



DEVELOPMENT APPLICATION

PDPLANPMTD-2025/054452

PROPOSAL: Signage & Partial Change of Use to Car Rental
(Retrospective)

LOCATION: 2/1 & 4B/1 Stanton Place, Cambridge

RELEVANT PLANNING SCHEME: Tasmanian Planning Scheme - Clarence

ADVERTISING EXPIRY DATE: 15 December 2025

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 15 December 2025. In addition to legislative requirements, plans and documents can also be viewed at www.ccc.tas.gov.au during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to clarence@ccc.tas.gov.au. Representations must be received by Council on or before 15 December 2025.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at www.ccc.tas.gov.au or at the Council offices.

Application for Development / Use or Subdivision

Use this form to obtain planning approval for developing or using land, including subdividing it into smaller lots or lot consolidation.

Proposal: **Partial Change of Use (Car Hire) and sign**

Location: **1 Stanton Place (Units 2 & 4B), Cambridge**

Personal Information Removed

Is the property on the Tasmanian Heritage Register? Yes No

If yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal.

If you had pre-application discussions with City of Clarence, please provide planner's name:

Current use of site: **Various (see attached)**

Does the proposal involve land administered or owned by the Crown or Council? Yes No

Declaration

- I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.
- I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council's representatives to enter the land to assess this application
- I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached.
- I declare that the information in this declaration is true and correct.

Acknowledgement

- I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.

Personal Information Removed

Please refer to the development/use and subdivision checklist on the following pages to determine what documentation must be submitted with your application.



Development/use or subdivision checklist

Mandatory Documents

This information is required for the application to be valid. We are unable to proceed with an application without these documents.

- Details of the location of the proposed use or development.
- A copy of the current Certificate of Title, Sealed Plan, Plan or Diagram and Schedule of Easements and other restrictions for each parcel of land on which the use or development is proposed.
- Full description of the proposed use or development.
- Description of the proposed operation. May include where appropriate: staff/student/customer numbers; operating hours; truck movements; and loading/unloading requirements; waste generation and disposal; equipment used; pollution, including noise, fumes, smoke or vibration and mitigation/management measures.
- Declaration the owner has been notified if the applicant is not the owner.
- Crown or Council consent (if publically-owned land).
- Any reports, plans or other information required by the relevant zone or code.
- Fees prescribed by the City of Clarence.

Application fees (please phone 03 6217 9550 to determine what fees apply). An invoice will be emailed upon lodgement.

Additional Documents

In addition to the mandatory information required above, Council may, to enable it to consider an application, request further information it considers necessary to ensure that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or specific area plan, applicable to the use or development.

- Site analysis and site plan, including where relevant:
 - Existing and proposed use(s) on site.
 - Boundaries and dimensions of the site.
 - Topography, including contours showing AHD levels and major site features.
 - Natural drainage lines, watercourses and wetlands on or adjacent to the site.
 - Soil type.
 - Vegetation types and distribution, and trees and vegetation to be removed.
-



- Location and capacity of any existing services or easements on/to the site.
 - Existing pedestrian and vehicle access to the site.
 - Location of existing and proposed buildings on the site.
 - Location of existing adjoining properties, adjacent buildings and their uses.
 - Any natural hazards that may affect use or development on the site.
 - Proposed roads, driveways, car parking areas and footpaths within the site.
 - Any proposed open space, communal space, or facilities on the site.
 - Main utility service connection points and easements.
 - Proposed subdivision lot boundaries.
- Where it is proposed to erect buildings, detailed plans with dimensions at a scale of 1:100 or 1:200 showing:
- Internal layout of each building on the site.
 - Private open space for each dwelling.
 - External storage spaces.
 - Car parking space location and layout.
 - Major elevations of every building to be erected.
 - Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites.
 - Relationship of the elevations to natural ground level, showing any proposed cut or fill.
 - Materials and colours to be used on rooves and external walls.
- Where it is proposed to erect buildings, a plan of the proposed landscaping showing:
- Planting concepts.
 - Paving materials and drainage treatments and lighting for vehicle areas and footpaths.
 - Plantings proposed for screening from adjacent sites or public places.
- Any additional reports, plans or other information required by the relevant zone or code.

This list is not comprehensive for all possible situations. If you require further information about what may be required as part of your application documentation, please contact City of Clarence Planning team on (03) 6217 9550.



SEARCH OF TORRENS TITLE

VOLUME 159263	FOLIO 1
EDITION 2	DATE OF ISSUE 18-Mar-2011

SEARCH DATE : 06-May-2025

SEARCH TIME : 11.05 AM

DESCRIPTION OF LAND

City of CLARENCE

Lot 1 on Plan 159263

Derivation : Part of 292A-2R-0Ps Gtd to William Wallace Fraser.

Prior CTs 154457/1, 154457/2 and 154457/3

SCHEDULE 1

C991921 TRANSFER to HOBART PROPERTIES & SECURITIES PTY LTD

Registered 18-Mar-2011 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP154457 COVENANTS in Schedule of Easements

SP154457 FENCING PROVISION in Schedule of Easements

SP154457 BENEFITING EASEMENT: Right of Drainage over the
Drainage Easement variable width marked X Y Z on
P159263

C959924 ADHESION ORDER under Section 110 of the Local
Government (Building and Miscellaneous Provisions)
Act 1993 Registered 14-Apr-2010 at noon

