



Devonport City Council

PUBLIC NOTICE

APPLICATION FOR PLANNING PERMIT

Section 57(3) Land Use Planning Approvals Act 1993

An application for a planning permit has been made which may affect you.

Application Details

Application Number:	PA2025.0121
Proposed Use or Development:	Change of Use (assisted housing)
Address of the Land:	181 William Street, Devonport
Date of Notice:	13/09/2025

You are invited to view the application and any documents and plans accompanying it on the ground floor of the paranaple centre at 137 Rooke Street, Devonport or on Council's website www.devonport.tas.gov.au

Any person may make a representation relating to the application in accordance with section 57(5) of the *Land Use Planning Approvals Act 1993*, during a period of 14 days commencing on the date of this notice.

Your representation must:

- be received by close of business on **26/09/2025**;
- be in writing; and
- addressed to the Chief Executive Officer, Devonport City Council:
 - P.O. Box 604, Devonport, Tasmania, 7310; or
 - townplanning@devonport.tas.gov.au

If you make a representation then Council must consider your submission before making its decision on the application.

General Manager
Devonport City Council
137 Rooke Street
DEVONPORT TASMANIA 7310

Subject: Planning application for change of use to assisted housing - 181 William Street, Devonport (CT 95862/2)

Proposal

We are seeking approval to formerly change the use of a single dwelling to assisted housing. The building is currently used for the Specialist Disability Accommodation program and is managed by Glenhaven Family Care. This program provides support to NDIS participants to maintain their wellbeing, achieve their personal goals, build their capacity and be as independent as possible living onsite.

Accommodation is currently provided for three (3) brothers in a home environment. All residents are visually impaired and are funded through the NDIS. The occupants have resided in the residence for approximately 25 years, although unfortunately their mother, who was their primary carer, recently passed away. Glenhaven Family Care have since taken on management of the property, subsequently requiring a change of use of the property from a 'single dwelling' to 'assisted housing'.

Support is provided 24 hours a day, 7 days a week. The day-to-day arrangement involves one (1) staff member who sleeps on site overnight and one (1) staff member during the day. The staff provide transportation to support participant plans and needs. None of the residents drive a vehicle and are legally not able, due to their visual impairment.

Planning assessment: Tasmanian Planning Scheme – Devonport

Under the current planning scheme, the most appropriate use class is 'assisted housing'. 'Assisted housing' is defined as meaning:

housing provided by an organisation for higher needs tenants or residents, including those with physical or intellectual disabilities, and may include associated support services.

'Assisted housing' is a Permitted use, subject to meeting the permitted development standards.

General Provisions

Clause 7.5.1 of the TPS – Devonport states the following:

A permit is not required for a change of use from an existing lawful use to another use in the same Use Class if:

- a) *the use is not otherwise Prohibited or Discretionary under any provision of the planning scheme;*

Complies – assisted housing is Permitted in the General Residential Zone.

- b) *the use complies with all applicable standards and does not rely on any Performance Criteria to do so; and*

Does not comply – the performance criteria P1 of C2.6.2 Design and layout of parking areas is relied on.

- c) *there is no:*

- i. *increase in the gross floor area of the use;*

Complies - there is no increase in floor area.

- ii. *increase in the requirement for parking spaces under the Parking and Sustainable Transport Code;*

Does not comply – technically the use will increase in the requirement for parking spaces under the Parking and Sustainable Transport Code. For this reason, the proposed change of use can't comply with clause 7.5.1(c)(ii) and therefore requires a permit.

- iii. *change in the arrangements for site access, parking, or for the loading and servicing of vehicles on the site;*

Complies - there is no change.

- iv. *change in arrangements for the use of external areas of the site for display, operational activity or storage;*

Complies - there is no change.

- v. *increase in emissions or change in the nature of emissions;*

Complies - there is no change.

vi. *increase in the required capacity of utility services; and*

Complies - there is no change.

vii. *increase in the existing hours of operation if outside the hours of 8.00am to 6.00pm Monday to Sunday inclusive.*

Complies - there is no change. The site is not publicly accessible.

