GLENORCHY PLANNING AUTHORITY MEETING

AGENDA

MONDAY 11 AUGUST 2025

GLENORCHY CITY COUNCIL

* **Alderman with an interest or concern in relation to a particular item on this Agenda, are invited to attend the meeting.**
* **All application information is available to Alderman for inspection upon request to the relevant Planning Officer.**

Chairperson: Alderman Sue Hickey

Hour: 3.30 p.m.

TABLE OF CONTENTS:

1. PLANNING AUTHORITY DECLARATION

The Chairperson stated that the Glenorchy Planning Authority intended to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993*.

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on Monday 16 June 2025 and Monday 14 July 2025 be confirmed.

5. PROPOSED USE AND DEVELOPMENT – TWELVE MULTIPLE DWELLINGS AND WORKS IN THE ROAD RESERVE (RESIDENTIAL) – 168A ABBOTSFIELDROAD CLAREMONT

Author: Planning Officer - Sylvia Jefferys

Qualified Person: Planning Officer – Sylvia Jefferys

Property ID: 9550943

REPORT SUMMARY

Application No.:	**PLN-24-270**
Applicant:	**Cunic Homes**
Owner:	**M F Cook and D R Levis**
Zone:	**General Residential**
Use Class	**Residential**
Application Status:	**Discretionary**
Discretions:	• **8.4.1 P1 Residential density for multiple dwelling** • **8.4.2 P1 Setbacks and building envelopes for all dwellings** • **8.4.2 P3 Setbacks and building envelopes for all dwellings** • **8.4.8 P1 Waste Storage for multiple dwellings** • **C2.5.1 A1 Car parking numbers** • **C2.6.5 P1 Pedestrian access** • **C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction** • **C12.5.1 P1.1 and P1.2 Uses within a flood-prone hazard area** • **C12.6.1 P1.1 and P1.2 Buildings and works within a flood-prone hazard area** (The proposal meets all other applicable standards as demonstrated in the attached appendices)

Level 2 Activity?	**No**
42 Days Expires:	**12 August 2025**
Existing Land Use:	**Vacant**
Representations:	**5**
GPA Delegation	**Exceeds officer delegation for number of dwellings and number of representations**
Recommendation:	**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The application is for twelve single storey units and an associated carpark with twenty-four spaces, as well as the demolition of the existing building on site, and works in the road reservation including access upgrades and the removal of a power pole.

The dwellings would be two-bedroom modular residences, on low piers and with skillion roofs and a 15m^2 balcony each. The highest dwelling would have a maximum height of 4.153m. The floor area of each dwelling is just below 60m^2. There would be private outdoor space of at least 4m x 6m. The frontage and rear setbacks would be at least 4m, the setback on the northern boundary is 2.545m. The dwellings would be arranged in two rows with a shared central footpath between the rows providing access from the parking area down to the dwellings.

There would be a shared carpark with 24 parking spaces arranged in two rows on the southern side of the site, which includes a screened bin enclosure in the south eastern corner, near the entrance. The proposal includes works within the road reserve to upgrade the existing access.

The application is discretionary for dwelling density, frontage setback, setback of bin enclosure, shortage of four parking spaces, not providing separate footpath in parking area, traffic generation increasing by over 40 vehicular movements and a portion of land being a flood prone hazard area.

There were five representations. The issues raised were mainly in connection with the access works, development standards and property values.

The site layout and dwellings are shown in Figure 1.

Figure 1: Proposal –Collective Consulting and Cunic Construction

SITE and LOCALITY

The subject property is 168A Abbotsfield Road, Claremont described in title reference CT61276/27. The application also includes the adjacent right of way / road reservation for driveway and access upgrades, and the adjacent Abbotsfield road reservation, where it is proposed to relocate a power pole within the nature strip.

The property has a rectangular shape with an area of 2676m^2 and consists of four amalgamated titles. The property is vacant and has been cleared but previously contained a large shed and various small outbuildings.

Access to the site is from Abbotsfield Road over an existing ROW/Road Lot owned by Council. The ROW has a sealed surface for approximately 20m after which it is unsealed and has a variable width between 3.5m and 4m. The unsealed portion to is approximately 30m. The road lot varies in width between approximately 7m and 11m. There is another council-owned road widening lot between the road lot and site with a width of around 4m. The unsealed road terminates with a turning circle approximately 130m past the main application site's crossover, just after it crosses Roseneath Rivulet.

The surrounding area is characterised by smaller residential lots along Abbotsfield Road and larger lots directly surrounding the subject lot. There is an access strip adjoining on the norther boundary to the lot behind. The subject lot and surrounds are shown in Figures 2 and 3.

Figure 2: Subject lot – theList

Figure 3: Subject site looking to Abbotsfield Rd

ZONE

The subject property is within the General Residential Zone in red, which also applies to the surrounding area as shown in Figure 4.

Figure 4: Zoning Map - theList

BACKGROUND

Extension of time

The applicant granted an extension of time until 12 August 2025 to allow for consideration of the proposal by the Glenorchy Planning Authority.

Application

The following consultant reports were submitted in support of the application:

- Flood hazard Report – Flussig – 12 August 2024
- Infrastructure Services Report – Collective Consulting – February 2025
- Traffic Impact Assessment – Midson Traffic – January 2025
- All Urban Planning – Response to additional information request, in particular with regards to performance criteria 8.4.1 P1 Residential Density for Multiple Dwellings (significant social and community housing benefit) – 12 June 2025.

  The response explained that the proposal is for guaranteed social housing accommodation for tenants on the Tasmanian Housing Register by Loreto Community Housing, a non-for-profit community housing provider. The dwellings are to cater for smaller households such as for single parents and the elderly. According to the justification, this housing type is a missing category.

Plans

The applicant provided additional information in writing and with plans. In particular in response to a request for an increased front setback and increased dimensions for private outdoor space. Written information provided on 25 February 2025 refers to an increased frontage setback of 4m and to compliant POS dimensions of at least 4m x 6m. However, the applicant failed to update all plans to reflect this. This has resulted in inconsistencies in the advertised plans that were not identified until the detailed assessment was undertaken after advertising. The site layouts that accord are those of the infrastructure plan and those of the shadow diagrams, but not the general site plan. Therefore, a condition of approval clarifying the correct dimensions and nominating the associated plan for reference is recommended. Conditions confirming aspects of the development, such as frontage setback, POS dimensions and bin enclosure are recommended to ensure compliance with the submitted information. Any site plan submitted as part of the building approval will need to be based on the layout of the infrastructure plan.

Permit for property opposite

The land opposite the subject property at 162a Abbotsfield Road had the following permit granted:

- PLN-23-030 - Thirty-four multiple dwellings- Approved 16/06/2023

The access to that land is off Abbotsfield Road. The dwellings are currently being constructed.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the *Land Use Planning and Approvals Act 1993* (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

TASMANIAN PLANNING SCHEME - GLENORCHY 2021

State Planning Provisions (SPP)

Administration

Exemptions (Tables 4.1 – 4.6)

Nil.

Use Class Description (Table 6.2):

The application is for multiple dwellings which fits under the use class Residential. The use is defined in Table 6.2 Use Classes as follows:

Residential

use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based child care, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 3.0):

The following meanings in 3.0 Planning Terms and Definitions are of particular relevance:

multiple dwellings

means 2 or more dwellings on a site.

dwelling

means a building, or part of a building, used as a self-contained residence and which includes food preparation facilities, a bath or shower, laundry facilities, a toilet and sink, and any outbuilding and works normally forming part of a dwelling.

frontage

means a boundary of a lot which abuts a road

habitable room

means any room of a habitable building other than a room used, or intended to be used, for a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room, service or utility room, or other space of a specialised nature occupied neither frequently nor for extended periods.

road

means land over which the general public has permanent right of passage, including the whole width between abutting property boundaries, all footpaths and the like, and all bridges over which such a road passes

Discretionary Use or Development

The application is discretionary under Clause 6.8.1 as follows:

The planning authority has discretion to refuse or permit a use or development if:

(a) the use is within a use class specified in the applicable Use Table as being a use which is discretionary;

(b) the use or development complies with each applicable standard but relies upon a performance criterion to do so; or

(c) it is discretionary under any other provision of the planning scheme,

The proposal is discretionary under (b) above as it relies on Performance Criteria as follows:

- 8.4.1 P1 Residential density for multiple dwelling

- 8.4.2 P1 Setbacks and building envelopes for all dwellings
- 8.4.2 P3 Setbacks and building envelopes for all dwellings
- 8.4.8 P1 Waste Storage for multiple dwellings
- C2.5.1 A1 Car parking numbers
- C2.6.5 P1 Pedestrian access
- C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction
- C12.5.1 P1.1 and P1.2 Uses within a flood-prone hazard area
- C12.6.1 P1.1 and P1.2 Buildings and works within a flood-prone hazard area

General Provisions

The following General Provisions of the Scheme apply to this proposal:

7.9 Demolition

The application proposes the demolition of an existing building (large shed) and power pole, which is permitted under clause 7.9.1.

Zones

The land is within the General Residential Zone and the following zone purpose statements, use table, use standards and/or development standards apply to this proposal:

Zone Purpose Statements

The purpose of the General Residential Zone is:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

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

Comment

The proposal accords with the zone purpose statement as it is for a residential use in an area where full infrastructure services are provided. The applicant has submitted an infrastructure report to demonstrate that the proposal can be adequately serviced. In addition, conditions are recommended to have suitably sized systems and connections constructed.

Use Table

The use class Residential (Multiple Dwellings) is 'permitted' within the General Residential Zone in 8.2 Use Table.

Use Standards

The standards in clause 8.3 Use Standards specifically relate to discretionary uses and visitor accommodation and are therefore not applicable to this proposal.

Development Standards for dwellings

The proposal accords with the relevant acceptable solutions as demonstrated in the attached Appendix, except as follows:

8.4.1 P1 Residential density for multiple dwelling

The acceptable solution requires a site area per dwelling of not less than 325m^2. As the site area is 2671m^2, this means that the acceptable solution would facilitate eight dwellings on site, achieving a density of one dwelling per 333.88m^2.

The applicant proposes twelve dwellings, which equates to one dwelling per 222.58m^2.

As the proposal does not accord with the acceptable solution in clause 8.4.1 A1 with respect to residential density it relies on the related performance criteria as follows:

> *Multiple dwellings must only have a site area per dwelling that is less than 325m², if the development will not exceed the capacity of infrastructure services and:*
>
> *(a) is compatible with the density of existing development on established properties in the area; or*
>
> *(b) provides for a significant social or community benefit and is:*
>
> *(i) wholly or partly within 400m walking distance of a public transport stop; or*
>
> *(ii) wholly or partly within 400m walking distance of an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone or Commercial Zone.*

Comment

The density of the surrounding area is generally single dwellings on 600m^2 to 1000m^2 blocks but has a couple of large blocks behind and opposite the site between 10ha and 15ha. There is a two-unit development directly south. Given the surrounding densities, the proposal is not

considered compatible with the densities of on established properties in the area and does not accord with performance criteria 8.4.1 P1 (a).

The density of the proposal is high and considering the development layout, could be considered to represent an overdevelopment of the site.

Notwithstanding this, the applicant submission indicates a reliance on 8.4.1 P1 (b) when assessing the appropriateness of the proposed density. This part of the performance criteria does not consider compatibility with the density of development in the surrounding area, rather relying on proximity to public transport and there being a significant community benefit from the proposed development.

The site is approximately 350m from the nearest bus stop, which satisfies clause 8.4.1 P1 (b)(ii).

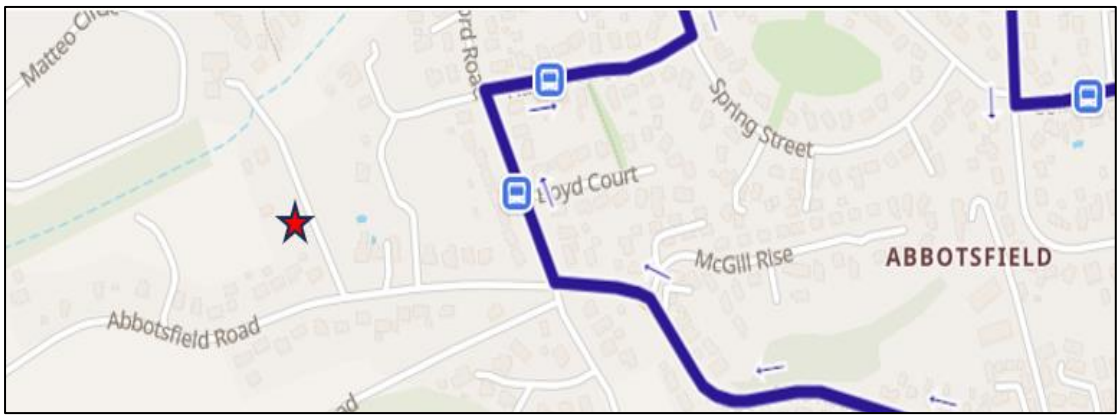

Figure 5: Nearest bus stop - BusMaps

The term 'significant community benefit' is undefined in the planning scheme and has limited case law to provide guidance on how the term is to be quantified. As such, when undertaking this assessment officers must also consider at what point the impacts of the proposed density are such that they may be no longer be outweighed by the benefit of allowing the increased density.

It is accepted that the proposal is for a non-for-profit organisation and for a housing type that is underrepresented in the current housing supply, as put forward by the applicant. The applicant has further suggested that the bedroom yield provided by twelve two bedroom dwellings is the same as for eight three bedroom dwelling, suggesting that there is no increased occupation of the site over that which would / could be expected from eight larger dwellings that would meet the permitted density standard. It is also accepted that the proposal may provide much needed housing in a timely manner due to the proposed construction methodology.

However, the increased provision of a specified typology of social housing alone does not necessarily justify a development that may not provide appropriate amenity for occupants of the site and / or the surrounding community. An alternative design with a reduced density would still achieve a much-needed increase in housing supply, whilst also providing greater

amenity for the future residents and for the wider community. It is noted that the proposal raises concerns about accessibility, connectivity between dwellings and the car parking, provision of private open space, and ease of access to waste bin storage, and the future management of the waste removal from the site.

The performance criteria requires both a significant social or community benefit and a location within 400m walking distance of a public transport stop. Whilst there are concerns about the density of the proposed development, it was considered in this instance that without a clear legislative understanding of what 'significant benefit' represents, on balance the applicant has provided sufficient supporting reasoning to satisfy the performance criteria.

In line with the applicant's justification, a condition is recommended to ensure that the dwellings remain owned and managed by a social housing provider in perpetuity in order for the development to continue to satisfy the planning scheme requirements for supporting the proposed density.

8.4.2 P1 Setbacks and building envelopes for all dwellings

The acceptable solution requires a frontage setback of 4.5m for the primary frontage or if the site is vacant not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street.

The proposal does not accord with the acceptable solution in clause 8.4.2 A1 with respect to the front setback. Therefore, the proposal relies on the related performance criteria as follows:

> *A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.*

The minimum frontage setback for the proposed development is 4m, although the distance increases to 4.5m as the dwellings are not sited parallel to the boundary. This is as scaled on the shadow diagrams and stated in the additional information response.

The property only has an adjacent property with two dwellings on the southern boundary as there is an access way on the northern boundary. This means that a 4.5m setback would apply to the proposal with the acceptable solution.

There is also a road-widening lot of 4m between the frontage and the road lot. This means there is more separation between the dwellings and the road, albeit not on the subject lot. This is shown in Figure 6.

Figure 6: Road lot and road widening lot - theList

It is difficult to assess the proposal against the existing streetscape as the area currently presents as more rural in nature, despite its General Residential zoning. This means there is no established front setback line. It is anticipated that the larger lots will be developed to higher densities over time, and therefore will seek similar front setbacks to the current proposal.

The two dwelling units to the south have setbacks between 3.3 and 6m. The dwelling to the north has a setback of 7m. There are no further dwellings on the same side of the street. The land opposite where construction is occurring will have the dwellings between 1.7m and 5.9m from its western, front boundary.

It is considered that the proposed 4m frontage setback is compatible with the streetscape. The distance is between the variation of existing dwellings in the street and is close to what is expected in the future. It is also close to what otherwise would have complied. Moreover, it fits in with the current development on the opposite side.

Therefore, it is considered that the proposal complies with the standard through the performance criteria.

8.4.2 P3 Setbacks and building envelopes for all dwellings

The acceptable solution requires dwellings to be contained within the Building Envelope, where the front setback is 4.5m, side and rear setbacks 1.5m and progressively increasing relative to wall height with a maximum building height 8.5m.

The proposal does not accord with the acceptable solution in clause 8.4.2 A3 with respect to the building envelope because of the front setback and due to the retaining wall being greater than 9m and within 1.5m of the side boundary. Therefore, the proposal relies on the related performance criteria as follows:

> *8.4.2 P3 Setbacks and building envelopes for all dwellings*
>
> *The siting and scale of a dwelling must:*

(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:

(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;

(ii) overshadowing the private open space of a dwelling on an adjoining property;

(iii) overshadowing of an adjoining vacant property; or

(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;

(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and

(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:

(i) an adjoining property; or

(ii) another dwelling on the same site.

Comment

The proposed dwellings are outside the building envelope because they do not have the required front setback. The dwellings would comply with rear and side setbacks. The smallest rear setback is 4m for a building height of approximately 3.7m. The smallest side setback on the northern boundary is 2.545m, again for a building height of approximately 3.7m. The parking area is between the dwellings and the southern side boundary so that there is a large side setback for this boundary.

There is also a block retaining wall framing the carpark, approximately 0.5m from all of the south boundary and for a portion of the west (rear) boundary. The retaining wall would sit below the current ground level to support the embankment of the levelled area.

It is considered that there would be no adverse amenity impacts on adjoining properties arising from the proposed setbacks. There are no other dwellings in close proximity to any of the proposed dwellings. Also, the dwellings would be well within the building envelopes in terms of side and rear setbacks and would as such not have any unreasonable setbacks.

The block wall is close to the side and rear boundary but would sit below the natural ground level. Therefore, there would be no shadows or significant visual impacts to neighbouring dwellings.

The frontage setback is outside the building envelope because it is 4m instead of 4.5m but is not considered to adversely impact on the amenity of adjoining properties through overshadowing or visual impacts. It would also not affect the separation between dwellings on adjoining properties.

Therefore, it is considered that the proposal complies with the standard through the performance criteria.

