

PLANNING APPLICATION FORM

Section 57 & 58

OFFICE USE
ONLY

Application Number	PA2026294
Assess No:	A13676; A13682
PID No:	9424118; 9424124

Applicant Name:	Nova Land Consulting					
Applicant Contact Name						
Postal Address:						
Contact Phone:	Home		Work		Mobile	
Email Address:						

Planning Application Lodgement Checklist

The following documents have been submitted to support the consideration of this application:

- | | |
|---|---|
| 1. A current copy of the property title text, folio plan and schedule of easements | x |
| 2. A completed application form including a detailed description of the proposal | x |
| 3. A complete plan set: | x |
| a) Floor plans | x |
| b) Elevations (from all orientations/sides and showing natural ground level and finished surface level) | x |
| c) Site Plan showing: | x |
| • Orientation | |
| • All title boundaries | |
| • Location of buildings and structure (both existing and proposed) | |
| • Setbacks from all boundaries | |
| • Native vegetation to be removed | |
| • Onsite services, connections and drainage details (including sewer, water and stormwater) | |
| • Cut and/or Fill | |
| • Car parking and access details (including construction material of all trafficable areas) | |
| • Fence details | |
| • Contours | |
| 4. Other: | |

*If submitting plans in over the counter please ensure they are A3.
All plans must be to scale.*

WEST TAMAR COUNCIL



Application Number: «Application Number»

APPLICANT DETAILS

Applicant Name: Nova Land Consulting

Note: Full name(s) of person(s) or company making the application and postal address for correspondence.

LAND DETAILS

Owner/Authority Name: (as per certificate of title)	19 Connemara Close, Legana Philip Grant Connors Sheryl Anne Connors	21 Connemara Close, Legana Luke Gareth Connors Elizabeth Alice Connors
---	---	--

Location / Address: 19 Connemara Close, Legana
(Access over 21 Connemara Close, Legana)

Title Reference: 186003/30
186003/36

Zone(s): General Residential Zone (8.0)

Existing Development/Use: Vacant

Existing Developed Area:

Are any of the components in this Application seeking retrospective approval?
E.g. Use and/or development that has commenced without a Planning Permit.

YES ☐

NO ☒

(If yes please specify the relevant components):

DEVELOPMENT APPLICATION DETAILS

Proposed Use:	Residential: ☒	Visitor Accommodation: ☐	Commercial: ☐	Other: ☐
	Description of Use: Residential – Multiple Dwelling			

Development Type:	Building work: ☒	Demolition: ☐	Subdivision: ☐	Other: ☐
	Description of development: Residential – Multiple Dwelling (x3)			

New or Additional Area: 432m²

Estimated construction cost of the proposed development: \$800,000

Building Materials:	Wall Type:	Colour:
	Roof Type:	Colour:

Application Number: «Application Number»

VISITOR ACCOMMODATION

☐ N/A

Gross Floor Area to be used per lot:		Number of Bedrooms to be used:	
Number of Carparking Spaces:		Maximum Number of Visitors at a time:	

SUBDIVISION

☐ N/A

Subdivision creating additional lots ☐
Boundary adjustment with no additional lots created ☐

Number of Lots (existing) :		Number of Lots (proposed) :	
Description:			
If applying for a subdivision which creates a new road(s), please supply three proposed names for the road(s), in order of preference:			
1.			
2.			
3.			

COMMERCIAL, INDUSTRIAL OR OTHER NON-RESIDENTIAL DEVELOPMENT/USE

☐ N/A

Hours of Operation:	Monday / Friday:		To	
	Saturday:		To	
	Sunday:		To	

Existing Car Parking:	
Proposed Car Parking:	

Number of Employees: (Existing)	
Number of Employees: (Proposed)	

Type of Machinery installed:	
Details of trade waste and method of disposal:	

Application Number: «Application Number»

APPLICANT DECLARATION

Owner: As the owner of the land, I declare that the information contained in this application is a true and accurate representation of the proposal and I consent to this application being submitted and for Council Officers to conduct inspections as required for the proposal,

Name (print)

Signed

Date

Applicant: As the applicant, I declare that I have notified the owner of my intention to make this application and that the information contained in this application is a true and accurate representation of the proposal,
(if not the owner)

Name (print)

Signed

Date

Please Note: If the application involves Crown Land you will need to provide a letter of consent and this form signed by the Minister, or a delegated officer of the Crown with a copy of the delegation.

