes.

The nature of the traffic generated by the use

The proposal is expected to generate predominantly light vehicle traffic (passenger cars) associated with staff and visitors to the medical facility. Occasional service vehicles, such as delivery vans and waste collection vehicles, may access the site, however, these movements are expected to occur infrequently and would typically be scheduled outside of peak operating periods, with no more than a small number of service vehicles accessing the site each week.

The site does not include an emergency or urgent care department, and ambulance activity would be rare and infrequent.

The nature of the road

Lincoln Street is a municipal collector road, providing access to the local activity centre and residential areas to the west. As discussed in Section 2.3, the site access provides adequate sight distance, allowing vehicles to safely enter and exit the site and merge with traffic on Lincoln Street.

The proposed access control will operate efficiently for vehicles entering the site by using licence plate recognition technology. There is space for one vehicle to prop between the boom gate and the footpath, and for at least two vehicles to prop without impacting traffic volume on Lincoln Street.

The speed limit and traffic flow of the road

Lincoln Street operates with a posted speed limit of 50 km/h, which is consistent with a typical built-up local road environment. While the posted speed limit is 50 km/h, the observed 85th percentile speed along Lincoln Street is approximately 35 km/h as noted in Section 2.3, indicating that vehicles generally travel at speeds much lower than the posted limit. This further supports safe vehicle movements and merging conditions at the proposed site access.

Traffic volumes on Lincoln Street are expected to increase from the existing 2,590 vehicles per day to around 3,000 vehicles per day with the proposed development. The traffic volume would remain within the typical capacity of a collector road and no major traffic capacity issues are foreseen.

Any alternative access to the road

The existing and proposed access is on Lindsfarne Street. There is no alternative access possible to the site.

The need for the use

The proposed development is an expansion of an existing medical centre which provide essential medical services to the surrounding community and necessary to cater for increasing demand for these services in the area.

Effects on safety and efficiency

Based on the above assessment, the proposed development can be accommodated without significant impact to the safety or efficiency of the road network. Lincoln Street is a collector road, with a traffic carrying function, and the existing speed limits support safe access to and from the site.

Therefore, the proposal is consistent with the performance criteria of Clause C3.5.1-P1.

6.4. Impact to Road Safety

No significant detrimental road safety impacts are anticipated due to the proposed development. This is based on the following:

- The proposed traffic generation of up to 67 additional vehicle trips during the AM and PM peak hour on Lincoln Street is considered an acceptable increase in traffic and can be accommodated by the surrounding road network.
- The crash history does not suggest that there are any specific road safety deficiencies in the vicinity of the site that might be exacerbated by the proposed development.
- There is sufficient sight distance at the proposed site point on Lincoln Street in accordance with normal requirements.

7. Planning Scheme Assessment

The proposed development has been assessed against the relevant, traffic and transport related provisions of the *Parking and Sustainable Transport Code* and the *Road and Railway Assets Code.* A summary of compliance is provided in the following table.

Clause	Response	Reference
C2.5.1 Car parking numbers	Consistent with P1	Section 5.7
C2.5.2 Bicycle parking numbers	Complies with A1	Section 5.8
C2.5.3 Motorcycle parking numbers	Complies with A1	Section 5.10
C2.5.4 Loading bays	Not Applicable	Section 4.7
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not Applicable	-
C2.6.1 Construction of parking areas	Complies with A1	Section 4.5
C2.6.2 Design and layout of parking areas	Complies with A1(b)	Section 4.6
C2.6.3 Number of accesses for vehicles	Complies with A1	Section 4.1
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Not assessed	-
C2.6.5 Pedestrian access	Complies with A1.1 and A1.2	Section 4.4
C2.6.6 Loading bays	Complies with A2	Section 4.7
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Complies with A1 and A2	Section 5.9
C2.6.8 Siting of parking and turning areas	Not assessed	-
C2.7 Parking Precinct Plan	Not applicable	-
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	Consistent with P1	Section 6.3

8. Conclusion

This Transport Impact Assessment report has assessed the potential traffic and transport impacts of the proposed expansion to The Lindisfarne Clinic at 28-30 Lincoln Street in Lindisfarne.

The key findings are as follows:

— The proposed development provides a total of 43 on-site parking spaces, of which five (5) are allocated for staff parking and the balance for patients/visitors. This is considered acceptable for the following reasons:

- Sufficient on-street car parking is available in the surrounding area with over 300 suitable spaces located within a 400 metre walking distance and a demonstrated spare capacity of 75 suitable spaces along Lincoln Street and Wellington Road.
- On-site parking will be managed with a parking fee structure and boom gate access control to encourage shorter stay patient/visitor parking (≤2 hours) and higher parking turnover, and to ensure that staff and the general public do not park in spaces allocated to patients and visitors.
- Not all practitioners would be on site at any one time, and a portion of appointments are likely to be tele-health or phone consultations rather than in-person.
- The medical centre is expected to operate on an appointment basis, typical of the proposed use, with patient arrivals distributed throughout the day. Patients are also likely to be informed of the limited on-site parking and encouraged to utilise nearby on-street parking.
- In particular, the proposed pathology and medical imaging facilities will have limited appointments and will generate significantly less parking demand than typical consulting rooms.
- The site benefits from convenient access to nearby public transport services, including both bus and future ferry services, offering a viable alternative to private vehicle use.
- Staff parking behaviour and demand can be readily managed and influenced by the clinic through the implementation of a Car Parking Management Plan.
- 10 bicycle parking spaces are proposed on-site to support greater active transport mode share.

— The proposed car park layout has been designed generally in accordance with the relevant Australian Standards.

— A formal loading facility is not proposed or required as the cumulative floor area for use classes that require a loading bay is less than 1000 sqm.

— Travel to the site by alternative means (walking and by public transport) is reasonably well supported by proposed on site facilities and the external transport network.

— There is sufficient sight distance at the proposed access point for the prevailing vehicle speeds on Lincoln Street.

— The proposed development is expected a attract up to an additional 382 vehicle movements per day typically (entry and exit movements combined), with up to 67 vehicle movements per hour during the site peak AM and PM period.

This report makes the following recommendations:

— Preparation of a Car Parking Management Plan to effectively manage on-site parking resources, to document the operation of the proposed parking controls and fee structure, and to encourage staff to travel via alternative modes (if possible) and use on-street parking resources efficiently.

Based on the findings of this report, and subject to the recommendations outlined above, the proposal is supported on traffic and parking grounds.

Appendix A Proposed Site Plan

Agenda Attachments - 28-30 Lincoln Street, Lindisfarne Page 66 of 114



SITE PLAN
SCALE 1:200

North
0mm 2000 4000 6000 8000 10000

NOTE
THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO CONSTRUCTION. THE CONTRACTOR MUST READ THESE DRAWINGS IN CONJUNCTION WITH ALL OTHER DRAWINGS AND NOTIFY ANY ERRORS, DISCREPANCIES OR OMISSIONS TO THE DESIGNINTENT.
DO NOT SCALE DRAWINGS.
THIS DRAWING REFLECTS A DESIGN, BY DESIGN INTENT ARCHITECTURE + MANAGEMENT AND IS TO BE USED ONLY FOR WORK WHEN AUTHORISED IN WRITING BY DESIGN INTENT.
ALL DOCUMENTS HERE WITHIN ARE SUBJECT TO AUSTRALIAN COPYRIGHT LAWS.

Revision ID	Change Name	Transmittal Set Date	checked by	Approved by
P_02	ISSUED FOR CLIENT REVIEW	19/12/2025	HC	HC
P_03	ISSUED FOR CLIENT REVIEW	3/03/2026	HC	HC
P_04	ISSUED FOR CLIENT REVIEW	20/03/2026	HC	HC
DA_01	ISSUED FOR APPROVAL	14/04/2026	HC	HC
DA_02	ISSUED FOR APPROVAL	15/05/2026	hc	hc
DA_03	ISSUED FOR APPROVAL	23/06/2026	HC	HC

PROJECT NAME :
EASTERN SHORE HEATH VILLAGE
ADDRESS :28-30 LINCOLN STREET, LINDISFARNE
CLIENT : LINDISFARNE PROPERTY PTY LTD

DRAWING TITLE :
SITE PLAN
SCALE: AT SCALE WHEN PRINTED AT A1
DATE: 26/06/2026

DESIGN INTENT ARCHITECTURE + MANAGEMENT PTY LTD
ABN: 20 634 099 979 BUILDING ACCREDIATION No. CC2370X AIA: TAS 881
E: heath@designintent.com.au T: 0419 312 232 W: designintent.com.au
PROJECT No. 250019
DRAWING NO. A002
REVISION DA_03
STATUS APPROVAL

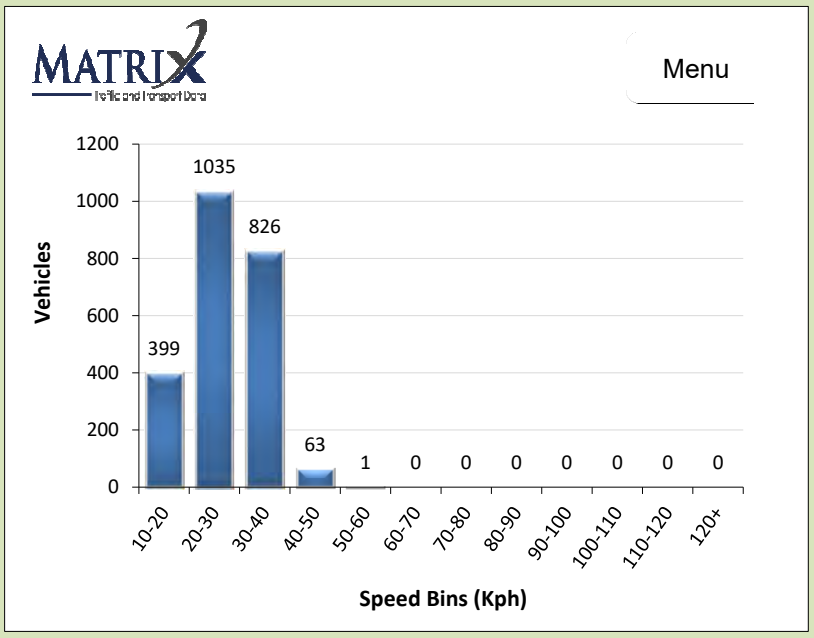
Appendix B Survey Result

Job No	AUTAS13620
Client	Ratio Consultants
Site	Lincoln St
Location	west of Wellington Rd
Site No	ATC1
Start Date	27-Oct-25
Day	7 Day Ave
Direction	Combined
Description	Speed Summary

Select Site

ATC1. Lincoln St

Select Day 7 Day Ave **Select Direction** Combined



Bin Summary	
10-20	17.2%
20-30	44.5%
30-40	35.5%
40-50	2.7%
50-60	0.0%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
27.4	**34.8**

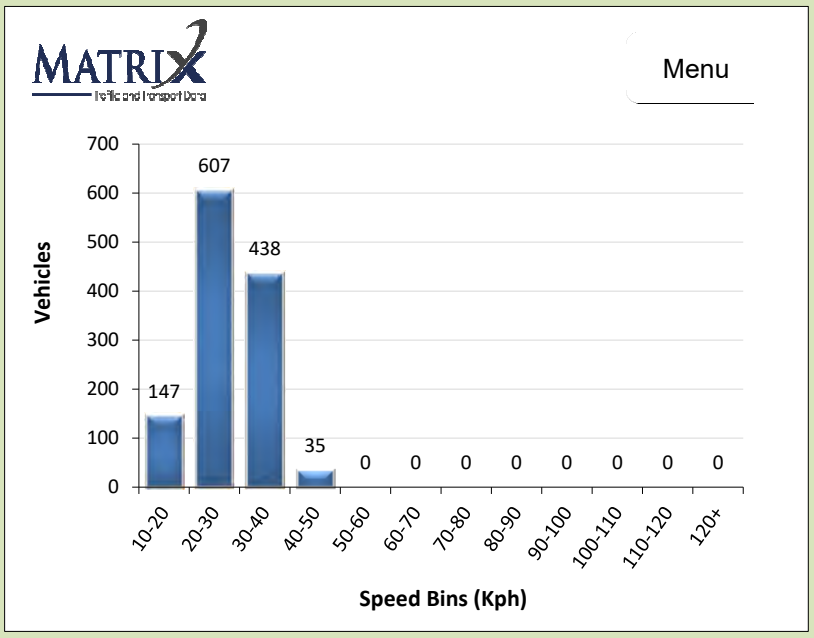
Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Average	85%ile
0:00	0	0	1	0	0	0	0	0	0	0	0	0	32.7	40.5
1:00	0	0	1	0	0	0	0	0	0	0	0	0	36.3	41.4
2:00	0	1	1	1	0	0	0	0	0	0	0	0	35.5	42.7
3:00	0	0	3	1	0	0	0	0	0	0	0	0	36.8	41.1
4:00	0	2	6	1	0	0	0	0	0	0	0	0	33.7	39.6
5:00	3	8	19	4	0	0	0	0	0	0	0	0	31.8	38.9
6:00	6	21	48	7	0	0	0	0	0	0	0	0	31.5	38.0
7:00	17	73	64	5	0	0	0	0	0	0	0	0	28.7	35.6
8:00	33	102	63	2	0	0	0	0	0	0	0	0	26.7	33.3
9:00	42	106	51	1	0	0	0	0	0	0	0	0	25.5	32.4
10:00	49	106	47	2	0	0	0	0	0	0	0	0	25.0	32.0
11:00	41	95	48	2	0	0	0	0	0	0	0	0	25.5	32.7
12:00	35	92	51	2	0	0	0	0	0	0	0	0	26.3	33.5
13:00	33	97	51	3	0	0	0	0	0	0	0	0	26.2	33.1
14:00	45	97	62	2	0	0	0	0	0	0	0	0	26.1	33.3
15:00	44	97	70	4	0	0	0	0	0	0	0	0	26.7	33.9
16:00	25	60	81	7	0	0	0	0	0	0	0	0	29.0	36.1
17:00	10	36	55	6	0	0	0	0	0	0	0	0	30.4	36.9
18:00	6	19	38	3	0	0	0	0	0	0	0	0	30.6	36.7
19:00	5	13	27	4	0	0	0	0	0	0	0	0	31.2	37.9
20:00	3	6	19	3	0	0	0	0	0	0	0	0	32.2	38.1
21:00	1	2	11	1	0	0	0	0	0	0	0	0	32.5	37.8
22:00	1	1	5	1	0	0	0	0	0	0	0	0	33.6	40.5
23:00	0	1	4	1	0	0	0	0	0	0	0	0	34.8	39.3
Total	399	1035	826	63	1	0	0	0	0	0	0	0	27.4	34.8

Job No	AUTAS13620
Client	Ratio Consultants
Site	Lincoln St
Location	west of Wellington Rd
Site No	ATC1
Start Date	27-Oct-25
Day	7 Day Ave
Direction	EB
Description	Speed Summary

Select Site

ATC1. Lincoln St

Select Day 7 Day Ave **Select Direction** EB



Bin Summary	
10-20	12.0%
20-30	49.5%
30-40	35.7%
40-50	2.9%
50-60	0.0%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
27.9	**34.8**

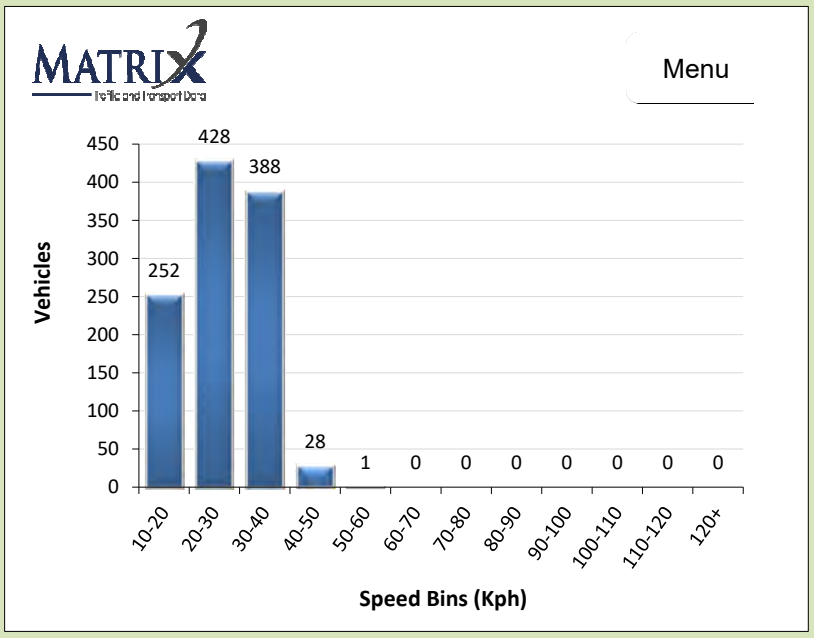
Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Average	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
1:00	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
2:00	0	0	0	1	0	0	0	0	0	0	0	0	36.6	42.9
3:00	0	0	2	1	0	0	0	0	0	0	0	0	37.7	41.5
4:00	0	2	4	1	0	0	0	0	0	0	0	0	34.6	40.1
5:00	2	5	11	2	0	0	0	0	0	0	0	0	32.3	38.9
6:00	1	9	29	5	0	0	0	0	0	0	0	0	33.2	38.7
7:00	4	34	34	3	0	0	0	0	0	0	0	0	30.0	36.5
8:00	13	59	33	1	0	0	0	0	0	0	0	0	27.0	33.4
9:00	17	63	27	1	0	0	0	0	0	0	0	0	25.8	32.3
10:00	24	60	24	1	0	0	0	0	0	0	0	0	25.2	31.9
11:00	19	62	26	1	0	0	0	0	0	0	0	0	25.8	32.3
12:00	15	48	25	1	0	0	0	0	0	0	0	0	26.5	33.5
13:00	12	59	27	2	0	0	0	0	0	0	0	0	26.6	33.0
14:00	14	53	31	1	0	0	0	0	0	0	0	0	26.9	33.4
15:00	14	62	33	2	0	0	0	0	0	0	0	0	27.2	33.3
16:00	6	40	42	3	0	0	0	0	0	0	0	0	29.5	35.6
17:00	3	22	29	3	0	0	0	0	0	0	0	0	30.5	36.4
18:00	2	14	22	1	0	0	0	0	0	0	0	0	30.7	36.2
19:00	1	9	17	2	0	0	0	0	0	0	0	0	31.9	37.6
20:00	0	3	10	1	0	0	0	0	0	0	0	0	32.9	38.2
21:00	0	1	6	1	0	0	0	0	0	0	0	0	32.9	36.5
22:00	0	1	3	1	0	0	0	0	0	0	0	0	34.6	41.2
23:00	0	1	2	0	0	0	0	0	0	0	0	0	32.8	37.1
Total	147	607	438	35	0	0	0	0	0	0	0	0	27.9	34.8

Job No	AUTAS13620
Client	Ratio Consultants
Site	Lincoln St
Location	west of Wellington Rd
Site No	ATC1
Start Date	27-Oct-25
Day	7 Day Ave
Direction	WB
Description	Speed Summary

Select Site

ATC1. Lincoln St

Select Day 7 Day Ave **Select Direction** WB



Bin Summary	
10-20	23.0%
20-30	39.0%
30-40	35.4%
40-50	2.6%
50-60	0.1%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
26.8	**34.7**