8.4.8 P1 Waste Storage for multiple dwellings

The proposal does not accord with the acceptable solution in clause 8.4.8 A1 with respect to the front setback of the bin enclosure, the proposal relies on the related performance criteria as follows:

> *A multiple dwelling must have storage for waste and recycling bins that is:*
>
> *(a) capable of storing the number of bins required for the site;*
>
> *(b) screened from the frontage and any dwellings; and*
>
> *(c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.*

Comment

The acceptable solution requires a front setback of 4.5m for the bin enclosure, separation from any dwelling of 5.5m and 1.2m high screening from any frontage and dwelling.

The application proposes a bin enclosure for twelve shared bins in the southeastern corner of the property within the parking area. The bin enclosure would have a frontage setback of 0.5m, have 1.7m high screening from the frontage and parking area. It would be approximately 13m from the nearest dwelling. It is only the front setback that does not meet the acceptable solution.

The bin enclosure would accommodate the number of bins recommended by Waste Services (noting that this does not provide for exclusive bins for the individual dwellings). It is considered that it would be adequately screened and separated from dwellings.

Therefore, the proposal complies with the standard through the performance criteria.

Codes

The following codes of the Scheme apply to this proposal:

C2.0 Parking and Sustainable Transport Code

The proposal accords with the relevant acceptable solutions as demonstrated in the attached Appendix, except as follows:

C2.5.1 P1.1 Car parking numbers

The proposal does not accord with the acceptable solution in clause C2.5.1 A1 with respect to car parking numbers. Therefore, the proposal relies on the related performance criteria as follows:

> *P1.1*

The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;

(b) the ability of multiple users to share spaces because of:

(i) variations in car parking demand over time; or

(ii) efficiencies gained by consolidation of car parking spaces;

(c) the availability and frequency of public transport within reasonable walking distance of the site;

(d) the availability and frequency of other transport alternatives;

(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;

(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;

(g) the effect on streetscape; and

(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

P1.2

The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

(a) the nature and intensity of the use and car parking required;

(b) the size of the dwelling and the number of bedrooms; and

(c) the pattern of parking in the surrounding area.

Comment

The acceptable solution C2.5.1 A1 requires 2 carparking spaces per dwelling if dwellings are two or more bedrooms. In addition, visitor parking spaces are required, which is 1 per 4 dwellings or 1 per 3 dwellings for an internal lot. It was considered that a total of 28 carparking spaces would be required to satisfy the acceptable solution.

The application provides for a shared parking area with twenty-four spaces of which two are for visitors according to the TIA.

The applicant provided a Traffic Impact Assessment that calculated the demand based on the RMS Guide. The RMS Guide is a nationally recognised reference guide for traffic generation parking demand. Under the guide the demand was calculated to be 17 carparking spaces. It was argued that the provision of 24 spaces therefore satisfies the likely demand for the proposed development in particular considering the small size of the dwellings.

The Transport Engineer has calculated the demand to be 24 car parking spaces instead and is satisfied with the number of spaces provided for the proposed development. Please refer to the Referral with the engineering assessment in Attachment 2 to this report.

It is noted though, that the Consultant Development Engineer has identified that there was no consideration for accessible parking or pathway within the application documentation. Furthermore, that capacity for parking spaces could have been increased with less density. Nevertheless, based on the Transport Engineer's assessment, it is considered that the proposal complies with the standard through the performance criteria.

C2.6.5 P1 Pedestrian access

The proposal does not accord with the acceptable solution in clause C2.6.5 A1.1 and A1.2 with respect to a footpath within the parking area. Therefore, the proposal relies on the related performance criteria as follows:

> *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.*

Comment

The acceptable solution requires a 1m wide footpath for uses that require more than 10 carparking spaces.

The proposal does not provide a dedicated pedestrian path within the parking area, but walking distance within the parking area is reduced as the access path to the dwellings is separated within the carpark and provides a central footpath with branches to access each dwelling separate from the parking area.

The TIA found that due to low speeds and volumes pedestrian safety would not be compromised without a footpath. This was supported by Council's Transport Engineer. The engineering assessment in Attachment 2 to this report found that the proposal accords with the above performance criteria.

Based on the Transport Engineer's assessment, it is considered that the proposal complies with the standard through the performance criteria.

C3.0 Road and Railway Assets Code

The proposal accords with the relevant acceptable solutions as demonstrated in the attached Appendix, except as follows:

C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction

The proposal does not accord with the acceptable solution in clause C3.5.1 A1 with respect traffic generation. Therefore, the proposal relies on the related performance criteria as follows:

> *Vehicle traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
>
> *(a) any increase in traffic caused by the use;*
>
> *(b) the nature of the traffic generated by the use;*
>
> *(c) the nature of the road;*
>
> *(d) the speed limit and traffic flow of the road;*
>
> *(e) any alternative access to a road;*
>
> *(f) the need for the use;*
>
> *(g) any traffic impact assessment; and*
>
> *(h) any advice received from the rail or road authority.*

Comment

The acceptable solution refers to an increase of vehicular traffic to and from a site of either 20% or 40 vehicle movements per day, whichever is the greater together with some other requirements.

The traffic volume expected to be generated by the proposed development is 60 daily trips with 6 trips in peak hour. This volume can safely be accommodated according to Council's Transport Engineer.

The engineering assessment in Attachment 2 to this report found that the proposal accords with the above performance criteria.

Based on the Transport Engineer's assessment, it is considered that the proposal complies with the standard through the performance criteria.

C12.0 Flood-Prone Areas Hazard Code

The Flood-Prone Areas Hazard overlay applies to the subject properties as shown in Figure 7.

Figure 7: Flood-prone Areas Hazard overlay - theList

C12.5.1 Uses within a flood-prone hazard area

There is no Acceptable Solution, therefore the Performance Criteria applies as follows:

P1.1

A change of use that, converts a non--habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to:

(a) the location of the building;

(b) the advice in a flood hazard report; and

(c) any advice from a State authority, regulated entity or a council.

P1.2

A flood hazard report also demonstrates that:

(a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or

(b) the use can achieve and maintain a tolerable risk from a 1 % annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Comments

The applicant provided a Flood Hazard Report that made recommendations on flood management. Council's consulting engineer is satisfied that the recommendations would achieve and maintain a tolerable risk and satisfies the performance criteria.

For further comments, please refer to engineering assessment in Attachment 2 to this report.

Based on the Engineer's assessment, it is considered that the proposal complies with the standard through the performance criteria.

C12.6.1 P1.1 and P1.2 Buildings and works within a flood-prone hazard area

There is no Acceptable Solution, therefore the Performance Criteria applies as follows:

P1.1

Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

(a) the type, form, scale and intended duration of the development

(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;

(c) any advice from a State authority, regulated entity or a council; and

(d) the advice contained in a flood hazard report

P1.2

A flood hazard report also demonstrates that the building and works:

(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and

(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Comments

The applicant provided a Flood Hazard Report that made recommendations on flood management. Council's consulting engineer is satisfied that the recommendations would achieve and maintain a tolerable risk and satisfies the performance criteria.

For further comments, please refer to engineering assessment under in Attachment 2 to this report.

Based on the Engineer's assessment, it is considered that the proposal complies with the standard through the performance criteria

Glenorchy Local Provisions Schedule (GLPS)

Local Area objectives

No local area objectives of the Scheme apply to this proposal.

Particular Purpose Zones

No particular purpose zones of the Scheme apply to this proposal.

Specific Area Plans

No specific area plans of the Scheme apply to this proposal.

GLE-Site Specific Qualifications

No site-specific qualifications of the Scheme apply to this proposal.

GLE-Code lists

No code lists of the Scheme apply to this proposal.

GLE-Applied, Adopted and Incorporated Document

Nil.

INTERNAL REFERRALS

Please view Referral officer reports in GPA attachment 2.

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater, who have provided a Submission to Planning Authority Notice (SPAN) nominating conditions for inclusion in the permit when issued. The Water and Sewerage Industry Act 2008 requires the Planning Authority to include conditions from TasWater, if a permit is granted.

TasNetworks

The application was referred to TasNetworks, who have provided the following comments:

Based on the information provided, the development is likely to adversely affect TasNetworks' operations. As indicated on the site plan, sheet 01/25, an existing power pole (Pole ID: 101781) will be affected by the proposed driveway. It is noted that the plans indicate this will need to be relocated.

As with any multiple dwellings of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to this development.

It is recommended that the customer or their electrician submit an application via our website portal found here: https://www.tasnetworks.com.au/Connections/Connections-Hub

to relocate the power pole and upgrade the electricity supply connection to support this development.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with 5 representations being received. The issues raised are as follows:

Density

The representor states that the proposal does not meet the density requirement and does not meet 8.4.1 P1 (a). Another representor states that the property is way too small for twelve dwellings.

Planner's Comment:

This issue has been previously addressed under the heading 8.4.1 P1 Residential density for multiple dwelling.

Frontage setback

The representor states that the proposal does not comply with frontage setback.

Planner's Comment

This issue has been previously addressed under the heading 8.4.2 Setbacks and building envelope for all dwellings.

Private outdoor space

The representor states that the proposal does not comply with width of private outdoor space and P2 (b). Units 7 and 10 do not receive adequate sun. Gradient for Unit 12 is more than 1:10.

Planner's Comment

The proposal complies with the private outdoor space requirements as addressed in the appendix and shown on the shadow diagrams. Unit 12 has 1m difference in ground level from south to north over 11m so that the gradient complies. All nominated rectangles for private outdoor space receive at least 3 hours sunlight on the shortest day of the year to 50% of the area.

Privacy screening

The representor states that there should be privacy screening from the carpark to 2/170C Abbotsfield Road.

Another representor states that two units facing 168B Abbotsfield road should have privacy screens.

Planner's Comment

The proposal complies with the privacy requirements as detailed in the appendix. There is a privacy screen proposed for the deck of Unit 7 that faces 168B Abbotsfield Road, which will be conditioned to ensure it is constructed as proposed. On the southern side, facing 2/170 Abbotsfield Road, there is an existing paling fence along the boundary that will separate the carpark.

Plans discrepancy

The representor states that not all plans are matching.

Planner's Comment

This issue has been previously addressed under the heading Background.

Adjoining owner notice

Two representors have indicated that their adjoining properties did not receive notification of the application in the post.

Planner's Comment

A review of Council's file confirms that notification letters were sent to both of the specified properties. Notwithstanding this, as the issue has been raised through representation it is considered that both properties were aware of the application and afforded an opportunity to review and comment on the proposed works.

Time to make representation

The representor states that having only 14-days to make a representation is not long enough and does not allow to contemplate selling the property.

Planner's Comment

This timeframe is the regulated timeframe to give notice under S57 of the *Land Use Planning and Approvals Act 1993.*

Title

The representor states that there was doubt that the subject lot was benefiting from the right-of-way.

Planner's Comment

The right-of-way is two road lots owned by council.

Access road

The representors state that:

- The existing laneway access is a council road and the drawings show Right of Way
- The roadway should be paved continuing the length of the frontage of 168B and 162A Abbotsfield Road.

- The driveway is not wide enough with 5.5m and 800mm shoulder. This will not deal with seepage problems.
- A new road should be built to council standard with kerb and channel, as well as turning area for emergency vehicles. The access way will handle excess water even less than now.
- Drawings C512, C522 and C523 shows new surface levels. This would lift the road 1.1m above existing surface level. This will flood the shed and will make the entrance to the shed unusable at 168 Abbotsfield Road.
- A new road should be built with kerb and channel (not driveway)
- Traffic generation to high as it exceeds clause C3.5.1 and does not comply when using existing vehicle crossing.
- The existing access cannot handle the additional increase in traffic for the twenty-four parking spaces due to gradient and road design.
- The plans should show pavement access to 1/170 C and 2/170C Abbotsfield Road (neighbouring property south)
- There is no road signage of vehicles entering Abbotsfield Road. This is dangerous for pedestrians.
- Sight distance does not accommodate parked cars and trees outside 170C Abbotsfield Road. Sight distance is not currently good at the crossover to Abbotsfield Road.
- Council's top intersection is non-compliant. The transition should be 3.47% to 20.98%.
- The proposed road works are too steep 21.82% (steeper than 1:5)
- There is no turning for waste vehicles

Planner's Comment

Council's engineers have assessed the access from Abbotsfield Road. While some comments are provided under the Referrals section of this report, the following points are also noted in response to the representor issues:

- The access way will need to be constructed to Council's requirements as a Road Authority.
- The sight distances at the intersection were considered adequate and the traffic increase was considered acceptable.
- The access will need to have adequate drainage.
- The road can only be required to serve the site of the development and not beyond.
- Turning for waste trucks is not required as waste will be collected from Abbotsfield Road.

- Some of the cross overs may need to be upgraded by the developer to properly connect to the access way.
- All of the access works will be under the control of Council's engineers to ensure it satisfies the relevant standards.
- The access from Abbotsfield Road will have a footpath.

Overall, the access is considered safe and efficient.

Parking

The representors state that:

- Parking space 13 does not comply with AS2890 and general compliance with 2.5m width and 6m turning area
- Parking spaces are shown 5.5m long and not 5.6m as per AS2890.1 to consider newer cars
- Spacing aisle should be 6.2m as per AS28901.1 not 6m
- Swept paths show easiest movement and it is hard to move out of P13.
- No disabled parking
- Traffic generation to high as it exceeds clause C3.5.1 and does not comply when using existing vehicle crossing.
- A new road should be built with kerb and channel (not driveway)
- Parking area is already excavated at much lower level than shown on drawings.
- Retaining walls need to be installed on the southern edge of the parking area.

Planner's Comment

The proposed carpark with 24 spaces has been assessed by Council's engineers and was found satisfactory in terms of design and layout. There will be a retaining wall along the parking area. The Referral in the appendix to this report on the issues raised by the representor.

Civil works

The representors state that:

- Civil works drawing C502 ignores established trees on the entrance of 168 Abbotsfield Road.
- infrastructure is not allowed to be pumped-up to top part of property. Sewer should be gravity to a lower connection through neighbouring developments.
- Stormwater pipes need to be upgraded to 600mm in the easement over 192 Abbotsfield Road. This should be done before new fencing is installed as trenchworks will be rather large.

Planner's Comment

Council engineers and TasWater have assessed preliminary plans and are satisfied that the site can be serviced in accordance with requirements. Fences and protection of trees were not part their assessment. of the proposal, but it is noted that the trees are not within a priority vegetation area and cannot be considered in the assessment.

Damage from building works

The representor states that building works will do damage with machinery, block up pipes and impact on other people's accesses.

Planner's comment

Council's engineer has recommended a condition to ensure that damage to road assets and other services is kept to a minimum and any damaged assets are reinstated.

Waste Management

The representors state:

- There is not enough room for 36 bins and questions where the collection point is.
- The proposal only allows for 12 bins when normally 36 are required.
- There is no turning for garbage truck.

Planner's comment

The proposal was assessed by Council's Waste Services and 12 shared bins are appropriate in this instance. The bins will need to be placed on Abbotsfield Road for collection so that no turning for waste trucks is required.

Letter boxes

There representor indicates that there are no letter boxes shown in the design.

Planner's comment

This issue is not a planning issue that can be considered as part of this application.

Property Values

The representor states that the cheap design of the proposal will degrade property values as dwellings are not traditional brick construction and a reminiscent of miner camps.

Planner's Comment:

This issue is not a planning issue that can be considered as part of this application.

CONCLUSION

The application is for twelve single storey units, a carpark with twenty-four spaces and associated access.

The application is discretionary for dwelling density, frontage setback, setback of bin enclosure, shortage of four parking spaces, not providing separate footpath in parking area, traffic generation increasing over 40 vehicular movements and a portion of land subject to flood prone hazard area.

The proposal is considered to accord with the performance criteria of each relevant standard. The most notable discretion is with respect to dwelling density. There are some concerns about the density of the proposed development. However, it was considered that on balance without a clear legislative understanding of the term 'significant community benefit' the proposal has satisfied this requirement.

It is only due to the significant community benefit that the proposal would provide and the available public transport that it can meet the performance criteria in this instance. It is recommended that a condition be imposed to ensure the dwellings are for people on the Tasmanian Government Housing Register.

The application was advertised for the statutory 14-days and received five representations. Most of the matters raised are being addressed as part of the conditions. The item of most concern was the design of the accessway and adequate drainage.

In conclusion, the proposal is assessed to substantially comply with the requirements of Schedule 1 of the *Land Use Planning and Approvals Act 1993* and the *Tasmanian Planning Scheme – Glenorchy 2021,* subject to the recommended conditions.

RECOMMENDATION

That a permit be granted for the Twelve Multiple Dwellings and works in the road reserve (Residential) at 168A Abbotsfield Road Claremont subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-24-270 and Drawings submitted on 06/11/2024 (29 pages), on 25/02/2025 (7 pages), and on 12/06/2025 (25 pages), except as otherwise required by this permit.

2. Any conditions and/or advice as determined by TasWater and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2024/01331-GCC, dated 05/03/2025, form part of this permit.

3. Any site plan submitted as part of the building approval must be in accordance with the site layout demonstrated in the approved infrastructure plan C401 Revision F. Specifically:

    (a) The setback from the eastern front boundary for any dwelling must be at least 4m. This dimension must be shown on plans submitted in connection with documents submitted for a Building Permit.

(b) The rear setback from the western boundary must be at least 4m. This dimension must be shown on plans submitted in connection with documents submitted for a Building Permit.

(c) Private outdoor space for each dwelling must be at least 24m^2 with a minimum dimension of 4m as shown on shadow diagrams U249 and dated 21/06/25.

4. The dwellings must be retained in a single title, owned and operated by or on behalf of an approved housing provider, catering exclusively to those requiring housing under the Tasmanian Government Housing Register, or its successor.

5. There must be a fence on the front boundary of not more than a 1.8m in height that is only solid up to 1.2m and has the remaining section with openings which provide a uniform transparency of at least 30% (excluding any posts or uprights), to the satisfaction of the Lead Statutory Planner. The fence is to provide for privacy screening to private outdoor spaces.

6. The deck of Unit 7 must have a permanently fixed screen on the north elevation to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%.

Development Engineer

7. Prior to the issuing of a Building Approval or the commencement of works on site, including demolition (whichever occurs first), submit an Erosion and Sediment Control (ESC) plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer.

   The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways, or adjoining properties.

   The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council.

   The approved Erosion and Sediment Control plan (ESC) forms part of this permit and must be complied with.

