



03/04/2024

Planning Application:

For the Attention of:

Flinders Council Planning Department

4 Davies St,

Whitemark TAS 7255

Cc: office@flinders.tas.gov.au

development.services@flinders.tas.gov.au

Dear Flinders Council,

Please find CBM’s planning application for upgrades to FIAAI’s Centre at 16 West Street.

- 1. *20240403 FIAAI Centre Expansion - Application Form.pdf*
- 3. *Certificate of Title - 16 West St. Lady Barron CT 250577-1.pdf*
- 4. *20240403 FIAAI CENTRE EXPANSION - DEVELOPMENT APPLICATION SET.pdf*

The development is for an extension to the existing FIAAI centre, consisting of two additional offices, a small waiting area and a new accessible toilet. The size of the extension is 59.4m².

Development:	Extension of Flinders Island Aboriginal Association Incorporated (FIAAI) Head Office including carparking additions.
Address:	16 West St, Lady Barron.
Planning Scheme:	Tasmanian Planning Scheme – Flinders.
Property ID:	6430538.
Title Reference:	250577/1
Site Zoning:	12.0 Village Zone (Area of proposed development).
Use Class:	Business and Professional Services with Community Meeting and Entertainment.
Qualification:	Permitted use.

Zone Provisions

12.3.1 All non-residential uses

A1 Hours of Operations of a use: There is no proposal for any changes of the current hours of operation to the existing FIAAI Centre and these will abide by the hours listed in the Planning Schemes Acceptable Solutions. *Will Comply*

A2 External lighting: All proposed lighting will be baffled and not include permanent fixed flood lighting. All proposed exterior lighting will be considerate of the surrounding residents. *Will Comply*

A3 Commercial vehicle movements / unloading: There will be no changes in times to the commercial vehicle numbers as a result of the building extension and these times will abide by the hours listed in the Planning Schemes Acceptable Solutions. *Will Comply*

A4 The size of the existing FIAAI centre building is 525m² and the proposed new addition is 59.4m². This puts the building of nonresidential use at 585m² and over the gross floor area of 250m². This application will rely on:

P4

A non-residential use, excluding Visitor Accommodation, must be at a scale and intensity consistent with the character of the area, having regard to:

(a) the nature and scale of the use;

The FIAAI Centre is expanding to include 2x professional and private consultancy offices, a small waiting room and accessible toilet. The development will adjoin the already existing facility and include a new covered but open aired access way. The extension is of proportion to the scale of the adjoining existing centre and of similar height and scale to the adjoining properties. The external materials proposed will be of familiar residential character.

(b) the number of employees;

The number of employee's may have the ability to increase by a maximum of 2 staff (based on 2x new offices). It likely the staff will be trained professionals, either employed by FIAAI already or contracted on a required basis.

(c) the hours of operation;

Hours of operation will not alter from the existing time table. These will also align with the Acceptable Solution hours of:

7.00am to 9.00pm Monday to Friday;

8.00am to 6.00pm Saturday; and

9.00am to 5.00pm Sunday and public holidays.

(d) the emissions generated by the use;

The number of amenities will not increase under the development, with 1x existing WC becoming superseded with the replacement of the new accessible bathroom.

(e) the type and intensity of traffic generated by the use;

All traffic generated will be of domestic size vehicle traffic, which be arriving and leaving the site.

(f) the impact on the character of the surrounding area;

The proposed extension is of matching height and scale to the adjoining FIAAI Centre. The 59.4m² additional will not have impact on the surrounding character of the area due to it's size, scale and setback from the frontage.

(g) the impact on the amenity of any adjoining residential properties.

The development is of minimal size and height and is well setback from all surrounding properties. It is not apparent that the development would have any negative impacts of loss of amenities to the surrounding properties, such as over shadowing, over looking, noise generation or lighting over illumination.

12.0 Village Zone: 5

12.3.2 Visitor Accommodation – *Not applicable to this application*

12.4.1 Residential density and servicing for multiple dwellings. – *Not applicable to this application*

12.4.2 Building height

A1

Building height must be not more than 8.5m. The new building has a proposed max height of 6m from natural ground. *Will Comply*

12.4.3 Setback

A1

(a) The proposed building is setback greater than 4.5m from the frontage and in line with the existing building.

(b) It is not less than the adjoining buildings on the site.

(c) It is of similar setback to adjoining properties. *Will Comply*

A2

The proposed building is setback greater than 3m and greater than half the wall height. *Will Comply*

A3

Any installed Air conditioning equipment would be installed greater than 10m from a property boundary. *Will Comply*

12.4.4 Site coverage

A1

Site coverage must be not more than 50%.