In summary, as the change of use cannot comply with all of the criteria in Clause 7.5.1, a planning permit is technically required. An assessment against the General Residential Zone standards and Parking and Sustainable Transport Code is included below.

General Residential Zone

An 'assisted housing' use is a Permitted use in the Clause 8.2 Use Table.

As there is no 'discretionary use' or 'visitor accommodation' proposed, there are no applicable use standards.

As the dwelling is existing and no development is proposed, none of the development standards are applicable.

C2.0 Parking and Sustainable Transport Code

An assessment against the applicable clauses of the Parking and Sustainable Transport Code is provided below:

C2.5 Use Standards

C2.5.1 Car parking numbers	
<p>A1 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:</p> <p>a) the site is subject to a parking plan for the area adopted by council, in</p>	<p>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:</p> <p>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:</p>

<p>which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>c) the site is subject to Clause C2.5.5; or</p> <p>d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(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</p> <p>(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:</p> <p>$N = A + (C - B)$</p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing</p>	<p>(i) variations in car parking demand over time; or</p> <p>(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>d) the availability and frequency of other transport alternatives;</p> <p>e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>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;</p> <p>g) the effect on streetscape; and</p> <p>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.</p> <p>P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p>a) the nature and intensity of the use and car parking required;</p> <p>b) the size of the dwelling and the number of bedrooms; and</p> <p>c) the pattern of parking in the surrounding area.</p>
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<p>use or development specified in Table C2.1</p> <p>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	
<p>Response</p>	
<p>For 'other residential use', Table C2.1 requires:</p> <p>1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number).</p> <p>The existing building provides 4 bedrooms and technically requires 4 spaces (2 for 3 bedroom, plus 1 extra bedroom, and 1 visitor): a total of 4 bays.</p> <p>The existing site currently provides sufficient room for the parking of 4 vehicles on-site if parked in a tandem arrangement in the driveway. It is noted that the existing driveway is approximately 28m long and is a combination of concrete (for the first 16m) and crushed gravel for the section of driveway that extends into the back yard). The driveway width is approximately 2.66m.</p> <p>The reality is that, given the occupants of the building can't legally drive, there would only be one or an absolute maximum of two vehicles on-site at any one time. Accordingly, the parking requirements of the planning scheme are considered more than the realistic requirements for this specific assisted living use.</p> <p>There is no requirement for assisted housing to provide bicycle parking.</p> <p>Technically, in a tandem arrangement, there is sufficient room on-site to accommodate all 4 vehicles and the 'assisted housing' use can meet the acceptable solution A1.</p> <p>The acceptable solution A1 is met.</p>	

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas	
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> 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. 	<p>P1 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:</p> <ul style="list-style-type: none"> 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.
<p>Response</p> <p>There will be no change to the existing driveway, which is of concrete construction and currently drains via gravity to the existing public stormwater system on William Street. No additional impervious surfaces are proposed.</p> <p>The acceptable solution A1 is met.</p>	

C2.6.2 Design and layout of parking areas	
<p>A1.1 Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> a) comply with the following: <ul style="list-style-type: none"> 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; 	<p>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:</p> <ul style="list-style-type: none"> 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;

<p>iii. have an access width not less than the requirements in Table C2.2;</p> <p>iv. have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>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;</p> <p>vi. have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.</p> <p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>a) be located as close as practicable to the main entry point to the building;</p> <p>b) be incorporated into the overall car park design; and</p> <p>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.</p>	<p>e) the nature and use of the development;</p> <p>f) the expected number and type of vehicles;</p> <p>g) the likely use of the parking areas by persons with a disability;</p> <p>h) the nature of traffic in the surrounding area;</p> <p>i) the proposed means of parking delineation; and</p> <p>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.</p>
<p>Response</p>	
<p>There will be no change to the existing driveway. As the existing access width is less than 3m (it is approximately 2.66m), it can't meet the minimum 3m required by Table C2.2. Accordingly, the performance criteria must be considered.</p>	