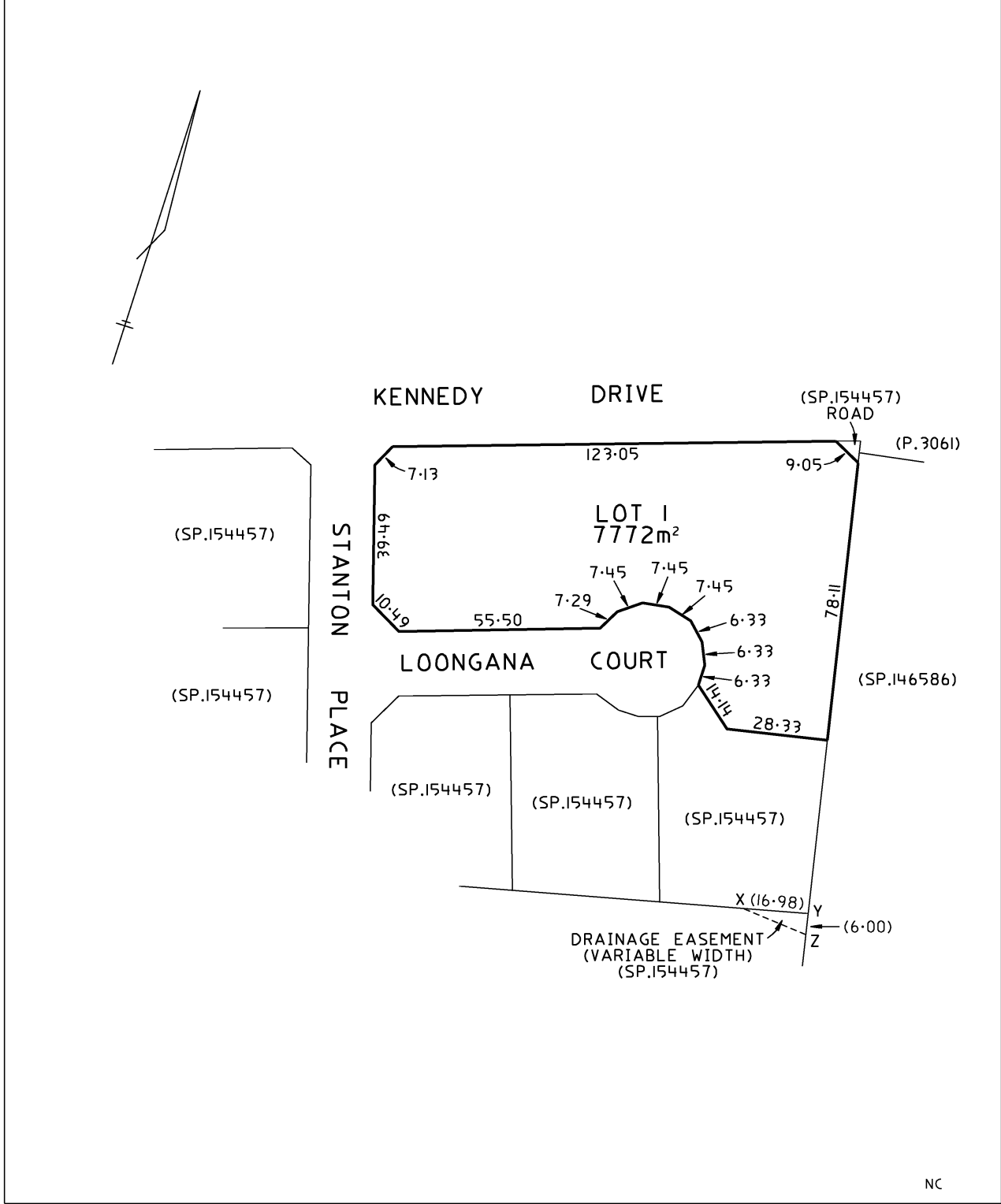
C739631 MORTGAGE to Westpac Banking Corporation Registered
18-Mar-2011 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

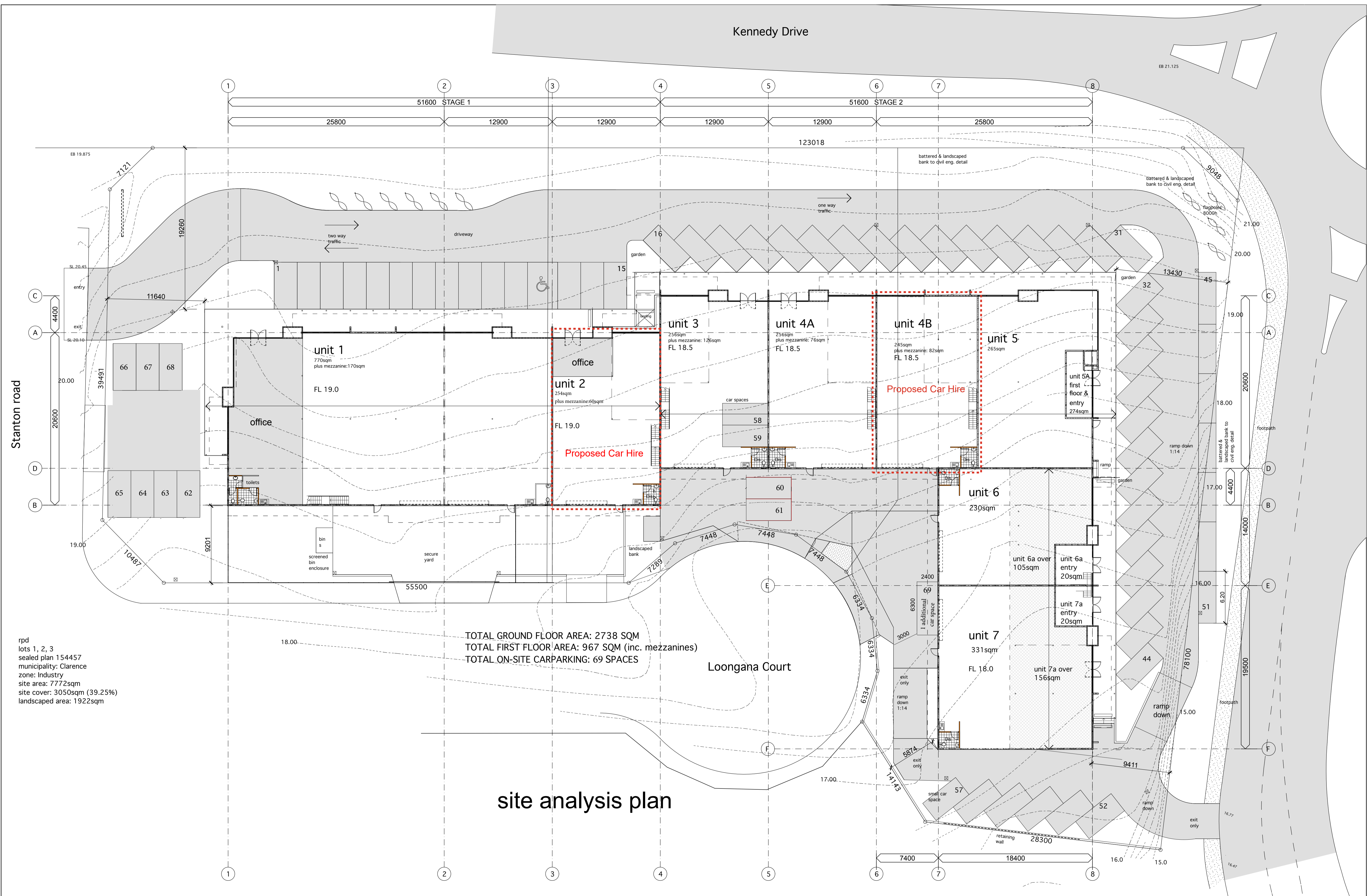
No unregistered dealings or other notations

OWNER FOLIO REFERENCE CT.154457/1 CT.154457/2 CT.154457/3 GRANTEE PART OF 292A-2R-0P GTD TO WILLIAM WALLACE FRASER	PLAN OF TITLE		Registered Number P.159263
	LOCATION CITY OF CLARENCE FIRST SURVEY PLAN No. MMO 19/17 L.O. COMPILED BY LDRB SCALE 1: 1000 LENGTHS IN METRES	APPROVED 13 APR 2010 <i>Alice Kawa</i> Recorder of Titles	

MAPSHEET MUNICIPAL CODE No. 107 (5225-25)	LAST UPI No HQU89	LAST PLAN No. SP.154457	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
---	-------------------	-------------------------	---



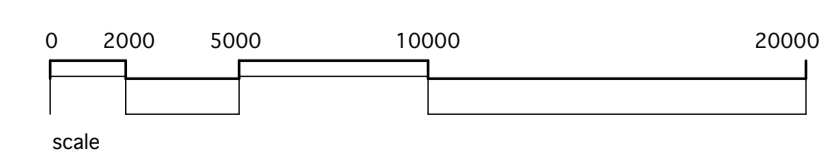
NC



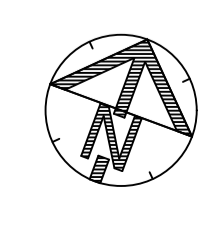
TOTAL GROUND FLOOR AREA: 2738 SQM
 TOTAL FIRST FLOOR AREA: 967 SQM (inc. mezzanines)
 TOTAL ON-SITE CARPARKING: 69 SPACES