**Crown
Consent**
(if required)

Name (print)

Signed

Date

**Chief
Executive
Officer**
(if required)

Name (print)

Signed

Date

If the subject site is accessed via a right of way, the owner of the ROW must also be notified of the application.

Right of Way Owner:

Luke Gareth Connors
Elizabeth Alice Connors

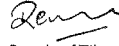
As the applicant, I declare that I have notified the owner of the land encumbered by the Right Of Way, of my intent to lodge this application that will affect their land.

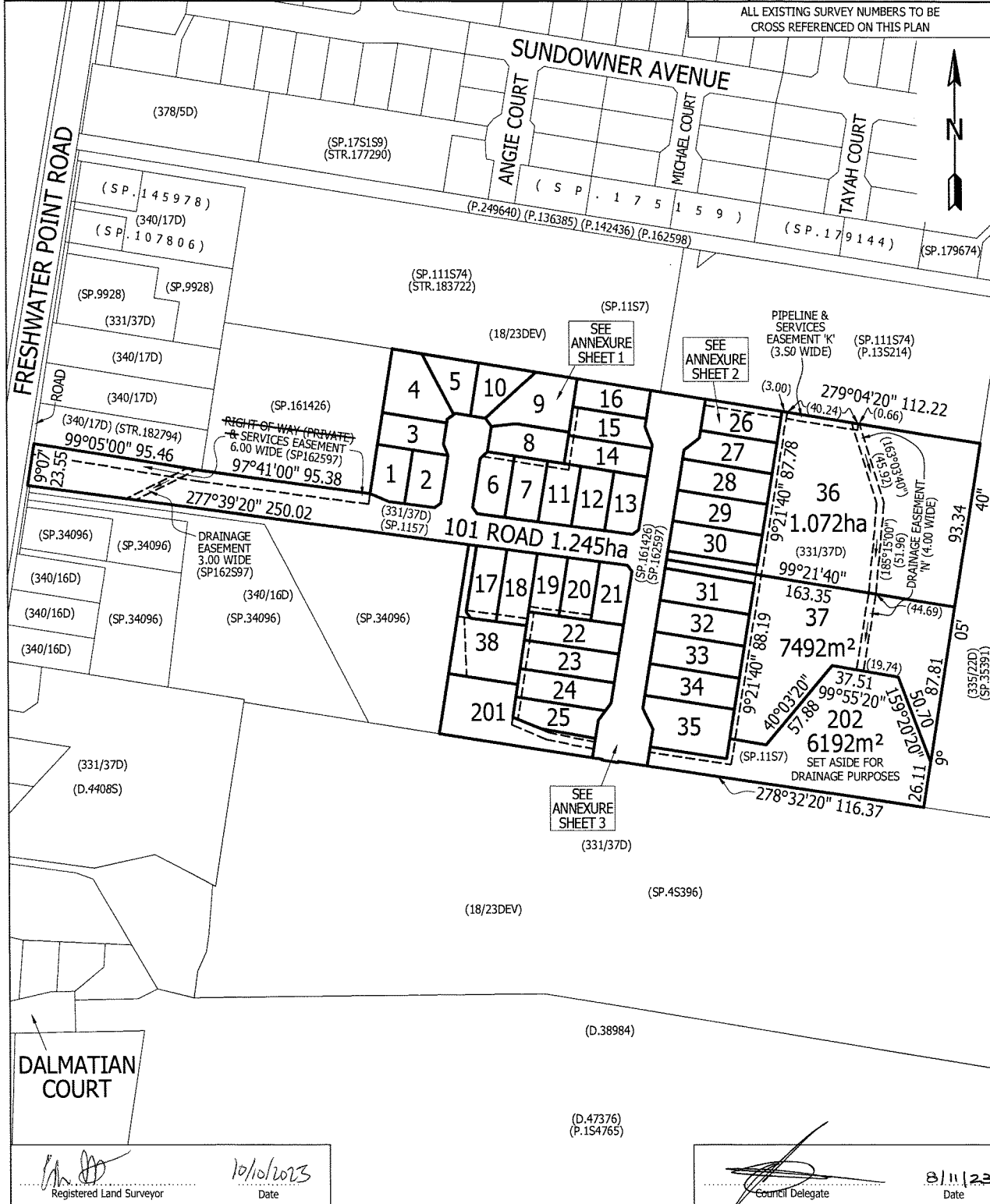
Name (print)