   Advice: For further information please refer to Erosion and Sediment Control (ESC) Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentestuary.org.au/stormwater/

8. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.

9. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.

10. Prior to the approval of engineering plans, a detailed cost estimate for all civil works must be provided. This estimate will be used to calculate the engineering assessment fee. Under Council Schedule of fees and charges, the engineering drawings approval fee is 2.1% of the value of the civil works. This amount is subject to annual adjustment in accordance with the Council Fees and Charges Register. This fee must be paid prior to the issuing of the approved engineering plans.

11. Prior to the issue of building approval and/or commencement of works (whichever occurs first), including demolition and excavation, a Construction Management Plan, must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Lead Statutory Planner. The plan must provide details of the following:

    (a) Hours for construction activity in accordance with any other condition of this permit.

    (b) Measures to control noise, dust, water and sediment laden runoff.

    (c) Measures relating to removal of hazardous or dangerous material from the site, where applicable.

    (d) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay.

    (e) A Traffic Management Plan showing truck routes to and from the site.

    (f) Swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction.

    (g) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site.

(h) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the construction management plan.

(i) Contact details of key construction site staff.

(j) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support site sheds on Council road reserves; and

(k) Any other relevant matters

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit

12. Prior to the issue of building approval and/or commencement of works (whichever occurs first), plans showing access road design details must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Senior Development Engineer.

Detailed design must include but is not limited to:

(a) In accordance with Road to Rural Road Sealed TSD-R20-V3

(b) A minimum sealed traffic width of 5.5m

(c) Footpath to urban roads footpath TSD-R11-V3 with no kerb but separation to the road

(d) Long sections from the centreline of Abbotsfield Road along the entirety of the proposed access. Long section should provide critical sections, including residential access nodes.

(e) Cross sections at 5m intervals

(f) Gradients and transition gradients to in accordance with AS2890.1 and relevant Austroad design for designated speed limit.

(g) Stormwater management.

13. Compaction of upgraded access road to be at 98%. State clearly on plans that all earthworks are to be completed under level 1 supervision and testing by a licensed geotechnical authority, provision of supervision report and copies of compaction tests to be provided to the Council prior sealing of road. The issuing of any Completion Certificate under the Building Act 2016 will be withheld until reports have been provided to council.

14. Council to attend proof rolling of upgraded road. A minimum of 72 hours' notice is to be given before to allow for council attendance.

15. Prior to the issue of building approval and/or commencement of works (whichever occurs first), plans showing the driveway and parking details must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Senior Development Engineer. The design and construction of the parking, access and turning areas must comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004 and the following:

    (a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 25% or 1 in 4.

    (b) Vertical alignment shall include transition curves (or straight sections) at all grade changes greater than 12.5%.

    (c) Total of twenty-four (24) clearly marked car parking spaces (2 spaces per each dwelling) must be provided in accordance with the approved plan received by Council and always kept available for these purposes.

    (d) All runoff from paved and driveway areas must be discharged into Council's stormwater system.

    (e) The crossfall along the footpath must not exceed 4%.

    (f) The gradient of any parking area must not exceed 5% and

    (g) Aisle width is to be no less than 6.0 meters.

    (h) Demonstrate single manoeuvre swept path into and out of car spaces can be achieved.

    (i) Provide blind aisle extensions for car spaces

    All work required by this condition must be installed prior to the occupancy.

    Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

16. Council to attend proof rolling of proposed car park. A minimum of 72 hours' notice is to be given before to allow for council attendance.

17. A barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater. Wheel stops must also be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of dwellings.

18. Prior to the issue of building approval and/or commencement of works (whichever occurs first), plans must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Senior Development Engineer. The plans must show detailed design of the new vehicle crossing from the proposed upgraded road centreline to the property boundary for:

    (a) Proposed new development at 168a Abbotsfield Rd, Claremont, TAS 7011

    (b) 168 Abbotsfield Rd, Claremont, TAS 7011

    (c) Unit 1 170C Abbotsfield Rd, Claremont, TAS 7011

    (d) Unit 2 170C Abbotsfield Rd, Claremont, TAS 7011

    Detailed design must include but is no limited to:

    (a) Long sections from the centreline of the new road to the lot proper

    (b) Cross sections at suitable intervals

    (c) Vehicle clearances to AS 2890.1

    (d) Suitably sealed for a 50-year design life

    (e) No substantial changes to elevations of alignment to neighbouring property

    (f) Changes in gradient must not exceed LGAT or Australian standards

    (g) Sealed from the road to the lot proper.

    (h) Have no increased detriment.

19. No civil works related to or associated with the use or development approved by this permit are to occur on or external to the site unless these works are in accordance with engineering drawings that have been approved by Council's Development Engineer. Changes to the design and/or location of civil works will require the submission of amended engineering drawings prepared by a licensed civil engineer for approval by Council's Engineer.

20. Engineering design drawings must be submitted and approved, prior to the construction and prior to the Plumbing and/or Building Permit, whichever occurs first. The engineering drawings must:

    (a) be certified by a qualified and experienced Engineer.

    (b) show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances to surface and other services, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, and inspection openings.

    (c) All proposed dwellings must be constructed on piers to prevent direct contact with floodwaters and to allow for the unobstructed passage of overland flow beneath the structure.

(d) Paling fences on the western lot boundary to have a minimum clearance of 150 mm to allow the natural overland flow path through.

(e) Proposed structures, located in the inundation area, are to be designed to resist flood forces including debris forces as outlined in the Flood Hazard Report by Flussig Engineers, reference FE24055 Revision 00 dated 12/08/2024. including velocities up to 1m/sec.

(f) Public infrastructure and works in the road reserve to be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013

All work required by this condition must be undertaken in accordance with the approved engineered drawings

21. Any creation, diversion and augmentation of Council owned stormwater assets must be designed and constructed to the satisfaction of Council's Development Engineer. A twelve (12) month maintenance period will be applied to proposed Council owned assets after the practical completion, during which time the works must be maintained by the developer, prior to being handed over at the completion of the defects liability period. During the period all defects must be rectified at the developers cost. A further twelve (12) month maintenance period may be applied to defects after rectification. The Council may, at its discretion, undertake rectification of any defects at the developers cost.

    Before the end of the maintenance period, the developer must arrange CCTV inspections of any public stormwater assets subject to this permit, taken no more than one month before the end of the maintenance period, and submit the inspection reports to the requirements of the Councils' Senior Civil Engineer at full cost to the applicant. Any defect identified in the CCTV inspection must be undertaken and all faults rectified to the satisfaction of Council's Stormwater Engineer, before the Council takes over the stormwater assets.

    Advice: CCTV reports and footage must be performed by a qualified technician and must include upstream and downstream node points and relevant Asset IDs (Council's infrastructure maps available on the GCC website), Length and dimensions of pipe, material, direction of footage, date captured and operator ID, inspection notes relevant to defects/important node points.

22. As constructed plans must be submitted to council prior to occupancy or the commencement of use. As constructed plans must include but not limited to:

    (a) New Car Park

    (b) Site private and public stormwater system

    (c) New road, including culverts.

(d) All affected accesses to development and neighbouring properties

(e) Private and Public sewer

Hydraulics Engineer

23. Engineering design drawings must be submitted and approved, prior to the construction and prior to the Plumbing and/or Building Permit, whichever occurs first. The engineering drawings must:

(a) be certified by a qualified and experienced Engineer.

(b) show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, and inspection openings.

(c) All proposed dwellings must be constructed on piers to prevent direct contact with floodwaters and to allow for the unobstructed passage of overland flow beneath the structure.

(d) Paling fences on the western lot boundary to have a minimum clearance of 150 mm to allow the natural overland flow path through.

(e) Proposed structures, located in the inundation area, are to be designed to resist flood forces including debris forces as outlined in the Flood Hazard Report by Flussig Engineers, reference FE24055 Revision 00 dated 12/08/2024. including velocities up to 1m/sec.

(f) Public infrastructure and works in the road reserve to be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013

All work required by this condition must be undertaken in accordance with the approved engineered drawings.

24. Any creation, diversion and augmentation of Council owned stormwater assets must be designed and constructed to the satisfaction of Council's Development Engineer. A twelve (12) month maintenance period will be applied to proposed Council owned assets after the practical completion, during which time the works must be maintained by the developer, prior to being handed over at the completion of the defects liability period. During the period all defects must be rectified at the developers cost. A further twelve (12) month maintenance period may be applied to defects after rectification. The Council may, at its discretion, undertake rectification of any defects at the developers cost. Before the end of the maintenance period, the developer must arrange CCTV inspections of any public stormwater assets subject to this permit, taken no more than one month before the end of the maintenance period, and submit the inspection reports to the requirements of the Councils' Senior Civil Engineer at full cost to the applicant. Any defect identified in the CCTV inspection must be undertaken and all faults rectified to the satisfaction of Council's Stormwater Engineer, before the Council takes over the stormwater assets.

    *Advice***:** CCTV reports and footage must be performed by a qualified technician and must include upstream and downstream node points and relevant Asset IDs (Council's infrastructure maps available on the GCC website), Length and dimensions of pipe, material, direction of footage, date captured and operator ID, inspection notes relevant to defects/important node points.

Waste Management

25. The design for the bin enclosure must comply with the following:

    (a) it must be built on a flat surface with a concrete base/pad and surround of a brick or painted block enclosure or other suitable material to Councils approval,

    (b) it must have concrete at the entrance to the bin enclosure.

    (c) it must suit twelve (12) X 240L wheelie bins of size 1100 height x 600mm wide x 800mm deep and must allow for 300mm space in between each bin;

    (d) recommended minimum height of the enclosure is 1200mm and minimum recommended depth is 930mm;

    (e) the front of the bin enclosure should face the internal access driveway, and be left open throughout the length of the bin enclosure, it may be fenced and/or gated, but must enable wheelie bins to be removed, and returned in a safe and efficient manner;

    (f) there must be no lip on the concrete slab of the bin enclosure.

    Prior to occupancy of the dwellings the bin enclosure must be constructed to the satisfaction of Council's Waste Services Co-ordinator.

26. The bin enclosure must be no closer than 0.5m from the front boundary.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

General Manager's Consent for Stormwater Management

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-24-270 dated 25/07/2025, is associated with this permit.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Tasmanian Planning Scheme - Glenorchy. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with.

In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

TasNetworks

Please submit an application via Tas networks website portal found here:
https://www.tasnetworks.com.au/Connections/Connections-Hub

to relocate the power pole and upgrade the electricity supply connection to support this development.

Other Services

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Waste Management

- The proposed multiple dwellings would be eligible for a maximum of twelve (12) x 240L wheelie bins.
- Four (4) x 240L Waste Bins (Red lids), Four (4) x 240L Recycling Bins (yellow lids), Four (4) x 240L FOGO bins (lime green lids), collected weekly to be shared by all twelve (12) dwellings.
- Collection of bins would be from the existing kerbside.

- Council's Waste Services Contractor would not enter the property to collect and empty bins.

  Storage and Collection of Shared Waste, Recycling and FOGO Bins

- The bins are be stored in a bin enclosure and not taken to individual dwellings.

Attachments/Annexures

Attachment 1 – Site Plan, Advertised Plans and TasWater Referral

Attachment 2 – Referral Officer Reports

APPENDIX

8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
8.3 Use Standards			
8.3.1 Discretionary uses	**A1** Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm		NA
	A2 External lighting for a use listed as Discretionary: (a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.		NA
	A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of: (a) 7:00am to 7:00pm Monday to Friday; (b) 9:00am to 12 noon Saturday; and (c) nil on Sunday and public holidays.		NA
	A4 No acceptable solution.		NA

8.3.2 Visitor Accommodation	**A1** Visitor Accommodation must: (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m2 per lot.		NA
	A2 Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.		NA
8.4 Development Standards for Dwellings			
8.4.1 **Residential density for multiple dwellings**	**A1** Multiple dwellings must have a site area per dwelling of not less than 325m2.	The property has an area of 2671m2/12=222.583m2 See report	No – Discretion
8.4.2 **Setbacks and building envelopes for all dwellings**	**A1** Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less	Front setbacks are between 4m and 4.5m See report	No-Discretion

	than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.		
	A2 A garage or carport for a dwelling must have a setback from a primary frontage of not less than: (a) 5.5m, or alternatively 1m behind the building line;	There will be no garages of carports	N/A

	(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.		
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear	Front setbacks: 4m Rear setbacks: 4m Side setbacks south: 18.8m Side setback north: 2.245m Max Hight: 4.153m See report	No-Discretion

	boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).		
8.4.3 **Site coverage and private open space for all dwellings**	**A1** Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and (b) for multiple dwellings, a total area of private open space of not less than 60m2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).	(a) Site coverage is approximately 27% (b) Total POSis between 67.20m2 and 88.56m^2	Yes
	A2 A dwelling must have private open space that: (a) is in one location and is not less than: (i) 24m^2; or (ii) 12m^2, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground	All units would have a rectangle of 4m x 6m for private outdoor space with a gradient of 1:10. Private outdoor space is shown on the shadow diagrams.	Yes

	level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of not less than: (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.		

8.4.4 **Sunlight to private open space of multiple dwellings**	**A1** A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c): (a) the multiple dwelling is contained within a line projecting (see Figure 8.4): (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal; (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.	The proposed private outdoor space would receive at least 3 hours of sunlight between the hours of 9am and 3pm on June 21.	Yes
8.4.5 **Width of openings for garages and carports for all dwellings**	**A1** A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage	No garages are proposed	N/A

	of not more than 6m or half the width of the frontage (whichever is the lesser).		
8.4.6 **Privacy for all dwellings**	**A1** A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary; (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or	All dwellings have roofed decks on the northern side. <u>Unit 1 to 6</u> The decks vary in in height above natural ground level to just below or above 1m. All of the decks have a privacy screen on the western side. The decks are more than 6m from the front boundary and not near the south boundary. The deck of Unit 6 is 0.996m above natural ground level and does not need to be 3m from the northern boundary or have a privacy screen on the north elevation. The decks are approximately 2m from the next unit. However, they would only face a bathroom and laundry window so satisfy (c) (i). <u>Unit 7-12</u> The decks vary in in height above natural ground level to just below or above 1m. All of the decks have a privacy screen on the east	Yes

	(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.	elevation. All of the decks are at least 5.4m from the rear boundary. Unit 7 is 2.545m from the north boundary and has a floor height of approximately 1.372m but has a privacy screen. The decks are approximately 2m from the next unit. However, they would only face a bathroom and laundry window so satisfy (c) (i).	
	A2 A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b): (a) the window or glazed door: (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a	The dwellings are on a slope so that the northern elevations tend to be more than 1m above natural ground level and the southern elevation less than 1m. Units 6 and 7 face the northern side boundary, but the windows are approximately 8.7m from the boundary. The dwellings are well more than 4m from the southern side boundary. This complies with (a) (i).	Yes

	habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site. (b) the window or glazed door: (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.	The dwellings do not have windows facing the rear boundary so that (a) (ii) does not apply. The main windows are on the north elevations. There are only a bathroom and a laundry window opposite on the south elevations approximately 4m away. Given that they are not windows to a habitable room the 6m separation does not apply.	

	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than: (a) 2.5m; or (b) 1m if: (i) it is separated by a screen of not less than 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.	The shared parking area is 1m from the south elevation of Unit 1 and Unit 12. These elevations only have a bathroom and a laundry window so that no separation applies as these windows are not to a habitable room.	N/A
8.4.7 **Frontage Fences for all dwellings**	**A1** No Acceptable Solution[1]. *([1] An exemption applies for fences in this zone – see Table 5.6 in Exemptions)*	No front fence is shown on the drawings. A condition is imposed to ensure compliance with the exempt fence.	NA
8.4.8 **Waste Storage for multiple dwellings**	**A1** A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m2 per dwelling and is within one of the following locations:	*(i)* setback of 0.5m – no *(ii)* More than 5.5m from dwellings – yes *(iii)* 1.2m screen – yes See report	No-Discretion

	(i) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or *(ii)* a common storage area with an impervious surface that: (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.		

