

WHITEMARK WHARF



ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

WHITEMARK WHARF- 16 ESPLANADE, WHITEMARK

Partial change of use to visitor accommodation and use and development of vehicle parking including associated works

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1. INTRODUCTION

Ireneinc Planning & Urban Design has been engaged to prepare a planning application for the land at 16 Esplanade Whitemark. This report provides an assessment of the proposal against the provisions of the *Tasmanian Planning Scheme - Flinders*

1.1 DOCUMENTATION

The documentation that accompanies this application includes:

- Proposed Accommodation at Flinders Wharf, 16 Esplanade, Whitemark Plans, Adams Building Design, 11.10.2023:
 - Overall Site Plan (amended 29/02/2024)
 - Site Plan (Amended 29/02/2024)
 - Lower Demolition Plan
 - Upper Demolition Plan
 - Lower Floor Plan
 - Upper Floor Plan
 - NE Elevation
 - NW & SE Elevations
 - SW Elevations
 - 3D Images
 - Overhead Upper Floor
 - Overhead Lower Floor
- Coastal Erosion And Inundation Assessment, Enviro- Tech Consultants, 25th May 2023
- Stormwater Management and Detention Report, Enviro- Tech Consultants, 29th January 2024

1.2 THE SITE

The property is Whitemark Wharf located at 16 Esplanade, with the CT reference 129006/1. The site is 3.67ha.



Figure 1: topographic map with site outlined in red and development area shaded in red (source: the LISTmap, 2023).

The building on site is currently used as a restaurant, local shop, tourist operation and community building.



Figure 2: Existing building view of eastern and northern facade



Figure 3: View of the northern and western façade

The site has three vehicle access points to the site as described below with the top two access points providing direct access to the building. These points are relevant to the application, however, the middle access closest to the building and wharf is considered the primary access. The southern point does not provide direct access to the proposed uses and is not considered within this application.

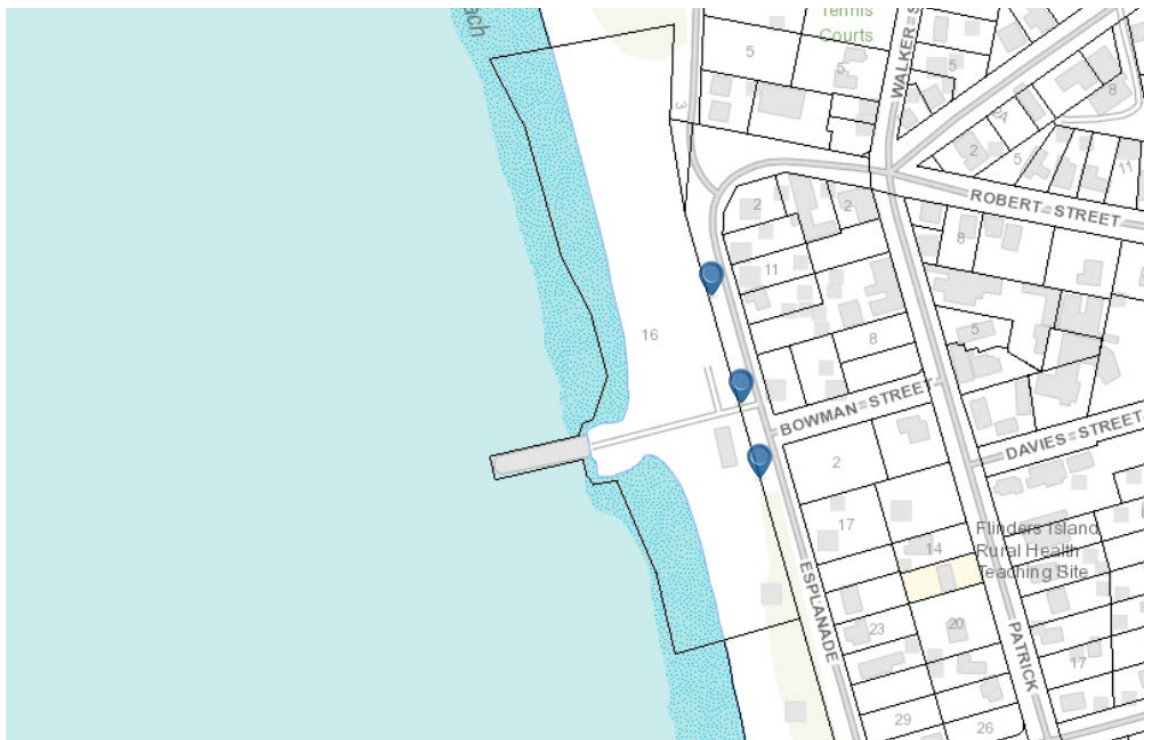


Figure 4: Vehicle Access Points, cadastre plan and topographic map (The List Map 2024)

1.3 EXISTING APPROVED USES

The approved use of the building is for a restaurant and ancillary produce hub, distillery, visitor information desk, offices and conference room for community use, and local shop (DA2018/028). DA2018/028 was approved with 19 car parking spaces.