Signed

Date

PRIORITY FINAL PLAN

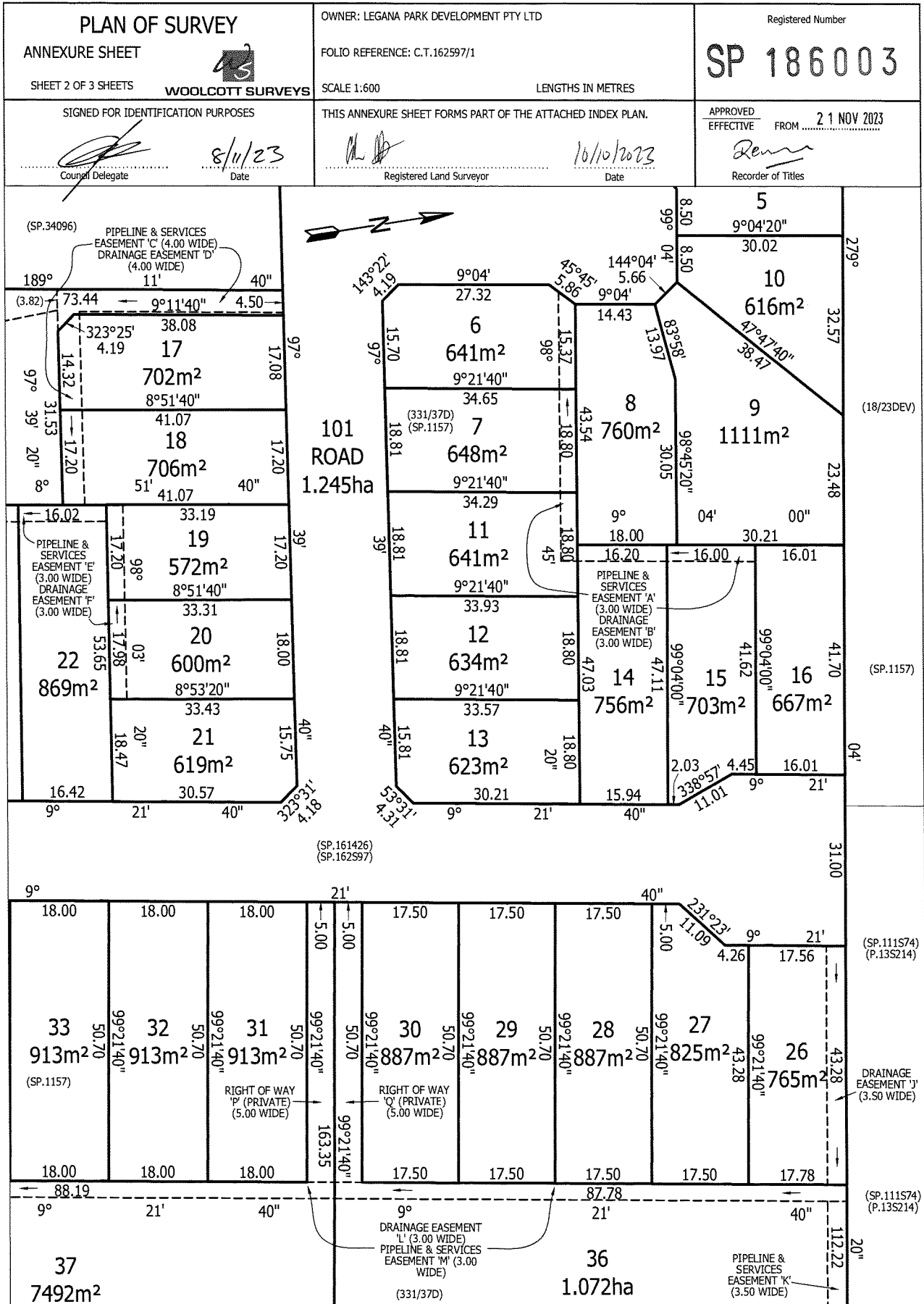
OWNER: LEGANA PARK DEVELOPMENT PTY LTD	PLAN OF SURVEY  WOOLCOTT SURVEYS BY SURVEYOR: COLIN STERLING SMITH LOCATION: Town of LEGANA SCALE 1:2000 LENGTHS IN METRES	REGISTERED NUMBER SP186003
FOLIO REFERENCE: C.T.162597/1		APPROVED EFFECTIVE FROM 21 NOV 2023  Recorder of Titles
GRANTEE: Part of 2500 Acres Granted to John Griffiths		