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Average	85%ile
0:00	0	0	1	0	0	0	0	0	0	0	0	0	33.9	-
1:00	0	0	1	0	0	0	0	0	0	0	0	0	37.9	-
2:00	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
3:00	0	0	1	0	0	0	0	0	0	0	0	0	33.8	-
4:00	0	1	2	0	0	0	0	0	0	0	0	0	32.3	39.3
5:00	2	3	7	2	0	0	0	0	0	0	0	0	31.2	38.8
6:00	5	11	19	2	0	0	0	0	0	0	0	0	29.4	35.9
7:00	13	39	30	2	0	0	0	0	0	0	0	0	27.6	34.6
8:00	20	44	31	1	0	0	0	0	0	0	0	0	26.4	33.2
9:00	24	43	24	1	0	0	0	0	0	0	0	0	25.3	32.6
10:00	25	45	23	1	0	0	0	0	0	0	0	0	24.9	32.1
11:00	22	34	22	1	0	0	0	0	0	0	0	0	25.2	33.0
12:00	21	44	27	1	0	0	0	0	0	0	0	0	26.1	33.5
13:00	21	38	24	1	0	0	0	0	0	0	0	0	25.7	33.2
14:00	31	44	32	1	0	0	0	0	0	0	0	0	25.3	33.0
15:00	30	35	37	2	0	0	0	0	0	0	0	0	26.1	34.5
16:00	19	20	39	4	0	0	0	0	0	0	0	0	28.4	36.4
17:00	7	14	26	3	0	0	0	0	0	0	0	0	30.2	37.0
18:00	4	5	16	2	0	0	0	0	0	0	0	0	30.4	37.0
19:00	4	4	10	2	0	0	0	0	0	0	0	0	30.1	38.0
20:00	2	2	9	1	0	0	0	0	0	0	0	0	31.4	38.0
21:00	1	1	5	0	0	0	0	0	0	0	0	0	32.1	38.0
22:00	1	0	2	0	0	0	0	0	0	0	0	0	32.6	39.1
23:00	0	0	2	1	0	0	0	0	0	0	0	0	37.1	41.1
Total	252	428	388	28	1	0	0	0	0	0	0	0	26.8	34.7

Client	Ratio Consultants
Location	**Lincoln St, Lindisfarne**
Date	Tuesday 21 October 2025
Time	08:00-18:00 (10 hours)
Description	Parking Occupancy Survey

Street Name	Side of Street	Between	Restriction	Applicable Hours	Supply	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
Area 1 - Lincoln St	North	Natone St & Wellington Rd	No Restriction		**37**	3	6	7	8	9	9	6	6	6	5
			1/2P		**2**	0	2	0	1	0	1	2	0	2	1
		Wellington Rd & #48 Lincoln St	1P	8am-6pm Mon-Fri	**5**	0	2	2	5	1	4	3	3	4	0
			1/2P	8am-6pm Mon-Sat	**4**	1	1	0	0	0	2	2	0	0	0
	South	Hume St & Wellington Rd	1P	8am-6pm Mon-Fri	**8**	1	5	4	6	6	7	6	2	2	4
			1/2P	8am-6pm Mon-Sat	**1**	0	0	0	1	1	1	1	1	1	1
			No Stopping		-										
		Wellington Rd & Park Rd	No Restriction		**12**	4	7	7	7	8	5	6	3	5	5
		Park Rd & Natone St	No Restriction		**37**	3	5	6	3	3	3	2	4	4	2
Total					**106**	**12**	**28**	**26**	**31**	**28**	**32**	**28**	**19**	**24**	**18**
% Capacity						11%	26%	25%	29%	26%	30%	26%	18%	23%	17%
Area 2 - Wellington Rd	West	Beltana St & Lincoln St	No Restriction		**7**	4	4	4	4	4	3	4	4	3	2
			2P	8:30am-6pm Mon-Fri	**4**	0	3	2	1	3	2	1	3	3	1
			No Restriction		**2**	1	2	2	3	3	2	3	1	2	0
		Lincoln St & Derwent Ave	No Stopping		-					1	1			1	
			No Restriction		**2**	2	2	2	2	2	2	2	2	1	1
			1/2P	8am-6pm Mon-Sat	**8**	1	3	3	1	4	5	0	1	6	3
	East	Derwent Ave & Lincoln St	No Stopping		-								1		
			1P	8am-6pm Mon-Fri	**4**	0	0	3	3	2	2	2	2	3	2
			Loading Zone	6:30am-9am	**1**	0	1	0	1	0	1	1	0	0	0
			1P	8am-6pm Mon-Fri	**3**	1	1	1	3	2	1	2	2	4	0
		Lincoln St & Esplanade	1P	8am-6pm Mon-Fri	**2**	0	0	2	1	2	2	1	0	1	0
			No Restriction		**3**	0	2	1	2	1	2	2	1	1	0
		Esplanade & Beltana St	No Restriction		**8**	1	2	3	4	3	2	2	2	3	2
Total					**44**	**10**	**20**	**23**	**25**	**27**	**25**	**20**	**19**	**28**	**11**
% Capacity						23%	45%	52%	57%	61%	57%	45%	43%	64%	25%
Area 3 - Private Medical Centre			No Restriction		**63**	21	46	52	44	39	32	45	41	43	14
			Disabled		**4**	0	4	3	2	2	1	2	4	3	0
Total					**67**	**21**	**50**	**55**	**46**	**41**	**33**	**47**	**45**	**46**	**14**
% Capacity						31%	75%	82%	69%	61%	49%	70%	67%	69%	21%
Area 4 - Public Car Park at Wellington Rd		25 Wellington Rd	No Restriction		**31**	16	32	30	30	30	30	32	30	26	20
			Disabled		**2**	0	0	1	2	1	1	0	0	0	0
		23 Wellington Rd	No Restriction		**11**	4	11	10	11	9	10	11	8	8	5
Total					**44**	**20**	**43**	**41**	**43**	**40**	**41**	**43**	**38**	**34**	**25**
% Capacity						45%	98%	93%	98%	91%	93%	98%	86%	77%	57%

Appendix C Operational Advice

The Lindisfarne Clinic

8th September 2026

Mark Petrusma
Ratio Consultants
Level 6, 111 Macquarie St
Hobart TAS 7000

Re: Staff Numbers and Telehealth Consultation Assumptions

Dear Mark,

Further to the current assessment, we have reviewed the operation of the existing clinic regarding staff and patient numbers, and consultation types likely to be impacted by the proposed development.

Please see below relevant comments and observations.

GP Clinic

The Lindisfarne Clinic currently operates Monday to Saturday with a maximum staffing capacity of:

- 4x clinic nurses
- 5x administration / support staff
- 14x general practitioners

Given the flexible and part-time working arrangements adopted by staff, it is a rare occurrence for all practitioners to be onsite at any one time – with approximately 12 practitioners a more typical occurrence. Approximately six staff live locally and within walking distance to the clinic.

The proposed project looks to accommodate an increase in practitioner numbers only to a maximum capacity of 20; and based on current operation would see a typical daily occurrence of 14 practitioners.

It is important to note that practitioner numbers do not necessarily directly correlate with patient numbers. Some practitioners see considerably less patients than others, appointment lengths vary, and there are often catch-up gaps within appointment books throughout the day. Current billing data also indicates that approximately 7% of GP

consultations are conducted via telephone or telehealth. Telehealth consultations do not generate a requirement for a patient parking space, although the practitioner conducting the consultation would still generally be onsite.

Given that the current report allows for up to two patients per practitioner onsite at any one time, we consider the 7% telehealth component to be relevant information that should be taken into consideration when assessing the overall patient parking demand.

Pathology

The existing pathology service currently operates within the clinic across two rooms, with a maximum of 2 pathology staff onsite at any one time.

The proposed redevelopment will see this service increased to three dedicated rooms, providing additional capacity while maintaining the number of staff onsite at any one time. Given the existing operating model and staffing levels, the additional room capacity is not expected to result in a significant increase in staff or patient numbers onsite.

It should also be noted that pathology services typically experience their highest patient demand in the early morning, largely due to patients attending for fasting blood tests and other tests that are commonly completed before work or other daily activities. Consequently, peak demand generated by pathology and the GP clinic are not necessarily concurrent, reducing maximum demand from both services occurring at the same time

Medical Imaging

The proposed operating hours of the medical imaging tenancy are Monday to Friday from 9:00am to 5:00pm and would include the following staff numbers:

- 1x General X-Ray / CT Technician
- 1x Ultrasound Technician
- 1x MRI Technician
- 2x Administration / Support Staff

Medical imaging services operate primarily on a referral and appointment-based model. Patients generally require a referral from a medical practitioner before an imaging appointment can be scheduled. Appointments are booked into specific time slots based on the type of imaging required, the duration of the procedure, equipment availability and the availability of appropriately qualified staff. This creates a controlled number of appointments throughout the operating day and limits the number of patients attending the facility at any one time.

The Lindisfarne Clinic

Therefore, the total number of patients who may be seen over the course of a day should not be equated with the number of patients onsite or requiring parking simultaneously. Patient demand is distributed throughout the day through the booking system, with patients generally attending for a defined appointment period before departing.

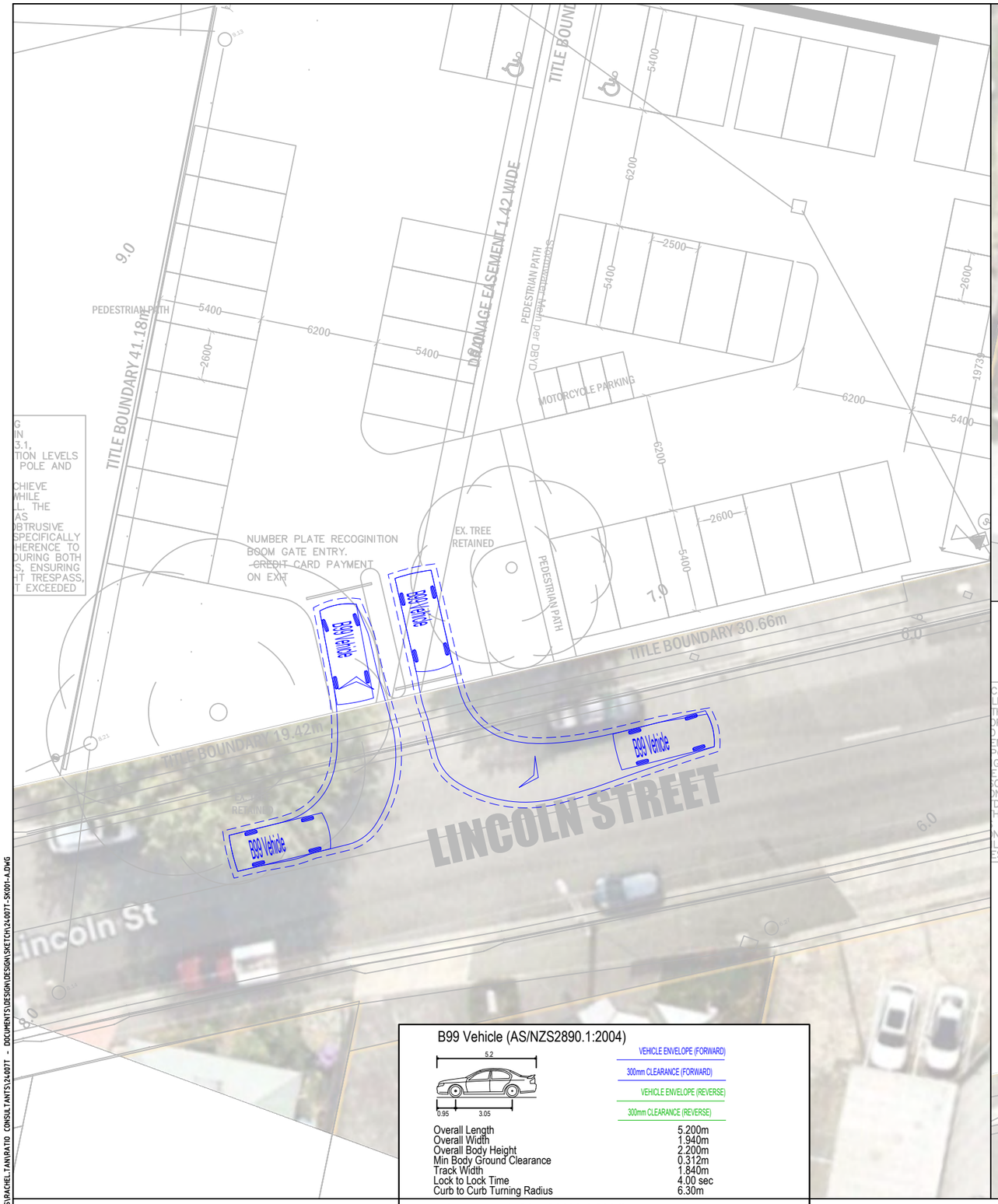
While there may be some variation in staff numbers and operational requirements, we do not anticipate that the proposed redevelopment's increase in staff numbers would translate directly into an equivalent increase in onsite parking demand, particularly given our intention to prioritise available onsite parking for patients.

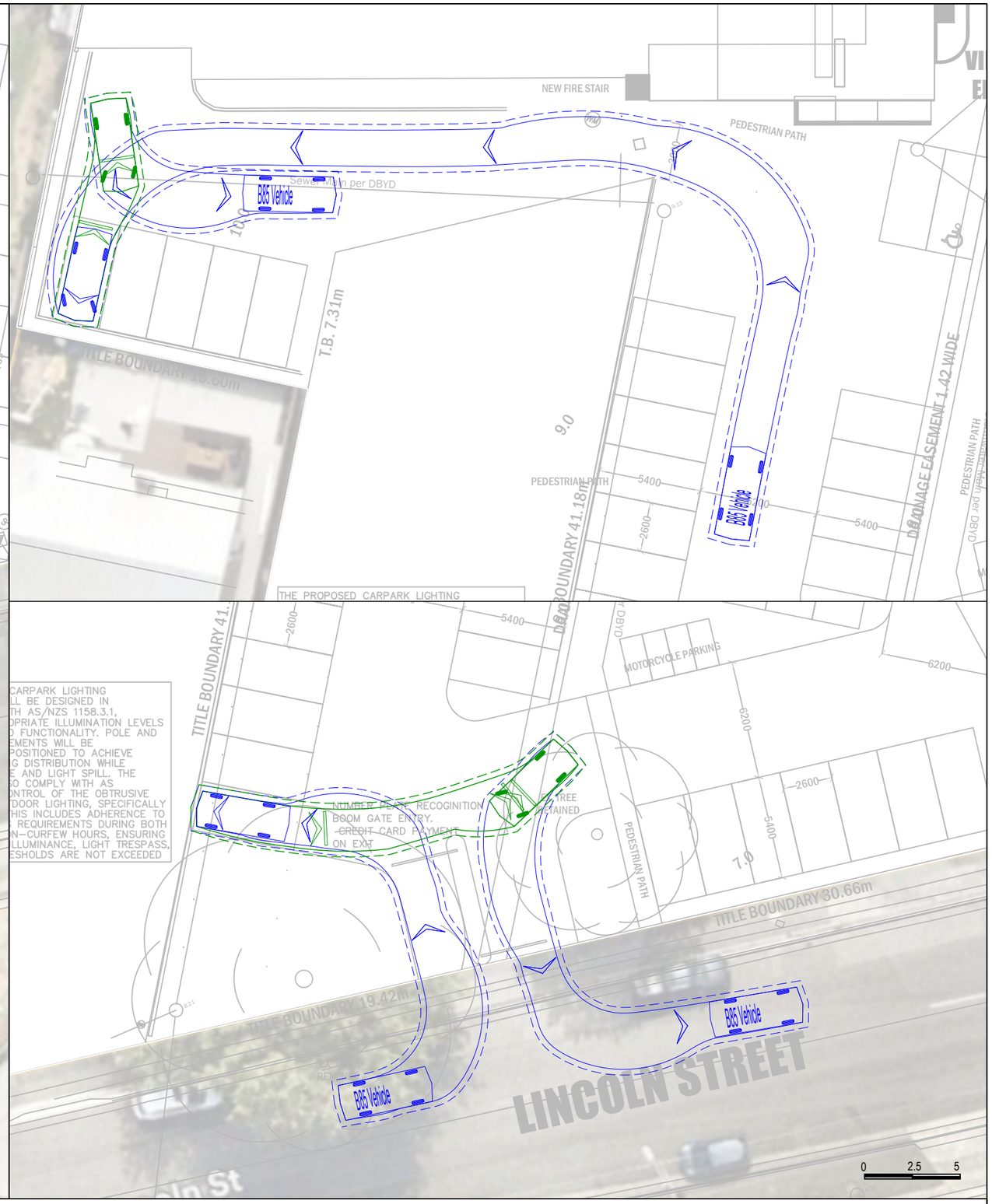
Yours sincerely,



Ria Mansfield
Practice Manager
The Lindisfarne Clinic

Appendix D Swept Path Assessment





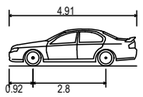
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DOOR LIGHTING, SPECIFICALLY
THIS INCLUDES ADHERENCE TO
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N–CURFEW HOURS, ENSURING
LLUMINANCE, LIGHT TRESPASS,
ESHOLDS ARE NOT EXCEEDED

B99 Vehicle (AS/NZS2890.1:2004)

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

B85 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

ratio:
RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5, 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Proposed Medical Centre Expansion
28-30 Lincoln Street, Lindisfarne
Swept Path Assessment

NOTE:
1) Base Plan Supplied By Design Intent Architecture + Management
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
24007T-SK001-A	1 of 3	R.T.	1:250 @A3	10/04/2026

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NEW BUILDING

VILLAGE ENTRY

NEW FIRE STAIR

PEDESTRIAN PATH

Sewer Main per DBYD

10.0

T.B. 7.31m

TITLE BOUNDARY 74.03m

TITLE BOUNDARY 41.18m

TITLE BOUNDARY 19.66m

TITLE BOUNDARY 30.66m

TITLE BOUNDARY 19.42m

DRAINAGE EASEMENT 1.42 WIDE

Stormwater Main per DBYD

MOTORCYCLE PARKING

NUMBER PLATE RECOGINITION
BOOM GATE ENTRY
CREDIT CARD PAYMENT
ON EXIT

EX. TREE RETAINED

LINCOLN STREET

Lincoln St

THE PROPOSED CARPARK LIGHTING INSTALLATION WILL BE DESIGNED IN ACCORDANCE WITH AS/NZS 1158.3.1, ENSURING APPROPRIATE ILLUMINATION LEVELS FOR SAFETY AND FUNCTIONALITY. POLE AND LUMINAIRE PLACEMENTS WILL BE STRATEGICALLY POSITIONED TO ACHIEVE UNIFORM LIGHTING DISTRIBUTION WHILE MINIMIZING GLARE AND LIGHT SPILL. THE DESIGN WILL ALSO COMPLY WITH AS 4282:2019 – CONTROL OF THE OBTRUSIVE EFFECTS OF OUTDOOR LIGHTING, SPECIFICALLY FOR ZONE A3. THIS INCLUDES ADHERENCE TO THE STANDARD'S REQUIREMENTS DURING BOTH CURFEW AND NON-CURFEW HOURS, ENSURING THAT VERTICAL ILLUMINANCE, LIGHT TRESPASS, AND GLARE THRESHOLDS ARE NOT EXCEEDED