The wharf has existed for some time, although operation has altered over the years. The wharf, is Tasports land, is best categorised as Port and Shipping but may also include Pleasure Boat Facility as it is used for pleasure and recreation.

The site has several trails located on it for passive recreation.

1.4 PROPOSAL

Use

The existing use of the building is currently for a restaurant on the ground floor, and offices and boardroom on the upper level.

The proposal is for a change of use of part of the existing building to visitor accommodation. Six rooms are proposed with the capacity for a maximum of 12 guests. 1 apartment will be located on the ground floor with the remainder on the 2nd level. One room is to be retained as an office on the upper level.

The parking and access serve various existing approved uses for the site including the existing building and the Wharf. Given the mix of uses, both public and private it is proposed to change the use of the parking areas to the use class “vehicle parking” in accordance with *Clause 6.2.3 If a use or development fits a description of more than one Use Class, the Use Class most specifically describing the use applies*. Vehicle Parking is defined as use of land for the parking of motor vehicles.

Development

Internal works

Internal works are proposed within the building to convert them to hotel rooms. All internal buildings and works are exempt under Table 4.3 Exempt building and works clause 4.3.2 *internal building and works* noting the building is not heritage listed.

External works

The external works include:

- a new fire escape and door on the eastern façade;
- Additional fenestration and doors on all facades other than the northern facades;
- A cut-out on the upper level of the southwestern corner to provide a balcony;
- A new deck that is less than 1m high, with a balustrade;
- A projecting timber batten screen of 3.6m to separate the restaurant from ground floor visitor accommodation attached to the existing deck;
- Fence to a height of 1.4m for a length of 4m on the southwestern corner to prevent access to the water tank area. Note the fence is exempt under exemption 4.6.4 fences not within 4.5m of a frontage.

Parking and Access

The parking layout and location are proposed to be altered to what was previously approved with the majority of the parking located in the lower tier area (existing previously concreted area associated with Tasports), and the formalisation of parking in the upper sections opposite the main

building entry. Minor fill to a depth of no more than 300mm is required to provide an even gradient for the upper parking areas. No cut and fill is required for the lower carpark.

A new finish is proposed for the parking areas and the access that will be constructed with durable all-weather pavement and spray-sealed, and stormwater retained on site. The parking areas provide 21 spaces, which increases on-site parking by 2 to accommodate spaces for use by persons with a disability.

A shared zone is proposed within the access and parking areas to promote slow speeds along with pavement marking to indicate pedestrian crossing areas.

2. PORT AND MARINE ZONE

The site is located within the Port and Marine Zone and is subject to FLI-25.1 & FLI-25.2 9 (not directly applicable to the proposal).