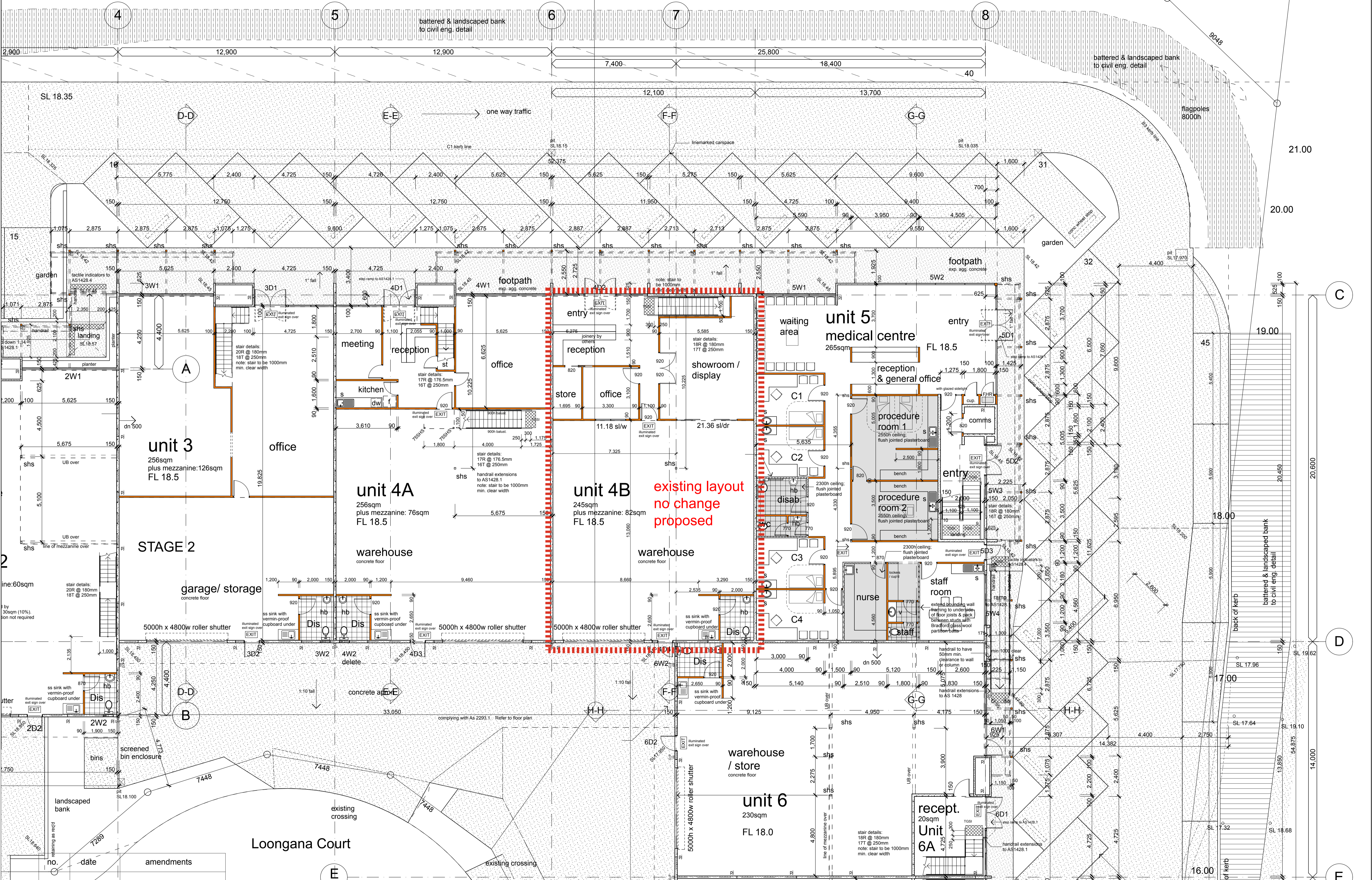
site analysis plan

rpd
 lots 1, 2, 3
 sealed plan 154457
 municipality: Clarence
 zone: Industry
 site area: 7772sqm
 site cover: 3050sqm (39.25%)
 landscaped area: 1922sqm



andrew mckellar design QBSA reg. 65073 PO Box 1222 TEWANTIN 4565 Phone/Fax: (07) 5449 9066	Client HOBART PROPERTIES & SECURITIES PTY. LTD. Project PROPOSED FITNESS CENTRE	Location 1 STANTON PLACE CAMBRIDGE	Drawing SITE ANALYSIS	Drawn AM	Scale 1:100 @ A1
			Drawing no. 14.1410.3.1.0J	Date JAN. 2016	3.1.0J





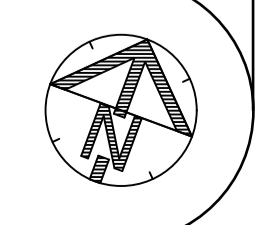
existing layout
no change
proposed

existing ground floor plan

no. date amendments

Loongana Court

andrew mckellar design QBSA reg. 65073 PO Box 1222 TEWANTIN 4565 Phone/Fax: (07) 5449 9066	Client HOBART PROPERTIES & SECURITIES PTY. LTD. Project PROPOSED MEDICAL CENTRE AND OFFICES	Location 52 KENNEDY DRIVE CAMBRIDGE	Drawing GROUND FLOOR PLAN 2	Drawn AM	Scale 1:100 @ A1 1:200 @ A3
			Drawing no. 14.1410.2.1.2H	Date JUNE 2011	Scale 2.1.2H



1 STANTON PLACE, CAMBRIDGE



1 STANTON PLACE, CAMBRIDGE

Submission to the Clarence City Council Application for Partial Changes of Use - Unit 2 & 4B

Last Updated – 6 November 2025

Author – Jacqui Blowfield

This report is subject to copyright the owner of which is Planning Tas Pty Ltd, trading as Ireneinc Planning and Smith Street Studio. All unauthorised copying or reproduction of this report or any part of it is forbidden by law and is subject to civil and criminal penalties as set out in the Copyright Act 1968. All requests for permission to reproduce this report or its contents must be directed to Irene Duckett.

TASMANIA

49 Tasma Street, North Hobart, TAS 7000

Tel (03) 6234 9281

Mob 0418 346 283

Email planning@ireneinc.com.au

ireneinc PLANNING & URBAN DESIGN

CONTENTS

CONTENTS	3
1. INTRODUCTION	4
1.1 THE SITE	4
1.2 APPROVED USE & DEVELOPMENT	5
2. PROPOSAL	7
2.1 CHANGE OF USE	7
2.2 SIGNAGE	8
3. PLANNING SCHEME PROVISIONS	9
3.1 ZONE	9
3.2 PARTICULAR PURPOSE CAMBRIDGE PARK ZONE	9
3.2.1 USE	9
3.2.2 USE STANDARDS	10
3.3 SIGNS CODE	11
3.3.1 DEVELOPMENT EXEMPT FROM THIS CODE	11
3.3.2 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS	11
3.4 PARKING AND SUSTAINABLE TRANSPORT CODE	13
3.4.1 USE STANDARDS	13
3.5 ROAD AND RAILWAY ASSETS CODE	19
3.5.1 USE STANDARDS	19
4. CONCLUSION	22

1. INTRODUCTION

This report forms part of the planning application in accordance with the requirements of the *Tasmanian Planning Scheme - Clarence* (the Scheme) relating to land at 1 Stanton Place, Cambridge.