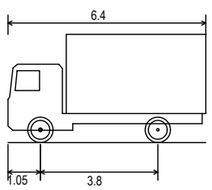
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CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

SRV - Small Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length	6.400m
Overall Width	2.330m
Track Width	2.330m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	7.100m

Proposed Medical Centre Expansion
28-30 Lincoln Street, Lindisfarne
Swept Path Assessment

NOTE:
1) Base Plan Supplied By Design Intent Architecture + Management
2) Maximum Design Speed 10km/h

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NEW BUILDING

VILLAGE ENTRY

NEW FIRE STAIR

PEDESTRIAN PATH

Sewer Main per DBYD

TITLE BOUNDARY 74.03m

TITLE BOUNDARY 41.18m

TITLE BOUNDARY 19.60m

TITLE BOUNDARY 30.66m

TITLE BOUNDARY 19.42m

T.B. 7.31m

DRAINAGE EASEMENT 1.42 WIDE

Stormwater Main per DBYD

MOTORCYCLE PARKING

NUMBER PLATE RECOGINITION
BOOM GATE ENTRY
CREDIT CARD PAYMENT
ON EXIT

EX. TREE RETAINED

EX. TREE REMOVED

LINCOLN STREET

Lincoln St

10.0

9.0

7.0

6.0

5400

6200

2600

2500

1973@

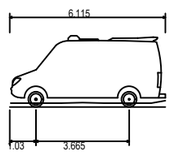
THE PROPOSED CARPARK LIGHTING INSTALLATION WILL BE DESIGNED IN ACCORDANCE WITH AS/NZS 1158.3.1, ENSURING APPROPRIATE ILLUMINATION LEVELS FOR SAFETY AND FUNCTIONALITY. POLE AND LUMINAIRE PLACEMENTS WILL BE STRATEGICALLY POSITIONED TO ACHIEVE UNIFORM LIGHTING DISTRIBUTION WHILE MINIMIZING GLARE AND LIGHT SPILL. THE DESIGN WILL ALSO COMPLY WITH AS 4282:2019 – CONTROL OF THE OBTRUSIVE EFFECTS OF OUTDOOR LIGHTING, SPECIFICALLY FOR ZONE A3. THIS INCLUDES ADHERENCE TO THE STANDARD'S REQUIREMENTS DURING BOTH CURFEW AND NON-CURFEW HOURS, ENSURING THAT VERTICAL ILLUMINANCE, LIGHT TRESPASS, AND GLARE THRESHOLDS ARE NOT EXCEEDED

0 2.5 5

ratio:

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ABN 005 422 104
LEVEL 5, 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Ambulance - Typical



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Ambulance Victoria - Typical	
Overall Length	6.115m
Overall Width	2.005m
Overall Body Height	2.800m
Min Body Ground Clearance	0.150m
Track Width	1.705m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.800m

Proposed Medical Centre Expansion
28-30 Lincoln Street, Lindisfarne
Swept Path Assessment

NOTE:
1) Base Plan Supplied By Design Intent Architecture + Management
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
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18 September 2026

Grace Elliot
Planner
ERA Advisory
Level 1, 125A Elizabeth Street
HOBART..TAS..7000

PDPLANPMTD-2026-060811 | 28-30 Lincoln Street, Lindisfarne
Traffic Response to Council RFI

Dear Grace

The following letter outlines Ratio's response to the Council RFI dated 31 July 2026 for the above application.

The assessment relies heavily on assumptions regarding staff parking and future parking management measures rather than demonstrating how parking demand will actually be accommodated. The revised TIA acknowledges that approximately 20 staff vehicles would need to park off-site on a regular basis and ultimately concludes that this can be managed through a future Parking Management Plan to be required and prepared under a permit condition. This effectively defers demonstration of compliance to a future document rather than establishing compliance as part of the current application.

A revised Transport Impact Assessment (TIA) has been prepared (Version F03, dated 18th September 2026). The car parking assessment provided in Section 5 of the TIA demonstrates compliance with the relevant performance criteria under Clause C2.5.1-P1.1. In summary:

— All estimated patient and visitor parking demand for the site can be accommodated within the on-site parking provisions under normal circumstances.

— The expected staff parking demand is 24 vehicles of which:

- 5 will be accommodated on-site in a small staff parking area, and
- 19 will be accommodated on-street in the surrounding area.

— It is estimated that there is over 300 suitable on-street car parking spaces within a reasonable walking distance (~400 meters) of the site.

— Parking surveys demonstrate spare capacity of at least 75 suitable spaces along Lincoln Street and Wellington Street during a typical day-time period.

On the above basis, the proposed carparking provision is considered to be sufficient to meet the reasonable needs of the use.

The TIA recommends the provision of a Car Parking Management Plan (CPMP) as an additional measure to manage the on-site parking supply and the potential impacts of off-site staff parking. The CPMP is not intended to demonstrate compliance with

performance criteria, but to give additional confidence to Council and the local community that parking for the site is being effectively managed.

The recommended inclusions in the CPMP are documented in Section 5.5 of the TIA.

Please provide a revised parking assessment and Parking Management Plan which:

(a) substantiates the proposed peak staffing and utilisation assumptions;

Additional information has been provided by The Lindisfarne Clinic to support the assumptions which underpin the parking demand assessment. This is provided in Appendix C of the TIA.

(b) reconciles the 63 existing spaces with the 67 spaces surveyed and the existing peak of 55 vehicles with the projected future demand of 65 vehicles;

The TIA has been amended to reflect the supply of parking on the site recorded through parking surveys. This includes 63 general use parking spaces and four accessible parking spaces for a total of 67 spaces.

Based on advice provided by the proponent, the existing peak parking demand of 55 vehicles on the site includes users of other facilities in the area, as well as long-stay parking. The proposed development would control access to the carpark to ensure that it is used only by patients and visitors of the centre on a short term basis.

(c) independent patronage of the café and expanded pharmacy, or defines any operational restrictions relied upon;

The pharmacy and café will not independently generate patient or visitor patronage. The intended operation of these facilities is to serve current users of the medical centre, rather than the general public. This would be further enforced by the proposed access and parking arrangements on the site (including fees) which would deter parking by people who do not have legitimate business with the medical centre (e.g. patients).

This operational restriction is articulated in Section 3.1 of the TIA.

(d) confirms how the allocation of five staff and 38 visitor spaces will be managed and enforced; and

The five staff parking spaces are physically separate from the remainder of the carpark and accessed via a narrow laneway. This would be signposted as ‘staff only’ to restrict access by the general public.

Staff would be prohibited from parking in the patient/visitor carpark.

(e) details the boom gate, vehicle recognition, validation, monitoring and ongoing management arrangements, including the availability and duration of off-site parking relied upon.

Additional information is provided in Section 5.5 of the TIA. Carpark access would be managed similar to other controlled hospital parking facilities across the state (such as the Launceston Health Hub).

Licence plate recognition technology would record the entry and exit time of vehicles. Patients and others with legitimate business purpose at the site will be able to obtain a validated ticket to allow exit from the carpark for free. All other users will be required to pay a fee by credit card upon exiting the site.

The design and specification of the system will be confirmed once a supplier is appointed.

The proposal relies on off-site parking in the order of 19 spaces for staff. This would be long-stay parking for the duration of a typical shift (~8 hours or so). The TIA estimates that there are over 300 suitable on-street parking spaces within a reasonable walking distance of 400 metres, and demonstrates a spare capacity of at least 75 spaces on Lincoln Street and Wellington Road.

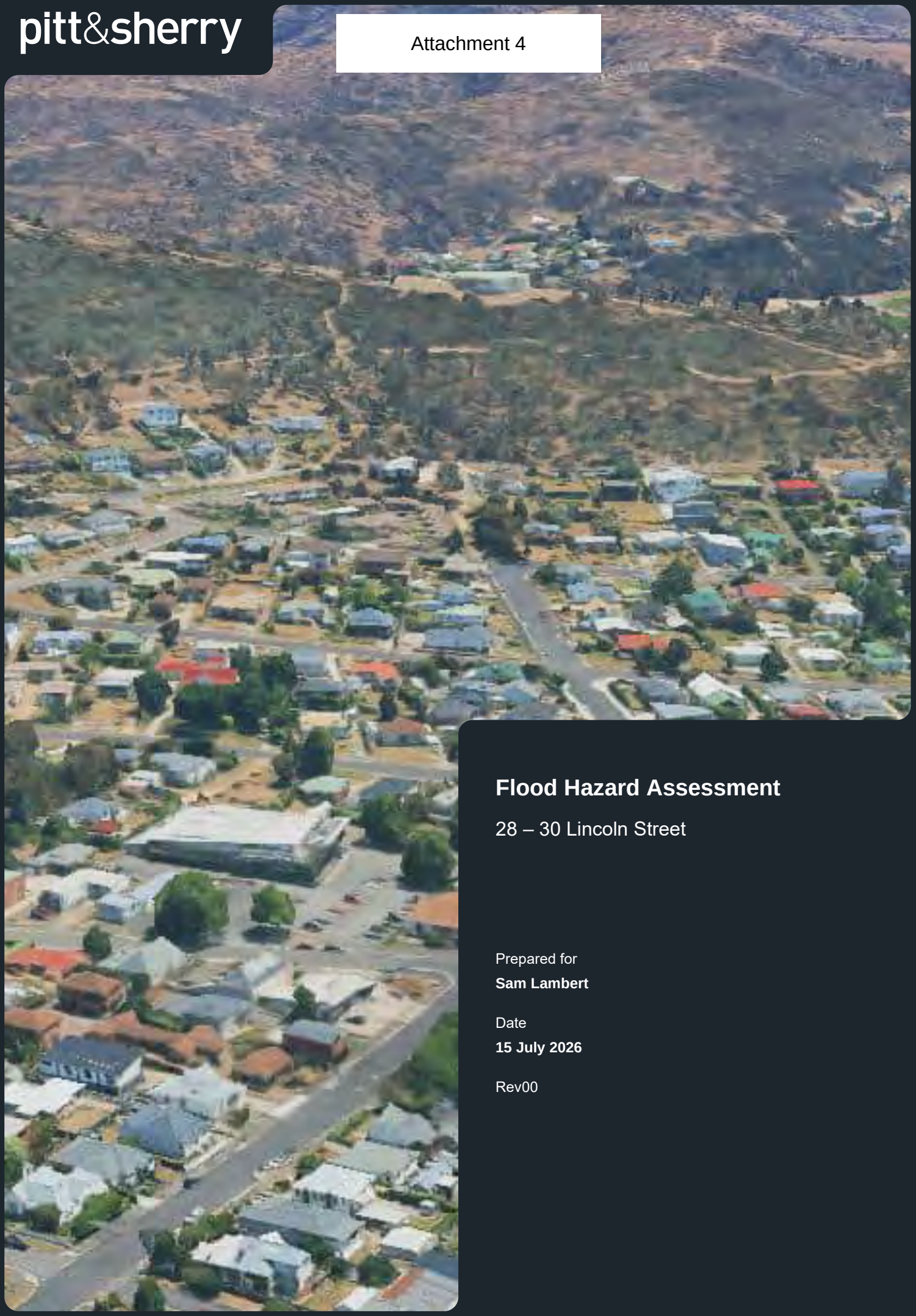
I trust the above information appropriately responds to the Council RFI. If you have any queries, or require further clarification on any of the above response, please contact the undersigned.

Regards

Mark Petrusma
Senior Associate: Transport
Ratio Consultants

pitt&sherry

Attachment 4



Flood Hazard Assessment

28 – 30 Lincoln Street

Prepared for
Sam Lambert

Date
15 July 2026

Rev00

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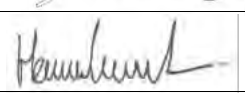
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Appendices

Appendix A — Flood Maps

Prepared by — Joshua Coates		**Date** — 15 July 2026
Reviewed by — Hamish Peacock		**Date** — 15 July 2026
Authorised by — Joshua Coates		**Date** — 15 July 2026

Revision History					
Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
RevA	Draft Report for Issue	JC			10/07/2026
Rev00	Final Issue	JC	HP	JC	15/07/2026

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1. Introduction

pitt&sherry have been commissioned to prepare a Flood Hazard Assessment Report relating to the proposed development at 28 – 30 Lincoln Street, Lindisfarne. The proposed development includes a new building and associated car parking.

The proposed development is shown in Figure 1.

A request for additional information has been provided which stated:

> *… a brief flood report addressing the impacts to the site, neighbouring properties and public infrastructure would be required to satisfy flood code of the planning scheme. This report must clearly explain the existing and the proposed works on the flood overlay and the impacts determining whether the flood depth and hazard are within a tolerable risk after the proposed works.*

To inform design development and to respond to the above RFI, pitt&sherry has undertaken flood modelling for a 1% Annual Exceedance Probability (AEP) event (plus climate change) at the site for both the existing and developed scenarios. This report presents an assessment of flood hazards relevant to the site and provides guidance to inform the development of flood resilient measures.

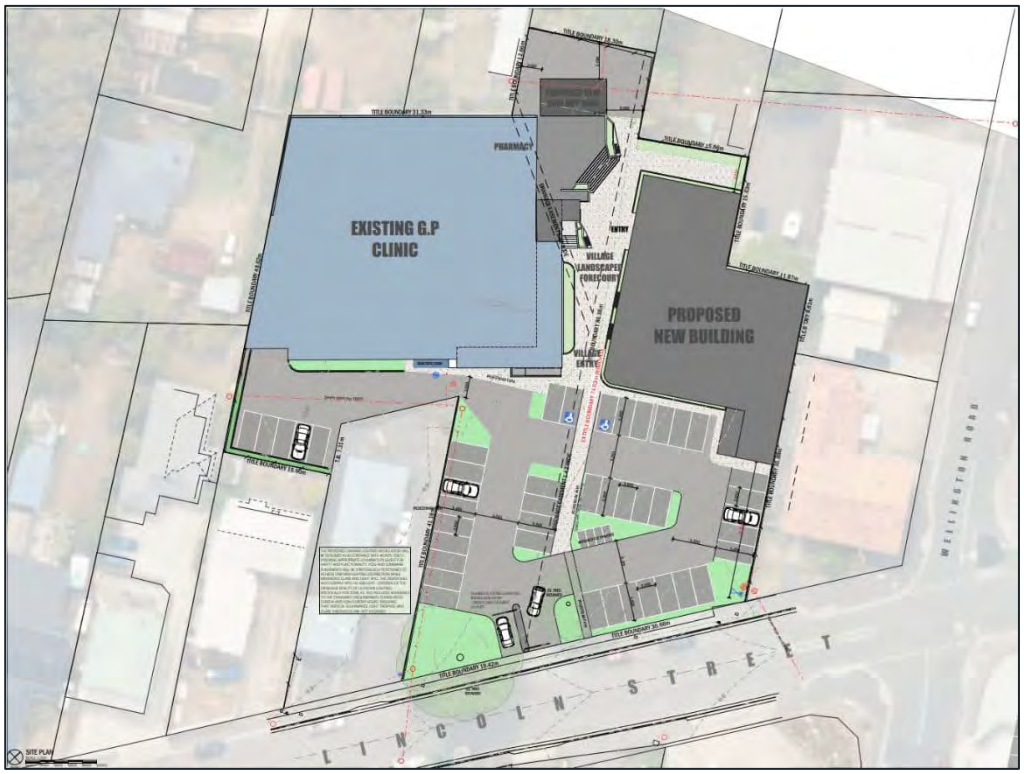


Figure 1: Overview of the Site and proposed development

1.1 Site details and context

The Site occupies approximately 4,600 m² within the Clarence municipality and is zoned General Business under the Tasmanian Planning Scheme.

The site is impacted by the flood prone areas hazard code. As such the development must respond to Code C12 of the Tasmanian Planning Scheme.

The land generally slopes from the north-west to south-east.



Figure 2: Overview of Site with respect to wider catchment

2. Flooding assessment

To inform design development at the site, a 2D flood model has been developed to define flood behaviour for the 1% Annual Exceedance Probability (AEP) event.

2.1 Methodology

2.1.1 Hydrology

A direct rainfall model has been developed. This type of model is appropriate as local overland flows are the primary flood mechanism that may interact with the site. The following are the key parameters and values that have been adopted with respect to hydrology.

- Direct rainfall modelling approach with boundary defined as the upstream catchment contributing to the site.
- A materials layer has been defined which spatially defines both pervious and impervious material types
- An initial/continual loss model has been developed. The following values have been adopted
  - Impervious: IL: 1mm, CL: 0mm/hr
  - Pervious: IL: 10mm, CL: 2mm/hr
- A full ensemble of temporal patterns for durations between 5 minutes and 6 hours has been analysed in DRAINS to identify the critical event for the site. This was identified to be 45 minutes, however critical events from 10 minutes through 2 hours have been run through TUFLOW.
- Climate change loading has been applied. SSP3-7 at the year 2100 has been adopted.

2.1.2 Hydraulics

The Hydraulic model extent and boundary conditions are shown in Figure 3. The model domain extends to upstream catchment extent to a downstream boundary positioned sufficiently beyond the site such that it will have no influence of flood behaviour at the site.



Figure 3: Flood model extent

A base 4m grid cell size was applied across the model domain. To improve representation of flow behaviour in key areas, Quadtree refinement was used to reduce the cell size to 2m at locations where the urban area may manipulate flow paths, and 1m at the subject site (see Figure 4). Quadtree is an adaptive mesh technique in TUFLOW that locally subdivides cells to provide higher resolution where needed without increasing the overall model size.

The model utilised a Digital Elevation Model (DEM) derived from the Greater Hobart LiDAR 2013 dataset, which provides 1 m resolution elevation data. Sub-Grid Sampling was applied with a target distance of 1 m to incorporate this high-resolution terrain detail within the computational grid, allowing TUFLOW to represent fine-scale topographic variation without reducing the overall grid size.



Figure 4: Flood model quadtree extent

Manning's 'n' values represent hydraulic roughness. The applicable roughness has been spatially defined across the study area. The Manning's values have been provided in Table 1.

Table 1: Manning's 'n' roughness value inputs

ID	Surface Type	Manning's Roughness 'n'
1	Bush	0.06
2	Roads	0.018
3	Raised Buildings	0.4 (note: buildings raised by 300mm)

Buildings within the model domain have been raised as solid obstructions up to 300mm, if the water level exceed 300mm above ground at a building, a high roughness is applied (0.4) to simulate over floor flooding.

A developed case has represented the proposed building as a solid obstruction.

3. Results

The flood model has been run for both the existing and developed 1% AEP event

The following flood maps have been prepared for both scenarios:

- Peak Depth
- Peak Hazard; and
- Flood Level Afflux between the two scenarios.

The flood maps can be found in Appendix A.

3.1 Existing condition

Hydraulic modelling of the existing 1% Annual Exceedance Probability (AEP) plus climate change event indicates that the site is subject to inundation. There are several minor overland flow paths that pass through the site entering from the northern boundary and generally flowing towards Lincoln Street exiting at the south-east corner of the site. Flood depths are generally below 50mm, however some localised ponding occurs adjacent to fences and buildings. A map of the existing flood behaviour is shown in Figure 3.