C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
C2.5.1 **Car parking numbers**	**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	See councils traffic engineers report	Not met

Standard	Acceptable Solution	Proposed	Complies?
	be provided due to the site including container refund scheme space, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which		

Standard	Acceptable Solution	Proposed	Complies?
	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.		
C2.5.2 **Bicycle parking numbers**	**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.		N/A
C2.5.3 **Motorcycle parking numbers** *This applies to:*	**A1** The number of on-site motorcycle parking spaces for all uses must:		N/A

Standard	Acceptable Solution	Proposed	Complies?
Business and Professional Services; *Community Meeting and Entertainment;* *Custodial Facility;* *Crematoria and Cemeteries;* *Educational and Occasional Care;* *Food Services;* *General Retail and Hire;* *Hospital Services;* *Hotel Industry;* *Pleasure Boat Facility;* ***Residential if for a communal residence, multiple dwellings or hostel use**;* *Sports and Recreation; and* *Tourist Operation.*	(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.		
C2.5.4 **Loading bays** *This applies to:* *Bulky Goods Sales;* *General Retail and Hire;*	**A1** A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.		N/A

Standard	Acceptable Solution	Proposed	Complies?
Manufacturing and Processing; and Storage.			
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone *This applies to: Business and Professional Services; Community Meeting and Entertainment; Educational and Occasional Care; Emergency Services; Food Services; General Retail and Hire; Sports and Recreation; and Utilities, if not for minor utilities.*	**A1** Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.		N/A
C2.6 Development Standards for Building Works			

Standard	Acceptable Solution	Proposed	Complies?
C2.6.1 **Construction of parking areas**	**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	Simple drainage plan provided	MET
C2.6.2 **Design and layout of parking areas**	**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;	Poor parking layout not reflecting AS2890.1 shown. Has been conditioned.	Met

Standard	Acceptable Solution	Proposed	Complies?
	(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		

Standard	Acceptable Solution	Proposed	Complies?
	AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.		
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.		Met
	A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		N/A
C2.6.4 **Lighting of parking areas within the General Business Zone and Central Business Zone**	**A1** In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements*.		N/A

Standard	Acceptable Solution	Proposed	Complies?
C2.6.5 **Pedestrian access**	**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	Accepted as a performance solution based on council's Traffic Engineers response	Not Met

Standard	Acceptable Solution	Proposed	Complies?
	those spaces to the main entry point to the building.		
C2.6.6 **Loading bays**	**A1** The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities*, for the type of vehicles likely to use the site.		N/A
	A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.*		N/A
C2.6.7 **Bicycle parking and storage facilities within the General Business Zone and Central Business Zone**	**A1** Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from an entrance;		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces -- Pedestrian area (Category P) lighting -- Performance and design requirements.		
	A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.		N/A
C2.6.8 **Siting of parking and turning areas**	**A1** Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or		N/A

Standard	Acceptable Solution	Proposed	Complies?
	General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.		
	A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads.		N/A
C2.7 Parking Precinct Plan			
C2.7.1 **Parking Precinct Plan**	**A1** Within a parking precinct plan, on--site car parking must: (a) not be provided; or (b) not be increased above existing parking numbers.		N/A

Footnotes

[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			
C3.5.1 **Traffic generation at a vehicle crossing, level crossing or new junction**	**A1.1** For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. **A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **A1.3** For the rail network, written consent for a new private level crossing to serve the use and	Vehicle traffic at the intersection will increase but at an acceptable limit	A1.1,A1.2, A1.3 N/A A1.4 NOT MET A1.5 MET

Standard	Acceptable Solution	Proposed	Complies?
	development has been issued by the rail authority. **A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.		
C3.6 Development Standards for Buildings and Works			

Standard	Acceptable Solution	Proposed	Complies?
C3.6.1 **Habitable buildings for sensitive uses within a road or railway attenuation area**	**A1** Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; (b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; or (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the *Noise Measurement Procedures Manual, 2nd edition, July 2008*.		N/A
C3.7 Development Standards for Subdivision			

Standard	Acceptable Solution	Proposed	Complies?
C3.7.1 **Subdivision for sensitive uses within a road or railway attenuation area**	**A1** A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.		N/A

C12.0 Flood-Prone Areas Hazard Code

Standard	Acceptable Solution	Proposed	Complies?
C12.5 Use Standards			
C12.5.1 **Uses within a flood-prone hazard area**	**A1** No Acceptable Solution.	Proposed development use is located within a minor overland flood extent and performance criteria applied. Flood Hazard Report provided with recommendations to achieve a tolerable risk to proposed dwellings	No Refer to Hydraulic referral for discussion on performance criteria
C12.5.2	**A1**	NA	

Standard	Acceptable Solution	Proposed	Complies?
Critical use, hazardous use or vulnerable use	No Acceptable Solution.		
	A2 No Acceptable Solution.	NA	
	A3 No Acceptable Solution.	NA	
	A4 No Acceptable Solution.	NA	
C12.6 Development Standards for Buildings and Works			
C12.6.1 **Buildings and works within a flood-prone hazard area**	**A1** No Acceptable Solution.	Proposed works are within a flood-prone area. Performance criteria addressed by a Flood Hazard Report with comprehensive assessment and feasible recommendations to achieve and maintain a tolerable risk.	No Refer to Hydraulic referral for discussion on performance criteria

Standard	Acceptable Solution	Proposed	Complies?
C12.7 Development Standards for Subdivision			
C12.7.1 **Subdivision within a flood-prone hazard area**	**A1** Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must: (a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area; (b) be for the creation of separate lots for existing buildings; (c) be required for public use by the Crown, a council or a State authority; or (d) be required for the provision of Utilities.	NA	

6. PROPERTY USE AND DEVELOPMENT – SUBDIVISION (61 LOTS PLUS BALANCE) – 15 KARAMBI STREET CHIGWELL

Author: Planning Consultant/Helen Ayers

Qualified Person: Planning Consultant/Helen Ayers

Property ID: 5297675

REPORT SUMMARY

Application No.:	**PLN-24-129**
Applicant:	**PDA Surveyors Engineers and Planners**
Owner:	**G L Jay**
Zone:	**General Residential Zone** **Landscape Conservation Zone**
Use Class	**Subdivision (no use class)**
Application Status:	**Discretionary**
Discretions:	**8.6.1 Lot Design P1, P2, P3, and P4** **8.6.2 Roads P1** **22.5.1 Lot Design P1, P2, and P4** **C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area P1** **C7.7.2 Subdivision within a priority vegetation area P1.1 and P1.2** **C12.7.1 Subdivision within a flood-prone hazard area P1** **C13.6.2 Public and fire fighting access P1** **C15.7.1 Subdivision within a landslip hazard area P1.** (The proposal meets all other applicable standards as demonstrated in the attached appendices)

Level 2 Activity?	**No**
42 Days Expires:	**12 August 2025**
Existing Land Use:	**Residential (Single Dwelling)**
Representations:	**One Representation**
GPA Delegation	**Exceeds officer delegation for number of lots in a subdivision**
Recommendation:	**Approval subject to conditions.**

REPORT IN DETAIL

PROPOSAL

The proposal is to subdivide the easternmost part of the subject property into 61 residential lots. The remainder of the land would be contained within a 140.1ha balance lot. New roads are proposed in order to provide access to the lots. A new through road would provide a link between Boondar Street and Branscombe Road. Three side roads are proposed off this road. Two of the proposed side roads would end in cul de sacs but the third would provide access to the balance lot.

The size of the residential lots would vary from approximately 450m² to over 3000m². The majority of the residential lots would have areas between 450m² to 1000m². The larger lots proposed are in response to site constraints such as gradient and natural hazards. Two public open space (POS) lots and several road lots are also proposed. One of the POS lots would be a narrow riparian reserve contiguous with Faulkner Rivulet on the site's eastern boundary. This lot would have an area of 9415m². The other POS lot would be located at the eastern edge of the subdivision. This lot would have an area of 2520m² and would be an internal lot to the rear of two of the residential lots. The lot would be adjacent to the other POS lot. Part of the lot would be used for stormwater management infrastructure.

The proposed residential lots would be provided with connections to reticulated services, including TasWater's water and sewer networks. The lots would also be provided with connections to infrastructure that would become part of Council's stormwater network.

The proposed subdivision would proceed in stages, with stage one limited to the creation of a lot that would contain the residential lots in later stages, the balance lot, and a right of way in favour of the balance lot. Proposed stage two would include residential lots 1 to 13 and 55 to 61 as well as a road lot. Stage three would include lots 14 to 35 and 41 and 42. Stage four would include the remaining residential lots.

SITE and LOCALITY

The site is a large property at the north-western edge of the suburb of Chigwell. The property has an irregular shape and an area of approximately 147ha. The majority of the area of the property is native forest, although there are cleared areas within its northern and eastern parts (see figure 1 below). The dwelling on the property is within the eastern part. Vehicular access to the dwelling is via a driveway off the end of Boondar Street.

Faulkner Rivulet is contiguous with the property's eastern boundary. There is a residential area to the east of the site, on the opposite side of the rivulet. There are also residential areas to the north and south of the eastern part of the property, where the proposed residential lots would be located. There are substantial areas of native forest to the north-west and south-west of this part of the property (see figure 2 below).

Figure 1: aerial view of subject property (outlined in white) and surrounding area (source: LISTmap accessed 29/7/2025).

Figure 2: closer aerial view of the eastern part of the subject property (outlined in white) and surrounding area (source: LISTmap accessed 29/7/2025).

ZONE

The easternmost part of the property is within the General Residential Zone. The remainder of the property is with the Landscape Conservation Zone (see figure 3 below). The proposed residential lots would be within the part of the property that is within the General Residential Zone. The balance lot would be within the Landscape Conservation Zone.

The residential areas to the north, east, and south of the eastern part of the property are within the General Residential Zone. The adjacent land that is contiguous with Faulkner Rivulet is within the Environmental Management Zone.

The adjoining land that would be to the north and south of the balance lot is within the Landscape Conservation Zone. A council owned parcel of land further to the south is within the Environmental Management Zone. Land to the south-west of the subject property is within the Rural Zone.

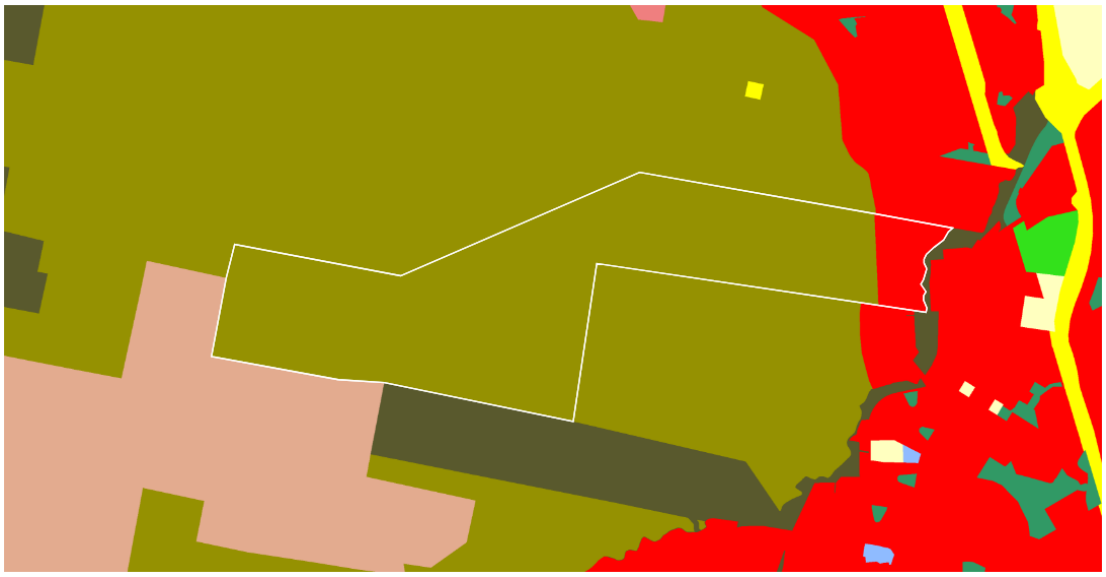

Figure 3: aerial view of subject property (outlined in white) and surrounding area with zoning overlay (source: LISTmap accessed 29/7/2025).

BACKGROUND

Council issued a Planning Permit for a 74 lot subdivision of the subject property in August 2008 (PLN-07-4892). While Council's file indicates that some design work was done in order to satisfy conditions placed upon this permit, this work was not considered to constitute substantial commencement. The permit therefore lapsed in accordance with section 53 of the *Land Use Planning and Approvals Act 1993*.

There is a discussion document on file prepared by a traffic consultant (Hubble Traffic, dated January 2025) that considers the "suitability of the road standard to support road connection as part of subdivision at 15 Karambi Street, Chigwell". The document concludes that:

The road standard of the lower section of Branscombe Road is deemed fit-for-purpose for a residential street, operating with low traffic flows and the lower road standard is generally acceptable to drivers.

However, predicting the increase in traffic using this section of Branscombe Road is challenging. The proposed connection to Boondar Street will introduce through traffic, altering the road's function to that of a minor collector. Driver expectations are higher when traveling on minor collector roads, and the current lower road standard could potentially create adverse traffic impacts.

There is a strong likelihood that residents along the lower section of Branscombe Road, as well as those from side streets with limited sight distance, would oppose the connection. Arguing that there would be no adverse traffic impact is challenging, as the current road standard may not be suitable for accommodating through traffic flow. The increase in traffic is likely to be problematic for drivers using side roads with limited sight distance.

These impacts have been considered by the Transport Engineer and are considered acceptable as discussed in their referral report see Attachment 2.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the *Land Use Planning and Approvals Act 1993* (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

TASMANIAN PLANNING SCHEME - GLENORCHY 2021

State Planning Provisions (SPP)

Administration

Exemptions (Tables 4.1 – 4.6)

No exemptions apply to the proposal.

Planning Scheme Operation

Pursuant to sub-clause 6.2.6, a subdivision does not need to be categorised into a use class.

Relevant definitions (Clause 3.0):

Subdivide means to divide the surface of a lot by creating estates or interests giving separate rights of occupation otherwise than by:

(a) a lease of a building or of the land belonging to and contiguous to a building between the occupiers of that building;

(b) a lease of airspace around or above a building;

(c) a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years;

(d) the creation of a lot on a strata scheme or a staged development scheme under the Strata Titles Act 1998; or

(e) an order adhering existing parcels of land.

Subdivision means the act of subdividing or the lot subject to an act of subdividing.

General Provisions

The following General Provisions of the Scheme apply to this proposal:

7.10 Development not Required to be Categorised into a Use Class

In accordance with sub-clause 7.10.1, an application seeking approval for development that does not need to be categorised into a use class may be approved at the discretion of the planning authority. Sub-clause 7.10.2 states that:

An application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.

Sub-clause 7.10.3 states that:

In exercising its discretion under sub-clauses 7.10.1 and 7.10.2 of this planning scheme, the planning authority must have regard to:

(a) the purpose of the applicable zone;

(b) the purpose of any applicable code;

(c) any relevant local area objectives; and

(d) the purpose of any applicable specific area plan.

With regard to the matters raised in clause 7.10.3, the proposal is considered to be consistent with the purpose of the applicable zones. The proposal is considered to be consistent with purpose of the General Residential Zone because full infrastructure services would be provided for the proposed lots, and they are likely to accommodate a range of dwelling types. The proposal is also considered to provide for the efficient utilisation of available social, transport, and other service infrastructure. The proposal is considered to be consistent with purpose of the Landscape Conservation Zone as there would be no additional impact upon landscape values as a result of the proposed subdivision.

The proposal is considered to be consistent with the purpose of the applicable codes. The proposal is consistent with the purpose of the Parking and Sustainable Transport Code because access for pedestrians, vehicles, and cyclists would be provided within the proposed subdivision that is safe and adequate. The proposal would maintain the safety and efficiency of the road network and is therefore consistent with the purpose of the Road and Railway Assets Code.

The proposal is consistent with the purpose of the Natural Assets Code because impacts on natural assets and the natural ecological function of watercourses would be minimised. The proposed subdivision would ensure that future development that is subject to risk from flood is appropriately located and managed, ensuring that the proposal is consistent with the purpose of the Flood-Prone Areas Hazard Code.

The proposed subdivision would ensure that future development is appropriately designed, located, serviced, and constructed to reduce the risk to human life and property caused by bushfires. The proposal is therefore consistent with the Bushfire-Prone Areas Code. The proposal is consistent with the purpose of the Landslip Hazard Code because the proposed subdivision would ensure that tolerable risk can be achieved and maintained for the type, scale, and intensity and intended life of likely use and development on land within a landslip hazard area.

There are no relevant local area objectives or applicable specific area plan. The proposal is considered to be consistent with the matters raised by sub-clause 7.10.3.

The proposal is considered unlikely to have an unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area. The proposed creation of residential lots on a site that has established residential areas on three sides is not considered likely to result in unreasonable impacts. While the proposal would have some impact upon the road network as a result of additional traffic generation, this impact is not considered to be unreasonable. The application was referred to Council's Senior Transport Engineer who concludes that:

"the proposed development is not expected to have any unreasonable detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety".

The exercise of discretion under sub-clauses sub-clause 7.10.1 and 7.10.2 is therefore recommended.

Zones

The land is within the General Residential Zone and the Landscape Conservation Zone. The proposal complies with some of the standards of these zones through the acceptable solution (as indicated in the Appendix to this report) except as set out below.

Development Standards for Subdivisions

8.6.1 Lot design P1

Sub-clause (a)(i) of the acceptable solution A1 for clause 8.6.1 requires a proposed lot to be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5. The proposal does not comply with this sub-clause because the gradient of the areas of several lots (lots 1, 4, 5, 6, 7, 8, 9, 10, 53, 57, 58, 59, 60, and 61) would be steeper than 1 in 5. The gradient of the area of these proposed lots ranges from 1 in 3 to 1 in 4.3. The proposal therefore relies upon the performance criterion P1 for clause 8.6.1, which states that:

Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

(a) the relevant requirements for development of buildings on the lots;

(b) the intended location of buildings on the lots;

(c) the topography of the site;

(d) the presence of any natural hazards;

(e) adequate provision of private open space; and

(f) the pattern of development existing on established properties in the area.

The lots that would have minimum areas with gradients steeper than 1 in 5 are considered to have sufficient useable area and dimensions suitable for the likely intended use. While a subdivision is not required to be categorised into a use class, the proposed lots are most likely to be developed for residential purposes given the zoning of the land.

The relevant lots are considered to have sufficient useable area and dimensions suitable to allow houses to be built upon them. For example, the smaller lots that would have minimum areas with gradients steeper than 1 in 5 (lots 1, 4, 7, 8, and 9) would have regular, rectangular shapes with the long axis generally orientated parallel to the prevailing slope. This arrangement is considered to adequately allow for future residential development, including access and parking for such development.

The greater area of the larger lots that would have minimum areas with gradients steeper than 1 in 5 (lots 5, 6, 10, 53, 57, 58, 59, 60, and 61) is considered to make adequate provision for future likely development. As shown in the slope section provided with the application (see figure 4), future development may need to adopt a stepped or multi-level design in response to the gradient of the land, but this not considered to be unreasonable. It is noted that such design responses are common in recent subdivisions in the greater Hobart area.

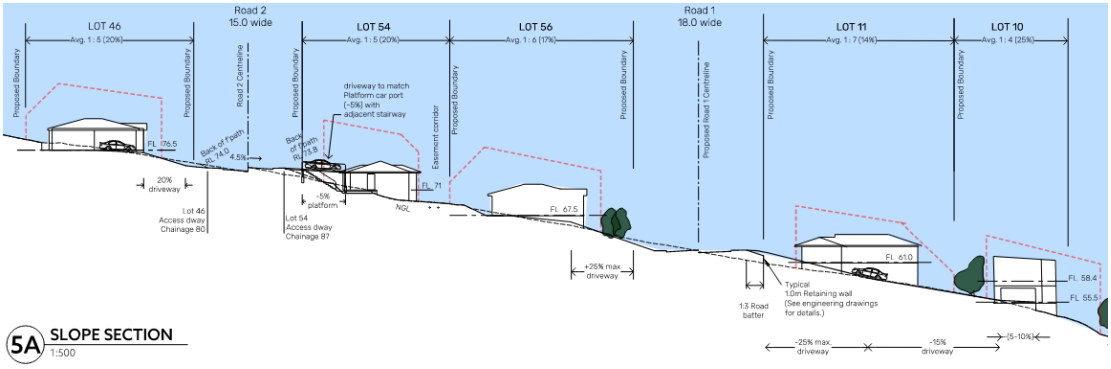

Figure 4: slope section provided with the application.

With regard to sub-clauses (a) and (b) of the above performance criterion, the plan of subdivision shows that buildings upon the lots may be located so that requirements such as setbacks are met.