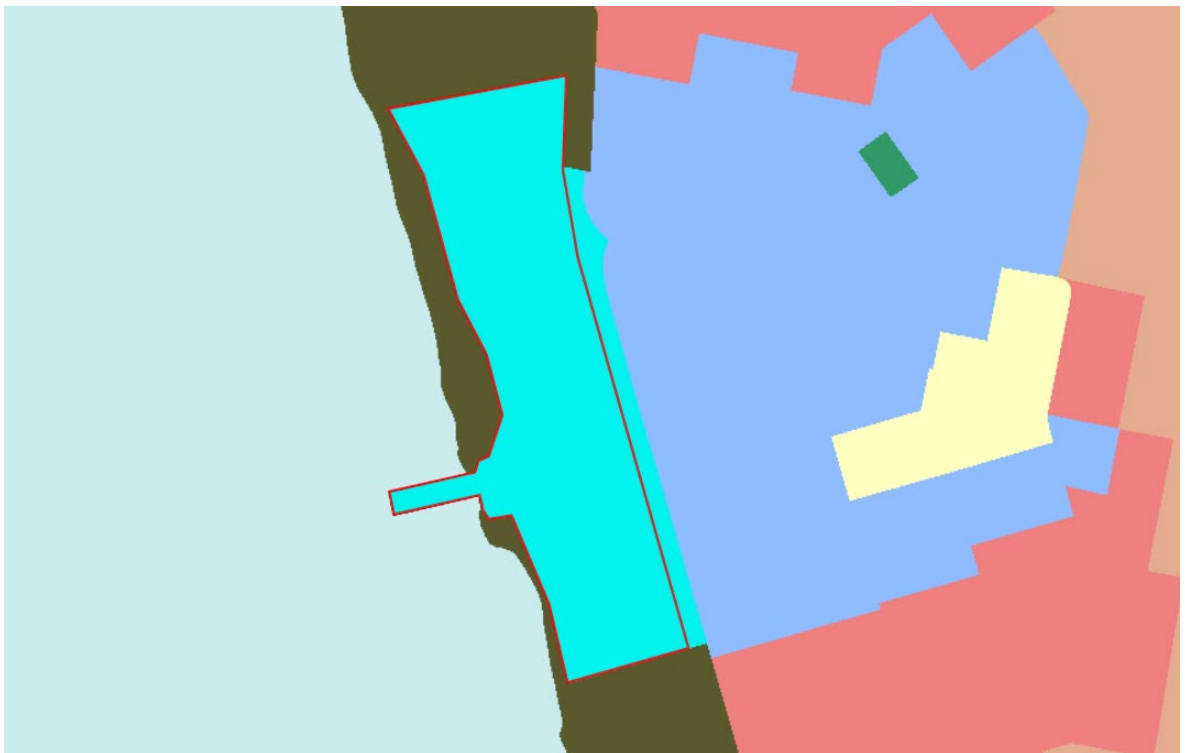


Figure 5: Site outline in red with Port and Marine Zone (Aqua), Environmental Management (Green) and Local Business Zone in light blue.

The Zone Purpose Statements for the Port and Marine Zone are as follows:

25.1.1 To provide for major port and marine activity related to shipping and other associated transport facilities and supply and storage.

25.1.2 To provide for use or development that supports and does not adversely impact on port and marine activities.

FLI-25.1 Part of 16 Esplanade, Whitemark shown on an overlay map as FLI-25.1 Part of 129006/1 An additional Zone Purpose statement for this site is: To provide for use or development for tourism/hospitality related purposes in association with Whitemark Wharf. Port and Marine Zone - clause 25.1 Zone Purpose

The proposal is located at 16 Esplanade, Whitemark and will further expand the tourism offerings, consistent with the purpose of the zone for this specific site through the provision of visitor accommodation and improved parking facilities.

2.1 USE

The proposed uses fall within the following use classes defined by the Scheme and are discretionary in the zone.

Visitor Accommodation	<i>use of land for providing short or medium-term accommodation for persons away from their normal place of residence on a commercial basis or otherwise available to the general public at no cost. Examples include a backpackers hostel, camping and caravan park, holiday cabin, motel, overnight camping area, residential hotel and serviced apartment complex.</i>
Vehicle Parking	<i>use of land for the parking of motor vehicles. Examples include single and multistorey car parks.</i>

2.2 USE STANDARDS

There are no use standards in the zone.

2.3 DEVELOPMENT STANDARDS

25.4.1 Building height

Objective: To provide for a building height that:

(a) is necessary for the operation of the use; and

(b) does not cause unreasonable loss of amenity on adjoining properties.

A1

Building height, excluding for Port and Shipping, and structures such as towers, poles, gantries, cranes or similar, must be not more than 20m.

A1

There is no change to the existing building height and the tallest new element proposed is the fire escape which is a height of 4.8m. The proposal therefore is well below the permitted height of 20m and complies with A1.

3. CODES

3.1 SAFEGUARDING OF AIRPORTS - OBSTACLE LIMITATION AREA AHD 51.5

The new additions are to a maximum height of 8.1 AHD (Fire escape, batten screen & deck) and are therefore exempt under C16.4.1 a) as the development is below the specified AHD level of 51.5 AHD.