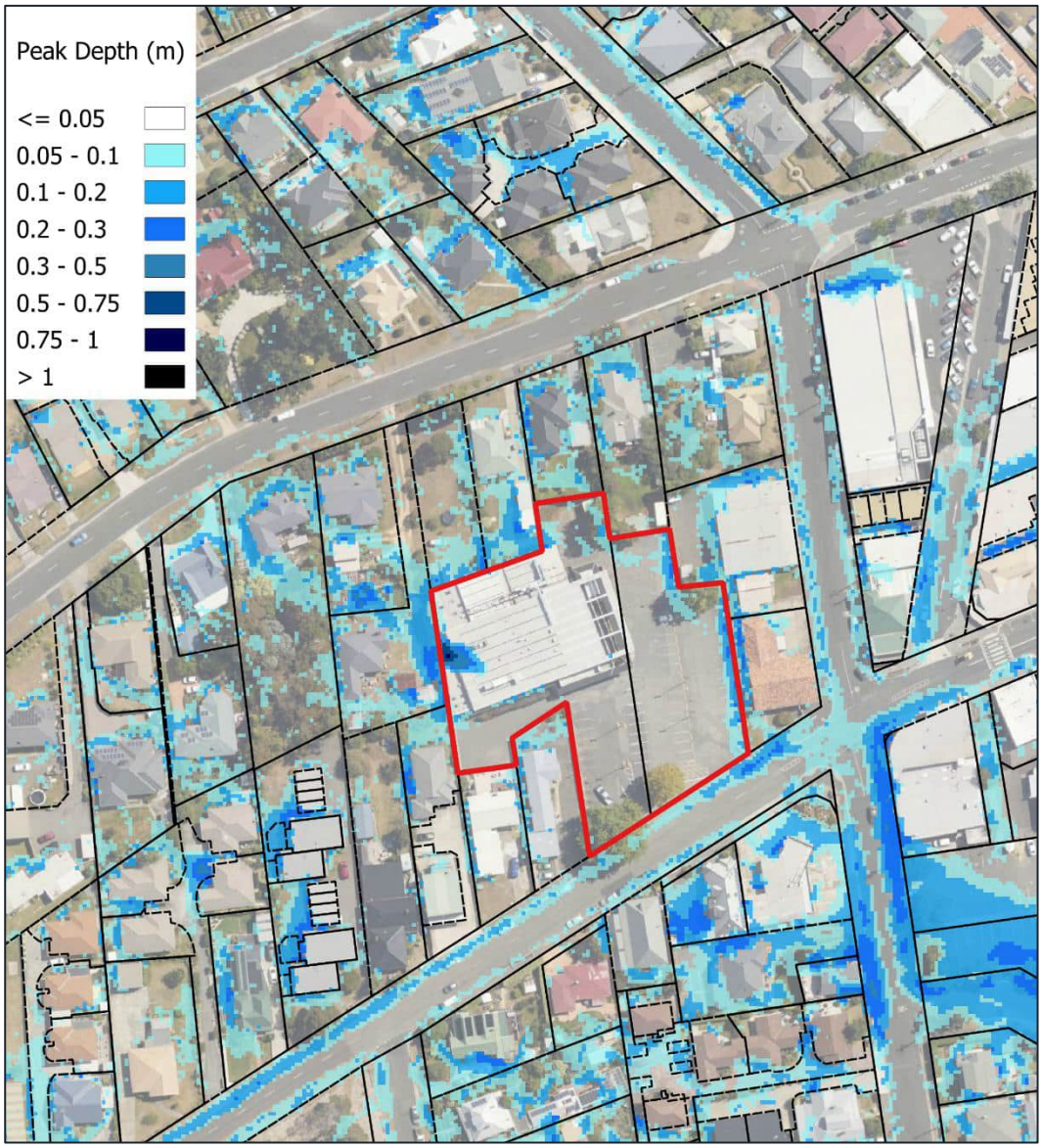


Figure 5: Overview of the 1% AEP Peak Flood Depths at the Site for the existing scenario

3.2 Developed Condition

The flood model was updated to include the proposed structure and then re-run. This building is located within one of the identified local overland flow paths. Without intervention, the proposed building enforces a trapped sag where a flood depth of up to 700mm can form.

As this is not favourable, two management measures have been included in the developed case run to ensure flooding can be managed. These are:

- An obstruction introduced extending from the northern edge of the proposed building the property boundary. This is to ensure overland flow cannot build up against the northern wall of the proposed building.
- Minor shaping of pathway between two buildings. The flood model has estimated a peak flow of 0.5 m^3/s arriving at this location in the 1% AEP plus climate change. Within the flood model a 300m deep, 3m wide channel has been introduced. This is sufficient the safely convey overland flow between the building and maintain the existing flow regime past the building.

The proposed management measures are presented in Figure 6

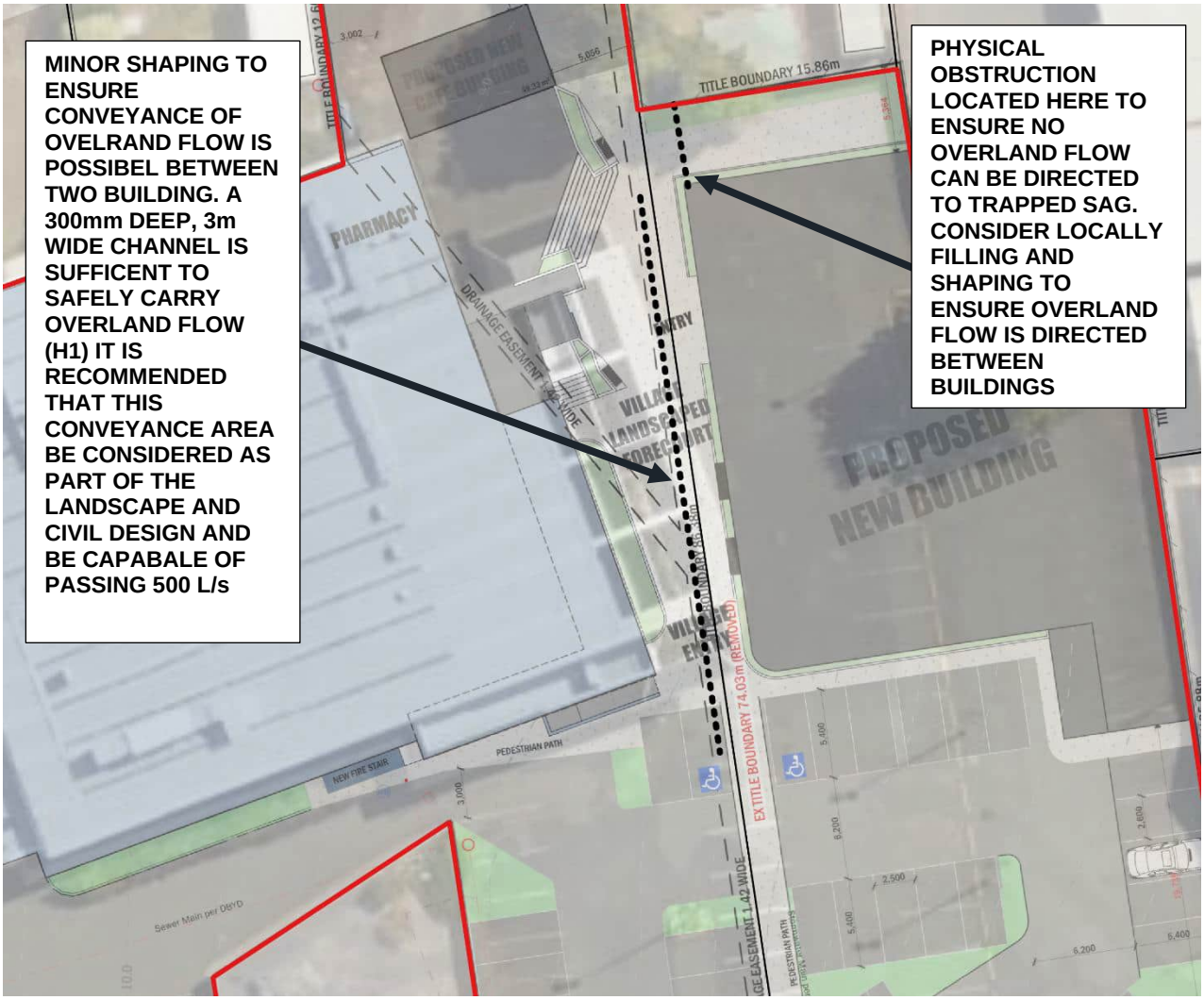


Figure 6: Proposed management measures

An overview of flood behaviour in the developed case is shown in Figure 7. This includes the implementation of measures discussed above.

As overland flow is directed past the building entrance, it is recommended that the building design considers interaction between access and building floor level (freeboard) whilst also providing the recommended flood management measures. The water level varies from 8.7m AHD at the northern most edge to 8.4m AHD at the southern edge.

There is some ponding occurring behind the proposed café however this is minor in nature and can be managed with an appropriate civil/drainage design for the site. The building design should also consider the potential for water build up against the structure

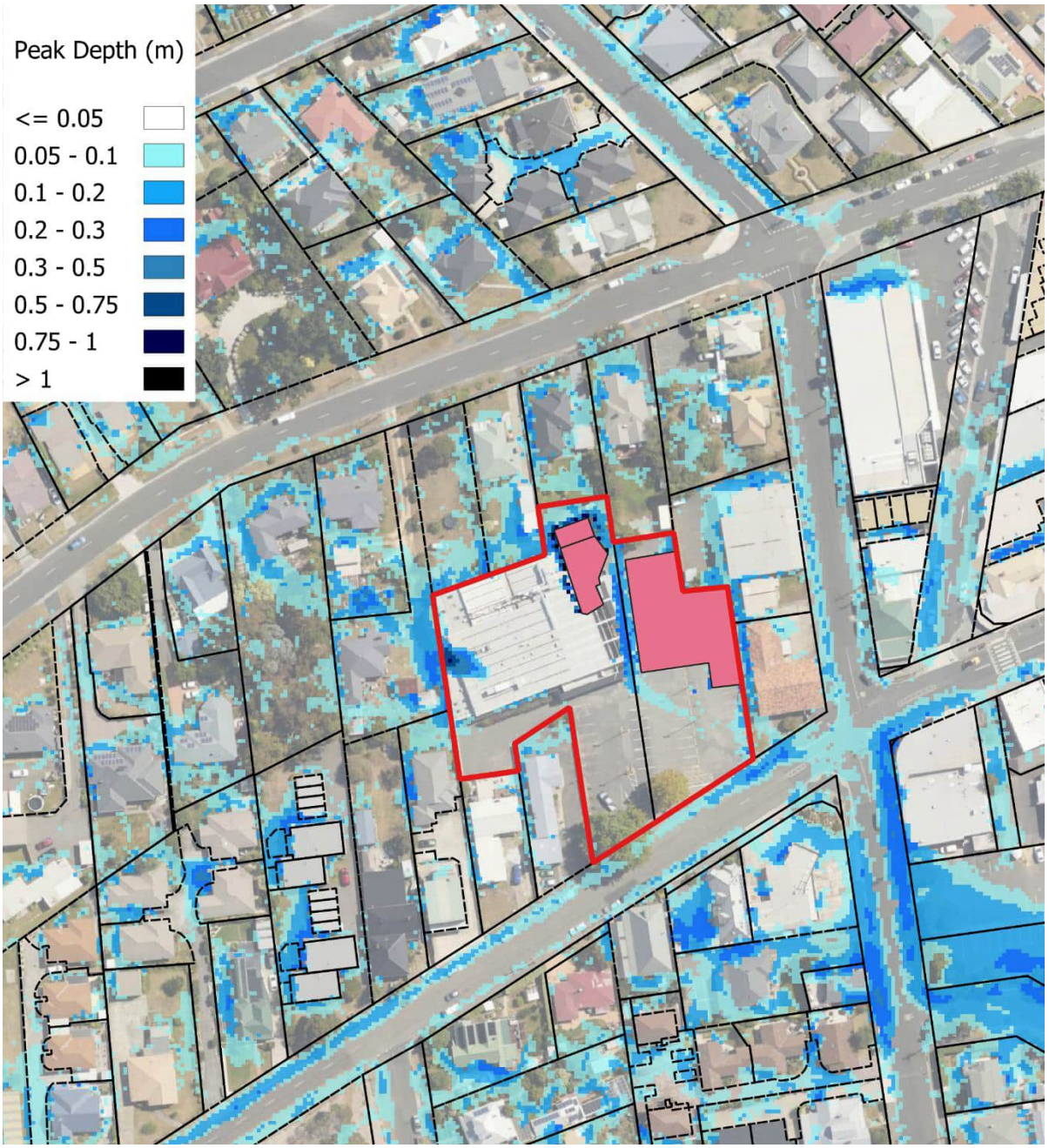


Figure 7: Overview of the 1% AEP Peak Flood Depths at the Site for the developed scenario

A comparison of water level between the existing and developed case has been carried out and shows any water level impacts are contained within the property boundary. No adverse impacts have been identified on adjacent property.

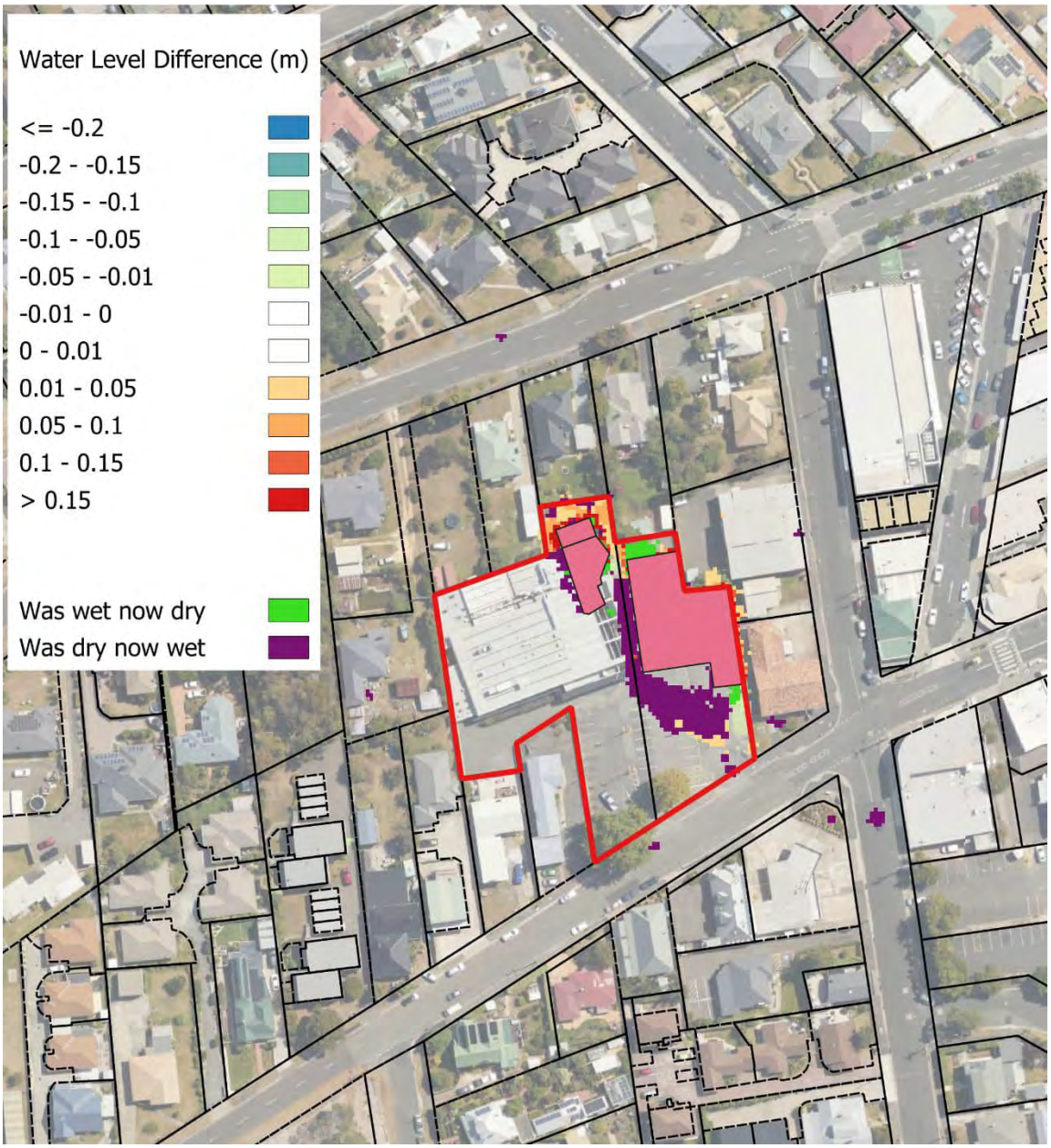


Figure 8: Water level difference 1% AEP Developed vs Existing

4. Planning

As the subject site is located within a flood affected area, it must respond to relevant criteria from Code C12 of the Tasmanian Planning Scheme. The relevant criteria are listed below with responses:

Table 2: C12.5.1 Uses within a flood-prone area

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

Table 3: C12.6.1 Uses within a flood-prone area

Objective	
That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and *(b)* buildings and works do not increase the risk from flood to adjacent land and public infrastructure.	
Acceptable Solution	**Performance Criteria**
A1 No Acceptable Solution	**P1.1** Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: a) the type, form, scale and intended duration of the development; b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; c) any advice from a State authority, regulated entity or a council; and d) the advice contained in a flood hazard report.
	P1.1 Response As the proposed building is located within an overland flow path, a flood assessment has been carried out to ensure a tolerable level of risk can be achieved. The modelling undertaken has identified flood water being blocked by the new building. As such 2 flood management measures has been recommended. These are presented in Figure 6 and discussed in Section 3.2. It is also recommended that the new buildings consider the potential for water ingress (i.e. café building). No specific advice from an external authority has been noted.
	P1.2 A flood hazard report also demonstrates that the building and works: a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.
	P1.2 Response The flood modelling undertaken has considered both an existing and developed case. When comparing the 2, for the 1% AEP + climate change to the year 2100 (SSP3-7.0) any afflux is contained within the property boundaries. No impacts on adjacent property and the same flood mechanism has been maintained upstream and downstream of the site. The flood management measures proposed are permanent civil design related items which are appropriate for this type of issue. The flood hazard category for overland flow through the site is H1 which is generally safe for people, vehicles and buildings.

5. Conclusions and recommendations

Hydraulic modelling of the 1% AEP flood + climate change indicates that the site is subject to minor overland flow in a predominantly H1 hazard classification. Flood depths in the order of 100mm are present in isolated areas across the site.

Two (2) mitigation measures have been included in the developed condition to ensure flood risk can be appropriately managed. These are:

- An obstruction introduced extending from the northern edge of the proposed building the property boundary. This is to ensure overland flow cannot build up against the northern wall of the proposed building.
- Minor shaping of pathway between two buildings. The flood model has estimated a peak flow of 0.5 m^3/s arriving at this location in the 1% AEP plus climate change. Within the flood model a 300m deep, 3m wide channel has been introduced. This is sufficient the safely convey overland flow between the building and maintain the existing flow regime past the building.
- Consideration of potential ponding on the northern wall of the proposed café building. This may require waterproofing and specific building design it mitigate risk of water ingress

Furthermore, as the overland flow path is between two buildings and close to the entrance of the new building, the peak flood level should be considered in the relation to the building entrance and floor level. It is noted the flood hazard in the location is H1 which is considered to be generally safe for people, vehicles and buildings.