The application seeks approval for a change of use for tenancies 2 and 4B to accommodate YesDrive Car Rentals, who have been operating at the site for some time.

1.1 THE SITE

The subject site at 1 Stanton Place is comprised of certificate of title 159263/1, located with frontage to Kennedy Drive, and additional frontage and access to Stanton Place, Loongana Court and Bungana Way. The following figure describes the location of the site and existing development:

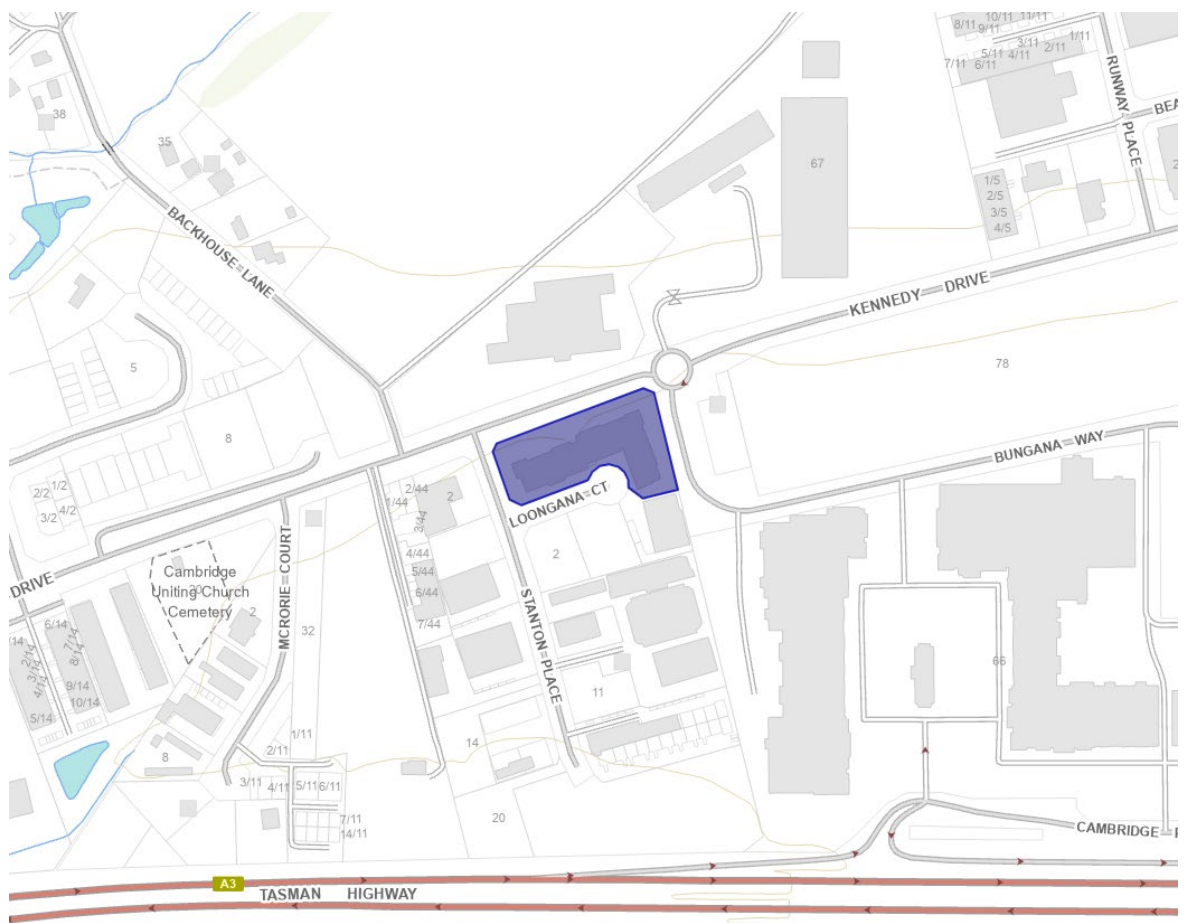


Figure 1: Site location with topographic plan from www.thelist.tas.gov.au



Figure 2: Site with ESRI imagery & road centrelines from www.thelist.tas.gov.au

1.2 APPROVED USE & DEVELOPMENT

The existing development is a multi-tenancy building, approved variously for uses as storage/warehouse, light industry, consulting rooms, office and fitness centre/gym across the eleven tenancies, as detailed in the following table.

Unit	Approved Use Class	Current Approved Use
1	Storage	Warehouse
2	Storage	Warehouse
3	Business and Professional Services	Office
4A	Storage	Warehouse
4B	Storage	Warehouse
5	Business and Professional Services	Medical consulting rooms
5A	Business and Professional Services	Office
6	Sport & Recreation	Fitness Centre/Gym
6A	Sport & Recreation	Fitness Centre/Gym
7	Storage	Warehouse
7A	Business and Professional Services	Office

The development was originally approved by Permit D-2008/261 however there have been many subsequent permits for alterations and partial changes of use, reflected in the above table.

The development includes a total of 69 car parking spaces including 2 within a garage of Unit 3.

2. PROPOSAL

2.1 CHANGE OF USE

The application includes partial changes of use relating to Unit 2 (currently approved as Storage / warehouse) and 4B (currently approved as Storage / warehouse) for the operation of YesDrive Car Rental, detailed as follows:

- The operation is generally staffed by three with a maximum of four at any time, generally comprised of:
 - 1 reception;
 - 1 relocating cars; and
 - 1 driver operating the shuttle bus to pick up & return customers to the airport.
- The shuttle bus operated by the business to collect and return some customers to the Airport is a small van with a length of less than 5.5m and therefore is able to be parked in the onsite car parking spaces when it is located at the site.
- Up to approximately 15-20 cars can be stored in Unit 2 and up to 12 cars in the warehouse section of Unit 4B between hires.
- The business currently owns a fleet of 125 cars and operates with an average of 85% of cars in hire at any point. The fleet of available cars is managed within the parking available at the site by:
 - Reducing car numbers during the off-season; and
 - Storing cars off-site in other location/s when surplus cars are not parked in the warehouse onsite.
- Hours of operation – the business advertises hours as 7am till 11pm to accommodate flight schedules into the airport, however the office only opens to these hours when they have bookings for later flights and otherwise closes earlier.

The table below summarises the existing approved uses and changes proposed.

Unit	Current Approved Use	Proposed Use
1	Storage / Warehouse	Storage / Warehouse
2	Storage / Warehouse	Bulky Goods Sales / Car hire
3	Business & Prof Serv / Office	Business & Prof Serv / Office
4A	Storage / Warehouse	Storage / Warehouse
4B	Storage / Warehouse	Bulky Goods Sales / Car hire

5	Business & Prof Serv / Medical centre	Business & Prof Serv / Medical centre
5A	Business & Prof Serv / Office	Business & Prof Serv / Office
6	Sport & Rec / Gym - fitness centre	Sport & Rec / Gym - fitness centre
6A	Office	Office
7	Sport & Rec / Gym - fitness centre	Sport & Rec / Gym - fitness centre
7A	Sport & Rec / Gym - fitness centre	Sport & Rec / Gym - fitness centre

2.2 SIGNAGE

The application includes the following window sign located across the top of the ground floor windows of Unit 4B, detailed below, being 0.6m x 4m, an area of 2.4m².