3.2 COASTAL EROSION HAZARD CODE - HIGH & MEDIUM

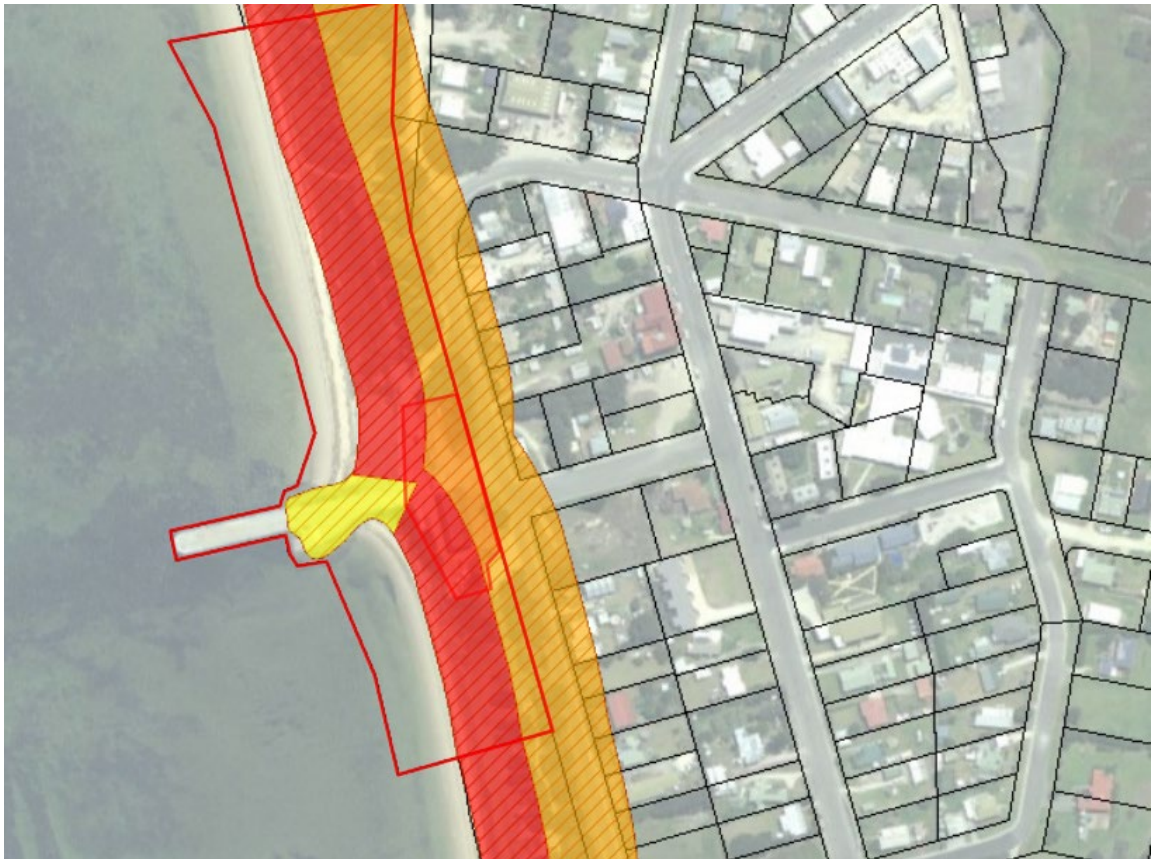


Figure 6: Erosion Hazard Bands with high in red and medium in orange (The list Map 2023)

The planning scheme defines vulnerable use as:

a use that is within one of the following Use Classes:

(a) Custodial Facility;

(b) Educational and Occasional Care;

(c) Residential, if for a respite centre, residential care facility, retirement village or assisted housing; or

(d) Visitor Accommodation, if the use accommodates more than 12 guests.

The subject proposal is for visitor accommodation which does not accommodate more than 12 guests and is therefore not a vulnerable use as defined by the code.

Vehicle Parking is not a critical, hazardous or vulnerable use.

3.2.1 EXEMPTIONS

C10.4 Use or Development Exempt from this Code

(a) use or development that requires authorisation under the Building Act 2016, excluding:

- (i) a critical use, hazardous use, or vulnerable use;*
- (ii) if located within a high coastal erosion hazard band; or*
- (iii) coastal protection works;*

The use is not a vulnerable, critical or hazardous use, and the proposal is not for coastal protection works. This exemption therefore applies to the part of the building in the medium hazard band.

(c) alterations or extensions to an existing building located within a high coastal erosion hazard band, if:

- (i) the site coverage is not increased by more than 20m² from that existing at the effective date; and*
- (ii) not for a critical, hazardous, or vulnerable use;*

The proposal is for alterations to the existing building and parking area and is not a vulnerable, critical or hazardous use as defined the Code. Site coverage is defined as

means the proportion of a site, excluding any access strip, covered by roofed buildings.

There is no increase in roofed buildings as a result of the alterations.

The proposal satisfies the relevant exemptions.

3.2.2 USE STANDARDS

C10.5.1 Use within a high coastal erosion hazard band

Objective: That use within a high coastal erosion hazard band:

- (a) is reliant on a coastal location; and
- (b) can achieve and maintain a tolerable risk from coastal erosion.

A1 No Acceptable Solution.

P1.1 A use within a high coastal erosion hazard band must be for a use which relies upon a coastal location to fulfil its purpose, having regard to:

- (a) the need to access a specific resource in a coastal location;
- (b) the need to operate a marine farming shore facility;
- (c) the need to access infrastructure available in a coastal location;
- (d) the need to service a marine or coastal related activity;
- (e) provision of an essential utility or marine infrastructure;
- (f) provision of open space or for marine-related educational, research or recreational facilities;
- (g) any advice from a State authority, regulated entity or a council; and
- (h) the advice obtained in a coastal erosion hazard report.