With regard to sub-clause (c), the topography of the land is sloping and relatively steep in places. It is also noted that the area available on the site for the creation of residential lots is roughly rectangular in shape, with the long axis of this area generally orientated parallel to the prevailing slope. The arrangement of roads and lots within the subdivision is further constrained by the location of existing roads and the requirement to connect to these access points. In this context, the proposal is considered to be a reasonable response to the topography of the land.

While there are natural hazards present on the site, they do not appear to have affected the provision of minimum areas for each lot. It is noted that the area shown for each lot is outside of any mapped hazard area, save for the bushfire prone-areas overlay, which applies to the entire site. The proposal is therefore consistent with the above sub-clause (d).

The gradient of the lots that would have minimum areas with gradients steeper than 1 in 5 is not considered likely to unreasonably impact upon the provision of private open space (POS) for these lots. As discussed above, these lots either have favourable dimensions and orientation or larger areas that would adequately allow for future residential development. It may be that future POS upon these lots is provided by decks or other structures in order to achieve the required gradient, i.e., the current planning scheme standard requires POS to have a gradient not steeper than 1 in 10 (see clause 8.4.3). However, this arrangement is not considered unreasonable given that, similarly to above, such design responses are common in recent subdivisions in the greater Hobart area. The proposal is therefore considered to comply with sub-clause (e).

In terms of the orientation of roads and lots relative to the prevailing slope, the proposed subdivision would have an arrangement that is similar to that found to the south of the site. Both the existing section of Boondar Street and Cazaly Drive to the south of the site are orientated generally perpendicular to the prevailing slope, similar to how the new through road would be orientated within the proposed subdivision. The lots accessed from these existing streets are orientated with their long axes perpendicular to the prevailing slope. The gradient of the building areas for the majority of these existing lots is greater than 1 in 5. The average gradient of the building areas found nearby to the north of the site is also greater than 1 in 5. Therefore, the proposal is considered to be consistent with the pattern of development existing on established properties in the area and to therefore comply with sub-clause (f).

The proposal complies with the performance criterion P1 for clause 8.6.1.

8.6.1 Lot design P2

The acceptable solution A2 for clause 8.6.1 requires each lot to have a frontage of not less than 12m. The proposal includes several proposed lots (lots 2, 5, 6, 10, 15, 20, 21, 22, 23, 44, 45, 49, 50, and 51) that would have less than 12m of frontage. The proposal therefore relies upon the performance criterion P2 for clause 8.6.1, which states that:

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:

(a) the width of frontage proposed, if any;

(b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;

(c) the topography of the site;

(d) the functionality and useability of the frontage;

(e) the ability to manoeuvre vehicles on the site; and

(f) the pattern of development existing on established properties in the area,

and is not less than 3.6m wide.

The lots that would not be provided with the frontage required by the acceptable solution A2 would all be provided with some frontage to one of the proposed roads – i.e., none of the proposed lots would rely solely upon a right of way. The frontage provided for these lots would vary from the minimum 3.6m (lots 50 and 51) to 10.8m (lot 45). As discussed earlier, while a subdivision is not required to be categorised into a use class, the proposed lots are most likely to be developed for residential purposes given the zoning of the land. The intended use of the lots is therefore considered to be for residential use, i.e. most likely for single and multiple dwellings.

Where a frontage of 6m or less is proposed, this is for internal lots that would be accessed by an access strip. The frontage provided for these lots would either be sufficient to allow for vehicle passing if required for future development, or the access strip would be adjacent to another, which may allow for this arrangement subject to the provision of reciprocal rights of way. For example, the frontage and access strip width proposed for lots 2, 10, and 21 would allow for a passing bay within the access strip at the respective frontage.

Lots 20, 22, 23, 44, and 45 would each have direct frontage to one of the proposed roads, i.e., these lots would not rely upon access strips. The frontage provided for these would have sufficient width to allow for a passing bay at the frontage, noting that the area of these proposed lots suggests that they are likely to be developed for multiple dwellings in the future.

While the frontage and access strip width proposed for lots 5, 6, 15, 50, and 51 would not on its own provide for vehicle passing, there is potential for this to be provided via shared access arrangements. For example, as the frontage and access strips proposed for lots 5 and 6 and for lots 50 and 51 respectively would be adjacent, there is potential for shared passing bays to be provided via right of way arrangements, as the respective combined width of the frontage and access strips proposed for these lots would be sufficient.

The application states that reciprocal rights of way would be provided for lots 50 and 51 but not for lots 5 and 6. Therefore, advice should be included upon any Planning Permit issued for the proposal that consideration should be given to providing reciprocal rights of way for these lots. Given the area of these lots, there is potential for multiple dwellings to be built upon them which are likely to require a passing bay within the access strip adjacent to the frontage.

Similarly, while the frontage and access strip width proposed for lot 15 would be only 4m, there is potential for access to this lot to be shared with the adjacent POS lot. Given that this lot also has potential for multiple dwellings given its proposed area (1631m^2), the advice recommended above should also refer to this lot, noting that the provision of a right of way over the adjacent POS lot may be subject to further Council approval.

The width of frontage proposed for the lots that would not be provided with the frontage required by the acceptable solution A2 is considered to adequately provide for future development. The proposal therefore complies with the above sub-clause (a).

As noted above, none of the proposed lots would rely solely upon a right of way. Where reciprocal rights of way are proposed, the relevant access to a lot would be shared with only one other lot. Therefore, the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access would be limited. The proposal therefore complies with the above sub-clause (b).

As discussed earlier, the proposed plan of subdivision is generally considered to be a reasonable response to the topography of the site. As also noted earlier, the proposed lots would be generally orientated with their long axes parallel to the prevailing slope. This orientation would generally ensure that the access to each lot, including to the lots that would be provided with less than 12m frontage, would also be parallel to the slope. This arrangement is likely to avoid potential difficulties associated with providing access across land with significant crossfall where reduced frontage and/or access strip width is provided. While there would be several examples of where future access to a lot would be across the prevailing slope (i.e., lots 44, 45, 50, and 51), the frontage for the respective lots has been sited so that the access would generally be provided at grade. This arrangement would also avoid potential difficulties in providing access to future development.

Therefore, the frontage provided for the lots would be sufficient for the intended use having regard to the topography of the site. The proposal therefore complies with sub-clause (c).

The frontage provided for the proposed lots is considered to have adequate functionality and useability. As discussed above, the frontage of the relevant lots is considered to make adequate provision for access to future development upon. It is also noted that the majority of the lots with reduced frontage would be located upon the proposed side roads rather than the proposed through road, which is likely to reduce potential traffic issues, such as sight distances at access points for example. The proposal is therefore considered to be consistent with sub-clause (d).

The lots that would not be provided with 12m of frontage would mostly be larger lots, i.e., all but one of the lots would have areas greater than 750m². This larger area is likely to allow for adequate vehicle manoeuvring areas upon the respective lot.

Where the lots with reduced frontage would rely upon an access strip, the length of the access strip would not be overly long, generally extending only for the depth of the respective adjoining lots. As discussed above, the proposed access strips would either have sufficient width to allow for vehicle passing bays or could be combined via a reciprocal right of way arrangement to allow for these bays.

The reduced frontage proposed for some lots is not considered likely to significantly affect the ability to manoeuvre vehicles on the site. The proposal is therefore consistent with sub-clause (e).

The proposed subdivision would follow a similar layout to that found nearby to the north and south. For example, reduced frontages are more commonly found on the properties that have frontage to the cul de sacs to the north and south of the site. The proposal would follow a similar pattern in that the majority of the lots with reduced frontages would be located upon the proposed side roads rather than the proposed through road. The proposal is therefore consistent with the pattern of development existing on established properties in the area, as required by sub-clause (f).

The proposal complies with the performance criterion P2 for clause 8.6.1 because the frontage for each lot, including the lots proposed with less than 12m of frontage, would be sufficient for the intended residential use.

8.6.1 Lot design P4

The acceptable solution A4 for clause 8.6.1 requires a lot within a subdivision with a new road to have the long axis of the lot orientated within 30 degrees of north. The proposal includes several lots that would not have the long axis orientated within 30 degrees of north. Slightly less than half of the number of proposed lots (lots 2, 6, 10, 16-24, 29, 30, 36-43, 45-49, 52-55) would not have the long axis generally orientated to the north. The proposal therefore relies upon the performance criterion P4 for clause 8.6.1 which states that:

Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:

(a) the size, shape and orientation of the lots;

(b) the topography of the site;

(c) the extent of overshadowing from adjoining properties;

(d) any development on the site;

(e) the location of roads and access to lots; and

(f) the existing pattern of subdivision in the area.

The majority of the proposed lots that would not be orientated with the long axis within 30 degrees of north would be larger lots. For example, lots 2, 6, 10, 16-24, 29, and 30 would all have areas greater than 800m². The majority of these lots would have areas greater than 1000m². This larger lot size is considered likely to facilitate adequate solar access for future dwellings upon these lots.

The other proposed lots that do not comply with the acceptable solution A4 for clause 8.6.1 (lots 36-43, 45-49, and 52-55) would be larger than the minimum size required (i.e., larger than 450m²) and are all larger than 550m². These lots would also mostly have a regular, roughly rectangular shape with the short axis of the lot orientated due north. Except for lots 53 and 54, the long axis of the minimum area shown for these lots would be orientated due north or close to due north. The separation from other lots that would be provided to the north and west of lots 53 and 54 by a proposed side road would assist in ensuring adequate solar access for future dwellings upon these lots.

The size, shape, and orientation of the lots that would not be orientated with the long axis within 30 degrees of north is considered to adequately allow for solar access for future dwellings. The proposal is consistent with the above sub-clause (a).

The proposed subdivision is considered to respond adequately to the topography of the site by positioning minimum areas for lots within the parts that would have more favourable solar access. For example, the areas for the lots within the north-eastern part of the subdivision (lots 16 to 24) would either be located close to the saddle within this part of the site, or on the northern side of this feature. These areas would therefore avoid the land within this part of the site that has less favourable solar access as it has a south-easterly aspect.

The other proposed lots that do not comply with the acceptable solution A4 for clause 8.6.1 (lots 2, 6, 10, 36-43, 45-49, and 52-55) would be located within parts of the site that have a generally easterly or north-easterly aspect. Future development upon these lots is therefore likely to have unrestricted solar access during morning periods as it would be above the level of the relevant land to the east.

The orientation of the relevant lots relative to topography of the site is considered to allow for adequate solar access for future development around midday. As noted above, the relevant lots would generally have regular rectangular shapes with the long access orientated across the prevailing slope. Therefore, there is likely to be adequate separation between future development upon the lots to ensure that adequate solar access for future development is provided around midday.

Therefore, while the topography of the site may reduce solar access for future development upon the lots during afternoon periods, this is not considered problematic as the proposal would allow for adequate solar access during other parts of the day. The proposal is consistent with sub-clause (b) as the solar orientation of the proposed lots is considered to have adequate regard to the topography of the site.

Development upon the proposed lots is considered unlikely to be overshadowed by existing or future development upon adjoining properties. The site is above the level of the established residential area to the east. This area is mostly below the 45m contour whereas future development upon the site is likely to be located above the 55m contour.

The site is below the level of some of the residential area to the north, that is on the opposite side of the gully in this direction. However, the proposed subdivision would be separated from this area by the relatively large adjoining property at 1A Claremont Link Road which occupies the land at the base of the gully. Therefore, development within the residential area to the north of the site is unlikely to overshadow future development upon the proposed lots. The proposal is therefore consistent with sub-clause (c).

The existing development on the site is limited to the dwelling and outbuildings that would be retained within the proposed balance lot. These buildings would be above the level of the proposed residential lots, given their position to the west of these lots. However, the buildings are unlikely to cause significant additional overshadowing beyond that caused by the topography of the land further to the west. The proposal is therefore considered to be consistent with sub-clause (d).

The location of roads within the subdivision is considered to allow for the proposed lots to be orientated to provide adequate solar access for future dwellings, to the extent that topography and other site constraints allow. The position of the proposed through road is constrained by the location of Branscombe Road and Boondar Street. This road also generally follows the contour of the land in order to reduce its gradient. This arrangement allows for the majority of the lots with frontage to this road to be orientated with the long axis within 30 degrees of north.

The position of the side road proposed within the north-eastern part of the subdivision (road lot 104) is also considered to allow for the proposed lots that would be accessed from this road to be orientated to provide adequate solar access. Locating this road closer to the northern side of the saddle in this part of the site allows for the minimum areas of these lots to be located away from land that has less favourable solar access, as discussed above.

The other proposed side roads (road lots 102 and 103) are also considered to allow for the lots that would be accessed from these roads to be orientated to provide adequate solar access. As discussed earlier, these lots would generally have minimum areas with the long axis orientated due north or close to due north. The proposal is therefore consistent with sub-clause (e).

As also discussed earlier in the report, the proposal is consistent with the existing pattern of subdivision in the area. As noted, the proposed through road would have an orientation relative to the topography similar to the existing section of Boondar Street and Cazaly Drive to the south. The proposed lots would have similar sizes to the existing lots accessed from these streets. The proposal is therefore consistent with sub-clause (f).

The proposal complies with the performance criterion P4 for clause 8.6.1 because the proposed *subdivision would provide for orientation of lots that would provide adequate solar access for future dwellings*, and therefore meets the standard.

8.6.2 Roads P1

There is no acceptable solution for clause 8.6.2 which applies where a subdivision includes new roads. The proposal therefore relies upon the performance criterion for this clause, which states that:

The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:

(a) any road network plan adopted by the council;

(b) the existing and proposed road hierarchy;

(c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;

(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;

(e) minimising the travel distance between key destinations such as shops and services and public transport routes;

(f) access to public transport;

(g) the efficient and safe movement of pedestrians, cyclists and public transport;

(h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;

(i) the topography of the site; and

(j) the future subdivision potential of any balance lots on adjoining or adjacent land.

With regard to the above sub-clause (a), Council has not adopted a road network plan. However, there appears to be a clear intent for a road to be provided between the end of Branscombe Road and Boondar Street given how these roads currently end and the zoning of the site.

With regard to sub-clause (b), the discussion paper referred to in the background section of this report, states that "Boondar Street is also lightly trafficked, and generally operates as local residential street" (page 14). The discussion paper also states that:

the lower section of Branscombe Road currently functions as a local residential street. Its primary purpose is to serve the properties within the surrounding streets (Page 16).

Therefore, Boondar Street and Branscombe Road are currently considered to be local residential streets within the road hierarchy. Council's Senior Transport Engineer advises that "Branscombe Road and Boondar Street are both local streets. This will remain with the development connecting the roads together, with the traffic management slow points to deter through traffic". The proposal therefore complies with the above sub-clause (b) as it would not affect the road hierarchy.

Sub-clause (c) of the performance criterion for clause 8.6.2 considers whether connecting roads and pedestrian and cycling paths are needed to the boundaries of adjoining land in order to facilitate future subdivision potential. The land to the north, east, and south of where the proposed residential lots would be located has already been subdivided at standard residential density. The zoning of the land that would be retained within the proposed balance lot and that to the north and south of the site means that this land is unlikely to be subdivided at a significantly higher density in the near future.

The only adjoining land that has any significant subdivision potential is that to the north-east of the site at 1 and 1A Claremont Link Road. This land is appropriately zoned to allow for subdivision at a residential density. However, the provision of connecting roads to this land within the currently proposed subdivision is not considered necessary or desirable given the potential for alternative access to any subdivision of the land.

The properties at 1 and 1A Claremont Link Road have frontage to Claremont Link Road to the east. This road provides a link between the suburbs of Chigwell to the south and Claremont to the north. The frontage of the properties to Claremont Link Road is also relatively close to the major intersection of this road with the Brooker Highway to the north-east. Therefore, the provision of access to any future subdivision of these properties should be via the Claremont Link Road frontage rather than via a connecting road provided within the currently proposed subdivision, as this frontage is on a connecting road and closer to a major highway. It is also noted that the proposal would create an alternative link between Chigwell and Claremont to the link road and that further connectivity beyond this link is not considered essential.

The proposed POS lot that would be contiguous with Faulkner Rivulet would allow for a path that would provide connectivity between the site and any subdivision of the adjoining land to the north-east, although this path is not essential to facilitate this subdivision. The proposal is therefore considered to comply with the sub-clause (c) because connecting roads and parts are not required to facilitate future subdivision of any adjoining land.

With regard to sub-clause (d) of the above performance criterion, the proposal would provide connectivity with the surrounding road network by providing a link between Branscombe Road and Boondar Street. The proposal would also provide connectivity by allowing for a path that would connect the site with any subdivision of the adjoining land to the north-east and the existing residential area to the east and south. The application was referred to Metro Tasmania for comment regarding the provision of public transport but a response had not been received at the time of writing. However, it is possible that the proposed through road may allow for an expansion of Metro's services as it would allow for more efficient routing of services. The proposal is therefore considered to comply with sub-clause (d).

The proposed through road would also minimise travel distance between key destinations such as shops and services by allowing for access to the north or south of the proposed subdivision. The through road would also allow for access to public transport services, such as the recently approved park and ride facility on Claremont Link Road to the north-east of the site. The proposal therefore complies with sub-clause (e).

As noted above, the proposal may allow for an expansion of Metro Tasmania's bus services by allowing for a more efficient routing of services than is currently possible in the absence of a through road connecting Branscombe Road and Boondar Street. The proposal is therefore considered to be consistent with the above sub-clause (f).

As noted in the TIA and shown on the Road and Services Plan provided with the application, footpaths would be provided throughout the proposed subdivision. A footpath would be provided on both sides of the proposed through road while a footpath is proposed to be provided on one side of the proposed side roads. Council's Transport engineer has recommended a condition to require footpaths on both sides of the side roads in order to provide for the efficient and safe movement of pedestrians within the subdivision. As noted earlier, the proposal also allows for the construction of a path within the POS lot that would be contiguous with Faulkner Rivulet.

While dedicated cycle paths are not proposed within the subdivision, the proposed footpaths and the provision for a path contiguous with the rivulet are considered to make some provision for cyclists.

The TIA demonstrates that the proposed arrangement of roads would allow for buses. For example, the TIA demonstrates that the geometry of the roundabout proposed at the intersection of the through road and two of the side roads would allow for buses to negotiate it without compromising passenger comfort. The proposal is considered to comply with sub-clause (g).

The above sub-clause (h) is not considered to apply because an arterial or collector road is not proposed.