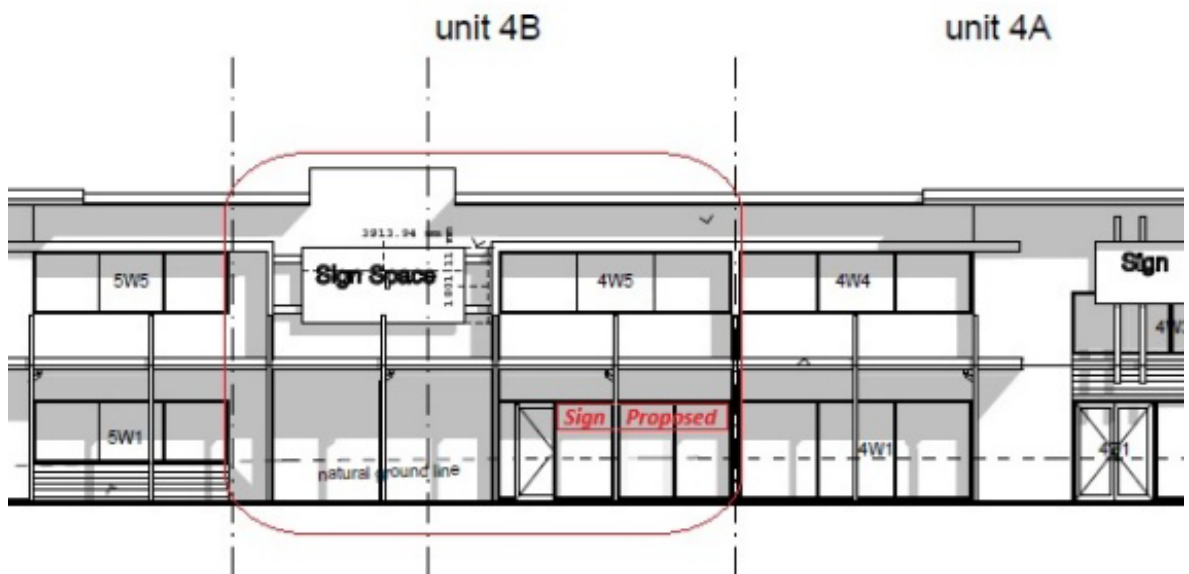


Figure 3: Extract of north elevation detailing window sign location



Figure 4: Front façade with installed signage (image supplied)

3. PLANNING SCHEME PROVISIONS

3.1 ZONE

As described in the following below, the subject land is zoned Particular Purpose Cambridge Park by the Scheme.

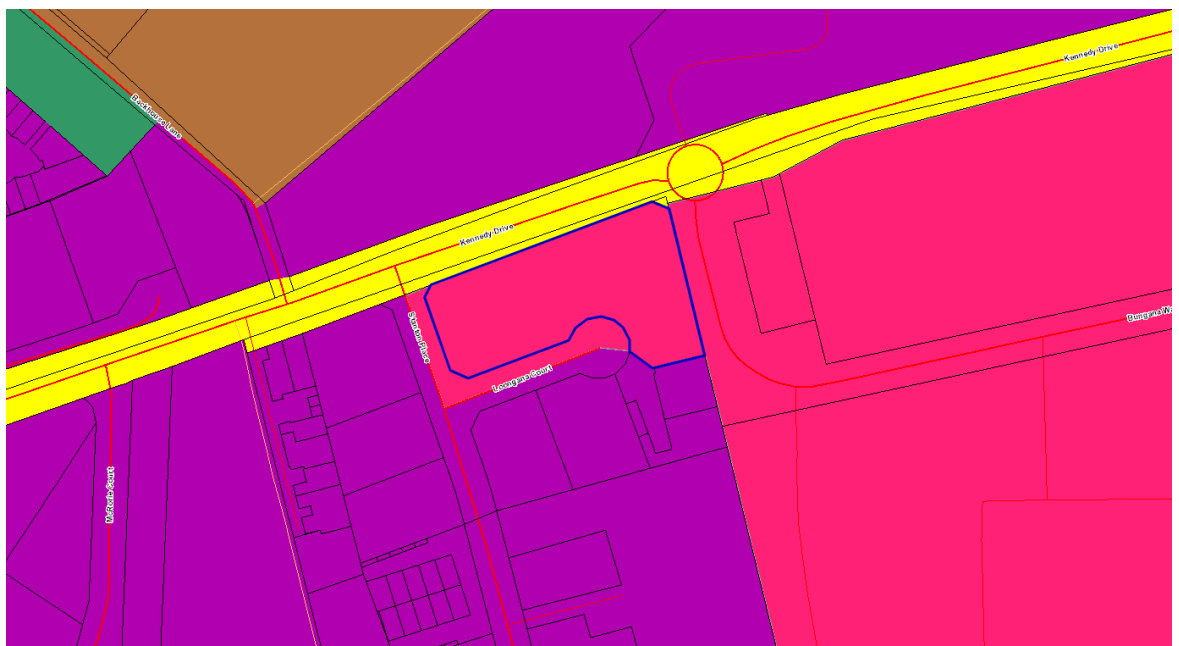


Figure 5: Current zoning with TPS zones, cadastral parcels & road centrelines from www.thelist.tas.gov.au

3.2 PARTICULAR PURPOSE CAMBRIDGE PARK ZONE

3.2.1 USE

The existing use of the subject tenancies are currently approved as Sport and recreation and Storage. While the Planning Scheme's definition of the Storage Use Class includes vehicle/car storage, which does occur as part of the operation, car hire is specifically covered by the following definitions relevant:

Table 6.2 Use Classes

Bulky Goods Sales use of land for the sale of heavy or bulky goods which require a large area for handling, storage and display. Examples include garden and landscaping materials suppliers, rural suppliers, timber yards, trade suppliers, showrooms for furniture, electrical goods and floor coverings, and **motor vehicle, boat or caravan sales.**

Table 3.1 Planning Terms and Definitions

<i>motor vehicle, boat or caravan sales</i>	<i>Means use of land to sell or hire motor vehicles, boats, or caravans. It includes the minor repair or servicing of motor vehicles, boats, or caravans, and the sale or fitting of accessories for motor vehicles, boats or caravans.</i>
---	--

In accordance with clause 6.2.3 of the Planning Scheme ‘if a use or development fits a description of more than one Use Class, the Use Class most specifically describing the use applies.’ The proposed use is therefore Bulky Goods Sales.

Bulky Goods Sales is permitted in the zone where it meets the qualification of ‘being for showrooms for furniture, electrical goods, floor coverings, or sporting equipment’, and is otherwise discretionary. The proposed use is therefore discretionary in the zone.

3.2.2 USE STANDARDS

CLA-P3.5.1 External Lighting

No changes to existing lighting of the site are proposed, and this standard is therefore not applicable.