P1.2 A coastal erosion hazard report also demonstrates that:

- (a) any increase in the level of risk from coastal erosion does not require any specific hazard reduction or protection measures; or
- (b) the use can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without requiring any specific hazard reduction or protection measures.

This standard is relevant to the use of the land for vehicle parking.

The vehicle parking serves the surrounding activities including the wharf, access to the coastline, as well as the existing tourist operation and hub at 16 Whitemark Wharf. There is no nearby parking within the road or a nearby carpark.

a) The parking is located here as it is in close proximity to the wharf and the tourism hub at 16 Esplanade, which are both resources that underpin the tourism, recreational and fishing industries. 16 Esplanade has been identified within the objectives of the Port and Shipping Zone for tourism/hospitality related purposes in association with Whitemark Wharf. This specific area is a strategic tourism resource for the region and the provision of improved vehicle parking is this key location will further improve the tourism experience.

b) n/a

c) The existing wharf and building require access.

d) The vehicle parking services a coastal related activity that include the wharf, recreation along the coastline and the existing tourist operation and hub in that location. The tourist operation is strategically associated with Whitemark Wharf.

e) n/a

f) n/a

g) n/a

h) A coastal erosion hazard report accompanies this application.

P1.2

The coastal erosion hazard report that accompanies this application has found:

a) There is no increase in risk and as such no specific hazard reduction or protection measures are required.

b) The use can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without requiring any specific hazard reduction or protection measures.

C10.5.2 Uses located within a non-urban zone and within a low or medium coastal erosion hazard band
Objective: That a use located within a non-urban zone and within a low or medium coastal erosion hazard band can achieve and maintain a tolerable risk from coastal erosion.
A1 No Acceptable Solution.
P1 A tolerable risk for a use located within a non-urban zone and within a low or medium coastal erosion hazard band can be achieved and maintained, having regard to: ...
As per the C10.3.1 the Port and Marine Zone is an urban zone therefore this standard is not applicable.

3.2.3 DEVELOPMENT STANDARDS

The proposal requires the resealing of the access and existing parking area in accordance with the requirements of the Parking and Access code. This area is located in the High Coastal Erosion Band.

C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area

Objective: That:

- (a) building and works, excluding coastal protection works, within a coastal erosion hazard area, can achieve and maintain a tolerable risk from coastal erosion; and*
- (b) buildings and works do not increase the risk from coastal erosion to adjacent land and public infrastructure.*

A1 No Acceptable Solution.

P1.1

Buildings and works, excluding coastal protection works, within a coastal erosion hazard area must have a tolerable risk, having regard to:

- (a) whether any increase in the level of risk from coastal erosion requires any specific hazard reduction or protection measures;*
- (b) any advice from a State authority, regulated entity or a council; and*
- (c) the advice contained in a coastal erosion hazard report.*

P1.2

A coastal erosion hazard report demonstrates that:

- (a) the building and works:*
 - (i) do not cause or contribute to any coastal erosion on the site, on adjacent land or public infrastructure; and*
 - (ii) can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without requiring any specific coastal erosion protection works;*
- (b) buildings and works are not located on actively mobile landforms, unless for engineering or remediation works to protect land, property and human life.*

A coastal erosion and inundation assessment accompanies this report which have found that

a) buildings and works achieve and maintain a tolerable risk and no specific hazard management measures are required.

b) n/a

c) a coastal erosion hazard report accompanies this application.

P1.2

a) The accompanying report demonstrates that the works do not cause or contribute to any coastal erosion on site of adjacent land and can achieve and maintain a tolerable risk

b) and are not on an actively mobile landforms.