The TIA considers the gradients of the proposed roads against the *Austroads Guide to Road Design Part 3: Geometric Design*. The TIA states that:

The grades of the through road (road 1) will generally be three or less percent for the majority of the length, increasing to 12.99 percent for 21 metres, and then further increasing to 14.52 percent as the road connects to Branscombe Road. Significant vertical curves will be used to minimise the impact of changes in grade. As this road is expected to be lightly trafficked by mainly light vehicles, the short steep grades are not expected to adversely impact the performance of the road.

Similarly, the TIA states that while the proposed side roads may have shorter sections with gradients greater than those usually recommended by the Austroads Guide, this is not considered likely to cause any adverse impact given the low volume of traffic on these roads. The TIA concludes that:

Overall, given the land topography the proposed vertical design is considered fit-for-purpose, for a lightly trafficked urban residential road, with a low volume of commercial traffic use. The vertical grades are not expected to cause any operational issues for public transport buses.

The proposed subdivision, including the proposed arrangement of roads, is considered to be a reasonable response to the topography of the site. The proposal is therefore consistent with sub-clause (i).

As noted earlier, the proposed balance lot has only limited subdivision potential given that it would be within the Landscape Conservation Zone. This zone makes only limited provision for further subdivision of this land. There are not considered to be balance lots on adjoining land with subdivision potential, noting that the adjoining land to the north-east, discussed earlier, does not appear to be within balance lots. The proposal is therefore consistent with sub-clause (j).

The proposal complies with the performance criterion for clause 8.6.2 because the proposed arrangement of roads within the proposed subdivision is considered to provide an appropriate level of access, connectivity, safety, and convenience for vehicles, pedestrians, and cyclists.

22.5.1 Lot Design P1

The acceptable solution A1 for clause 22.5.1 requires existing buildings to be consistent with the setbacks required by clause 22.4.2. The existing dwelling would not be consistent with the side boundary setback from the proposed boundary with the residential lots that is required by clause 22.4.2 A3. The proposal therefore relies upon the performance criterion for clause 22.5.1 which states that:

Each lot, or a proposed lot in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

(a) the relevant Acceptable Solutions for development of buildings on the lots;

(b) existing buildings and the location of intended buildings on the lot;

(c) the ability to retain vegetation and protect landscape values on each lot;

(d) the topography of the site; and

(e) the pattern of development existing on established properties in the area,

and must have an area not less than 20ha.

The proposed balance lot is considered to have sufficient useable area and dimensions suitable for its intended use. The lot would have a large area (over 140ha) and would retain the large dimensions of the subject property – i.e. the property is over 250m wide at its narrowest point. The eastern part of the lot, where future development is more likely to be sited, has a regular rectangular shape and a width of more than 350m. There are also substantial cleared areas within this part of the property. Therefore, while any future development adjacent to the existing dwelling is unlikely to comply with the acceptable solution for side boundary setbacks (i.e. clause 22.4.2 A3) it is likely to comply with the remaining acceptable solutions for the applicable development standards, where possible. The proposal is therefore consistent sub-clauses (a) and (b) of the above performance criterion.

As noted above, the proposed balance lot would include substantial cleared areas. Therefore, the proposal is considered to allow for the retention of vegetation and the protection of landscape values, consistent with sub-clause (c). These cleared areas are also within the parts of the balance lot where the gradient of the land is less steep. The proposal therefore complies with sub-clause (d) because the lot would have sufficient useable area and dimensions suitable for its intended use having regard to the topography of the site.

The setback between the existing dwelling and the boundary with the proposed residential lots would be consistent with the setbacks found within the established residential areas to the south and east of the site. The proposal would therefore be consistent with the pattern of development existing on established properties in the area, consistent with sub-clause (e).

The proposed balance lot would have an area of more than 20ha. The proposal therefore complies with the performance criterion for clause 22.5.1 because the proposed balance lot would have sufficient useable area and dimensions suitable for its intended use.

22.5.1 Lot Design P2

The acceptable solution A2 for clause 22.5.1 requires a lot to a have a frontage of not less than 40m. The proposed balance lot would have a frontage of less than 40m. The balance lot would be provided with frontage via one of the proposed side roads. The balance lot would have approximately 24m of frontage at the end of this road. The proposal therefore relies upon the performance criterion for clause 22.5.1 which states that:

Each lot, or a proposed lot in a plan of subdivision, must be provided with a frontage, or legal connection to a road by a right of carriageway that is sufficient for the intended use, having regard to:

(a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;

(b) the topography of the site;

(c) the functionality and useability of the frontage;

(d) the anticipated nature of vehicles likely to access the site;

(e) the ability to manoeuvre vehicles on the site;

(f) the ability for emergency services to access the site; and

(g) the pattern of development existing on established properties in the area,

and is not less than 3.6m wide.

The frontage proposed for the balance lot is considered to be sufficient for the intended use of this lot. Given the development controls that would apply to this lot, it is likely to continue to be used for the purpose of a single dwelling for the foreseeable future. The lot would not rely upon a right of carriageway so the sub-clause (a) is not relevant.

The proposed location of the frontage for the balance lot is considered to be a reasonable response to the topography of the site. This frontage would be located within the north-western part of where the residential lots would be located, where the gradient of the land is less steep compared to the south-western part of this area. This arrangement allows for frontage and access to be provided to the balance lot while keeping access gradients to the minimum extent possible. The proposal is therefore consistent with sub-clause (b).

The frontage proposed for the balance lot is considered to provide sufficient functionality and useability given that the likely use of this lot would be limited to a single dwelling. It is also noted that the width of the road reserve proposed at the frontage of this lot may allow for access to future development. For example, the road reserve width may allow for frontage for lots within any future subdivision of the balance lot, noting that the subdivision potential of this lot is limited. The proposal is therefore consistent with sub-clause (c).

Given that use of the proposed balance lot is likely to be limited to use for a single dwelling for the foreseeable future, it is unlikely that vehicles not usually associated with residential use would be required to access this lot via the proposed frontage. The proposal is therefore considered to comply with sub-clause (d).

As discussed earlier, the proposed balance lot would have a large area and dimensions. While the land that would be retained within the balance lot would generally be sloping, there would be sufficient area to accommodate vehicle turning areas. The Bushfire Hazard Management Plan provided in the Bushfire Hazard Report provided with the application shows that a turning area suitable for fire fighting vehicles may be provided adjacent to the existing dwelling that would be retained on the balance lot. The proposal is therefore considered to satisfy the above sub-clauses (e) and (f).

The proposed balance lot would be similar to the existing adjacent lots to the north and south that are also within the Landscape Conservation Zone. These lots have only limited frontage largely as a result of their location to the rear of residential lots. The proposed balance lot would have a similar arrangement. The proposal therefore complies with sub-clause (g) because it would be consistent with the pattern of development existing on established properties in the area.

The proposed balance lot would be provided with frontage that would be more than 3.6m wide. The proposal therefore complies with the performance criterion for clause 22.5.1 and meets the standard.

22.5.1 Lot Design P4

There is no acceptable solution A4 for clause 22.5.1. The proposal therefore relies upon the performance criterion P4 for this clause which states that:

Each lot, or a lot proposed in a plan of subdivision, must be capable of accommodating an on-site wastewater management system adequate for the intended use and development of the land, which minimises any environmental impacts.

Given its large area and dimensions, the proposed balance lot is capable of accommodating an on-site wastewater management system adequate for the intended use and development of the land. The proposal therefore complies with the above performance criterion.

However, given the proximity of the existing dwelling to the proposed boundary with the residential lots, there is the possibility that any associated on-site wastewater management system may not be wholly contained within the boundaries of the balance lot. Therefore, advice should be included upon any Planning Permit issued for the development suggesting that this system (including any underground tanks and Land Application Area) should be located prior to the sealing of the final plan for this lot. The advice should state that any on-site wastewater management system associated with the existing dwelling should be retained on the balance and should not encroach onto any other lot. The advice should also state that plumbing approval may be required for any replacement or amendment to the system necessary to ensure that the system is contained within the balance lot.

Codes

The following codes of the Scheme apply to this proposal:

C2.0 Parking and Sustainable Transport Code

The proposed subdivision meet all of the relevant acceptable solutions of this code.

C3.0 Road and Railway Assets Code

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

The acceptable solution A1.1 for clause C3.5.1 requires that no new junctions or vehicle crossings result from the proposed development. The proposal includes a number of new junctions, as well as crossovers for all proposed lots. The proposal therefore relies upon the performance criterion for clause C3.5.1 which states that:

Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

(a) any increase in traffic caused by the use;

(b) the nature of the traffic generated by the use;

(c) the nature of the road;

(d) the speed limit and traffic flow of the road;

(e) any alternative access to a road;

(f) the need for the use;

(g) any traffic impact assessment; and

(h) any advice received from the rail or road authority.

The application was accompanied by a Traffic Impact Assessment (TIA) which considered the above performance criteria. Council's Transport and Development Engineers have reviewed the TIA and advise that "*based on the TIA, the proposed development is not expected to have any unreasonable detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety and satisfies the preference criteria for C3.5.1 P1*".

C7.0 Natural Assets Code

C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area

The acceptable solution A1 for clause C7.7.1 requires each lot to not include any works, bushfire hazard management areas, or vehicular access within a waterway and coastal protection area (WCPA). The proposal includes these works within the WCPA mapped on the site. The proposal includes works to construct the proposed through road, bushfire hazard management areas, and a vehicular access within the WCPA mapped around the unnamed watercourse to the north of the site. The proposal also includes works and bushfire hazard management areas within the WCPA mapped around Faulkners Rivulet on the eastern boundary of the site. The proposal therefore relies upon the performance criterion for clause C7.7.1 which states that:

Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must minimise adverse impacts on natural assets, having regard to:

(a) the need to locate building areas and any associated bushfire hazard management area to be outside a waterway and coastal protection area or a future coastal refugia area; and

(b) future development likely to be facilitated by the subdivision.

In response to sub-clause (a) of the performance criterion, the Natural Values Assessment (NVA) provided with the application states that:

All building areas on lots adjacent to the rivulet have been located outside the WCPA. The subdivision has been designed to limit the requirements to clear vegetation within the WCPA for bushfire hazard management area for the lots that are adjacent to the rivulet. Vegetation will be retained on Lot 15 and 18-21. Vegetation on Lots 2, 5, 6 and 10 will be cleared for bushfire hazard management however on these lots the vegetation is dominated by weedy vegetation. A riparian reserve will be established along the length of the rivulet as part of the subdivision.

In response to sub-clause (b), the NVA states that:

The subdivision will require the removal some vegetation within the WCPA however the vegetation is dominated by weeds. Vegetation will be retained within the WCPA on the 5 lots to the north east and along the riparian reserve. The control of weeds amongst this vegetation as part of the subdivision will improve the condition of the riparian vegetation and partially offset the loss of other vegetation.

The NVA includes several recommendations regarding tree retention and the preparation of a weed management plan for the site. Conditions of approval are recommended requiring these recommendations to be implemented.

It is considered that the proposal satisfies the standard by meeting the performance criteria.

C7.7.2 Subdivision within a priority vegetation area

The proposal includes works, the construction of the proposed through road at the north of the site, and services within a priority vegetation area.

The proposal must therefore be assessed against the performance criteria of the standard as follows

P1.1 Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:

(a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;

(b) subdivision for the construction of a single dwelling or an associated outbuilding;

(c) subdivision in the General Residential Zone or Low Density Residential Zone;

(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;

(e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or

(f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.

P1.2 Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:

(a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;

(b) any particular requirements for the works and future development likely to be facilitated by the subdivision;

(c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;

(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;

(e) any on-site biodiversity offsets; and

(f) any existing cleared areas on the site.

The requirements of P1.1 are set out so that the proposal is only required to meet one of the performance criteria; it meets (c) as the proposal is for subdivision in a General Residential Zone.

With respect to P1.2, the Natural Values Assessment (NVA) provided with the application states that:

The clearing of priority vegetation is limited to a small area on Lot 30 and the edge of the vegetation along Faulkner Rivulet for bushfire hazard management. The majority of the area mapped as priority vegetation will be retained and its condition improved through weed management.

The NVA includes several recommendations including the preparation of a weed management plan for the site. A condition of approval is recommended.

It is considered that the proposal meets the standard by satisfying the performance criteria.

C8.0 Scenic Protection Code

While the majority of the subject property is within a scenic protection area, the proposal is considered to be exempt from this code in accordance with clause C8.4.1 (d) because the proposed subdivision does not involve works within this area.

C12.0 Flood-Prone Areas Hazard Code

C12.7.1 Subdivision within a flood-prone hazard area

The proposal shows building areas (lot 13 and 23) within a flood-prone hazard area and therefore does not meet the acceptable solution A1 for clause C12.7.1 and therefore relies upon the performance criterion for clause C12.7.1 which states:

P1 Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:

(a) any increase in risk from flood for adjacent land;

(b) the level of risk to use or development arising from an increased reliance on public infrastructure;

(c) the need to minimise future remediation works;

(d) any loss or substantial compromise by flood of access to the lot, on or off site;

(e) the need to locate building areas outside the flood-prone hazard area;

(f) any advice from a State authority, regulated entity or a council; and

(g) the advice contained in a flood hazard report.

The applicant has provided a flood hazard report and stormwater management report analysing how flood risk will be managed. Overland flows are expected to be conveyed with roadway associated infrastructure (Kerb and gutter and Side Entry pits feeding into underground pipe system) with a low hazard risk.

The application was referred to Council's Hydraulic Engineer who has provided the following assessment of the proposal against the above performance criterion:

"*Flood Hazard Report has been incorporated into the Stormwater Report prepared by PDA, revision 1 dated 23 May 2025…"*

"The Stormwater Report by PDA includes a comprehensive assessment of stormwater runoff and overland flow paths for a 1% AEP event including a climate change allowance for a scenario of SSP5-8.5 for year 2100 (Worst Case) as outlined in Australian Rainfall and Runoff Guide (ARR Guidelines) version 4.2. Existing overland flow paths are identified to be low-hazard category as per Council's 1% AEP flood maps.

Overland flows are expected to be conveyed with roadway associated infrastructure (Kerb and gutter and Side Entry pits feeding into underground pipe system) with a low hazard risk. Existing overland flow path to the north of subdivision will be re-directed to the battle axe turning head to follow the new roadway. This overland flow path will continue towards proposed Cul-de-Sac that will run along lot 20 towards the watercourse. While the infrastructure has been designed with additional capacity in this location and downstream, a condition will be added to the permit to extend current partial drainage easement along western boundary of lot 20 all the way towards the watercourse…"

The Hydraulic Engineer has provided conditions of approval for inclusion upon any Planning Permit issued for the proposal, including the extension of the current partial drainage easement along western boundary of lot 20 all the way towards the watercourse to address flood management within the proposal.

It is considered that the standard has been satisfied as the performance criteria has been met.

C13.0 Bushfire-Prone Areas Code

C13.6.2 Public and fire fighting access

The acceptable solution for clause C13.6.2 requires a Bushfire Hazard Management Plan to demonstrate that proposed roads will comply with the standards provided in Table C13.1. As noted in the Bushfire Hazard Report (BHR) provided with the application, the turning head proposed at the end of the side road that would include access to the proposed balance lot, would not comply with these standards because it would not have a minimum 12m outer radius. The proposal therefore relies upon the performance criterion for clause C13.6.2 which states that:

A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:

(a) appropriate design measures, including:

- *(i) two way traffic;*
- *(ii) all weather surfaces;*
- *(iii) height and width of any vegetation clearances;*
- *(iv) load capacity;*
- *(v) provision of passing bays;*
- *(vi) traffic control devices;*
- *(vii) geometry, alignment and slope of roads, tracks and trails;*
- *(viii) use of through roads to provide for connectivity;*
- *(ix) limits on the length of cul-de- sacs and dead-end roads;*
- *(x) provision of turning areas;*
- *(xi) provision for parking areas;*
- *(xii) perimeter access; and*
- *(xiii) fire trails; and*

(b) the provision of access to:

- *(i) bushfire-prone vegetation to permit the undertaking of hazard management works; and*

(ii) fire fighting water supplies; and

(c) any advice from the TFS.

The BHR states that the turning head proposed at the end of the side road (shown as road 4 on the relevant plans) would have the dimensions required by Table C13.2, element B, sub-clause (j)(iii) – i.e. the turning head would meet the property access requirements for a turning area for fire appliances. While these requirements do not apply to the turning areas required for proposed roads, compliance with this standard is considered to demonstrate that the proposed turning head would make adequate provision for fire fighting vehicles to manoeuvre.

Side road 4 would allow for two way traffic as required by the above sub-clause (a)(i) and would have a sealed, all-weather surface as required by sub-clause (a)(ii). There would be no significant vegetation that would affect clearances around the proposed turning head, as it would be adjacent to residential lots and the adjacent part of the balance lot has been cleared of standing vegetation. The proposal therefore complies with sub-clause (a)(iii).

The turning head would have the required load capacity as required by the relevant Tasmanian Standard Drawing. Passing bays are not required given that side road 4 would have sufficient width to allow for two way traffic. The proposal therefore complies with sub-clauses (a)(iv) and (a)(v).

The BHR suggests that signage should be provided that prohibits parking within and adjacent to the proposed turning head. The proposal therefore complies with sub-clause (a)(vi) because no additional traffic control devices appear necessary.

The geometry, alignment, and slope of the proposed roads, other than the turning head proposed at the end of road 4, complies with the relevant standards within the Table C13.1. A through road is proposed that would provide connectivity. The proposal therefore complies with sub-clauses (a)(vii) and (a)(viii).

The length of side road 4 would be less than 100m from the centre of the proposed roundabout at the intersection with the proposed through road to the end of the turning head. Therefore, the length of the proposed dead-end road would be limited as required by sub-clause (a)(ix).

The provision of a turning area at the end of proposed road 4 would allow fire-fighting vehicles to manoeuvre and park where they may potentially protect the proposed residential lots from a bushfire threatening the site from the west. The proposal therefore complies with sub-clauses (a)(x) and (a)(xi).

Road 4 would also potentially allow for fire-fighting vehicle access to the western perimeter of the proposed residential lots, consistent with sub-clause (a)(xii). A fire trail is not proposed, so sub-clause (a)(xiii) is not relevant.

Proposed Road 4 would also allow access to the bushfire-prone vegetation found to the west of the site, which would allow for hazard management works. It is also noted that the proposed access to the balance lot would connect to the Lowes Ridge Fire Trail that passes through the subject property. The proposal is therefore consistent with sub-clause (b)(i).