CLA-P3.5.2 Discretionary use

<i>Objective:</i>	<i>That uses do not cause unreasonable impacts on:</i> <i>(a) the residential amenity of the surrounding area; or</i> <i>(b) road safety.</i> <i>That the local area objectives of the zone are met.</i>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>	
<i>A1</i> <i>No Acceptable Solution.</i>	<i>P1</i> <i>A use must be at a scale, or operationally laid out, to ensure that it does not detract from the primary purpose of the zone to provide for bulky goods sales, direct factory outlet centres and campus style offices as its core uses, having regard to:</i> <i>(a) the nature and scale of the use;</i> <i>(b) the hours of operation;</i> <i>(c) any emissions generated by the use;</i> <i>(d) the type and intensity of traffic generated by the use;</i> <i>(e) the impact on the character of the land within the zone and the surrounding area; and</i> <i>(f) the appearance and functioning of</i>	

	<i>nearby bulky goods sales, direct factory outlet centres and campus style offices.</i>
<p>Response</p> <p>The application proposes an alternate use for one tenancy within the existing building which will not change the overall use and activity occurring on the site in any significant way, given there are no changes proposed that:</p> <ul style="list-style-type: none"> • Impact the overall intensity of activity on the site; • Detract from the primary purpose of the zone; or • Affect the functioning of nearby bulky goods sales or campus style offices. <p>While the hours of operation extend beyond normal business hours, the site is not located where activity will impact open sensitive uses etc.</p> <p>The site is well provided with car parking and vehicle accesses with connection designed to accommodate commercial traffic movements.</p>	

3.3 SIGNS CODE

The proposed sign is a window sign in accordance with the following definition of Table C1.3.

window sign means a sign attached to the inside or outside of a window including windows painted or covered in an opaque finish, for the display of advertisements relating to the goods or services available inside the premises.

3.3.1 DEVELOPMENT EXEMPT FROM THIS CODE

Clause C1.4.1 of the Code includes exemptions for some sign types which meet the requirements in Table C1.4 below:

Table C1.4 Exempt Signs

Sign Type	Requirements
<i>window sign</i>	<p>Must:</p> <p>(a) not occupy an area of more than 10% of each window area;</p> <p>(b) be on or behind a ground floor level window;</p> <p>(c) not be an illuminated sign or third party sign; ...</p>

The 3 paned window of Unit 4B has a total area of 9.7m² and the signage has an area of 2.4m², the signage therefore occupy 24.7% of the window area and are therefore not exempt.

3.3.2 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS

C1.6.1 Design and siting of signs

Objective:	<p>That:</p> <p>(a) signage is well designed and sited; and</p> <p>(b) signs do not contribute to visual clutter or cause an unreasonable loss of</p>
-------------------	--

	<i>visual amenity to the surrounding area.</i>							
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>							
<p>A1</p> <p><i>A sign must:</i></p> <p>(a) <i>be located within the applicable zone for the relevant sign type set out in Table C1.6; and</i></p> <p>(b) <i>meet the sign standards for the relevant sign type set out in Table C1.6,...</i></p> <p>Table C1.6 Sign Standards</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Sign Type</th> <th style="text-align: center;">Applicable Zones</th> <th style="text-align: center;">Sign Standards</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><i>window sign</i></td> <td style="text-align: center;"><i>All zones</i></td> <td style="text-align: center;"><i>Must not occupy more than 25% of each window area.</i></td> </tr> </tbody> </table>	Sign Type	Applicable Zones	Sign Standards	<i>window sign</i>	<i>All zones</i>	<i>Must not occupy more than 25% of each window area.</i>	<p>P1.1</p> <p><i>A sign must:</i></p> <p>(a) <i>be located within an applicable zone for the relevant sign type as set out in Table C1.6; and</i></p> <p>(b) <i>be compatible with the streetscape or landscape, having regard to:</i></p> <p>(i) <i>the size and dimensions of the sign;</i></p> <p>(ii) <i>the size and scale of the building upon which the sign is proposed;</i></p> <p>(iii) <i>the amenity of surrounding properties;</i></p> <p>(iv) <i>the repetition of messages or information;</i></p> <p>(v) <i>the number and density of signs on the site and on adjacent properties; and</i></p> <p>(vi) <i>the impact on the safe and efficient movement of vehicles and pedestrians.</i></p>	
Sign Type	Applicable Zones	Sign Standards						
<i>window sign</i>	<i>All zones</i>	<i>Must not occupy more than 25% of each window area.</i>						
<p>Response</p> <p>The sign complies with A1</p> <p>As detailed above the proposed window signage occupies 24.7% of the window area and therefore complies with this standard.</p>								
<p>A3</p> <p><i>The number of signs for each business or tenancy on a road frontage of a building must be no more than:</i></p> <p>(a) <i>1 of each sign type, unless otherwise stated in Table C1.6;</i></p> <p>(b) <i>1 window sign for each window;</i></p> <p>(c) <i>3 if the street frontage is less than 20m in length; and</i></p> <p>(d) <i>6 if the street frontage is 20m or more,...</i></p>	<p>P3</p> <p><i>The number of signs for each business or tenancy on a street frontage must:</i></p> <p>(a) <i>not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and</i></p> <p>(b) <i>not involve the repetition of messages or information.</i></p>							
<p>Response</p> <p>The application complies with A3.</p>								

The sign proposed is one sign arranged across the 3 paned front windows of Unit 4B, consistent with Table C1.6 in the window area covered.

3.4 PARKING AND SUSTAINABLE TRANSPORT CODE

3.4.1 USE STANDARDS

C2.5.1 Car parking numbers

Objective:	<i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i>	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p><i>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, ...excluding if:</i></p> <ul style="list-style-type: none"> <i>(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;</i> <i>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</i> <i>(c) the site is subject to Clause C2.5.5; or</i> <i>(d) it relates to an intensification of an existing use or development or a change of use where:</i> <ul style="list-style-type: none"> <i>(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</i> <i>(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</i> 	<p>P1.1</p> <p><i>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</i> <i>(b) the ability of multiple users to share spaces because of:</i> <ul style="list-style-type: none"> <i>(i) variations in car parking demand over time; or</i> <i>(ii) efficiencies gained by consolidation of car parking spaces;</i> <i>(c) the availability and frequency of public transport within reasonable walking distance of the site;</i> <i>(d) the availability and frequency of other transport alternatives;</i> <i>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</i> <i>(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;</i> <i>(g) the effect on streetscape; and</i> <i>(h) any assessment by a suitably qualified person of the actual car parking demand</i> 	

<p><i>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: $N = A + (C - B)$</i></p>	<p><i>determined having regard to the scale and nature of the use and development.</i></p>
--	---

Table C2.1 Parking Space Requirements

Use		Parking Space Requirements	
		Car	Bicycle
<i>Bulky Goods Sales</i>		<i>1 space per 50m² of floor area</i>	<i>1 space per 500m² of floor area</i>
<i>Business and Professional Services</i>	<i>Office</i>	<i>1 space per 40m² of floor area</i>	<i>1 space per 500m² of floor area</i>
	<i>Doctors' surgery, clinic, consulting room</i>	<i>4 spaces per practitioner</i>	<i>2 spaces for each 8 practitioners</i>
<i>Sports and Recreation</i>	<i>Fitness centre</i>	<i>4.5 spaces per 100m² of floor area</i>	<i>No requirement</i>
<i>Storage</i>	<i>Warehouse</i>	<i>1 space per 200m² of the site area or 1 space per 2 employees, whichever is greater</i>	<i>No requirement</i>

There are currently 69 car parking spaces located on the site (including 2 within the garage of U3) as previously approved.