The flood impact assessment carried out shows no adverse impacts on adjacent properties with water level increase contained within the property boundary.

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

The services undertaken by pitt&sherry in connection with preparing the Report were limited to those specifically detailed in the report and are subject to the restrictions, limitations and exclusions set out in the Report. The Report's accuracy is limited to the time period and circumstances existing at the time the Report was prepared. The opinions, conclusions and any recommendations in the Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update the Report to account for events or changes occurring after the date that the report was prepared. If such events or changes occurred after the date that the report was prepared render the Report inaccurate, in whole or in part, pitt&sherry accepts no responsibility, and disclaims any liability whatsoever for any injury, loss or damage suffered by anyone arising from or in connection with their use of, reliance upon, or decisions or actions based on the Report, in whole or in part, for whatever purpose.

Flood Maps

Appendix A

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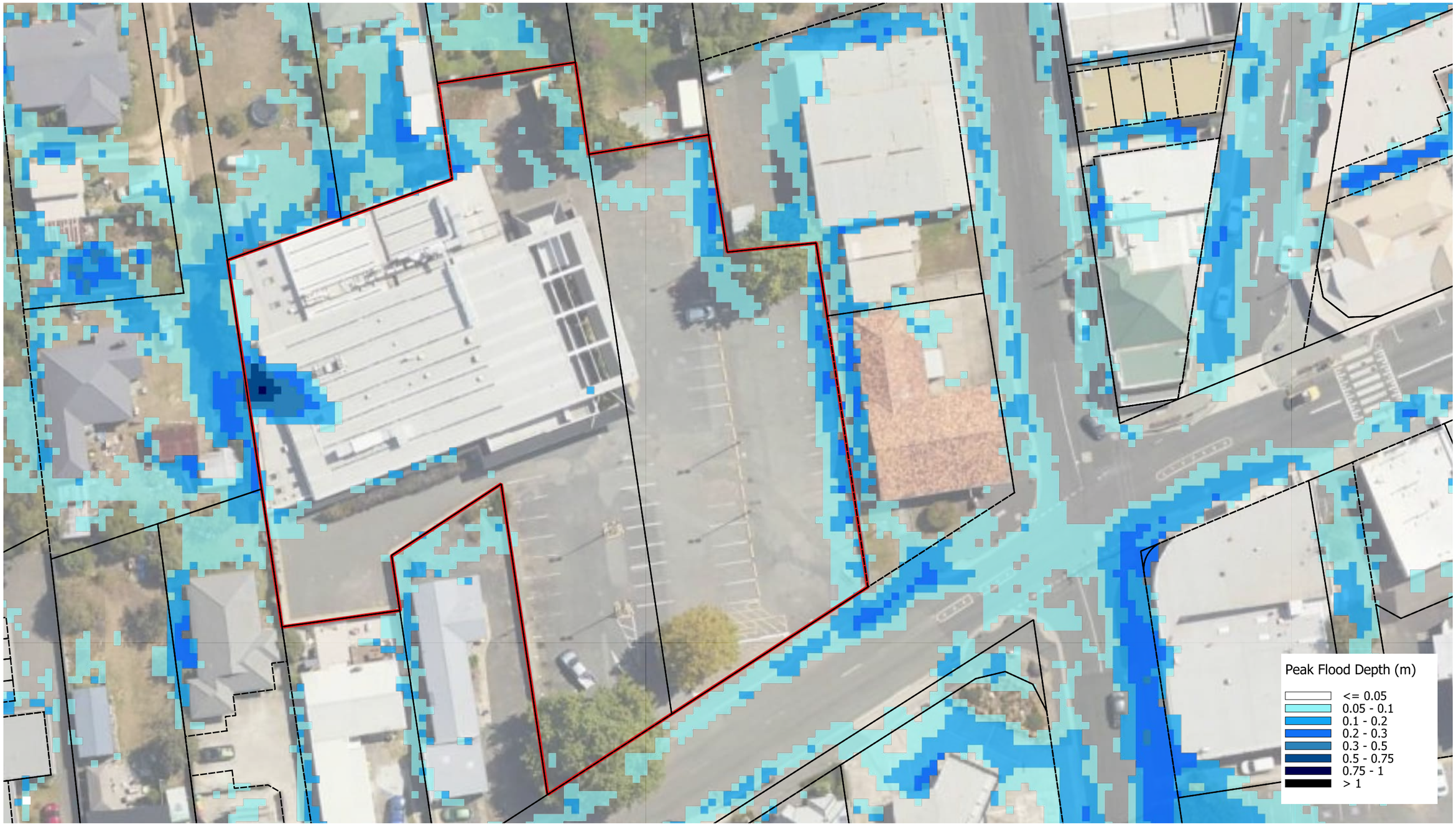


Figure 1: Flood Depth - 1% AEP SSP3-7 - Existing

LEGEND Cadastral Boundaries Study Area

P.26.0786
28-30 Lincoln Street

pitt&sherry

MAP REF:	P260786_TUFLOW_Workspace.qgz	**DATA SOURCES:**	Base map - Google Satellite
AUTHOR:	jcoates		
REVISION:	A		
DATE:	10/07/2026		

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COORDINATE SYSTEM: GDA94 / MGA zone 55
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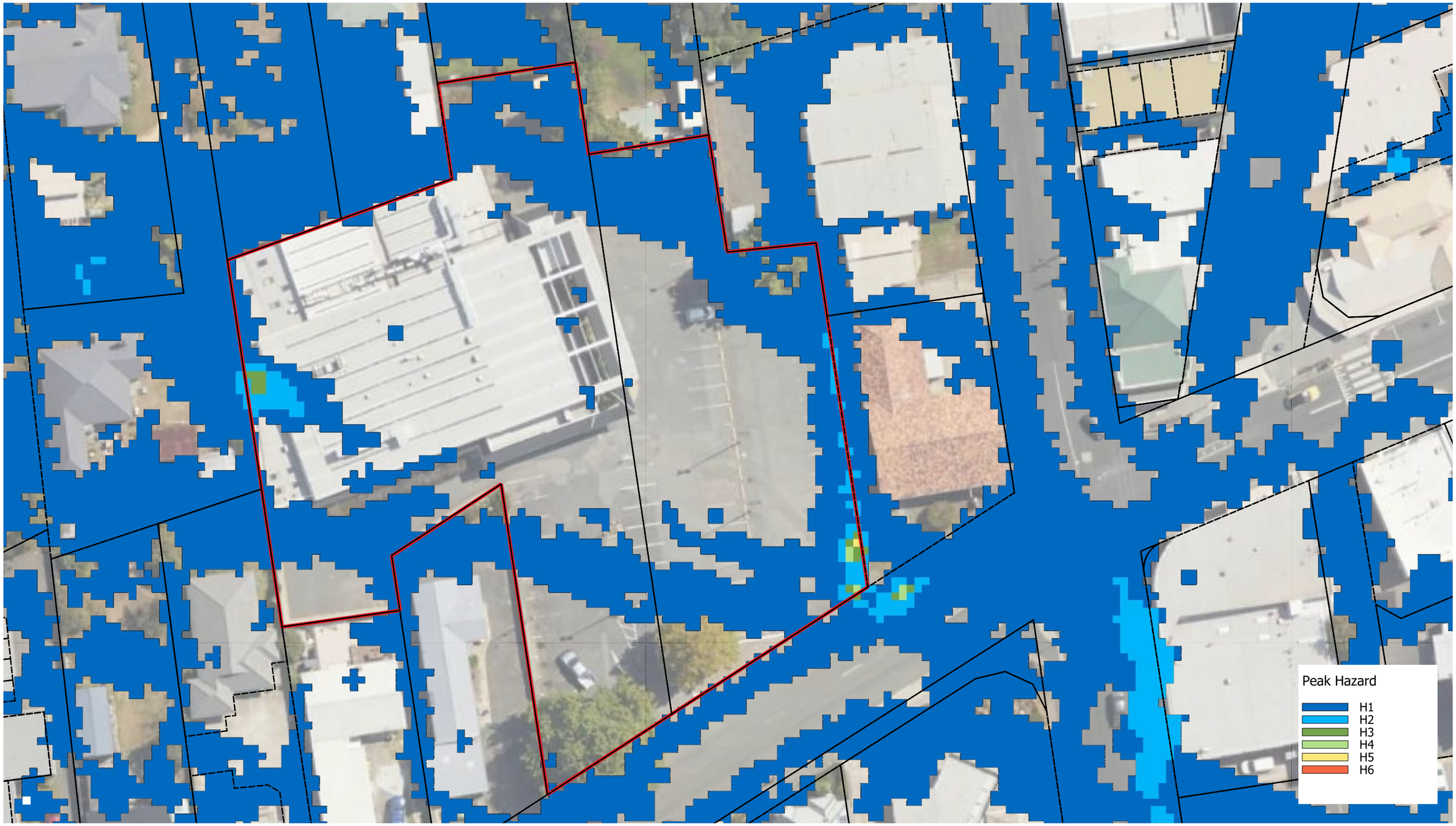


Figure 2: Flood Hazard - 1% AEP SSP3-7 - Existing

LEGEND Cadastral Boundaries Study Area

P.26.0786
28-30 Lincoln Street

pitt&sherry

MAP REF:	P260786_TUFLOW_Workspace.qgz
AUTHOR:	jcoates
REVISION:	A
DATE:	10/07/2026

DATA SOURCES: Base map - Google Satellite

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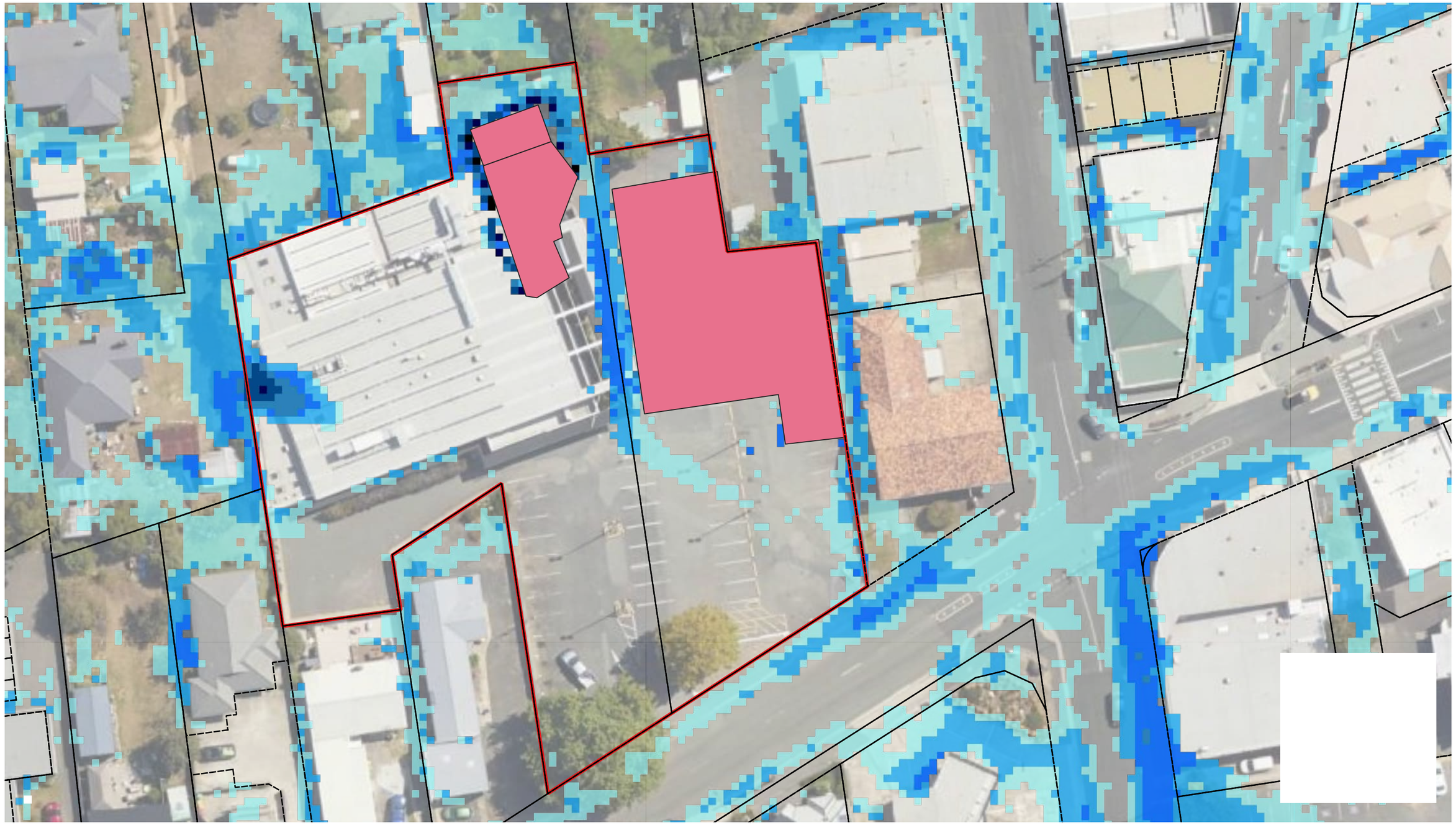


Figure 3: Flood Depth - 1% AEP SSP3-7 - Developed

LEGEND
Proposed Building
Cadastral Boundaries
Study Area

P.26.0786
28-30 Lincoln Street

pitt&sherry

MAP REF:	P260786_TUFLOW_Workspace.qgz
AUTHOR:	jcoates
REVISION:	A
DATE:	10/07/2026

DATA SOURCES: Base map - Google Satellite

N

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COORDINATE SYSTEM: GDA94 / MGA zone 55
SCALE @ A3: 1:500

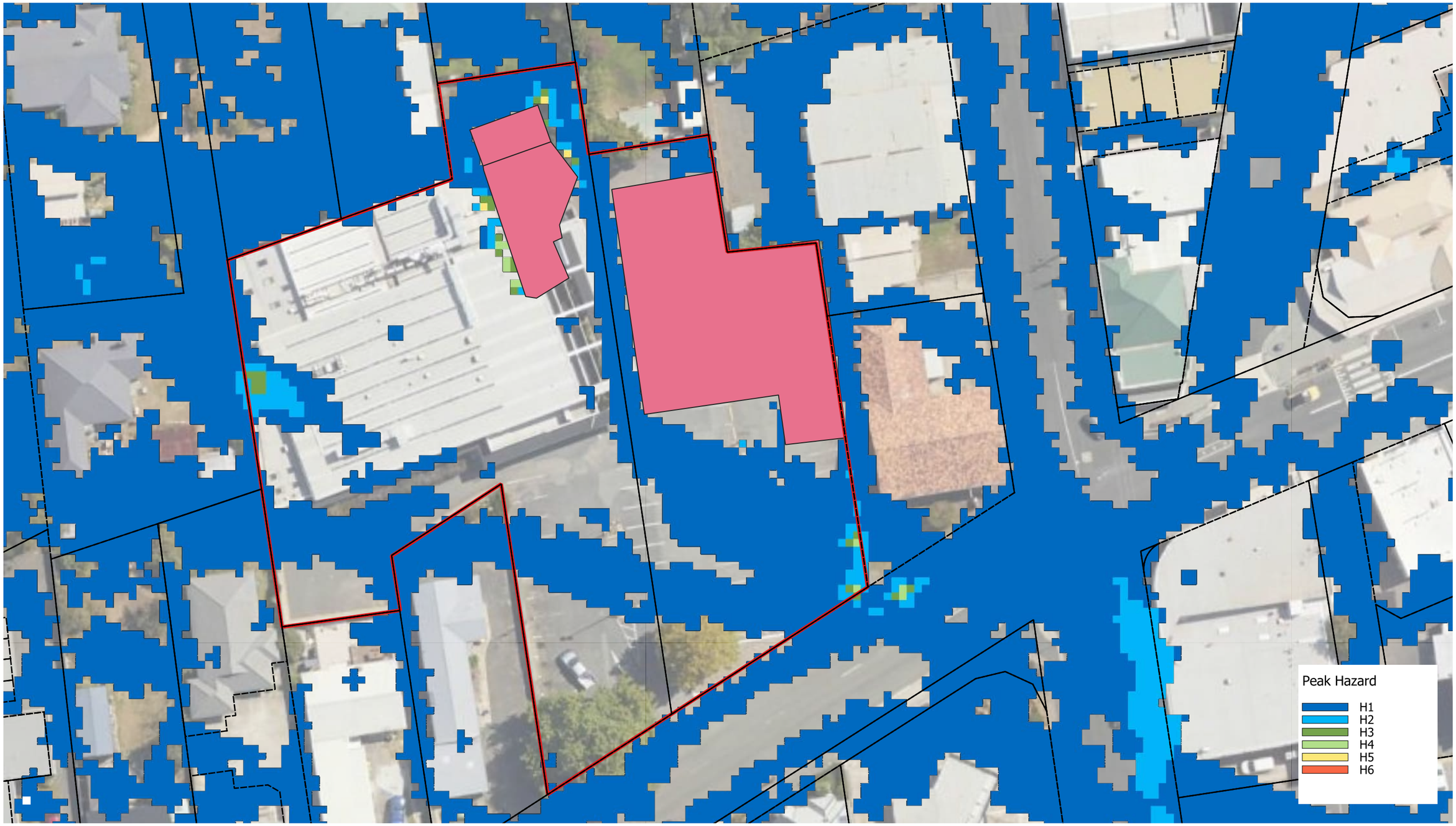


Figure 4: Flood Hazard - 1% AEP SSP3-7 - Developed

P.26.0786
28-30 Lincoln Street

pitt&sherry

LEGEND Proposed Building Cadastral Boundaries Study Area

MAP REF:	P260786_TUFLOW_Workspace.qgz	**DATA SOURCES:**	Base map - Google Satellite
AUTHOR:	jcoates		
REVISION:	A		
DATE:	10/07/2026		

N

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COORDINATE SYSTEM: GDA94 / MGA zone 55
SCALE @ A3: 1:500