In response to the performance criteria, the existing parking arrangement is considered adequate for the site for the following reasons:

- William Street has a wide carriageway and there is plenty of room for the occasional short-term on-street parking if necessary (although this would be highly unlikely).
- The driveway is existing. Only 1 (one) support worker will be on the site at any one time and for this reason, the use of the building will be like a regular single dwelling.
- The driveway is concrete and drains to the existing stormwater system on William Street. No new impervious surfaces are proposed.
- The site plan demonstrates that up to 4 (four) parking bays could theoretically fit on the site, although the reality is that the carparking requirement of the planning scheme is excess to the use as none of the residents can legally drive a vehicle. The carers provide all necessary transportation, as required. Only 1 (one) carer will be there at any given time.
- As the residents don't physically drive, no provision is made for parking by persons with a disability. Given the driveway will generally only accommodate 1 (one) vehicle generally, there is plenty of room for manoeuvring on-site.
- The use residential and small scale. The site is also in an established residential area. For this reason, no parking delineation is proposed, especially given the low realistic parking demand.
- The site is not publicly accessible.
- The carparking area is as functional as possible, especially given the existing nature of the use.

The performance criteria P1 is satisfied.

C2.6.3 Number of accesses for vehicles

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	
There will be no change to the existing access.	
The acceptable solution A1 is met.	

The application for the proposed use and development has been found to meet the requirements of the Tasmanian Planning Scheme – Devonport and can therefore be approved.

Yours sincerely

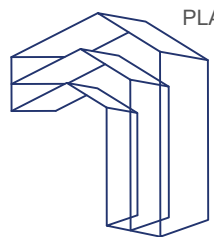
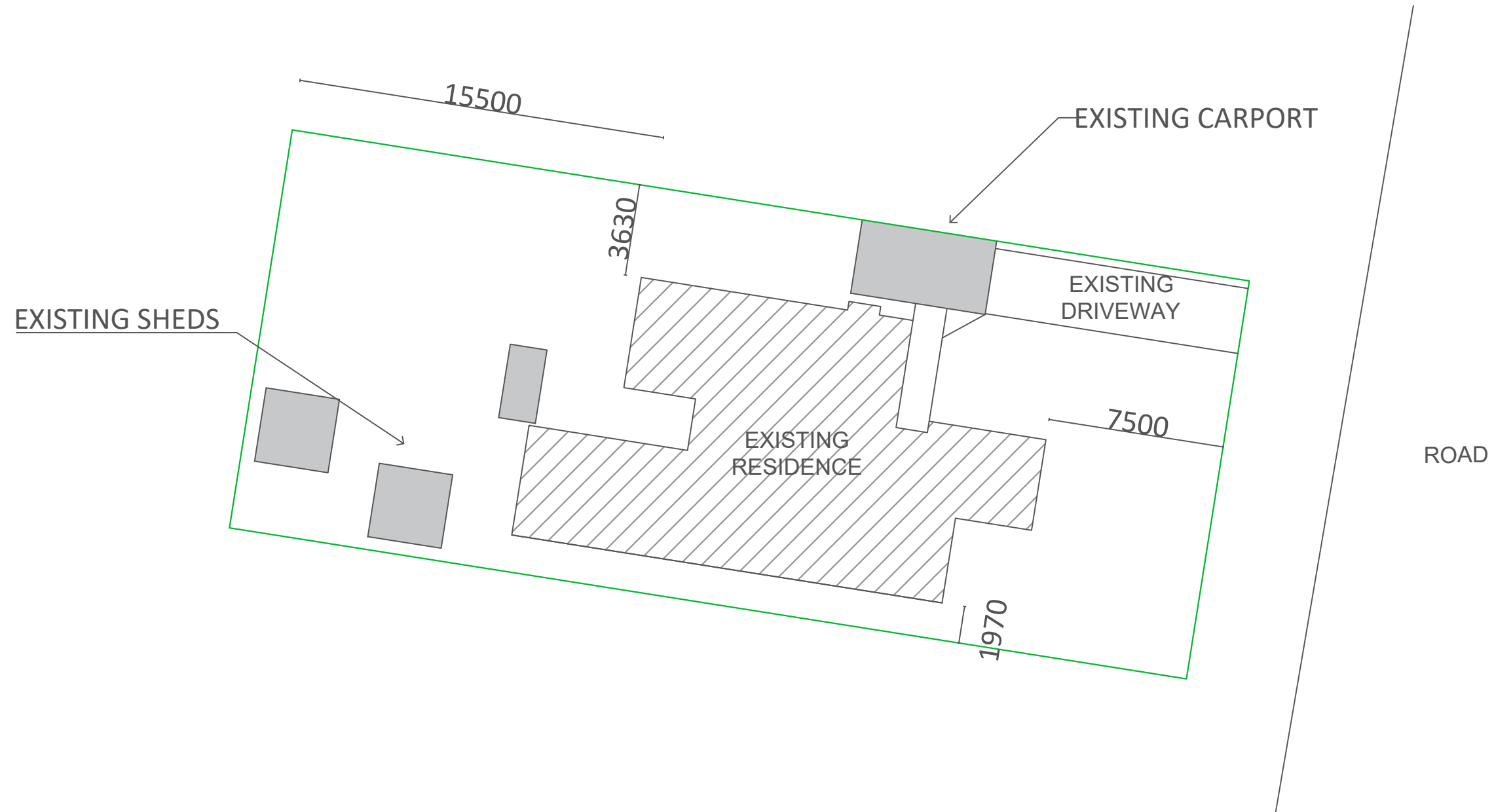