The certificate of title site area is approximately 42,600m², with the proposed extension being less than 60m². *Will Comply*

12.4.5 Fencing

No fences are proposed in the application. – *Not applicable to this application*



12.4.6 Outdoor storage areas

No Outdoor storage areas are proposed in the application. – *Not applicable to this application*

12.5 Development Standards for Subdivision – *Not applicable to this application*

Code Provisions

C2.0 Parking and Sustainable Transport Code

C2.5.1 Car Parking Numbers

P1.1 We have proposed to improve the existing car parking by increasing the number of formal parks to 9. The below descriptions reference crossover across the 16 West Street Sites, on both CT 10924/1 and CT 250577/1.

Improved Crossover 1: Containing 4x public parks plus 2x public accessible parks, located with close proximity to the front entrance. Now dedicated for use by visitors / guests.

Existing Cross Over 2: Containing 3x existing vehicle parks.

Existing Crossover 3: Unchanged; This cross over includes traffic of 4x existing vehicles.

Existing Cross Over 4: Containing 2 vehicles parks, unchanged.

New Cross Over 5: 3x executive parks for key FIAAI stakeholder staff, located directly off West Street, and within close proximity to the main entrance.

Maxine Roughley C/- FIAAI has provided us the following data:

- The current number of staff employed and working at the FIAAI centre is up to 14. 7 of these are outside workers and park their cars at the front of their work sheds.
- The typical vehicle movements of the staff per day is arrival at 8:00am for the start of their day and leave at approximately 4:30pm in their personal cars.
- The current visitor numbers could have up to a maximum of 10 clients / visitors each day or on clinic days, 18 clients, which is Tuesday fortnight. These visits are by scheduled appointments, so are spaced out during the day.

It's not expected that the numbers of staff and parking will increase significantly with the addition of the new building development, but simply allow for better operations. Based on these numbers, vehicle movements will not increase by more than 40 vehicles movements / day.

CROSSOVER 1. Existing 6 Bay Accessible Car Park (Title Ref 250577/1)	Number of visitors	Vehicle movements per visitor per day	Total number of vehicle movements
Existing workers / employees using the car park space (A):	Approx. 7	2	14
New visitors anticipated movements (B):	6	2	12
Increased vehicle movements (C):	0	0	(B)-(A)=(C) -2*

*Parking type changing from staff to visitor. With line markings there is a reduction in parking, so no increase.

NEW CROSSOVER 5. 3 Bay Car Park (Title Ref 250577/1)	Number of workers	Vehicle movements per worker per day	Total number of vehicle movements
New workers / employees using the car park space (B):	3	2	6*

*Increase

CROSSOVER 2. Existing 3 Bay Car Park (Title Ref 250577/1)	Number of workers	Vehicle movements per worker per day	Total number of vehicle movements
Existing workers / employees using the car park space (A):	3	2	6
New anticipated movements (B):	0	0	0
Increased vehicle movements (C):			(A)+(B)=(C) 6*

*No increase

CROSSOVER 3. Proposed 10 Bay Car Park (Title Ref 10924/1)	Number of visitors	Vehicle movements per visitor per day	Total number of vehicle movements
Existing worker / employees using the car park space (A):	4	2	8
New staff anticipated movements (B):	0	0	0
Increased vehicle movements (C):			(A)+(B)=(C) 8*

*No increase

EXISTING CROSSOVER	Number of workers	Vehicle movements per worker per day	Total number of vehicle movements
4. 2 Bay Car Park (Title Ref 250577/1)			
Existing workers / employees using the car park space (A):	2	2	4*

*No increase

TOTAL VEHICLE MOVEMENTS	
Existing total vehicle movements to the sites (A)	14, 6, 8, 4 = 32
New total vehicle movements (B)	-2, 6, 0, 0, 0 = 4
Percentage increase of vehicle movements	12.5%*

Vehicles have been calculated based on B99 cars, less than 5.5 meters long. The increased vehicle movement percentage is less than 20%. The total number of increased vehicle movements, across both site titles, is less than 40 per day, which is acceptable.

C2.5.2 Bicycle parking numbers

A1 We propose 3x bike parks undercover near the entrance.

C2.5.3 Motorcycle parking numbers

A1 No Requirement.

C2.5.4 Loading Bays

Floor area is <1000m², so no requirement.