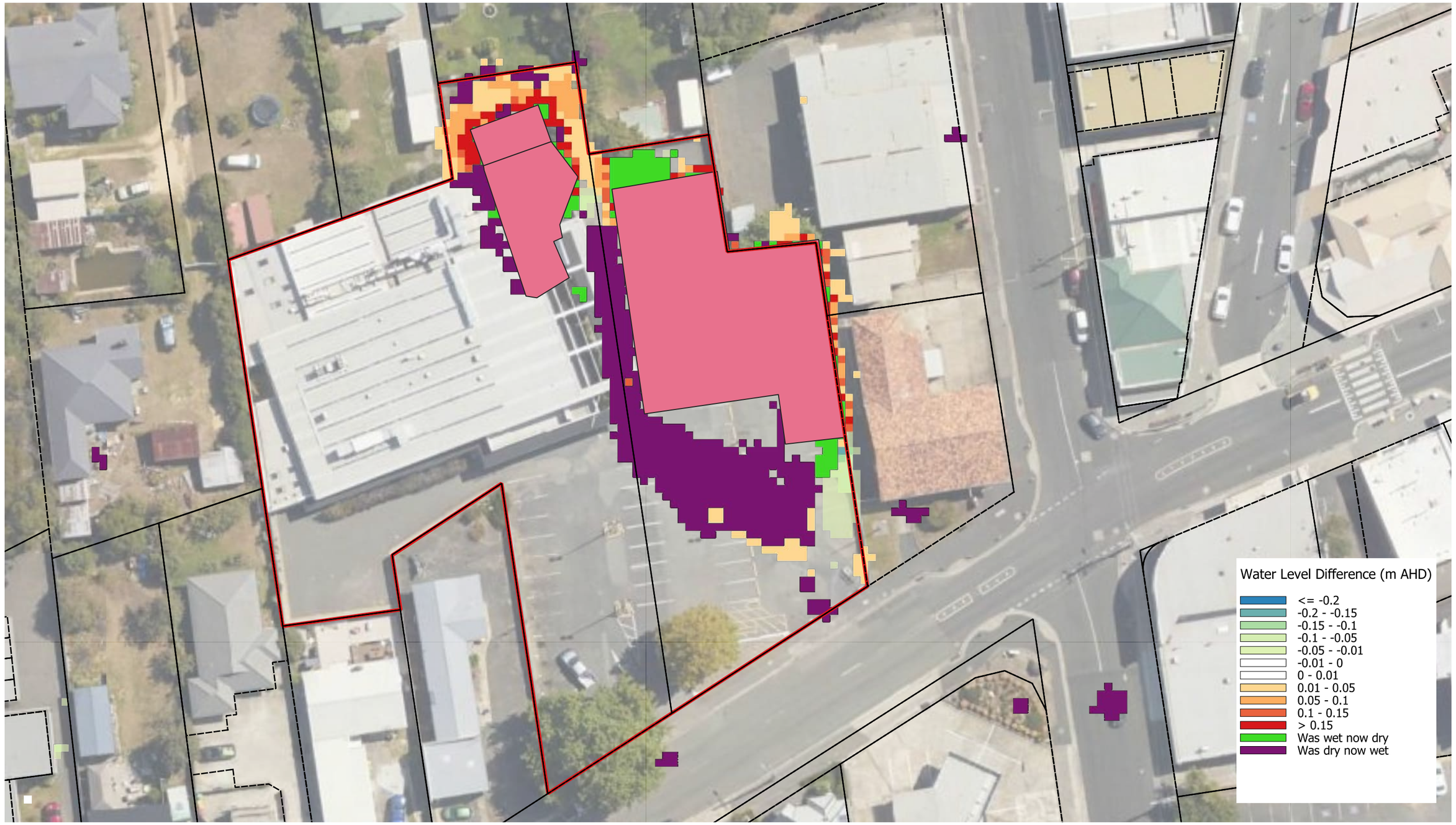


Figure 5: Water Level Difference - 1% AEP SSP3-7 - Developed

LEGEND Proposed Building Cadastral Boundaries Study Area

P.26.0786
28-30 Lincoln Street

pitt&sherry

MAP REF:	P260786_TUFLOW_Workspace.qgz	**DATA SOURCES:**	Base map - Google Satellite
AUTHOR:	jcoates		
REVISION:	A		
DATE:	10/07/2026		

N

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COORDINATE SYSTEM: GDA94 / MGA zone 55
SCALE @ A3: 1:500

pitt&sherry

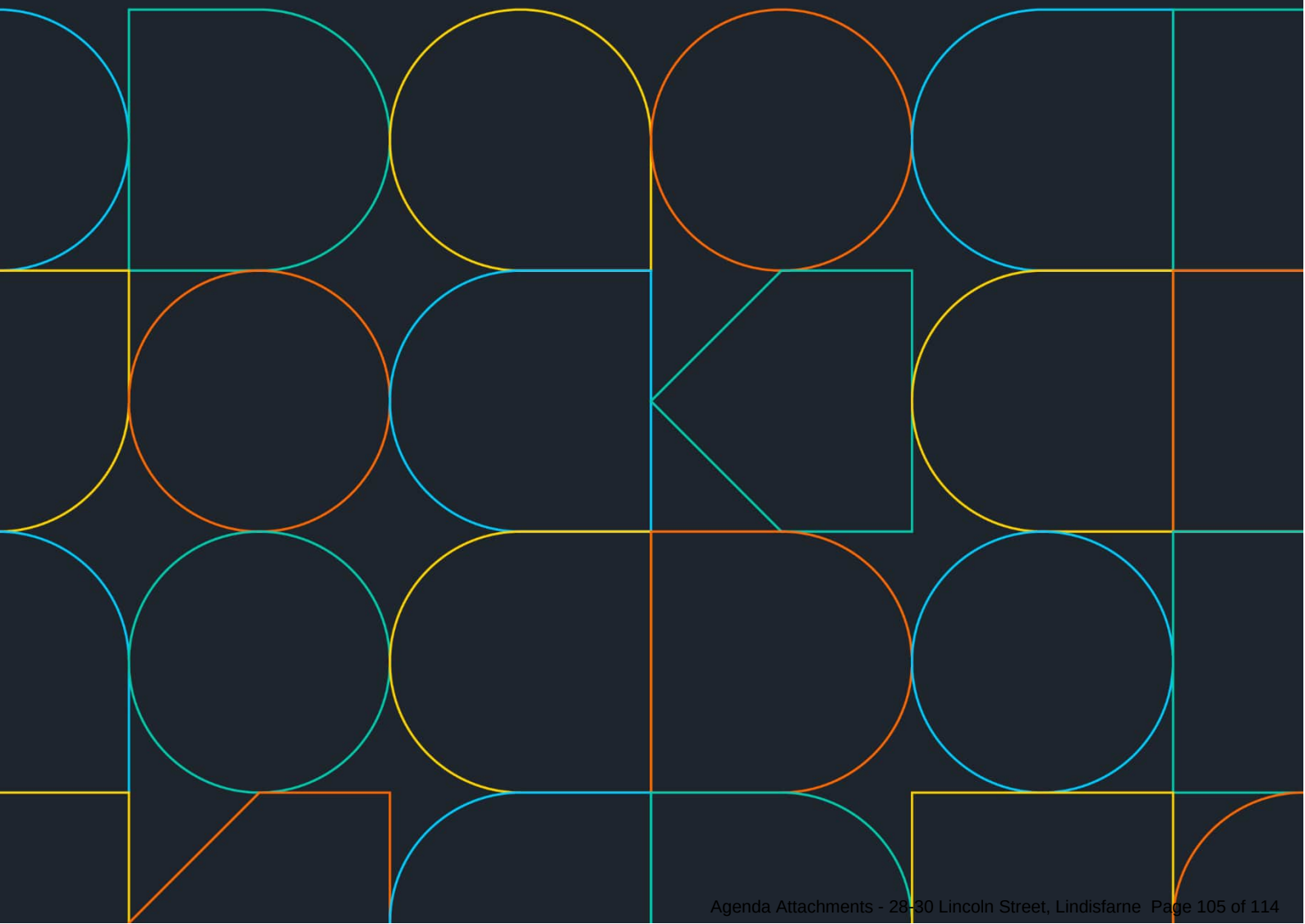
Flood Hazard Assessment

28 – 30 Lincoln Street

Pitt & Sherry (Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport





28-30 Lincoln Street from 27 Lincoln Street – central



28-30 Lincoln Street from 27 Lincoln Street – west



28-30 Lincoln Street from 27 Lincoln Street – east



Streetscape – south side of Lincoln street looking west



Streetscape – south side of Lincoln Street looking east



Streetscape – north side of Lincoln Street looking west



Streetscape – north side of Lincoln Street east of site



Streetscape – north side of Lincoln Street looking east



Available parking area to rear

8. REPORTS OF OFFICERS

8.1 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS

Nil Items.

8.2 ASSET MANAGEMENT

Nil Items.

8.3 FINANCIAL MANAGEMENT

Nil Items.

8.4 GOVERNANCE

8.4.1 CODE OF CONDUCT DETERMINATION REPORT – CR MULDER VS CR BLOMELEY

EXECUTIVE SUMMARY

PURPOSE
To list a determination report received from the Code of Conduct Panel dated 13 July 2026 in respect to a complaint lodged by Cr Mulder against Cr Blomeley.

RELATION TO EXISTING POLICY/PLANS
Nil.

LEGISLATIVE REQUIREMENTS
Section 28ZK(4) of the Local Government Act 1993 (Tas) provides that the Chief Executive Officer must ensure a copy of the determination report is included within an item on the open meeting agenda at the first Council Meeting at which it is practicable to do so after the determination report has been received. Relevantly, this section of the Act was amended with effect from 1 September 2026.

CONSULTATION
Nil.

FINANCIAL IMPLICATIONS
Council must meet the Code of Conduct Panel's costs, in accordance with the Local Government Act requirements. Those costs are unknown at this time.

RECOMMENDATION:

That the Council receives and notes the Code of Conduct Determination Report attached to the Associated Report as Attachment 1.

ASSOCIATED REPORT

1. BACKGROUND

By complaint dated 22 December 2025, Cr Tony Mulder lodged a Code of Conduct complaint against Cr Brendan Blomeley. The complaint was accepted by the initial investigator on 16 March 2026 and referred to the Code of Conduct Panel for investigation.

2. REPORT IN DETAIL

2.1. On 22 December 2025, Cr Mulder lodged a Code of Conduct complaint against Cr Blomeley alleging breaches of parts of Parts 7 and 8 of the Code of Conduct.

2.2. The Chief Executive Officer confirmed that the complaint met all the requirements of Section 28V of the Local Government Act and as required by Section 28Z of the Local Government Act, referred the complaint to the Code of Conduct Panel.

2.3. The Code of Conduct Panel investigated the complaint and made its determination dated 13 July 2026. The determination report is included at Attachment 1.

2.4. If a person is aggrieved by the determination of a code of conduct complaint by the investigating Panel for the complaint on the ground that the Panel failed to comply with the rules of natural justice, they are entitled under section 28ZP of the Act to apply to the Tasmanian Civil and Administrative Tribunal for a review of the determination on that ground. A review of the Panel determination was requested but is yet to be determined.

2.5. Section 28ZK(4) of the *Local Government Act 1993* (Tas) provides that the Chief Executive Officer must ensure a copy of the determination report is included within an item on the open meeting agenda at the first Council Meeting at which it is practicable to do so after the determination report has been received. Relevantly, this section of the Act was amended with effect from 1 September 2026.

3. CONSULTATION

3.1. Community Consultation Undertaken

Not applicable.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

Not applicable.

3.4. Further Community Consultation

Not applicable.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Nil.

5. EXTERNAL IMPACTS

Nil.

6. RISK AND LEGAL IMPLICATIONS

Nil.

7. FINANCIAL IMPLICATIONS

Council must meet the Code of Conduct Panel's costs, in accordance with the Local Government Act requirements. Those costs are unknown at this time.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

Section 28ZK(4) of the *Local Government Act 1993* (Tas) provides that the Chief Executive Officer must ensure a copy of a determination report is included within an item on the agenda at the first Council Meeting which is practicable to do so and is open to the public. The report is provided for noting by Council, in accordance with the Act requirement.

Attachments: 1. Code of Conduct Panel Determination Report (7)

Ian Nelson
CHIEF EXECUTIVE OFFICER

Section 28ZK (7) of the *Local Government Act 1993* requires that any person who receives a determination report must keep the determination report confidential until the report is included within an item on the agenda for a meeting of the relevant council. Failure to do so may result in a fine of up to 50 penalty units.

OFFICIAL

Local Government Act 1993

INVESTIGATING PANEL DETERMINATION REPORT

CLARENCE CITY COUNCIL CODE OF CONDUCT

Complaint brought by Councillor Tony Mulder against Councillor Brendan Blomeley

Investigating Panel

- Jill Taylor (Chairperson)
- Roseanne Heyward (Local Government Member)
- Steve Bishop (Legal Member)

Date of Determination: **13 July 2026**

Content Manager Reference: **C40293**

Summary of the complaint

1. A code of conduct complaint was submitted by Councillor (Cr) Tony Mulder to the General Manager – Clarence City Council on 22 December 2025.

2. The complaint alleges that Cr Blomeley breached the following parts of the Code of Conduct for councillors made by the Minister for Local Government under section 28R of the *Local Government Act 1993* (the Act). The alleged breaches occurred at a Clarence City Council meeting held on 8 September 2026:

    Part 7(1) *A Councillor must -*

    (a) *treat all persons fairly; and*

    (b) *not cause a reasonable person offence or embarrassment; and*

    (c) *not bully or harass a person*

    Part 7.2 *A councillor must -*

    (a) *listen to and respect, the views of other councillors in council and committee meetings and all other proceedings of the council;*

    Part 8(6) *A councillor must show respect when expressing personal views publicly.*

    Part 8.7 *A councillor's personal conduct must not reflect, or have the potential to reflect, adversely on the reputation of the council.*

Initial assessment

3. Following receipt of the complaint, an Initial Assessor was appointed to conduct an initial assessment of the complaint in accordance with the requirements of section

28ZA of the Act. Having assessed the complaint against the provisions of sections 28ZB and 28ZC of the Act, the Initial Assessor determined on 16 March 2026 that the whole of the complaint should be investigated, but that attachments J, K, L and M were not relevant to the complaint. The Initial Assessor also commented that the Investigating Panel may determine that Parts 1 and 3 of the Code may have been breached by Cr Blomeley.

4. The complainant, respondent councillor and the General Manager were notified of the outcome of the outcome of the initial assessment by letter dated 16 March 2026.

Investigation

5. In accordance with section 28ZE of the Act, the Investigating Panel investigated the complaint.

6. The following documents have been presented to the Panel to consider as evidence in this matter:

- Cr Mulder's complaint submitted under cover of a statutory declaration dated 21 December 2025 with attachments A to I and N – including at attachment C, a statutory declaration by Cr James dated 21 December 2025
- Cr Blomeley's response to Cr Mulder's complaint submitted under cover of a statutory declaration dated 22 April 2026 with attachments 1 to 7
- A YouTube recording of the Clarence City Council general meeting held on 8 September 2025
- A submission by Cr Mulder under cover of a statutory declaration dated 10 May 2026 with an attachment (see below)
- A submission by Cr Blomeley under cover of a statutory declaration dated 18 May 2026

7. The attachment to Cr Mulder's statement of 10 May 2025 was a submission made to another Panel relating to another complaint. The Panel ruled this document was not relevant to the complaint under investigation.

8. In accordance with section 28ZG(2)(b) of the Act, the Investigating Panel considered that a hearing would be unnecessary in the circumstances because the investigation could be determined on the basis of the written and video material provided and, in the Panel's view, neither party would be disadvantaged.

9. By letters dated 4 May 2026, the complainant and respondent councillor were notified of the Panel's intention to proceed to determine the complaint without a hearing. Both parties were invited to provide any objection in writing by 18 May 2026. The parties were also advised of the Initial Assessor's comment that the Panel may consider whether the evidence before it constitutes further breaches of Parts 1 and 3 and invited to respond accordingly. Cr Mulder advised on 10 May 2026 that he had no objections, and Cr Blomeley did likewise on 18 May 2026. Both parties also used the opportunity in their respective statutory declarations to provide a response to the Initial Assessor's reference to Parts 1 and 3 of the Code.

10. The Panel met on 3 June 2026 to review the evidence before it and to determine the complaint.

11. The incident that gave rise to the complaint by Cr Mulder relates to Cr Blomeley's chairing of the Clarence Council's general meeting held on 8 September 2025. The Panel viewed the YouTube recording of the meeting and had regard to the evidence submitted by both parties.

12. During Question Time, Cr James asked a question relating to "young people trashing the Rosny Mall during the day" and asking if anything could be done about it including the involvement of police. As Cr James was continuing, Cr Blomeley interrupted asking him to "put the question". Cr James then went on with his question but again was interrupted by Cr Blomeley saying to him "*Please take your seat Councillor James you're not here to come in and grandstand in question time".* Cr Blomeley then provided an explanation of what Council has been doing in relation to the matter. Cr James commenced to object to being accused of grandstanding when he was told by Cr Blomeley to *"sit down"* several times, finally saying *"Councillor James take your seat now".* Cr James attempted to continue but Cr Blomeley again interceded saying he was not treating the chair with respect adding *"sit down and act like an adult".* On two occasions, Cr Blomeley threatened to send Cr James out of the chamber.

13. Cr Mulder then attempted to raise a point of order in relation to these proceedings, but Cr Blomeley responded by saying *"No, no you don't"*, offering no other explanation.

14. In his response to the complaint, Cr Blomeley submitted that he was following "Council's Consolidated Meetings Procedures" when chairing the Council meeting of 8 September 2025, which are presumably based on the *Local Government (Meeting Procedures) Regulations 2025.* In the Panel's view, these procedures govern the administration of Council meetings but do not go to the role of the chairperson which is covered by the Code of Conduct.

15. Specifically in relation to Cr Blomeley's statements to remove Cr James from the Chamber the regulation 49 covering suspension from meeting states a person can be suspended if the elected member –

> *"(a) makes a personal reflection about another councillor or an employee of the council and refuses to apologise; or*
>
> *(b) interjects repeatedly; or*
>
> *(c) disrupts the meeting and disobeys a call to order by the chairperson."*

16. On viewing the video of the meeting, the Panel found that there were no grounds for Cr Blomeley to make these remarks.

17. The Panel has identified the following five comments made by Cr Blomeley particularly relevant to its investigation of this complaint -

    1. *"Please take your seat Councillor James you're not here to come in and grandstand in Question Time"*
    2. *"Sit down and act like an adult"*
    3. *"No, no, you don't"* – to Cr Mulder
    4. *"You do that again and you'll leave the chamber"*
    5. *"You do it again and you will be sent out"*

18. The Panel acknowledges that robust debate takes place in Council meetings, and it is up to the chair to manage this process. There is a community expectation of the chair to maintain decorum and lead by example. An email from Clarence Community Forum dated 13 September 2025 to Cr James (Attachment D to Cr Mulder's complaint) commented that Cr Blomeley's interruption *"came across as unnecessary, aggressive and disrespectful".* An email from Peter Kay (Attachment E to Cr Mulder's complaint) commented that Cr James' question was *"on a relevant, reasonable and important topic"*.

19. It is the Panel's conclusion that Cr Blomeley chaired the meeting in a dictatorial fashion, showing contempt for Cr James and to a lesser extent Cr Mulder.

Determination

20. The Investigating Panel considered the information provided by Cr Mulder and the response by Cr Blomeley. As per section 28ZI of the Act the Investigating Panel determined that Councillor Brendan Blomeley has breached Parts 7.1(a), 7.1(b), 7.1(c), 7.2 (a), 8.6 and 8.7 of the Code of Conduct on 8 September 2025, and therefore the Investigating Panel upholds the whole complaint. The Panel's reasons are outlined below against each of the relevant parts of the Code.

Reasons for determination

Part 7.1(a)

21. The Panel determined that Cr Blomeley did not treat Cr James fairly in that he denied Cr James the right to substantiate the issue he raised in relation to anti-social behaviour in the Rosny Bus Mall. Cr Blomeley effectively said that this matter had been raised before. However, the Panel determined that irrespective of whether a matter has been discussed in Council previously, it is reasonable to raise it again especially if the matter persists or indeed, escalates.