Sarah Silva

Project Officer | Assets

Homes Tasmania

20th August 2025



PLANS by:

AJM Drafting Services

ABN: 98 602 040 886

154 TARLETON ROAD, TARLETON

Ph: 0417 669 317 E: ben@ajmdrafting.com.au

IMPORTANT NOTE – CONTRACTOR RESPONSIBILITIES
BEFORE COMMENCING ANY WORKS, THE CONTRACTOR MUST ENSURE THAT:

ALL RELEVANT PRE-CONSTRUCTION CHECKS HAVE BEEN COMPLETED.
SITE ADDRESS, BOUNDARIES, LEVELS, AND DIMENSIONS ARE VERIFIED AND CORRECT.
ALL SITE DETAILS SHOWN ARE CONFIRMED AGAINST ACTUAL CONDITIONS.
PRODUCTS AND MATERIALS SPECIFIED ARE CONFIRMED WITH THE OWNER PRIOR TO INSTALLATION.
DO NOT SCALE FROM DRAWINGS.
THE DESIGNER ACCEPTS NO RESPONSIBILITY FOR ERRORS ARISING FROM FAILURE TO VERIFY OR CONFIRM THE ABOVE.

REVISION:

NORTH:



PROPOSED CHANGE OF USE CLASS 1A TO CLASS 1B