While the application includes storage of cars within both tenancies, these are not accessible other than by staff and are not arranged in a traditional parking layout with marked spaces and access and manoeuvring aisles. They are therefore not considered to be car parking spaces in the sense that the planning scheme intends, although they do still provide for vehicle storage/parking.

No other change relating to existing onsite car parking spaces is proposed.

Acceptable Solution Response

In relation to the acceptable solution, parking spaces are required in accordance with the requirements of the Table C2.1 (relevant extracts provided above) unless one of the following applies:

- (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;*

Council has an adopted parking plan, the *Clarence Car Parking Plan*, for the purposes of this provision. This Parking Plan provides, amongst other things, that:

- *Despite the car parking rate specified for a particular use within Table C2.1 to Clause C2.5.1, the maximum number of car spaces required shall be no more than would have been required for that use under the Clarence Planning Scheme 2007.*

The plan therefore has the effect of allowing a reduction in parking required if the requirements of the CPS 2007 are less than the requirements of Table C2.1.

Importantly, the plan does not require additional parking be provided if the CPS 2007 would have required more parking than Table C2.1.

To determine the parking generation relevant to the Parking Plan, consideration of both the parking table and the use definitions relevant under the CPS 2007 are required.

The CPS 2007 included the following relevant use definitions:

Motor Vehicle Sales or Hire Land used to sell or hire motor vehicles, boats, or caravans. It may include the minor repair or servicing of motor vehicles, boats, or caravans, and the sale or fitting of accessories.

Warehouse Land used to store or display goods. It may include the distribution and the wholesale selling of the goods.

The CPS 2007 Parking Table provided the following in relation to these uses:

Use	Car Space Measure	Rate
<i>Motor Vehicle Sales or Hire</i>	<i>Car spaces to each 100m²</i>	<i>1</i>
	<i>Car spaces to each staff member</i>	<i>1</i>
<i>Warehouse</i>	<i>Car spaces per 200m²</i>	<i>1 with minimum of 4</i>

The 2 warehouses would therefore have generated 8 spaces.

The proposed use as car hire would generate 7 spaces on the basis of floor area (U2@314m² & U4B@327m² = 6.41 rounded up) plus 4 for staff (a total of 11).

The net increase in spaces required under the CPS 2007 would therefore be 3.

On the basis of the operation of the Parking plan the maximum addition generation to be considered is 3 spaces.

(b) *the site is contained within a parking precinct plan and subject to Clause C2.7;*

The site is not within a parking precinct plan, (b) is not applicable.

(c) *the site is subject to Clause C2.5.5;*

The site is not in a residential zone and therefore (c) is not applicable.

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

As detailed below:

- the number of spaces required by the proposed use exceeds that of the existing use and therefore (d)(i) does not apply;
- the number of spaces required by the proposed use exceeds that of the existing use and therefore (d)(ii) applies. The required number of spaces is therefore in accordance with $N = A + (C - B)$, as detailed below.

N (No. parking spaces required) = **A** (No. existing parking spaces) + **(C** (No. parking spaces req. for proposed [use](#) in Table C2.1) - **B** (No. parking spaces req. for existing [use](#) in Table C2.1)

To determine this calculation, it must first be determined what the generation under the Table is for the existing and proposed uses.

- **The proposed Bulky Goods Sales use class:**
 - Unit 2 generates 6.28 spaces ($314\text{m}^2 / 50\text{m}^2$) under the Table, while
 - Unit 4B generates 6.54 spaces ($327\text{m}^2 / 50\text{m}^2$) under the Table.

Therefore, a total of 13 (rounded up from 12.82) spaces.

- **The existing Storage use class:**

Unlike other uses Storage is based on $1/200\text{m}^2$ of site area (or 1 space per 2 employees of greater)

Determining the generation for the two tenancies under the Table is therefore not straightforward, given area outside of the building floor area like car parking, access and landscaping are all shared.

The following method has been adopted for calculation:

- The whole site area is 7772m^2 and therefore would generate a total of 39 spaces (rounded up from 38.86) as Storage.
- The total floor area of the building on the site is 3705m^2 , this equates to 1 space for every 95m^2 of the building floor area ($3705\text{m}^2 / 39$).
- **Tenancy 2**, with a floor area of 314m^2 , therefore equates to 3.31 spaces ($314\text{m}^2 / 95\text{m}^2$).
- **Tenancy 4B**, with a floor area of 327m^2 , therefore equates to 3.44 spaces ($327\text{m}^2 / 95\text{m}^2$).
- **Together the two tenancies existing proportional generation as Storage is therefore 7 spaces (rounded up from 6.75) provided the number of staff does not increase the requirement.**
- Under the Storage use class the 7 spaces would allow up to 14 full time equivalent staff, before any additional parking was required.

Therefore, the calculation of the required parking is detailed in the following:

N = A (existing spaces) + **(C** (proposed use) - **B** (for existing use)

- In the calculation below the numbers of spaces applicable to Units 1, 3, 4A, 5, 5A, 6, 6A, 7 and 7A have been nominated as X as they are not proposed to change.

$$N = 69 + ((X + 13) - (X - 7))$$

$$N = 69 + 6$$

- The Table therefore generates an additional 6 spaces under this method of calculation.

Consideration of the parking under the Parking Plan has a lesser requirement (+3) than under Table C2.1 (+6) and therefore A1(a) would be the applicable part of the acceptable solution.

While the application proposes storage of a significant number of cars in the warehouse areas of the tenancies, they will be parked by staff for storage rather than arranged in a traditional car park layout and therefore despite being cars parked on site are not considered to be car parking spaces for the purposes of the acceptable solution.

Consideration of the Performance Criteria is provided in the following part.

Performance Criteria Response

The discretion is triggered given there are 2 additional spaces required that are not proposed to be provided in the traditional way. The car hire includes storage of up to 20 cars within Unit 2 and 12 cars within the warehouse area of the Unit 4B.

Within the warehouse areas the cars would not be parked in an arrangement that would be equivalent to a standard car park because they are parked and managed in a system where cars are brought out for customers. Notwithstanding the warehouse area provides parking of additional cars which exceeds the additional 2 generated by the change of use.

Given the nature of the proposed use customers do not drive to collect vehicles, they either come via alternate transport or the company's shuttle, if coming from the airport.

Onsite customer parking is therefore only required for the company's vehicles and is managed by staff to bring cars out for customers for collection, and then at return for customers to drop-off and staff then return vehicles to the warehouse storage. These collection and drop-off arrangements are managed by the staff so as not to impact on parking spaces for other businesses operating on the site.

The application therefore provides significantly more vehicle accommodation than is required by the acceptable solution in terms of the overall number of car parking spaces in addition to the car storage provided in the warehouse areas..