3.3 COASTAL INUNDATION HAZARD CODE - LOW

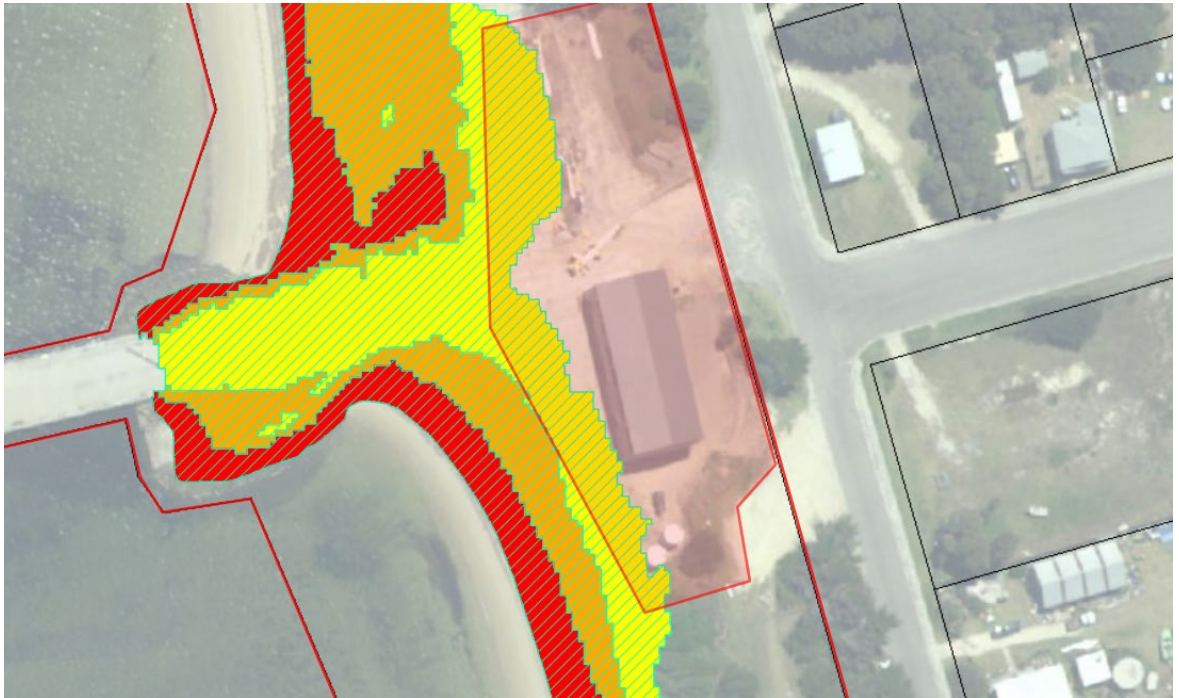


Figure 7: Development Area with low inundation hazard band shown in yellow (The List Map 2023)

The development area overlaps within the low coastal inundation hazard band and the following exemption applies:

C11.4.1 The following use or development is exempt from this Code:

(a) development that requires authorisation under the Building Act 2016, excluding:

(i) a critical use, hazardous use, or vulnerable use;

(ii) if located within a high coastal inundation hazard band;

*(iii) located within a non-urban zone and within a medium coastal inundation hazard band;
or*

(iv) coastal protection works;

The proposed use is not a vulnerable use as it is visitor accommodation for not more than 12 people; a hazardous or critical use, and the development is not for coastal protection works, or located in the high or medium inundation hazard bands. The proposal satisfies the exemption.

3.4 ROAD AND RAILWAY ASSETS CODE

This code applies to use and development that will increase the amount of vehicular traffic to and from the site. No new vehicle crossing is required.

3.4.1 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.

...

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

There are two direct accesses to the building and parking area, however, the southern access is the primary access for the site. The second access is outside the lease area, and is not well signed, therefore is considered the secondary access.

Annual average daily traffic (AADT) means the number of vehicles per day averaged over all days in a calendar year.

a) Table C3.1 permits a site to have AADT increase, regardless of the number of accesses, of:

	Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)	
	Vehicles up to 5.5m long	Vehicles longer than 5.5m long
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

The new use of visitor accommodation use is not anticipated to attract vehicles greater than 5.5m.

Within the Guide to Traffic Generating Developments version 2.2, it provides the following rate for a 'motel'

- Daily vehicle trips = 3 per unit.

It is therefore anticipated with 6 units/rooms, the AADT will be 18 based on vehicles of 5.5m or less.

The site is used currently for a restaurant, tourist operation, shop, community building and wharf.

The Guide to Traffic Generating Developments version 2.2 estimates for 'restaurant'

- Daily vehicle trips = 60 per 100m² gross floor area

The existing restaurant generates approximately 176 movements per day. Currently, the restaurant/café operates four days a week, and the AADT of the restaurant is therefore 100.3. The site is permitted an additional 20 percent which is 20 vehicle movements per day or 40 vehicle movements per day for the entire site, whichever is greater.

Not accounting for the remaining uses, the proposed AADT associated with the visitor accommodation use would be a 17.9 per cent increase relative to the restaurant generation alone and the generation is well below the permitted 40 vehicles movements per day. The proposal complies with A1.4 a).

b)The road is not a limited access road.

A1.4 is satisfied.

A1.5 There is sufficient area within the site for vehicles to enter and exit in a forward direction.

The proposal complies with the relevant acceptable solutions.