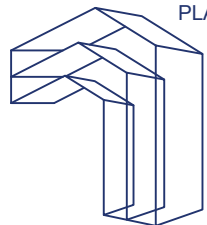
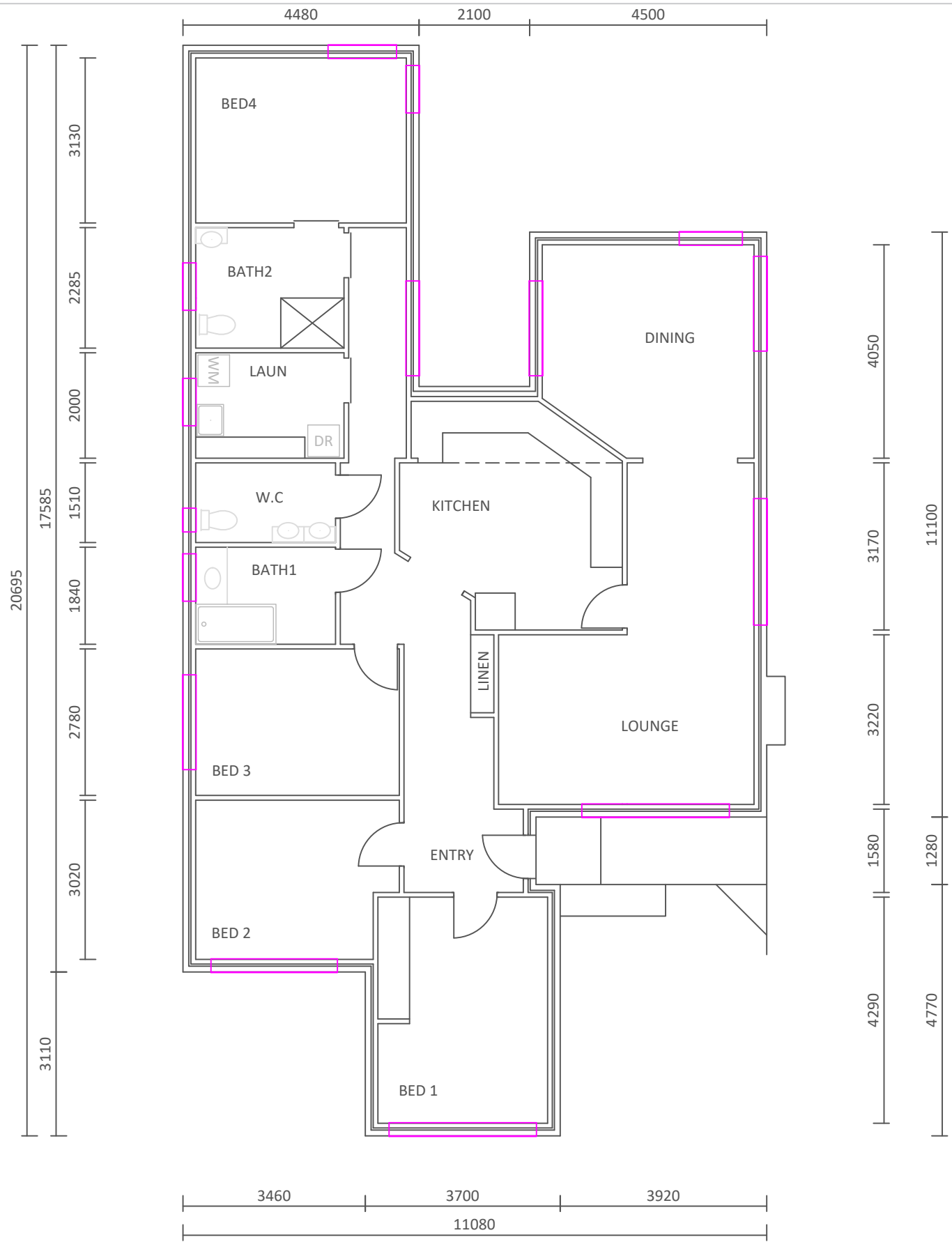
FOR: HOMES TASMANIA
AT: 181 WILLIAM ST,
DEVONPORT

DATE PUBLISHED: 1/08/25

SCALE: 1:200 PAPER: A3 JOB No.: 181WILL

DRAWING:

SITE PLAN 02



PLANS by:

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REVISION:

IMPORTANT NOTE – CONTRACTOR RESPONSIBILITIES BEFORE COMMENCING ANY WORKS, THE CONTRACTOR MUST ENSURE THAT:

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 DO NOT SCALE FROM DRAWINGS.
 THE DESIGNER ACCEPTS NO RESPONSIBILITY FOR ERRORS ARISING FROM FAILURE TO VERIFY OR CONFIRM THE ABOVE.

PROPOSED CHANGE OF USE FROM 1A TO 1B RESIDENCE
 FOR: HOMES TASMANIA
 AT: 181 WILLIAM ST, DEVONPORT

DATE PUBLISHED: 1/08/25

SCALE: 1:100 PAPER: A3 JOB No.: 181WILL

EXISTING FLOOR PLAN 03