An indicative fire hydrant is shown adjacent to the proposed road 4 turning head. Therefore, the proposed turning head would facilitate access to fire fighting water supplies, consistent with sub-clause (b)(ii).

With regard to sub-clause (c), the author of the BHR sought advice from the Tasmania Fire Service (TFS) regarding the proposed road 4 turning head. In response, the TFS advised that it "supports the justification provided under C13.6.2 P1" (see Appendix B of the planning report submitted with the application and advertised).

The proposal is considered to comply with the performance criterion for clause C13.6.2 because the proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles, and emergency service personnel to enable protection from bushfires. It is considered that the standard is met.

C15.0 Landslip Hazard Code

C15.7.1 Subdivision within a landslip hazard area

The acceptable solution for clause C15.7.1 requires each lot to be able to contain services that are wholly outside a landslip hazard area. The proposal includes lots that would contain services that are partly within a landslip hazard area. Lots 18 and 19 would contain part of the sewer main proposed adjacent Faulkner Rivulet. As shown on the Low and Medium Landslip Area Overlay plan provided (sheet 801), this main would be partly within a medium landslip hazard area where it passes through these lots. The proposal therefore relies upon the performance criterion for clause C15.7.1 which states that:

Each lot, or a lot proposed in a plan of subdivision, within a landslip hazard area must not create an opportunity for use or development that cannot achieve a tolerable risk from landslip, having regard to:

(a) any increase in risk from a landslip for adjacent land;

(b) the level of risk to use or development arising from an increased reliance on public infrastructure;

(c) the need to minimise future remediation works;

(d) any loss or substantial compromise, by a landslip, of access to the lot on or off site;

(e) the need to locate building areas outside the landslip hazard area;

(f) any advice from a State authority, regulated entity or a council; and

(g) the advice contained in a landslip hazard report.

The construction of a sewer main that would partly be within a landslip area is not considered likely to significantly increase risk from a landslip for adjacent land. It is noted that subdivision and minor utilities are exempt from the Landslip Hazard Code, except where significant works are involved. The services proposed within a landslip hazard area meet the definition provided for significant works, as they would require excavation greater than 1m. However, the depth of excavation proposed is not significantly greater than that allowed for by the exemption (an average excavation depth of approximately 1.7m is proposed), and only a relatively short section of the main (i.e., less than 30m) would be within the hazard area. The proposal therefore complies with the above sub-clause (a).

The services proposed within a landslip hazard area are unlikely to result in an increased reliance upon public infrastructure or in the need for future remediation works. The proposal therefore complies with sub-clause (b) and (c). The services would not affect access to the relevant lots as they would be at the rear of the lots and away from the respective frontage. The proposal therefore complies with sub-clause (d).

All of the proposed building areas would be located outside of a landslip hazard area. The proposal is therefore consistent with sub-clause (e). With regard to sub-clause (f), the application was referred to the relevant regulated entity, TasWater, who has raised no objection to the proposed location of a sewer main partly within a landslip hazard area.

With regard to sub-clause (g), a Geotechnical Site Investigation was submitted with the application, however, it does not address the above performance criterion.

The proposal is considered to comply with the performance criterion for clause C15.7.1 because it is unlikely to create an opportunity for use or development within a landslip hazard area not that cannot achieve a tolerable risk from landslip. The standard is therefore considered to be met.

State Planning Provisions - Applied, Adopted or Incorporated Documents

Glenorchy Local Provisions Schedule (GLPS)

Local Area objectives

No local area objectives of the Scheme apply to this proposal.

Particular Purpose Zones

No particular purpose zones of the Scheme apply to this proposal.

Specific Area Plans

No specific area plans of the Scheme apply to this proposal.

GLE-Site Specific Qualifications

No site-specific qualifications of the Scheme apply to this proposal.

GLE-Code lists

No code lists of the Scheme apply to this proposal.

GLE-Applied, Adopted and Incorporated Document

No applied, adopted, or incorporated Documents of the Scheme apply to this proposal.

INTERNAL REFERRALS

Internal referrals are included in Attachment 2.

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater which has provided a Submission to Planning Authority Notice in response. The standard condition of approval referring to this notice should be included upon any Planning Permit issued for the proposal.

Other

The application was referred to the Tasmania Fire Service (TFS). The TFS comments provided in response address the proposed hazard management area (HMA) on the balance lot and staging of the proposed subdivision. The TFS raises concern regarding the arrangement in which the HMA for several of the proposed residential lots would be provided upon the balance lot, suggesting that "this type of arrangement is technically compliant but often poorly implemented and can result in ongoing compliance problems". The Bushfire Hazard Report provided with the application states only that the "HMA will require a formal agreement on the title of the Balance Lot in favour of the adjacent lots as per C13.6.1 A1 (c)".

While the TFS concern is noted, in the absence of any alternative solution being offered, the standard arrangement requiring an easement to be created that allows for the owners of the relevant residential lots (lots 30, 31, 37, 38, and 45 -50) to maintain the HMA on the balance lot is required. A condition of approval requiring this easement to be created should be placed upon any Planning Permit issued for the proposal. A further condition of approval should require the interim HMA identified in the BHR for each stage of the subdivision to be implemented and maintained by the developer, as recommended by the TFS.

The application was referred to TasNetworks which advised that "the development is not likely to adversely affect TasNetworks' operations".

The application was also referred to Metro Tasmania, however, a response had not been received at the time of writing.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with 1 representation being received. The issues raised are as follows:

Access to an Adjoining Property

The representor raises concern regarding the depth of the excavation required in order to construct the proposed through road at the point where it would connect to Branscombe Road. The representor suggests that this depth would restrict access between the eastern and western parts of the adjoining property to the north of the site, at 1A Claremont Link Road.

Planner's Comment:

The relevant long section included in the application (Long Section Road 1 – Sheet 3) indicates that only minimal excavation is proposed at the point where the proposed through road would connect to the existing end of Branscombe Road. The long section suggests that some fill is proposed at this point and that the existing road surface would be reconstructed and "lifted". The extent of the height of fill proposed at this point is less than 300mm. The relevant Road and Services Plan (sheet 3) shows that new crossovers would be provided on either side of the reconstructed road. Therefore, access between the eastern and western parts of property at 1A Claremont Link Road would be maintained.

Stormwater Discharge to Tributary

The representor raises concern regarding the potential for increased stormwater flow into the creek that is generally to the north off the site. This creek flows into Faulkners Rivulet so is referred to as a tributary in the Stormwater Management Report provided with the application.

Planner's Comment:

The Stormwater Management Report states that for up to 5% annual exceedance probability events, stormwater "discharge from the subdivision will be to Faulkner's Rivulet", i.e., during normal conditions, stormwater from the proposed subdivision will not be directed to the tributary. However, the report also states that during 1% annual exceedance probability events "diverted flows will partly run northwards down Road 1 towards the tributary under Branscombe Road". Therefore, during rare, high rainfall events some of the stormwater runoff from the subdivision will be directed to the tributary. This arrangement is not considered unreasonable as stormwater from the subdivision would not usually be directed to the tributary and some of land that is proposed to be subdivided would currently drain to this watercourse currently.

Sewerage Infrastructure

The representor queries whether sewerage from the subdivision would be directed to the existing sewerage infrastructure that passes through the property at 1A Claremont Link Road.

Planner's Comment:

The Road and Services plan shows that a proposed sewer main would connect to the existing sewer at the end of Branscombe Road. This existing sewer passes through the northern part of the property at 1A Claremont Link Road.

Zoning Issues

The representor raises concern that the zoning of the site has been changed to allow for the proposed subdivision without their consent.

Planner's Comment:

As noted earlier in the background section of the report, approval was issued in 2008 for a subdivision of the property that is generally similar to that currently proposed. This approval suggests that the property was appropriately zoned under the previous *Glenorchy Planning Scheme 1992* to allow for subdivision. Therefore, while the zoning of the property has changed over the years, there have been no recent changes in its zoning.

Privacy and Security Impacts

The representor raises concern regarding potential impacts upon the privacy and security of the adjoining property at 1A Claremont Link Road as a result of the subdivision.

Planner's Comment:

The proposal is likely to result in some impact upon the privacy of the property at 1A Claremont Link Road. The proposed subdivision would allow for residential development along the southern boundary of this property, adjacent to where the dwelling upon it is located. However, this potential impact is not considered unreasonable given the zoning of both this part of the site and the adjoining property, i.e. residential development should reasonably be expected on vacant land that is within the General Residential Zone. The lots proposed along the southern boundary of this adjoining property are generally larger which is considered likely to ensure that future development upon these lots may comply with the relevant development standards for privacy. The issue of property security is not directly considered in the planning scheme.

CONCLUSION

The proposal relies upon a number of performance criteria in order to comply with the applicable standards of the Scheme. The proposal is assessed as satisfying the performance criteria and complies with the applicable standards.

The proposal is assessed as complying with all other development standards in the General Residential Zone, the Landscape Conservation Zone, as well as the applicable standards of the Parking and Sustainable Transport Code, the Road and Rail Asset Code, the Natural Assets Code, the Flood-Prone Areas Hazard Code, the Bushfire-Prone Areas Code and the Landslip Hazard Code.

The application was publicly advertised for the statutory 14-day period and one representation was received raising concerns regarding access to an adjoining property, stormwater discharge, sewerage infrastructure, zoning issues, and privacy and security impacts.

The proposal is consistent with the Scheme's applicable zone and code purpose statements.

RECOMMENDATION

That a permit be granted for the Subdivision (61 Lots plus balance) at 15 Karambi Street, Chigwell subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-24-129 and endorsed plans except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2024/00913-GCC, dated 10 April 2025, form part of this permit.
3. The subdivision may proceed in stages, as described on the approved plans. Frontage, vehicular access, and services must be provided to each lot within each stage prior to the sealing of the final plan for the respective stage.
4. An easement must be created over the balance lot that allows for the owners of lots 30, 31, 37, 38, and 45 to 50 (inclusive) to maintain a Hazard Management Area on the balance lot consistent with that shown on the approved Bushfire Hazard Management Plan for the subdivision (prepared by Enviro-dynamics, dated 25/3/2024, version v1.2). The easement must be included in any Schedule of Easements submitted to Council together with any final plan for the subdivision.
5. The interim Hazard Management Areas shown on the approved Bushfire Hazard Management Plan (prepared by Enviro-dynamics, dated 25/3/2024, version v1.2) must be provided for each stage of the subdivision. The interim Hazard Management Areas must be established and maintained by the developer until the completion of any subsequent stage.
6. Lots 105 and 106 must be shown as lots on the Final Plan with the notation, "Public Open Space".

7. Any lots described as “public open space”, “public access way”, “road” or “to be acquired by the Highway Authority” on the Final Plan must be transferred to the Council for a nominal sum of $1.00 and must be accompanied by a Memorandum of Transfer to the Glenorchy City Council, all documentation in relation to discharges of any Mortgages, caveats or the like, and all relevant registrable dealings. This Transfer must be executed by the vendor, identifying the lot(s) to be transferred and the applicant is responsible for all Land Titles Office and stamp duty fees and charges.

   The applicant remains responsible for ensuring that any Land Titles Office requisitions are effectively resolved, and the applicant must meet the costs of such requisitions.

8. An original of each of the Plan of Subdivision and Schedule of Easements must be submitted to Council for sealing.

   The applicant must pay Council the amount specified in Council’s Schedule of Fees and Charges to complete the measure up and record ‘as constructed’ data for all assets to be taken over by Council prior to the sealing of a Final Plan.

Engineering

9. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.

10. A separate service connection for water supply, sewerage, and stormwater must be provided to each lot in accordance with the requirements of Council’s Senior Development Engineer.

11. Easements must be created over all existing and proposed service lines in accordance with the requirements of Council’s Senior Development Engineer.

12. Services for rear lots must be provided from the front boundary or legal point of connection for the total length of the access of internal rear blocks.

13. The developer must provide underground electrical reticulation for power and street lighting. Underground TasNetworks cables must be used subject to any underground cables in joint use trenches complying with Council’s Senior Development Engineer’s requirements.

14. Residential underground power and fibre ready facilities (pit and pipe that can hold optical telecommunication fibre line) to each lot and street lighting must be installed prior to the sealing of the final plan.

15. No civil works related to or associated with the subdivision approved by this permit are to occur on or external to the site unless these works are in accordance with engineering drawings that have been approved by Council’s Development Engineer. Changes to the design and/or location of civil works will require the submission of amended engineering drawings prepared by a licensed civil engineer for approval by Council’s Engineer.

16. Engineering design drawings must be submitted and approved prior to construction. The engineering drawings must:

    a) be certified by a qualified and experienced Engineer;

    b) Clearly distinguish between public and private infrastructure;

    c) Include provision for future development within the catchment to be adequately and efficiently serviced, i.e., via appropriate easements;

    d) Show the final Lot boundaries, with each Lot serviced separately by Council infrastructure and all private plumbing contained within each lot;

    e) Specify lot connection sizes, depths, and locations such that as much as practicable of the lots can be drained via gravity;

    f) Show any existing connections. Any redundant connections must be sealed by the Council at the owner's expense prior to sealing of the final plan;

    g) show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, and inspection openings;

    h) Provide details of the cutoff drain extension as suggested in concept engineering plans by PDA Revision P4, dated 30.05.2025. It should include drain geometry with a minimum 200mm freeboard and suitable batter treatment/lining to safely convey overland flows;

    i) Provide details of the proposed On-site detention device (OSD) including inlet, outlet, orifice control, overflow mechanism and access points for maintenance;

    j) Provide details of the proposed Stormwater quality treatment devices including inlet, outlet, orifice control, overflow mechanism/ hy flow bypass and access points and path for maintenance. A safe grass decanting area must be provided near the proposed infrastructure that is at least 30m away from the watercourse;

    k) Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013.

    All work required by this condition must be undertaken in accordance with the approved engineered drawings.

17. Prior to the approval of engineering plans, a detailed cost estimate for all civil works must be provided. This estimate will be used to calculate the engineering assessment fee. Under Council Schedule of fees and charges, the engineering drawings approval fee is 2.2% of the value of the civil works. This amount is subject to annual adjustment in accordance with the Council Fees and Charges Register. This fee must be paid prior to the issuing of the approved engineering plans.

18. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the construction process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.

19. Prior to the issuing of building approval and/or the commencement of works, including demolition (whichever occurs first), a Soil and Water Management Plan detailing proposed sediment and erosion control measures must be submitted and approved as Condition Endorsement, to the satisfaction of the Council's Senior Development Engineer. These plans must be prepared in accordance with the Derwent Estuary Program guidelines (Erosion and Sediment Control).

    The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting or demolition. The measures must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways, or adjoining properties.

    The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Councils Senior Development Engineer. Any temporary or permanent batter stabilisation works must be designed according to the recommendations from a qualified Geotechnical Engineer.

20. Prior to the commencement of works, including demolition and excavation, a Construction Management Plan, must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Senior Statutory Planner. The plan must provide details of the following:

    (a) Hours for construction activity in accordance with any other condition of this permit;

    (b) Measures to control noise, dust, water and sediment laden runoff;

    (c) Measures relating to removal of hazardous or dangerous material from the site, where applicable;

(d) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay;

(e) A Traffic Management Plan showing truck routes to and from the site;

(f) Swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;

(g) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;

(h) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the construction management plan;

(i) Contact details of key construction site staff;

(j) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support site sheds on Council road reserves; and

(k) Any other relevant matters

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

21. The proposed partial 'PIPELINE AND SERVICES & DRAINAGE EASEMENT' within lot 20 must be extended to the watercourse along the shared boundary with lot 19. The proposed low point of the cul-de-sac should be designed to ensure that any upwelling or surcharge of runoff on the roadway can be effectively directed into the drainage easement of Lot 20.

22. The new stormwater infrastructure must be constructed prior to the sealing of the final plan.

23. Digital copies of a post construction work CCTV video and associated report(s) of any proposed Council stormwater main must be submitted to the satisfaction of Council after completion of all work but prior to the sealing of the final plan.

24. Prior to commencement of the development, a new stormwater connection, equivalent to a 150mm diameter pipe, unless specified otherwise in the approved plans, must be installed from the property boundary to Council's public stormwater. The detailed design of the connection must comply with the LGAT drawing and be submitted for approval prior to the issuing of the building permit or the commencement of works (whichever occurs first). Any existing stormwater connections that are abandoned must be decommissioned and sealed at the owner's expense.

25. The stormwater connection(s) must be constructed by a suitably qualified person, inspected by Council's Plumbing Surveyor, and completed to the satisfaction of Council. The applicant must notify the relevant Council officer for an inspection prior to backfilling.

    Advice: If the stormwater connection works are not left exposed for inspection, Council may require the Applicant to undertake a CCTV inspection at the Applicant's cost. A digital copy of the CCTV inspection video, along with the associated report(s), must be submitted to Council prior to the issuance of any Certificate of Completion.

Road Infrastructure

26. The engineering design drawings must include three slow points and a road width of between 8.5m and 8.9m on the main through road, along with footpaths on both sides of all the roads. The engineering drawings must be submitted to Council, to the satisfaction of the Director of Infrastructure and Works. The works must be installed as per the engineering drawings by the developer prior to titles being issued.

27. Provide detailed drawings of all road infrastructure associated with the subdivision for the approval of the Council's Director Infrastructure Services. must be submitted and approved as a Condition Endorsement, to the satisfaction of the Director of Infrastructure and Works and Senior Development Engineer. All road infrastructure drawings are to be designed by a suitably qualified and experienced engineer in accordance with the Institute of Public Works Engineering's 'Tasmanian Standard Drawings and Guidelines', the Department of State Growth Specifications and all other relevant standards, guidelines and procedures.

    Advice: Minimum road pavement widths to be in compliance with Table 1, Road requirements, IPWEA TSD R06. Design drawings shall include, but not be limited to:

    (a) Fully dimensioned horizontal and vertical geometry, including the intersections;

    (b) Construction details in typical cross sections;

    (c) Drainage details;

    (d) Crossfalls;

    (e) Kerb lines;

    (f) Spot levels;

    (g) Stormwater pits and reticulation details;

    (h) Pipe material, class and gradients;

    (i) Pedestrian and vehicle safety barriers;

    (j) Traffic management signage;

    (k) Traffic management devices;

(l) Footpath details (footpaths to be constructed using concrete);

(m) Kerb ramp details and locations;

(n) Long section of road showing grades;

(o) Road cross sections;

(p) Details of any benching required for the road construction; and

(q) All weather access to stormwater devices.