3.4.2 DEVELOPMENT STANDARDS

The proposal is not located within a road or railway attenuation area, therefore the development standards for buildings and works are not applicable.

3.5 PARKING AND SUSTAINABLE TRANSPORT CODE

The purpose of this code is to ensure that appropriate parking is provided to service the uses within the site. This code applies to all use and development.

3.5.1 USE STANDARDS

C2.5.1 Car parking numbers

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

A1

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

- (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
- (b) the site is contained within a parking precinct plan and subject to Clause C2.7;*
- (c) the site is subject to Clause C2.5.5; or*

(d) it relates to an intensification of an existing use or development or a change of use where:

(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or

(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking 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 objective of this standard is to ensure the appropriate level of car parking spaces is provided to meet the needs of the use, on the basis that the uses generate the demand and where multiple uses exist or are proposed, the on-site car parking requirements must be calculated as the sum of the requirements for each individual use component.

Separately, development is required to be categorised into a use and the development of the car park is proposed to be categorised in the Vehicle Parking Use Class.

A1.1

The proposal is for a change of use and A1 d) is relevant.

Existing uses

The approved use of the building is for a restaurant and ancillary produce hub, distillery, visitor information desk, offices and conference room for community use, and local shop (DA2018/028).

DA2018/028 was approved with 19 car parking spaces.

The wharf (Port and Shipping & Pleasure Boat Facility) operates with no formal parking spaces.

Visitor Accommodation

Visitor accommodation has the following parking requirements:

1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater.

6 rooms are proposed with 6 beds. In this instance 1 parking space per room is greater, therefore 6 parking spaces are required. The use will replace the community building uses.

Vehicle Parking

There is no requirement in Table C2.1 for vehicle parking.

Table C2.1 - existing uses

The number of spaces required by Table C2.1 for the existing uses is as follows:

Use		m ²	Parking Generation
Distillery, bond store and Loading area	2 spaces per 3 employees	115 (2 employees)	1 (1.33)
Restaurant and Producer Hub	1 space per 15m ² of floor area (including any outdoor dining areas)	294	19.6
Offices (community building)	1 space per 15m ² of floor area or 1 space per 4 seats, whichever is greater	86.5	6
Conference Room (community building)	1 space per 15m ² of floor area or 1 space per 4 seats, whichever is greater	103.5	10
Local shop	1 space per 30m ² of floor area, unless subject to Clause C2.5.5	22	1

Wharf (Pleasure Boat Facility and Port and Shipping)	No requirement	No requirement	No requirement
Passive Recreation	No requirement	No requirement	No requirement
Total			37

As the existing uses under Table C2.1 require a greater amount (10 spaces) of parking than the proposed uses of visitor accommodation (6 spaces) and vehicle parking, i) is relevant and no additional quantities of parking are required. At least 19 parking spaces must be provided on-site for A1 to be satisfied. 21 spaces are proposed with provision for 2 additional spaces for use by persons with a disability to ensure development standard C2.6.2 *Design and layout of parking areas* A1.2 is satisfied.

C2.5.2 Bicycle parking numbers

Objective: *That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.*

A1

Bicycle parking spaces must:

- (a) *be provided on the site or within 50m of the site; and*
- (b) *be no less than the number specified in Table C2.1.*

A1

Visitor Accommodation

As per Table C2.1, visitor accommodation does not require any bicycle parking.

Vehicle Parking

As per Table C2.1, Vehicle Parking does not require any bicycle parking.

DA2018/028 was approved with no bicycle parking and as there are no changes to remaining uses therefore no bicycle parking is required. Notwithstanding this, two bicycle racks accommodating four spaces are provided within this application.

C2.5.3 Motorcycle parking numbers

Objective: *That the appropriate level of motorcycle parking is provided to meet the needs of the use.*

A1

The number of on-site motorcycle parking spaces for all uses must:

- (a) *be no less than the number specified in Table C2.4; and*
- (b) *if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.*

A1

19 parking spaces are required for the site as per C2.5.1 Car parking numbers and as per table C2.4, no motorcycle parking is required for less than 20 car parking spaces.

3.5.2 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS

The parking layout and location are proposed to be altered to what was previously approved, to be located wholly within the area used for informal car parking for the site which is partially concreted and modified.

The works required are the resealing of the parking areas and the existing access and minor fill for the upper areas of no more than 300mm to provide the relevant gradient to comply with Australian Standards.

These areas are to be constructed with durable all-weather pavement and spray-sealed, and stormwater retained on site. A stormwater report accompanies this application with a proposed solution.

No changes to the existing access arrangement are proposed including no increase in the number of access points, nor any to the loading bay arrangements.