The application meets the performance criteria as follows:

- The number of on-site car parking spaces for existing other uses in addition to the car hire, is sufficient to meet the reasonable needs of the multiple use site, as detailed previously.
- Car parking across the site provides for the whole range of activities which operate from the site, including the gyms which tend to have higher demand outside of normal business hours. The onsite parking arrangements therefore operate effectively, as most of the businesses operate during 'business hours' with the exception of the gyms and the car hire which have hours which extend earlier and later to service their specific client needs spreading the parking demands across a longer timeframe.
- The car hire operation provides alternate transport with its dedicated shuttle service to

<p>and from the airport.</p> <ul style="list-style-type: none"> The storage of cars in the warehouse areas, combined with the car parking spaces associated with the tenancies which are used for the customer pick-up / drop-off provide significantly more parking of vehicles than would be otherwise required by the planning scheme. The staffing of the business is less than the equivalent staffing provided for in the approved use.

C2.5.2 Bicycle parking numbers

<i>Objective:</i>	<i>That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.</i>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>	
<p>A1</p> <p><i>Bicycle parking spaces must:</i></p> <p>(a) <i>be provided on the site or within 50m of the site; and</i></p> <p>(b) <i>be no less than the number specified in Table C2.1.</i></p>	<p>P1</p> <p><i>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</i></p> <p>(a) <i>the likely number of users of the site and their opportunities and likely need to travel by bicycle; and</i></p> <p>(b) <i>the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.</i></p>	
Response	<p>Table C2.1 has no bike parking requirement for warehouses but requires 1/500m² of floor area for Bulky Goods Sales, based on the floor area proposed to change the requirements is for 1.3 space.</p> <p>Given the nature of the use no bicycle spaces are proposed but it is considered that the performance criteria is met given the likely users of the site and the ability for parking of bicycles for staff within the warehouse area if required.</p>	

C2.5.3 Motorcycle parking numbers

<i>Objective:</i>	<i>That the appropriate level of motorcycle parking is provided to meet the needs of the use.</i>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>	
<p>A1</p> <p><i>The number of on-site motorcycle parking</i></p>	<p>P1</p> <p><i>Motorcycle parking spaces for all uses must</i></p>	

<p><i>spaces for all uses must:</i></p> <p>(a) <i>be no less than the number specified in Table C2.4; and</i></p> <p>(b) <i>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.</i></p>	<p><i>be provided to meet the reasonable needs of the use, having regard to:</i></p> <p>(a) <i>the nature of the proposed use and development;</i></p> <p>(b) <i>the topography of the site;</i></p> <p>(c) <i>the location of existing buildings on the site;</i></p> <p>(d) <i>any constraints imposed by existing development; and</i></p> <p>(e) <i>the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</i></p>
--	---

Response

This standard is relevant to some of the existing uses on the site but is not relevant to the proposed use and is therefore not applicable.

C2.5.4 Loading Bays

Objective:	<i>That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.</i>	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p><i>A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</i></p>	<p>P1</p> <p><i>Adequate space for loading and unloading of vehicles must be provided, having regard to:</i></p> <p>...</p>	
Response		
<p>This standard is relevant to the proposed bulky good sales, however given the nature of the use there is no need for loading facility, however given the floor area for the tenancies is less than 1000m² there is no requirement needed to meet the acceptable solution.</p>		

3.5 ROAD AND RAILWAY ASSETS CODE

3.5.1 USE STANDARDS

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

Objective:	<i>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.</i>
-------------------	--

<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
<p>A1.4</p> <p><i>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</i></p> <p><i>(a) the amounts in Table C3.1;...</i></p>	<p>P1</p> <p><i>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:</i></p> <p><i>(a) any increase in traffic caused by the use;</i></p> <p><i>(b) the nature of the traffic generated by the use;</i></p> <p><i>(c) the nature of the road;</i></p> <p><i>(d) the speed limit and traffic flow of the road;</i></p> <p><i>(e) any alternative access to a road;</i></p> <p><i>(f) the need for the use;</i></p> <p><i>(g) any traffic impact assessment; and</i></p> <p><i>(h) any advice received from the rail or road authority.</i></p>

Location of vehicular traffic	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
<i>Vehicle crossings on other roads</i>	<i>20% or 40 vehicle movements per day, whichever is the greater</i>	<i>20% or 5 vehicle movements per day, whichever is the greater</i>

Response

There are no >5.5m vehicle movements associated with the car hire operation.

In relation to the other vehicle <5.5m the following average daily traffic movements are anticipated based on the business operation:

- Hire car traffic movements to and from the site – 35
- Airport shuttle service – 18
- Staff – 12

Total VMPD associated with the car hire are therefore 65.

The existing VMPD associated with the entire site are considered possibly exceed 325 traffic movements resulting in the car hire not resulting in an increase of greater than 20%, based on the following:

- Greater than 325 traffic movements would result from 163 cars visiting the site, equivalent to each of the parking spaces on site being used an average of between 2 and 3 times in a day

- Given the existing approved uses on site including the gyms and medical centre which would be expected to have relatively frequent change overs across the day.

However, to the extent that the application may not meet the acceptable solution the performance criteria is considered in the following.

Performance Criteria Response

The vehicular traffic to and from the site will not adversely affect a junction or vehicle crossing as follows:

- The site has several vehicle connections to the road network:
 - Two accesses to Stanton Place, one being the main 2-lane access to the primary visitor/customer driveway and parking areas, the second being a double width access to a small car parking area at the western end of the development.
 - One exit to Bungara Way.
 - Several accesses to Loongana Court, including an exit from the visitor/customer driveway and parking areas, as well as rear accesses to the warehouse roller door delivery areas.
 - The increase in vehicles movements will there fore be spread across all these existing access points, mitigating impacts.
 - All the affected roads are relatively modern and in compliance with current Council standards in relation to design widths etc, with all local junctions provided with good sight distances and visibility.
- The application does not generate commercial vehicle movements (vehicles over 5.5m in length) and the changes of use proposed would potentially reduce the commercial traffic movements to the site given the previously approved warehouse uses.
- While Kennedy Drive has a speed limit of 80km/hr, all access from the development site is to side streets where the normal urban speed limit applies. Junctions with Kennedy Drive in proximity of the site are designed with capacity to accommodate the mixture of commercial and other traffic associated with the various commercial and industrial uses accommodated in the area and the change of use will not significantly affect the nature or existing of traffic using these intersections.

The application is therefore considered to meet this performance criterion.

4. CONCLUSION

The application proposes a change of use for tenancies 2 and 4B, 1 Stanton Place Cambridge, for the purposes of a Car Hire operation which has been operating for some time.

The existing approved use for the tenancies is Storage warehouse and while the definition of this use includes car storage, the use definitions of the planning scheme define car hire more specifically as Bulky Goods Sales. The proposed use is discretionary in the zone.

The proposed use will not impact on the overall activity of the site of the wider area and is consistent with the purpose of the zone and applicable use standard. There is no development or works proposed by the application other than a window sign.

The operation includes onsite parking and storage of cars for hire which are provided for within the warehouse area of the tenancies and the associated parking. The use proposed in the application has been operating at the site for some time and the parking and traffic associated with the business has no significant impact on the operation of the site, access areas or parking required for other businesses. The site is in single ownership and management of any parking issues is therefore something which the property owner has some oversight of through tenancy arrangement.

The application is therefore considered to meet all the provisions of the planning scheme relevant to the change of use.