The design drawings when/if approved by the Council's Director Infrastructure Services will be issued as the Council-approved engineering drawings. Structural certificates will be required for pedestrian and vehicle safety barriers to ensure compliance with relevant codes and standards. The approved plans must be complied with.

28. Design of any excavation and/or any earth retaining structures (e.g. embankments, cuttings, retaining walls) and associated structural certificates for any structures must be submitted to council for condition endorsement.

The design must:

(a) Be in accordance with AS4678

(b) Take into account any additional surcharge loadings as required by

(c) relevant Australian Standards.

(d) Take into account and reference accordingly any Geotechnical

(e) findings.

(f) Detail any mitigation measures required.

(g) The structure certificated and/or design should note accordingly the

(h) above.

(i) Include a safe design of structures assessment in accordance with

(j) The Safe Design of Structures Code of Practice 2018.

All work required by this condition must be constructed undertaken in accordance with the approved engineering drawings.

29. Vehicle crash barriers with the proposed highway reservation compliant with the Australian/New Zealand Standard AS / NZS 1170.1 and/or the (IPWEA) LGAT – Tasmanian Standard Drawings must be installed prior to the sealing of the final plan of subdivision for each stage.

A certified design/report prepared by a suitably qualified engineer, to satisfy the above requirements, must be provided to the Council prior to the commencement of work.

All works, required by this condition must be undertaken in accordance with certified design/report. Upon completion the barriers must be inspected by a qualified engineer and a certification submitted to the Council, confirming that the installed barriers comply with the above requirement.

Advice:

- *Once the engineering construction drawings have been approved the Council will issue a condition endorsement.*
- *Separate to Council public infrastructure approval, approvals under the Building Act 2016 will be required and completion documentation required prior to Council taking ownership of this infrastructure.*
- *This condition permits the staging of the development*

30. Embankment Easement must be shown on the final diagram where road batters or retaining structure extend into any lot. To ensure protection of the road reservation, no construction in the embankment easements must not occur without express permission from Council.

31. Compaction of all infill areas including lots to be at 98%.

    State clearly on plans that "all earthworks are to be completed under level 1 supervision and testing by a licensed geotechnical authority".

    Provision of supervision report and copies of compaction tests with locations to be provided to the Council prior to the issuing of any Completion Certificate under the Building Act 2016.

32. Prior to the commencement of works, plans showing detailed designs of the new vehicle crossings must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Senior Development Engineer. The design and construction must be in accordance with the Tasmanian standard drawing TSD-R09-v3 between the kerb and the property boundary. The vehicle crossing must be completed prior to the sealing of the final plan of subdivision for each lot.

    (a) Design driveway access onto the lots with gradients that comply with AS2890 and LGAT drawings.

    (b) Long and cross sections of the road, footpaths, walkways and driveways onto each lot.

    (c) Clearly show that there is 2m behind any proposed retaining wall either by road reservation or embankment easement.

    (d) Include designs of any excavation and/or any earth-retaining structures (e.g. embankments, cuttings, retaining walls) and associated structural certificates for any structures such as vehicle parking decks.

33. Residential underground power to each lot must be installed prior to the sealing of the final plan.

34. A street lighting design for all roads and footways must be submitted and approved, prior to sealing of the final plan. The street lighting design must be:

    (a) In accordance with AS/NZS 1158 series to the requirements of TasNetworks and Council.

    (b) Include TasNetworks standard supplied poles and energy-efficient road light fittings.

    (c) Be certified by a suitably qualified person.

    All work required by this condition must be undertaken in accordance with the approved street lighting design.

35. An approved reflectorised "no-road" sign and barrier must be erected at the end of each stage of construction.

36. Prior to the sealing of the final plan, private sewer, stormwater (including surface drainage) and water services/connections are to be entirely separate to each lot and contained wholly within the lots served.

37. Prior to the sealing of the final plan, the developer must verify compliance with condition 36 by supplying the Council with as-installed services plan(s) clearly indicating the location and details of all relevant services (entirely contained within their respective lots or appropriate easements). The as-installed services plan must be accompanied by certification from a suitably qualified person that all engineering work required by this permit has been completed.

Environment

38. A Weed Management Plan identifying methods to control weeds and the spread of soil-based pathogens must be submitted to and approved by Council's Environment Coordinator prior to the commencement of works. The works identified in the Weed Management Plan must be carried out prior to completion of the subdivision development.

    The Weed Management Plan must identify how the following matters will be addressed:

    a) How appropriate hygiene measures are undertaken during all works prior to any machinery entering and leaving the site, as outlined in the *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* (DPIPWE, Stewart and Askey-Doran, 2015)

    b) Methods of documentation, such as log books, that demonstrate machinery cleaning and inspections undertaken by the contractor

    c) Methods of material hygiene (soils, gravel and plant material etc) so that no

materials contaminated with weed propagules (seed, propagable vegetative material) is removed from or introduced into the site

d) Schedule of follow-up weed inspections of the work to establish if post-works treatment is warranted for any proliferation of weeds due to the project disturbance. It is recommended – the inspection should be undertaken in spring or summer within a year of works but not sooner than three months after completion.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

General Manager's Consent for Stormwater Management

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-24-129 dated 29/07/25, is associated with this permit.

Existing On-site Wastewater Management System

Given the proximity of the existing dwelling to the proposed boundary with the residential lots, there is the possibility that any associated on-site wastewater management system may not be wholly contained within the boundaries of the balance lot. Therefore, this system (including any underground tanks and Land Application Area) should be located prior to the sealing of the final plan for this lot. Any on-site wastewater management system associated with the existing dwelling should be contained on the balance lot and should not encroach onto any other lot. Plumbing approval may be required for any replacement or amendment to the system necessary to ensure that it is contained within the balance lot.

Shared Access to Internal Lots

Consideration should be given to allowing for shared access to internal lots (such as lots 5, 6, 15, and 105) via the provision of reciprocal rights.

Attachments/Annexures

Attachment 1 – Site Plan, Advertised Plans and TasWater Referral

Attachment 2 – Referral Officer Reports

APPENDIX

8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
8.6 Development Standards for Subdivision			
8.6.1 **Lot Design**	**A1** Each lot, or a lot proposed in a plan of subdivision, must: (a) have an area of not less than 450m² and: (i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or	A1(a): Met, all proposed lots would have an area greater than 450m². A1(a)(i): Not met, the gradient of the areas of several lots (lots 1, 4, 5, 6, 7, 8, 9, 10, 53, 57, 58, 59, 60, and 61) would be steeper than 1 in 5. A1(a)(i) a.: Met, proposed areas meet the required setbacks. A1(a)(i) b.: Met, proposed areas are shown clear of easements (noting that the area for lot 18 partially encroaches onto an easement but this lot has adequate area to allow for an area that does not encroach). A1(a)(ii): N/A, the existing buildings on the site are not within the GRZ. A1(b): the proposed POS lots satisfy this sub-clause as they would be for public use.	No

	(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.	A1(c): the proposed road lots satisfy this sub-clause as they would be for the provision of utilities. (e) N/A, lot consolidation is not proposed.	
	A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.	Not met, several proposed lots (lots 2, 5, 6, 10, 15, 20, 21, 22, 23, 44, 45, 49, 50, and 51) would have less than 12m of frontage.	No
	A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	See DE report.	No
	A4 Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.	Not met, the long axis of several lots (lots 2, 6, 10, 16, 17, 18, 19, 20, 21, 22, 23, 24, 29, 30, 36, 37, 38, 39, 41, 40, 42, 43, 45, 46, 49, 52, 53, 54, and 55) would not be orientated with 30 degrees of north.	No
8.6.2 **Roads**	**A1** The subdivision includes no new roads.	Not met, the subdivision includes new roads.	No

8.6.3 **Services**	**A1** Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.	Met, the Road and Services Plans show that each lot would be provided with a connection to TasWater's water supply on the respective frontage of each lot (services not required for POS or road lots).	Yes
	A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	Met, the Road and Services Plans show that each lot would be provided with a connection to TasWater's reticulated sewerage system.	Yes
	A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	Met, the Road and Services Plans show that each lot would be provided with a connection to a public stormwater system.	Yes

22.0 Landscape Conservation Zone

Standard	Acceptable Solution	Proposed	Complies?
22.5 Development Standards for Subdivision			

22.5.1 **Lot Design**	**A1** Each lot, or a proposed lot in a plan of subdivision, must: (a) have an area of not less than 50ha and: (i) be able to contain a minimum area of 25m x 25m, where native vegetation cover has been removed, with a gradient not steeper than 1 in 5, clear of: a. all setbacks required by clause 22.4.2 A2, A3 and A4; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 22.4.2 A2, A3 and A4; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone.	A1(a): Met, the proposed balance lot would have an area greater than 50ha. A1(a)(i): Met, there are several areas with the required dimensions and gradient, that have been cleared of native vegetation on the balance lot. These areas are clear setbacks, easements, and other title restrictions. A1(a)(ii): Not met, the existing dwelling would not be consistent with the side boundary setback from the proposed boundary with the residential lots that is required by 22.4.2 A3. A1(b): N/A, the proposed balance lot is not for public use. A1(c): N/A, the proposed balance lot is not for the provision of utilities. A1(d): N/A, lot consolidation is not proposed.	No
	A2	Not met, the proposed balance lot would have a frontage of less than 40m	No

	Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 40m.		
	A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	Met, see DE report.	Yes
	A4 No acceptable solution.	No acceptable solution.	No

C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
C2.5.1 **Car parking numbers**	**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:		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(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:		

Standard	Acceptable Solution	Proposed	Complies?
	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.		
C2.5.2 **Bicycle parking numbers**	**A1** Bicycle parking spaces must: (c) be provided on the site or within 50m of the site; and (d) be no less than the number specified in Table C2.1.		N/A
C2.5.3 **Motorcycle parking numbers** *This applies to: Business and Professional Services;*	**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		N/A

Standard	Acceptable Solution	Proposed	Complies?
Community Meeting and Entertainment; *Custodial Facility;* *Crematoria and Cemeteries;* *Educational and Occasional Care;* *Food Services;* *General Retail and Hire;* *Hospital Services;* *Hotel Industry;* *Pleasure Boat Facility;* ***Residential if for a communal residence, multiple dwellings or hostel use****;* *Sports and Recreation; and* *Tourist Operation.*	(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.		
C2.5.4 **Loading bays** *This applies to:* *Bulky Goods Sales;* *General Retail and Hire;* *Manufacturing and Processing; and*	**A1** A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.		N/A

Standard	Acceptable Solution	Proposed	Complies?
Storage.			
C2.5.5 **Number of car parking spaces within the General Residential Zone and Inner Residential Zone** *This applies to:* *Business and Professional Services;* *Community Meeting and Entertainment;* *Educational and Occasional Care;* *Emergency Services;* *Food Services;* *General Retail and Hire;* *Sports and Recreation; and* *Utilities, if not for minor utilities.*	**A1** Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (c) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.		N/A
C2.6 Development Standards for Building Works			

Standard	Acceptable Solution	Proposed	Complies?
C2.6.1 **Construction of parking areas**	**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		N/A
C2.6.2 **Design and layout of parking areas**	**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;		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(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		

Standard	Acceptable Solution	Proposed	Complies?
	AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.		
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.	One access per lot is provided	YES
	A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		N/A
C2.6.4 **Lighting of parking areas within the General Business Zone and Central Business Zone**	**A1** In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements*.		N/A

Standard	Acceptable Solution	Proposed	Complies?
C2.6.5 **Pedestrian access**	**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 (d) 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		N/A

Standard	Acceptable Solution	Proposed	Complies?
	those spaces to the main entry point to the building.		
C2.6.6 **Loading bays**	**A1** The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities*, for the type of vehicles likely to use the site.		N/A
	A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.*		N/A
C2.6.7 **Bicycle parking and storage facilities within the General Business Zone and Central Business Zone**	**A1** Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from an entrance;		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces -- Pedestrian area (Category P) lighting -- Performance and design requirements.		
	A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.		N/A
C2.6.8 **Siting of parking and turning areas**	**A1** Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or		N/A

Standard	Acceptable Solution	Proposed	Complies?
	General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.		
	A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads.		N/A
C2.7 Parking Precinct Plan			
C2.7.1 **Parking Precinct Plan**	**A1** Within a parking precinct plan, on--site car parking must: (a) not be provided; or (b) not be increased above existing parking numbers.		N/A

Footnotes

[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			
C3.5.1 **Traffic generation at a vehicle crossing, level crossing or new junction**	**A1.1** For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. **A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **A1.3**	P1 met based on the TIA	P1 MET A1.2 N/A A1.3 N/A A1.4 N/A A1.5 N/A

Standard	Acceptable Solution	Proposed	Complies?
	For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.		
C3.6 Development Standards for Buildings and Works			

Standard	Acceptable Solution	Proposed	Complies?
C3.6.1 **Habitable buildings for sensitive uses within a road or railway attenuation area**	**A1** Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; (b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; or (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the *Noise Measurement Procedures Manual, 2nd edition, July 2008*.		N/A
C3.7 Development Standards for Subdivision			

Standard	Acceptable Solution	Proposed	Complies?
C3.7.1 **Subdivision for sensitive uses within a road or railway attenuation area**	**A1** A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.		N/A

C7.0 Natural Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C7.6 Development Standards for Buildings and Works			
C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area	**A1** Buildings and works within a waterway and coastal protection area must: (a) be within a building area on a sealed plan approved under this planning scheme; (b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or (c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park,		N/A

Standard	Acceptable Solution	Proposed	Complies?
	jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date.		
	A2 Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.		N/A
	A3 Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.		N/A
	A4 Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.		N/A
	A5 Coastal protection works or watercourse erosion or inundation protection works must not occur		N/A

Standard	Acceptable Solution	Proposed	Complies?
	within a waterway and coastal protection area or a future coastal refugia area.		
C7.6.2 Clearance within a priority vegetation area	**A1** Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.		N/A
C7.7 Development Standards for Subdivision			
C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area	**A1** Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must: (a) be for the creation of separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, services, bushfire hazard		No – see report

Standard	Acceptable Solution	Proposed	Complies?
	management area or vehicular access within a waterway and coastal protection area or future coastal refugia area.		
C7.7.2 Subdivision within a priority vegetation area	**A1** Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must: (a) be for the purposes of creating separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.		No – see report

C12.0 Flood-Prone Areas Hazard Code

Standard	Acceptable Solution	Proposed	Complies?
C12.5 Use Standards			
C12.5.1 **Uses within a flood-prone hazard area**	**A1** No Acceptable Solution.	NA	N/A
C12.5.2 **Critical use, hazardous use or vulnerable use**	**A1** No Acceptable Solution.	NA	N/A
	A2 No Acceptable Solution.	NA	N/A
	A3 No Acceptable Solution.	NA	N/A
	A4 No Acceptable Solution.	NA	N/A
C12.6 Development Standards for Buildings and Works			
C12.6.1	**A1**	Proposed works are within a flood-prone area. Performance criteria addressed by a	No

Standard	Acceptable Solution	Proposed	Complies?
Buildings and works within a flood-prone hazard area	No Acceptable Solution.	Flood Hazard Report with comprehensive assessment and design of infrastructure to safely convey the runoff.	Refer to Hydraulic referral for discussion on performance criteria
C12.7 Development Standards for Subdivision			
C12.7.1 **Subdivision within a flood-prone hazard area**	**A1** Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must: (a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area; (b) be for the creation of separate lots for existing buildings; (c) be required for public use by the Crown, a council or a State authority; or (d) be required for the provision of Utilities.	Acceptable solution met under A1 (a) and demonstrated in the concept engineering plans.	Yes

C13.0 Bushfire-Prone Areas Code

Standard	Acceptable Solution	Proposed	Complies?
13.5 Use Standards			

Standard	Acceptable Solution	Proposed	Complies?
C13.5.1 Vulnerable uses	**A1** No Acceptable Solution		N/A
	A2 An emergency management strategy (vulnerable use) is endorsed by the TFS or accredited person.		N/A
	A3 A bushfire hazard management plan that contains appropriate bushfire protection measures that is certified by the TFS or an accredited person.		N/A
C13.5.2 Hazardous uses	**A1** No Acceptable Solution.		N/A
	A2 An emergency management strategy (hazardous use) endorsed by the TFS or accredited person.		N/A
C13.6 Development Standards for Subdivision			
	A1		Yes

Standard	Acceptable Solution	Proposed	Complies?
C13.6.1 Provision of hazard management areas	(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or (b) The proposed plan of subdivision: (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS3959–2009 Construction of buildings in bushfire-prone areas; and (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than the separation distances required for BAL 19 in Table 2.4.4 of		

Standard	Acceptable Solution	Proposed	Complies?
	Australian Standard AS3959-2009 Construction of buildings in bushfire-prone Areas; and (c) if hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.		
C13.6.2 Public and fire fighting access	**A1** (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or (b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas, is included in a bushfire hazard management plan that: (i) demonstrates proposed roads will comply with Table C13.1, proposed property accesses will		No – See report

Standard	Acceptable Solution	Proposed	Complies?
	comply with Table C13.2 and proposed fire trails will comply with Table C13.3 and (ii) is certified by the TFS or an accredited person.		
C13.6.3 Provision of water supply for fire fighting purposes	**A1** In areas serviced with reticulated water by the water corporation: (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table C13.4; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.		yes

Standard	Acceptable Solution	Proposed	Complies?
	A2 In areas that are not serviced by reticulated water by the water corporation: (a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes; (b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table C13.5; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.		yes

C15.0 Landslip Hazard Code

Standard	Acceptable Solution	Proposed	Complies?
C15.5 Use Standards			
C15.5.1 **Use within a landslip hazard area**	**A1** No Acceptable Solution.		N/A
	A2 No Acceptable Solution.		N/A
	A3 No Acceptable Solution.		N/A
	A4 No Acceptable Solution.		N/A
C15.6 Development Standards for Buildings and Works			
C15.6.1 **Building and works within a landslip hazard area**	**A1** No Acceptable Solution.		N/A

Standard	Acceptable Solution	Proposed	Complies?
C15.7 Development Standards for Subdivision			
C15.7.1 **Subdivision within a landslip hazard area**	**A1** Each lot, or a lot proposed in a plan of subdivision, within a landslip hazard area, must: (a) be able to contain a building area, vehicle access, and services, that are wholly located outside a landslip hazard area; (b) be for the creation of separate lots for existing buildings; (c) be required for public use by the Crown, a council or a State authority; or (d) be required for the provision of Utilities.		No – See report