22. Cr Blomeley did not treat Cr Mulder fairly when he attempted to raise a point of order. Cr Blomeley stated that as a motion was not being debated there was no provision for a point of order to be raised. Rather than explaining this to Cr Mulder, Cr Blomeley simply said *"no, no you don't",* cutting him off without explanation.

23. Comments 1-5 are relevant to this part of the Code.

24. The Panel determines this part of the complaint be upheld.

Part 7.1(b)

25. The Panel determined that a reasonable person would have been offended and embarrassed by Cr Blomeley's behaviour toward Cr James. Cr James was not treated with respect but rather dealt with in a childlike manner evidenced by comments such as *"Please take your seat Councillor James you're not here to come in and grandstand in Question Time"* and *"Sit down and act like an adult".*

26. Comments 1-5 are relevant to this part of the Code.

27. The Panel determines this part of the complaint be upheld.

Part 7.1(c)

28. The Panel agrees with Cr James' statement (Attachment C to Cr Mulder's complaint) that he was bullied by Cr Blomeley at the Council meeting on 8 September 2025. Cr Blomeley used his position of power as chair of the meeting to dominate Cr James, continually attempting to quieten him including threatening, on two occasions, to send him from the chamber. The Panel has not concluded that Cr Blomeley harassed Cr James or Cr Mulder.

29. Comments 1, 2, 4 and 5 are relevant to this part of the Code.

30. The Panel determines this part of the complaint, as it relates to bullying, be upheld.

Part 7.2 (a)

31. It was evident in viewing the recording of the meeting of 8 September 2025, that Cr Blomeley was not prepared to listen to Cr James fully explain the rationale for his question regarding the anti-social behaviour in the Rosny Bus Mall. Cr James tried several times to complete his statement only to be shut down by Cr Blomeley including threats to banish him from the chamber. In chairing the meeting of 8 September 2025, Cr Bromley came across as dictatorial rather than managing debate in a fair and respectful manner.

32. Comments 1, 2, 4 and 5 are relevant to this part of the Code.

33. The Panel determines this part of the complaint be upheld.

Part 8.6

34. General meetings of the Clarence Council are a public forum, and recordings are available for a long period of time. There is a community expectation that these meetings are conducted in a fair and respectful manner. Cr Blomeley's behaviour at the 8 September 2025 meeting fell below this expectation in relation to his treatment of both Cr James and Cr Mulder. This was evidenced by not only viewing the video but by emails from members of the public. Cr Blomeley's comments to Cr James were offensive at worst and impolite at best.

35. Comments 1-5 are relevant to this part of the Code.

36. The Panel determines this part of the complaint be upheld.

Part 8.7

37. The community has high expectations of its elected members, especially the Mayor who is rightly seen as the community leader and therefore subjected to ongoing scrutiny. Council meetings are a focus point for the community to assess the performance of elected members. The manner in which Cr Blomeley treated Cr James and Cr Mulder at the meeting of 8 September 2025 did not display unity and collaborative endeavour. Cr Blomeley as the leader must accept responsibility for this as his behaviour has the potential to reflect badly on Council.

38. Comments 1-5 are relevant to this part of the Code.

39. The Panel determines this part of the complaint be upheld.

Parts 1 and 3

40. As mentioned previously, the Initial Assessor raise the possibility that Cr Blomeley may also have breached Parts 1 and 3 of the Code. However, the Panel found no evidence of a breach of Parts 1 and 3 of the Code.

Sanction

41. Section 28ZI states that:

> *(1) After completing its investigation of a code of conduct complaint, the investigating Panel for the complaint is to determine the complaint by –*
>
> *(a) upholding the complaint; or*
>
> *(b) dismissing the complaint; or*
>
> *(c) upholding part of the complaint and dismissing the remainder of the complaint.*
>
> *(2) If the code of conduct complaint or part of it is upheld, the investigating Panel for the complaint may impose one or more of the following sanctions on the councillor against whom the complaint is made:*
>
> *(a) a caution;*
>
> *(b) a reprimand;*
>
> *(c) a requirement to apologise to the complainant or other person affected by the contravention of the code of conduct;*
>
> *(d) a requirement to attend counselling or a training course;*
>
> *(e) a suspension from performing and exercising the functions and powers of his or her office as a councillor for a period not exceeding 3 months.*
>
> *(3) If the code of conduct complaint or part of it is dismissed, the investigating Panel for the complaint may determine that the complainant may not make a further complaint in relation to the same matter for a period not exceeding 12 months unless the complainant provides substantive new information in the further complaint.*

42. On 15 June 2026, the Panel wrote to Cr Blomeley advising that it had determined the complaint should be upheld, providing high level reasons for its decision. Cr Blomeley was invited to provide a response within 14 days. Cr Blomeley forwarded a response dated 19 June 2026.

43. Cr Blomeley's response essentially said that he disagreed with the Panel's findings and as such no sanction should be applied. Cr Blomeley again asserted that he was following "Council's Consolidated Meetings Procedures" when chairing the Council meeting of 8 September 2025. The Panel does not dispute this fact; however, the Panel's role in this matter is to determine whether Cr Blomeley breached the Code in his role as chairperson.

44. In his response Cr Blomeley cited Cr James' "*long-established and well-known pattern of disruptive and disrespectful behaviour toward the Mayor*" (naming previous Mayors). In light of this, the Panel concludes that Cr Blomeley's prejudice against Cr James has coloured his opinion of Cr James, leading to unfair and biased treatment of him at the meeting of 8 September 2025.

45. The Panel determines an appropriate sanction is for Cr Blomeley to be cautioned and to undergo training in the role of a chairperson, including as it relates to interactions between individuals. The training, to be determined by the Office of Local Government, should be undertaken within eight weeks of this determination being tabled at an open Council meeting.

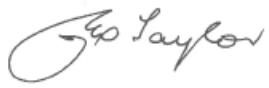
Timing of the Determination

46. In accordance with section 28ZD(1) the Investigating Panel is to make every endeavour to investigate and determine a code of conduct complaint within 90 days of the Initial Assessor's determination that the complaint is to be investigated.

47. The Panel has been unable to determine the complaint within 90 days, owing to granting extension for responses, other commitments by Panel members during the course of the investigation and finalising the determination.

Right to review

48. A person aggrieved by the determination of the Code of Conduct Panel, on the ground that the Panel failed to comply with the rules of natural justice, is entitled under section 28ZP of the Act to apply to the Tasmanian Civil and Administrative Tribunal for a review of the determination on that ground.



Jill Taylor
Chairperson



Steve Bishop
Member



Roseanne Heyward
Member

DATE: 13 July 2026

8.4.2 URGENT COUNCILLOR APPOINTMENTS

EXECUTIVE SUMMARY

PURPOSE

To consider urgent, time dependent elected member appointments to fill vacancies on various bodies following the commencement of the new Council.

RELATION TO EXISTING POLICY/PLANS

Representative appointments of councillors are made following each ordinary local government election and are for the full four year term. It is intended to discuss councillor appointments to various Advisory Panels and other bodies at an upcoming workshop prior to bringing a report to Council; however, there are a small number of urgent appointments that need to be dealt with now.

LEGISLATIVE REQUIREMENTS

- Special Committees are established under Section 24 of the *Local Government Act, 1993* (the Act).
- Section 85 of the Local Government Act requires Councils to establish Audit Panels. Council's Audit Panel has five members, 3 of whom are independent members and 2 are councillors.
- Section 27 of the Act has as a function of the Mayor to represent the Council on regional organisations and at intergovernmental forums at regional, state and federal levels. The Mayor may delegate such an appointment as his nominee.
- The Copping Refuse Disposal Site Joint Authority is established under Section 30 of the Act.

CONSULTATION

Brief consultation has been undertaken with councillors at a recent workshop; however, a full discussion will occur in coming weeks to discuss the full range of appointments.

FINANCIAL IMPLICATIONS

None identified.

RECOMMENDATION:

That the following schedule of nominations be endorsed by Council for the duration of this Council term:

COMMITTEE, BOARD, AUTHORITY	APPOINTMENT REQUIRED	NOMINATIONS RECEIVED
Audit Panel	2 Committee Members	**Committee Members** [name] [name]
Copping Refuse Disposal Site Joint Authority	Council Representative and Proxy	**Council Representative** [name] **Proxy** [name]

Southern Tasmanian Regional Waste Authority (TasWaste South)	Mayor (or nominee) and Proxy	**Mayor's nominee** [name] **Proxy** [name]
Clarence Emergency Management Committee	Mayor (or nominee) [Chairperson] and Proxy	**Chairperson** Mayor Jenner **Proxy** [name]
TasWater Owners' Representative	Mayor and Proxy	**Representative** Mayor Jenner **Proxy** Chief Executive Officer

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ASSOCIATED REPORT

1. BACKGROUND

1.1. Council, following each ordinary Council election, deliberates on its appointments to committees and outside organisations.

1.2. The recommendation contains only those appointments that require an urgent decision. All other appointments will be discussed at an upcoming workshop and then provided to Council for decision, most likely at the 7 December council meeting.

2. REPORT IN DETAIL

2.1. Council's current committee structure was reviewed in August 2026. In addition to four 'Advisory Panels', there are a number of other statutory and external appointments that Council needs to make.

2.2. The following appointments are required urgently on the basis that they have upcoming meetings that occur prior to Council's 7 December 2026 council meeting:

- Copping Refuse Disposal Site Joint Authority – AGM and meeting to be held on 26 November.
- TasWater Owners Representative Meeting to be held on 30 November.
- Audit Panel – meeting to be held on 2 December 2026.
- TasWaste South Local Government Forum to be held on 9 December.

2.3. The Clarence Emergency Management Committee requires its councillor appointments to be confirmed quickly to ensure City of Clarence is properly represented should an emergency arise.

3. CONSULTATION

3.1. Community Consultation

Not applicable.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

Urgent committee appointments were discussed at the Councillor induction workshop on 9 November 2026. Further discussion on committee appointments will occur prior to the 7 December council meeting.

3.4. Further Community Consultation

Not applicable.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Not applicable.

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

6.1. Section 27 of the Act has as a function of the Mayor to represent the Council on regional organisations and at intergovernmental forums at regional, state and federal levels. The TasWater appointment is a regional organisation. Previously the Chief Executive Officer has been appointed as the Proxy on the basis of their knowledge of the TasWater business and other regular communications with that organisation.

6.2. The Copping Refuse Disposal Site Joint Authority is established under Section 30 of the Act. Council has a significant ownership interest in the Authority and is entitled to appoint both a Representative and a Proxy to represent Council's interests in the Authority, in accordance with the Authority Rules.

6.3. Section 85 of the Local Government Act requires Councils to establish Audit Panels. Council's Audit Panel has five members, 3 of whom are independent members and 2 are councillors. It is appropriate that Council appoint two new councillors to the Audit Panel as soon as possible.

7. FINANCIAL IMPLICATIONS

None identified.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

The recommendation identifies a small number of appointments that Council should make at its first meeting since the election. A further report will be provided to Council in relation to other appointments once workshop discussions have been held.

Attachments: Nil

Ian Nelson
CHIEF EXECUTIVE OFFICER

8.4.3 COUNCIL MEETING SCHEDULE

EXECUTIVE SUMMARY

PURPOSE
To consider a proposed Council Meeting Schedule for 2027-2028.

RELATION TO EXISTING POLICY/PLANS
The proposed schedule is consistent with Council's previous endorsement of a three weekly meeting cycle for Ordinary Council Meetings.

LEGISLATIVE REQUIREMENTS
Division 1, Clause 5 of the *Local Government (Meeting Procedures) Regulations 2025* requires that an ordinary Meeting of Council is held at least once in each month.

CONSULTATION
Not applicable.

FINANCIAL IMPLICATIONS
Not applicable.

RECOMMENDATION:

That the following Council Meeting Schedule be adopted:

COUNCIL MEETING SCHEDULE 7 DECEMBER 2026 TO 11 DECEMBER 2028

Monday, 7 December 2026
(Ordinary Council Meeting and Annual General Meeting)

Monday, 14 December 2026
Special Council Meeting *(tentative)*
[for urgent and planning matters only]

2027

Monday, 18 January 2027

Tuesday, 9 February 2027
[Royal Hobart Regatta 8 February]

Monday,1 March 2027

Monday, 22 March 2027
[Easter Break 26-30 March]

Monday, 12 April 2027

COUNCIL MEETING SCHEDULE 7 DECEMBER 2026 TO 11 DECEMBER 2028 /CONTD...

Monday, 3 May 2027

Monday, 24 May 2027

Monday, 7 June 2027
Special Meeting *(tentative)*
(For adoption of Budget, Annual Estimates, List of Fees and Charges and adoption of Rates)

Tuesday, 15 June 2027
[King's Birthday Monday, 14 June 2027]
(Fall back date for adoption of Budget, Annual Estimates, List of Fees and Charges and adoption of Rates)

Monday, 5 July 2027

Monday, 26 July 2027

Monday, 16 August 2027

Monday, 6 September 2027

Monday, 27 September 2027

Monday, 18 October 2027

Monday, 8 November 2027

Monday, 6 December 2027
(Ordinary Council Meeting and Annual General Meeting)

Monday, 13 December 2027
(***Special Meeting***) *tentative*
[for Urgent and Planning matters only]

2028
Monday, 17 January 2028

Monday, 7 February 2028

Monday, 28 February 2028

COUNCIL MEETING SCHEDULE 7 DECEMBER 2026 TO 11 DECEMBER 2028 /CONTD...

Monday, 20 March 2028

Monday, 10 April 2028
[Easter Break 14-18 April]

Monday, 1 May 2028

Monday, 22 May 2028

Monday, 5 June 2028
Special Meeting *(tentative)*
(For adoption of Budget, Annual Estimates, List of Fees and Charges and adoption of Rates)

Tuesday, 13 June 2028
[King's Birthday Monday, 12 June 2028]
(Fall back date for adoption of Budget, Annual Estimates, List of Fees and Charges and adoption of Rates)

Monday, 3 July 2028

Monday, 24 July 2028

Monday, 14 August 2028

Monday, 4 September 2028

Monday, 25 September 2028

Monday, 16 October 2028

Monday, 6 November 2028

Monday, 4 December 2028
(Ordinary Council Meeting and Annual General Meeting)

Monday, 11 December 2028
(***Special Meeting***) *tentative*
[for Urgent and Planning matters only]

COUNCIL MEETING SCHEDULE /contd…

ASSOCIATED REPORT

1. BACKGROUND

The current Council Meeting Schedule was adopted by Council at its Meeting held on 21 October 2024 and will expire on 14 December 2026.

2. REPORT IN DETAIL

2.1. As the current Council Meeting Schedule is due to expire, it is now necessary to consider the adoption of a further Council Meeting Schedule.

2.2. The determination of a new schedule of meetings will need to enable the effective consideration and determination of forthcoming budget programmes, statutory planning processes and other general administrative matters. Although past practice was to adopt a schedule of meetings for the full term of the Council, as legislative changes altered the duration of the Council term to four years, it is acknowledged that there are numerous factors which can arise which may have an impact on Council budgetary process, meeting purpose, timeframes etc which may impact on a forward meeting schedule if set for a full four year period. For this reason, the meeting schedule is proposed for a two year period.

2.3. In 2026, the ordinary council meeting falls on 7 December, with the Annual General Meeting scheduled on the same night. Given the large gap this creates before the first meeting for 2027, a tentative date for a special meeting is proposed to deal with any urgent matters or planning applications that will exceed their statutory timeframe. The same situation arises in 2027 and 2028.

2.4. The proposed schedule includes other tentative special meeting dates to provide flexibility for timing of adoption of annual estimates and adoption of rates and charges. Although included in the proposed schedule, some or all of these dates may not be required.

2.5. There are a number of occasions where the three weekly cycle is extended to accommodate the Easter and Christmas breaks. The requirement to hold a meeting at least once in each month is still met.

3. CONSULTATION

3.1. Community Consultation

Not applicable.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

Not applicable.

3.4. Further Community Consultation

Not applicable.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

It is proposed that a new schedule of meetings be established at this stage to enable forward planning and statutory and other reporting requirements to Council. The new Meeting Schedule may be revised at a later stage at the discretion of Council.

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

Division 1, Clause 5 of the *Local Government (Meeting Procedures) Regulations 2025* requires that an ordinary Meeting of Council is held at least once in each month.

7. FINANCIAL IMPLICATIONS

Not applicable.

8. ANY OTHER UNIQUE ISSUES

Not applicable.

9. CONCLUSION

The Council Meeting Schedule as detailed in the recommendation is based on the existing three weekly cycle. Variations to the three weekly timing occur due to Christmas and Easter periods.

Attachments: Nil

Ian Nelson
CHIEF EXECUTIVE OFFICER

9. MOTIONS ON NOTICE

9.1 NOTICE OF MOTION – COUNCILLOR BLOMELEY SUPPORT FOR OUTDOOR DINING ON FOOTPATHS AND PUBLIC SPACES

In accordance with Notice given, Councillor Blomeley intends to move the following Motion:

"As the City of Clarence is a business-friendly council, with our aim being to help the businesses of Clarence grow and thrive, this Council:

1. recognises that outdoor dining is an important aspect of a strong local economy as it brings life to the community and transforms hospitality precincts into popular, lively and vibrant destinations;

2. encourages appropriate outdoor dining in specific precincts such as Bellerive Village, Rosny Park, Lindisfarne Village, and Richmond Village, in accordance with the Public Places By-Law (No.1 of 2018);

3. commits to collaborating with businesses to create spaces that enable an environment for social and economic vitality and vibrancy in the public realm;

4. will engage independent traffic advice to determine how outdoor dining can be safely accommodated in relevant hospitality precincts if requested by hospitality businesses in those areas; and

5. will implement all necessary and appropriate measures required to enable outdoor dining to occur safely".

EXPLANATORY NOTES

In recent months, Council has directed several small businesses to remove the outdoor seating at their businesses, citing safety concerns and requiring these businesses to obtain independent traffic reports, at significant cost.

This action has detrimentally impacted these small businesses and has caused concern in the community.

Noting that Council cannot permit an outdoor dining arrangement where the risk to public safety is unacceptable or cannot be appropriately controlled, there is a clear need for each proposal to be assessed on its own merits and having regard to the particular circumstances of the site, traffic conditions, pedestrian movements, available separation from vehicles, and the effectiveness of any protective measures that may be required.

As Council supports the activation of public spaces where it is safe and appropriate to do so, with our overriding obligation being to protect the safety of pedestrians, diners and other users of the public spaces, it is appropriate that Council undertake the investigatory work and associated safety measures to be satisfied that any proposed dining arrangement can operate safely and that any risk has been reduced to an acceptable level.

This approach sends the clear message that Clarence is open for business. That Clarence is supportive of small business and, that Clarence supports an engaged and connected community.

B A Blomeley
COUNCILLOR

CHIEF EXECUTIVE OFFICER'S COMMENT
Recent directions to businesses to remove outdoor dining installations have arisen because either a permit was not applied for or there was non-compliance with a permit issued.

Key assessment considerations when assessing a permit application for outdoor dining on footpaths or public places include:

- Whether the permit will support local business activity
- Whether public safety can be maintained
- Whether pedestrian accessibility (including DDA accessibility) can be maintained
- Whether outdoor dining will enhance the streetscape
- Whether the operator has adequate public liability insurance coverage
- Whether there are any unreasonable impacts on neighbouring properties; and
- Whether outdoor dining can be effectively managed and enforced in the relevant area.