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

P1

- a) The site is zoned village, and this application includes 3x new staff parking spaces.
- b) The siting of the proposed parks will have a flat gradient.
- c) The parking will have blue metal base will surface falls directed to the surrounding garden beds.
- d) Due to the small size of the additional parking, transporting sediment or debris onto public roads would be minimal.
- e) The driveway is short and proposes a maximum of 3 cars, so generated dust would be minimal.
- f) The proposed surfacing will be compacted, resilient blue metal road base.

C2.6.2 Design and layout of parking areas

A1.1

(a)

- Parking gradients comply with Australian Standard AS 2890 – Off-Street parking facilities.
- All vehicles will leave the site in a forward direction.
- Driveway width for staff parking will be 4.5m wide or greater.
- All parking spaces will be suitably sized as required.
- Suitable manoeuvring is provided.
- All parking will be within immediate location to ground height.
- Parking will contain clear parking space delineation. And,

(b) Comply with AS 2890 – Parking facilities.

A1.2

- (a) 2x Accessible parking spaces are located as close as possible to new entry.
- (b) Access parks are incorporated into the overall parking design, and
- (c) Will be constructed in accordance with AS 2890.6:2009

C2.6.3 Number of accesses for vehicles

P1

For CT 10924/1 (Carpark), there are no new driveway accesses / cross overs proposed.

For CT 250577/1 (FIAAI Expansion) There are 3x new executive parks proposed.

- (a) The parks assist with providing order to the street and reduction in on-street parking.
- (b) Pedestrian safety and amenity would not be jeopardised by the addition and location of the car parks.
- (c) As the speed limit is 50km/h on West Street, traffic safety would not be impacted.
- (d) There is no negative impact to residential amenity on adjoining land.
- (e) the impact on the streetscape will be improved by providing additional structured car parking.

A2

Not in a Central Business Zone or pedestrian priority street, so not applicable to this application.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

Not applicable to this application.

C2.6.5 Pedestrian access

P1

Safe, pedestrian access will be provided from the Accessible parking space.

The group of 6 parks and 3 parks don't require pedestrian access.

C2.6.6 Loading bays

Not required or proposed with this development.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

A1 We have proposed 3x bike parks.

A2 Bike parks will meet the spatial conditions and requirements specified.



C2.6.8 Siting of parking and turning areas

A1 3x additional parks are proposed to the frontage of the site. As parking already exists directly off the frontage, it is interpreted that parking is already provided in front of the building line and therefore acceptable.

C2.7 Parking Precinct Plan

Development is not within a Central Business Zone.

C2.7.1 Parking precinct plan

Development is not within a Parking Precinct Plan.

C3.0 Road and Railway Assets Code

C3.5 Use Standards

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

A1.1 Not applicable – Development is not a Category 1 road (*instead Category 5*).

A1.2 3x additional staff parks are added to CT 250577/1 site, which introduces a proposed vehicle crossover to the land title, please refer to Performance Criteria for response.

A1.3 There are no rail lines relating to this application.

A1.4 Vehicles crossing onto West street would not increase by exceeding 40 vehicle movements per day as per current traffic data provided C/- FIAAI. There will be no new vehicles longer than 5.5m in length, estimated to be using the site with this application.

A1.5 All vehicles can leave the site in a forward direction.

P1

- (a) There will be three additional cars (6 vehicle movements / day) as a result.
- (b) The traffic will be from B99 or B85 size cars, less than 5.5m long. They will be driven by executive staff of the facility.
- (c) West street is an asphalt road, approximately 6.5m wide, with no kerb and channelling to the subject site side of street. It does not contain line markings.
- (d) The speed limit is 50km/h.
- (e) In response to the proposed 3x car parks, there is no alternative access road.
- (f) The need for the proposed parking is to improve the traffic management for both FIAAI staff and in turn its visitors.
- (g) Traffic movements have been provided and is acceptable in accordance with Table C3.1 as demonstrated.
- (h) Not available.

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 - Application is not of sensitive use.

C3.7 Development Standards for Subdivision

Not applicable to this application - Application is not for Subdivision.



Coastal Erosion Hazard Code: The location of proposed development does not encroach on the mapped area of Coastal Erosion Hazard area. **Will Comply**

Bushfire-prone Areas Code: The location of proposed development doesn't require a Bushfire Attack Level rating. **Will Comply**

If you wish to discuss, please feel welcome to contact me directly via mobile or email.

Kind regards

A handwritten signature in black ink that reads 'D. Stanford'.

Daniel Stanford

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