C2.6.1 Construction of parking areas

Objective: *That parking areas are constructed to an appropriate standard.*

A1

All parking, access ways, manoeuvring and circulation spaces must:

- (a) be constructed with a durable all weather pavement;*
- (b) be drained to the public stormwater system, or contain stormwater on the site; and*
- (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*

A1

The parking and access areas will be

- a) constructed with durable all-weather pavement
- b) Stormwater will be contained on site. Please refer to the Stormwater Report.
- c) Are proposed to be surfaced by a spray seal.

The proposal complies with A1.

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.*

A1.1

Parking, access ways, manoeuvring and circulation spaces must either:

- (a) comply with the following:
 - (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;
 - (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;
 - (iii) have an access width not less than the requirements in Table C2.2;
 - (iv) have car parking space dimensions which satisfy the requirements in Table C2.3;

- (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;
- (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and
- (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.

A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

- (a) be located as close as practicable to the main 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.

A1.1

The proposed parking layout complies with AS 2890- Parking facilities, Parts 1-6. Each parking space has

A1.2

Parking spaces for use by persons with a disability have been incorporated as per this standard.

C2.6.5 Pedestrian access

Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.

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.

As the port area is an existing shared area, no separated footpaths are proposed. The performance criteria must be addressed.

P1

Safe and convenient pedestrian access must be provided within parking areas, having regard to:

- (a) the characteristics of the site;*
- (b) the nature of the use;*
- (c) the number of parking spaces;*

- (d) the frequency of vehicle movements;
- (e) the needs of persons with a disability;
- (f) the location and number of footpath crossings;
- (g) vehicle and pedestrian traffic safety;
- (h) the location of any access ways or parking aisles; and
- (i) any protective devices proposed for pedestrian safety

P1

- a) & b) The port area is an existing shared area that caters for several users including visitors and the general public. As a result, the area is a low-speed shared area with sufficient sight lines to provide views around and through the site. The proposal seeks to further increase the safety of the area through shared zone signage and marked pedestrian crossings.
- c) 21 parking spaces are proposed.
- d) The RTA Guidelines provide the following rates for Motel and Restaurants

Rates.

Evening peak hour vehicle trips = 5 per 100 m² gross floor area.
Daily vehicle trips = 60 per 100m² gross floor area.

Motels

Rates.

Daily vehicle trips = 3 per unit
Evening peak hour vehicle trips = 0.4 per unit.

Use	Peak hour Rate	Quantity	Peak hour Trip Generation
Visitor Accommodation	0.4 per unit	6	2.4
Restaurant and Producer Hub	5 per 100m ²	294 m ²	14.7

The site has a mix of uses which likely attract certain groups at various times of the day resulting in different peak times for different uses. Notwithstanding this, the peak hourly vehicle movements are not substantial.

- e) Parking spaces for use by persons with a disability are provided opposite the main building entry which allows access directly over the sealed access providing an even surface, and the shortest path to the main entry within the plans. A pedestrian crossing is proposed directly from these spaces to the door.
- f) Two crossings are proposed from each parking area across the access to the main building.
- g) Given the nature of the use and the character of the area, there are considered to be sufficient sight lines and slow-speed environments to ensure vehicle and pedestrian safety.

h) Refer to the site plan

i) No protective devices are considered necessary.

Pedestrian access within the parking area is considered safe and convenient and satisfies the performance criteria.

3.6 SIGNS CODE

No signage is proposed as part of this application.

4. CONCLUSION

The proposal is for a partial change of use to visitor accommodation catering to a maximum of 12 people, which replaces the existing community building use located on the upper level and a small area on the ground floor. Minor alterations to the exterior are required which include new fenestration, a fire escape, decking, and a cut-out to provide for a balcony for 1 room.

Vehicle parking is also proposed which will provide 21 car parking spaces including 2x spaces for use by persons with a disability spaces. The access and parking areas are proposed to be upgraded, sealed and drained to an onsite stormwater system.

The proposal triggers the following discretions:

- 25.2 Use Table: Use of the land for visitor accommodation and vehicle parking.
- C10.5.1 Use within a high coastal erosion hazard band: Vehicle parking within the high coastal erosion hazard band. A Coastal Erosion Report accompanies this application.
- C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area: Upgrade to access and new parking areas within the high coastal erosion zone. A Coastal Erosion Report accompanies this application.
- C2.6.5 Pedestrian access: No segregated footpaths are proposed as the site is an existing shared zone, however, pedestrian crossings and shared zone signage are proposed to ensure a safe pedestrian environment.

The remainder of the proposal is either exempt or satisfies the permitted requirements of the scheme.