A recent incident involving five fatalities in Daylesford, Victoria provides a leading example of why a risk driven process is important when assessing outdoor dining permit applications, with a particular focus on the risks and consequences associated with vehicle incursions into the outdoor dining space. The subsequent coronial examination reinforced the importance of councils carefully assessing vehicle risks, ensuring appropriate approvals and conditions are in place and requiring effective safety measures where necessary.

Presently, businesses are required to meet the cost of risk and traffic impact assessments, plus costs associated with risk mitigation measures (for example, impact absorbing bollards).

While there is no budget at present to fund risk and traffic impact assessments, it is expected that this could be accommodated with some budget reallocation in the current financial year, with a dedicated budget line to be added to the FY2027/28 budget. Further, there is currently no budget allocation for remediation measures to be funded if a permit is approved. Dependant on costs associated with each approved permit, there may be need for a council approved budget variation in the current financial year, with a budget line established for future years.

9.2 NOTICE OF MOTION – COUNCILLOR HULME LEASE FEES SPORTS CLUBS

In accordance with Notice given, Councillor Hulme intends to move the following Motion:

"That Council authorises the CEO:

a. To prepare a report—to be presented to Council in conjunction with the external review of the Leased Facilities Pricing and Term of Lease Policy 2006—on the fees levied on sports clubs for the lease of council facilities including:
   - Clubrooms;
   - storage space;
   - office space;
   - sports grounds (including courts, fields and ovals);

   comparing the City of Clarence's fees to those levied by other councils in Tasmania and including for comparison, where possible:
   - the standard, age and condition of facilities; and
   - whether the clubs have permission to run commercial services through facilities or sub-let their facilities to other tenants.

b. To place any current lease negotiations, including lease renewal negotiations, on hold until the review of the Leased Facilities Pricing and Term of Lease Policy 2006 is complete and the revised policy has been approved by Council. During this period, leases may continue based on their existing terms, provided the lessee continues to comply with those terms."

EXPLANATORY NOTES

Twenty-six clubs have joined together, with the support of Clubs Tasmania, to form an alliance known as Clarence Community Sporting Clubs.

Key among the concerns raised by Clarence Community Sporting Clubs is their contention that the City of Clarence charges lease fees that are high by Tasmanian standards.

Gathering data on the comparison between the City of Clarence's lease fees and those levied by other councils in Tasmania will help inform discussions with sports clubs about their concerns.

While this motion helps inform Council's response to one of the concerns raised by Clarence Community Sporting Clubs, it is recognised that others will need to be addressed and a concerted effort made by Council to address its relationship with sports clubs generally.

D Hulme
COUNCILLOR

CHIEF EXECUTIVE OFFICER COMMENT

Council has been operating under the Leased Facilities Pricing and Term of Lease Policy 2006 (**'lease policy'**). The Audit Panel has previously endorsed an external review of the lease policy. This review was undertaken by Wise Lord Ferguson (WLF) and WLF is currently drafting a revised lease policy with a first draft expected shortly. WLF are drafting the revised lease policy with reference to other contemporary Council lease policies.

Once the draft lease policy has been reviewed by staff, the draft policy will be presented to the Audit Panel and then workshopped with the new Council.

There are numerous complex variables involved in lease and licence arrangements beyond setting the lease rental or licence fee. These include the type of facility, such as an oval compared with clubrooms, a function room or multiple ovals; the level of maintenance required of the lessee and of Council; responsibility for outgoings; and the lessee's ability to generate a commercial return. Given these variables, it is difficult to compare one Council's lease and licence arrangements with another at a facility by facility level. In addition, lease terms are often treated as confidential. Consequently, there is concern that the Motion, as currently drafted, may not be able to be delivered. It would be more appropriate to await the first draft of the WLF policy and then conduct our internal review in the usual way (Audit Panel review and then councillor workshop), with reference to the comparator policies utilised by WLF.

It has previously been recommended that any current lease renewal negotiations be placed on hold pending the review and approval by Council of the draft lease policy. Clubs with leases subject to renewal negotiation have been advised that their leases will continue 'at will' on their current lease terms, provided the lessee acts in accordance with lease terms, until the draft lease policy is approved by Council.

9.3 NOTICE OF MOTION – COUNCILLOR GOYNE ACKNOWLEDGEING THE IMPACT OF DOMESTIC AND FAMILY VIOLENCE AND COMMITTING TO AWARENESS TRAINING

In accordance with Notice given, Councillor Goyne intends to move the following Motion:

"That Council:

1. Commits to improving domestic and family violence awareness among Council staff and elected members.

2. Requests the CEO to report back to Council with a proposed training plan that:
   - identifies relevant training, policies and support arrangements already in place, including the status and findings of Council's previously identified review of domestic and family violence services and training programs;
   - recommends training appropriate to different roles, including elected members, managers and staff who interact with the public;
   - addresses safe responses to disclosures, confidentiality, and referral to specialist services; and
   - sets out the proposed scope, timing, staff time and direct costs".

EXPLANATORY NOTES

Domestic and family violence causes lasting physical, psychological, financial and social harm to victim-survivors. It can have multi-generational impact on children, other family members, colleagues and the broader community.

Nationally, the Australian Bureau of Statistics estimates that 23 per cent of women and 7.3 per cent of men have experienced physical and/or sexual violence by an intimate partner.

Council staff and elected members may be personally, or encounter people effected - through their duties. Training can help them respond respectfully and safely, understand the limits of their roles, and connect people with appropriate specialist support.

Council's January–March 2024 quarterly report identified a review of domestic and family violence services and training programs for the municipality. The CEO's report should establish what became of that work and take account of any relevant measures already in place.

The motion seeks a proposal for Council to consider. It does not approve a training program or associated expenditure at this stage.

The CEO's report will set out the resources and costs of the recommended approach.

Training can be provided via programs suitably identified by the CEO, like Safe at Home- which offer free workplace educational programs.

E Goyne
COUNCILLOR

CHIEF EXECUTIVE OFFICER'S COMMENT

Council provides employment support for employees experiencing family and domestic violence through Clause 59 of the Clarence City Council Enterprise Agreement #12/2025, including:

- 20 days paid family and domestic violence leave per year;
- capacity for additional paid or unpaid leave at the CEO's discretion;
- reasonable workplace adjustments, including changes to hours, work patterns, duties, location and contact details; and
- access to Council's Employee Assistance Program following a disclosure.

Council's previous Annual Plan identified an action to review domestic and family violence services and training programs for the municipality, identify gaps and work with external services to address them. This work has not yet commenced and therefore there were no findings arising from the proposed review.

The review identified above can be undertaken, including reporting to Council as set out in the Motion. This report can be provided for consideration in the upcoming budget process.

9.4 NOTICE OF MOTION – COUNCILLOR RITCHIE SPORTING CLUB FEE REBATES PENDING REVIEW

In accordance with Notice given, Councillor Ritchie intends to move the following Motion:

"That Council:

1. Approves a rebate to all sporting clubs for sportsground hire charges from 1 July 2026 that exceeds the amount payable for equivalent use under the 2025/26 fee schedule. (excluding annual lease and licensing costs).

2. Applies the above arrangements for the FY 2026/2027 financial year, with further consideration to be given to extending the arrangement if Council does not finalise the review of sportsground hire charges before the FY2027/2028 fees and charges schedule is approved by Council as a part of the next budget process.

3. Requests the Chief Executive Officer to:
   (a) Identify all eligible clubs and calculate applicable rebates without requiring individual clubs to apply for the rebate. The calculated rebate amount each month is to be either refunded to the club or applied as a credit to future sportsground hire fees.
   (b) Notify affected clubs of the arrangements and provide a process for querying rebate calculations.
   (c) When the rebating period ceases provide Council a report of the total rebates and the necessary budget amendments or change to level of service required to accommodate these rebates.

4. Following the outcome of the review, should Council determine to maintain the FY 2026/27 fees and charges for sports grounds, there shall be no cost recovery of any rebates already provided (arising from this motion)".

EXPLANATORY NOTES

On 31 August 2026, Council adopted a motion I put forward requesting a review of its sportsground hire fee structure, in consultation with regular sportsground user groups, with findings and recommendations to be reported within six months.

The review includes the distinction between training and competition fees, differing usage patterns, seasonal and not-for-profit concessions, junior participation and affordability, and comparable arrangements offered by other Tasmanian councils.

To date, clubs are paying increased charges under the 2026/27 fee structure. The introduction of separate competition rates has increased standard junior match hire from $22.35 to $35 per hour and senior match hire from $44.70 to $57 per hour.

While the review is being undertaken, this motion seeks to apply a rebate to all sporting clubs for sportsground hire charges from 1 July 2026 that exceeds the amount payable for equivalent use under the 2025/26 fee schedule.

This would return the difference to clubs for fees already paid, while ensuring clubs with outstanding invoices receive equivalent relief. Using the previous charging arrangements as well as the previous rates is essential to account for newly introduced fees and the separation of training and competition charges.

It is estimated that the cost to Council to implement the rebate will be approximately $40,000.

Sporting clubs rely heavily on volunteers, fundraising and participant contributions. Interim relief would support their financial stability and affordability while Council completes the consultation and review needed to determine its future fee structure.

The rebate would apply to fees charged by Council under its sporting ground hire fee arrangements. It would exclude separately recovered third-party costs, such as TasWater and electricity charges, and refundable bonds or deposits.

Following the outcome of the review, should Council determine to maintain the FY 2026/27 fees and charges for sports grounds, it is recommended that there be no cost recovery of any rebates already provided (arising from this motion).

Cr Allison Ritchie
DEPUTY MAYOR

CHIEF EXECUTIVE OFFICER'S COMMENT

All fees and charges are reviewed annually as part of the budget process which involves ensuring Council fees are competitive with other councils in Tasmania and not substantially lower or higher than other councils in greater Hobart. The two main reasons for this are to comply with National Competition Policy requirements and to discourage over-use of Council sport grounds by sporting groups based outside of the Clarence municipality, due to the lower costs in Clarence.

As part of the review for the 2026/27 fees and charges, it was identified that Clarence did not charge match fees as other councils did. In addition, other particular fees were considerably lower than other councils. Therefore, these fees were lifted higher than the normal CPI adjustment to bring those charges into alignment with other greater Hobart councils.

Council sporting ground fees are heavily subsidised by the Clarence community as a part of the general rate. The cost to maintain all Council sporting grounds for 2025/26 was $3.1M and income received from various sporting clubs, associations and commercial operators was only $620K. Therefore, the net cost to the Clarence community to provide sport grounds is around $2.5M per annum. Please note, these costs are operational only, they do not include annual renewal funds that are raised each year, or any capital works carried out on our sportsgrounds.

The setting of fees is ultimately the decision of Council. However, if there is a significant reduction in revenue compared to previous years, it will require all rate payers to further indirectly subsidise those sporting clubs that use Council facilities, which in some instances are used by clubs and individuals that are not based in Clarence.

If Council do not want to burden rate payers with further costs, the other option is for Council to look at current sporting ground service levels. A reduction in service levels will result in cost savings that can be passed on via hire fee reductions, without impacting upon the general rate paid by Clarence rate payers. A reduction in service levels will; however, lead to a reduction in the standard of these playing surfaces.

If Council wish to proceed with providing the proposed rebates to sporting clubs, this will affect the current 2026/27 budget as income levels will be reduced, and either the budget will need to be amended by an absolute majority of Council, or savings identified to offset the loss of income in the current budget.

10. COUNCILLORS' QUESTION TIME

A Councillor may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

10.1 QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a Councillor may give written notice to the Chief Executive Officer of a question in respect of which the Councillor seeks an answer at the meeting).

Nil.

10.2 ANSWERS TO QUESTIONS ON NOTICE

Nil.

10.3 ANSWERS TO QUESTIONS WITHOUT NOTICE – PREVIOUS COUNCIL MEETING

Cr Mulder
Given the state of the homeless area that we created in the Kangaroo Bay boulevard site, does Council have any plans to provide a rubbish collection service in that particular area. It is quite disgraceful for the jewel in our crown to have litter scattered all over that area for people who are homeless and there isn't even a wheelie bin or a rubbish collection service.

ANSWER
(Head of Community and Culture) We are working continuously with the Salvation Army Street to Home program with people who are experiencing homelessness. In the interim we can investigate whether we provide a wheelie bin or a rubbish collection service.

Cr Hulme

1. My question is regarding Bayview College sports precinct. In order to be able to deliver a project of that magnitude we are seeking State and Federal funding. I believe on the basis of the largesse that has been delivered to other council areas it is only fair that we receive that funding. What was the last communication Council has had with both those levels of government concerning the project and how have they responded?

ANSWER
(Mayor) Today I spoke with the Federal Member for Franklin the Hon Julie Collins MP, and that was one of the items we discussed and obviously Ms Collins is very well aware of our plans for Bayview sporting precinct. I also spoke with the State Liberal Member for Franklin and Treasurer, the Hon Eric Abetz MP and that was another one of the items we discussed. They are aware of what our desire is to deliver in that part of the city; however, there are no promises of funding at this time.

(Acting Chief Executive Officer) The Bayview College precinct is a highlighted priority in our funding prospectus over multiple years. This is updated annually and is used in ongoing discussions with federal and state members of parliament and senators to secure funding alongside continuing conversations with relevant members. Despite initial state support for the project no further financial commitments have been forthcoming, either state or federal.

2. Further to my question at the September [council meeting] about the proposed Howrah Men's Shed extension, has the information since provided to Howrah Men's Shed by council officers enabled them to progress this proposal?

ANSWER
(Head of Infrastructure and Natural Assets) They are still waiting for information from us to understand how far the leased area can be extended, and we are undertaking an investigation to further advise the Howrah Men's Shed.

Cr James

1. My question is regarding the Tracks and Trails working group. I won't be present to chair that. Is it the intent of the CEO to advise members in writing that the working group will be suspended pending the decision of the focal group that is going to be enacted as part of the change?

ANSWER
(Head of Infrastructure and Natural Assets) We are currently drafting a letter to all of the working groups and committees following the council decision and we will get that out to them.

2. I did forward a councillor request regarding the provision of a pedestrian footpath on one side of Pass Road in order to ascertain whether there is going to be any footpath constructed in phase 1 of the redevelopment or the reconstruction of Pass Road. Has there been any provision for a footpath in phase one of the reconstruction of Pass Road.

ANSWER
Provision in the design of stage 1 of the Pass Road future footpath, the funding approval which we have sought from council is not to install the path at the moment but certainly the road reservation allows for a future path to be installed.

Cr Walker

1. I note the council got hold of the geotechnical report in relation to the Rosny parklands high performance centre through the RTI process. It has been in council's possession for some time now. I wonder if I am able to be illuminated in how many cubic metres of dolerite might have needed to be extracted through that report?

ANSWER
Taken on Notice.

(Further information) The site investigations report for the AFL High Performance Centre at Rosny Parkland identified the following estimated volume of dolerite rock requiring removal:

Alternative 1 – High Performance Centre Oval at Rosny Parklands and secondary oval at Charles Hand Park: 55,000 m^3.

Alternative 2 – High Performance Centre Oval and secondary oval at Rosny Parklands: 32,520 m^3.

2. In light of the rejection of my question last week and noting 28(2) of the Local Government Act and our role relating to budget resourcing, allocation and monitoring how services are provided, for each position first advertised or first filled since 1 July 2026 that was not a direct replacement of an existing established position. Please provide the position title and business unit, whether it was included in the adopted 2026/27 budget and a page or line number in any of our working documents or the budget itself that highlighted those positions?

ANSWER
Taken on Notice.

(Further information) This question is inconsistent with the requirements of sections 28(1) and (2) of the *Local Government Act 1993* (Tas.) and is therefore refused in accordance with the requirements of section 28A(3)(d) of the Act.

Cr Warren
This is a follow up to a question I asked a couple of meetings ago. I note that the amount of parking at the Bellerive ferry terminal has decreased even further, it is probably about half what it originally was. It is a parking lot that is very well used by patrons of Bellerive village, it is short term parking, so it is not used by commuters but my particular concern and this is something I asked last time, is that there are no longer any disabled parking spots. There were two and now there are none. So, of those remaining parking spots is it possible to have those reinstated even if temporarily and when I was there on Saturday, I noticed that there are three lanes adjacent to the hotel. Someone was parked in the one closest to the building and that used to be a clearway for people using the bottle shop and I am wondering if there is a possibility of using that space as a temporary measure to increase parking availability and I have also requested that some of the half hour spots be changed to two hours for the duration of the works which are going to be for quite some time?

ANSWER
(Head of Infrastructure and Natural Assets) We would need to ensure that any existing spots are suitable to be used as disabled parking spots as there are certain requirements regarding slope and width. From initial thought, the one adjacent to the building would not be suitable as there is a fair slope adjacent to the building but we can certainly take it on notice to review whether existing spots could be repurposed for disabled parking for the duration of the construction work.

(Further information) Building Tasmania's contractor advised temporary signage within their work site has been removed/stolen on multiple occasions. To remove the need for temporary signage, they will arrange for two DDA parking spots within the carpark at 2 Cambridge Road, Bellerive to be painted in accordance with Australian Standards. At the conclusion of the ferry terminal works, the marked-up car spaces can be painted over.

Cr Chong
A resident of Clarence Street has asked what, if anything, is happening about the potential bike lane down Clarence Street.

ANSWER
(Head of Infrastructure and Natural Assets) Council's current cycling strategy has seven priority projects, Clarence Street is one of them for cycle lanes, but for that project to proceed it does require council funding in terms of feasibility of having bike lanes along Clarence Street. At the moment there is no funding and the movement of that priority action will be dependent on receiving that funding.

10.4 QUESTIONS WITHOUT NOTICE

A Councillor may ask a Question without Notice of the Chairman or another Councillor or the Chief Executive Officer. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will be recorded in the following Agenda.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, a Councillor or the Chief Executive Officer may decline to answer a question without notice.

11. CLOSED MEETING

Regulation 17 of the Local Government (Meetings Procedures) Regulations 2025 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matters have been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 17 of the Local Government (Meeting Procedures) Regulations 2025.

11.1 APPLICATIONS FOR LEAVE OF ABSENCE
11.2 TENDER 1658/26 – ROSNY CREATIVE PRECINCT – ARCHITECT AND DESIGN SERVICES CONSULTANCY
11.3 TENDER T1655/26 – ROSNY TENNIS COURTS – RETAINING WALL REPAIR AND FENCING
11.4 TENDER 1645/26 – CAMBRIDGE OVAL PAVILION – ARCHITECTURAL LEAD CONSULTANCY

These reports have been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 17 of the Local Government (Meeting Procedures) Regulation 2025 as the detail covered in the report relates to:

(e) contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal; and
(I) requests by councillors for leave of absence.

Note: The decision to move into Closed Meeting requires an absolute majority of Council.

The content of reports and details of the Council decisions in respect to items listed in "Closed Meeting" are to be kept "confidential" and are not to be communicated, reproduced or published unless authorised by the Council.

PROCEDURAL MOTION

"That the Meeting be closed to the public to consider Regulation 17 matters, and that members of the public be required to leave the meeting room".