PRIORITY FINAL PLAN

[illegible]

PRIORITY FINAL PLAN



SCHEDULE OF EASEMENTS

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

Registered Number

SP 186003

PAGE 1 OF 4 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lots 6, 7, 11, 14 and 15 on the Plan are subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'A' (3.00 WIDE)" shown passing through those lots on the Plan ("the Easement Land").

Lots 6, 7, 11, 14 and 15 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'B' (3.00 WIDE)" shown passing through those lots on the Plan.

Lots 17, 18 and 38 on the Plan are subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'C' (4.00 WIDE)" shown passing through those lots on the Plan ("the Easement Land").

Lots 17, 18 and 38 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'D' (4.00 WIDE)" shown passing through those lots on the Plan.

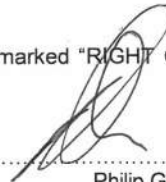
Lots 19, 20, 22, 23, 24 and 25 on the Plan are subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'E' (3.00 WIDE)" shown passing through those lots on the Plan ("the Easement Land").

Lots 19, 20, 22, 23, 24 and 25 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'F' (3.00 WIDE)" shown passing through those lots on the Plan.

Lot 26 on the Plan is subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'J' (3.50 WIDE)" shown passing through Lot 26 on the Plan.

Lots 30 and 36 on the Plan are together with a Right of Carriageway over the area marked "RIGHT OF WAY 'P' (PRIVATE) (5.00 WIDE)" shown passing through Lot 37 on the Plan.

Lots 30 and 37 on the Plan are together with a Right of Carriageway over the area marked "RIGHT OF WAY 'Q' (PRIVATE) (5.00 WIDE)" shown passing through Lot 36 on the Plan.



Philip Grant Connors

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Legana Park Development Pty Ltd
FOLIO REF: Volume 162597 Folio 1
SOLICITOR
& REFERENCE: Barry Sproal - BDS:PS:222809

PLAN SEALED BY: WEST TAMAR COUNCIL

DATE: 8/11/27

PA2020499

REF NO.


Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 4 PAGES	Registered Number SP 186003
SUBDIVIDER: Legana Park Development Pty Ltd FOLIO REFERENCE: Volume 162597 Folio 1	

Lot 36 on the Plan is subject to a Right of Carriageway (appurtenant to Lots 30 and 37 on the Plan) over the area marked "RIGHT OF WAY 'Q' (PRIVATE) (5.00 WIDE)" shown passing through Lot 36 on the Plan.

Lot 36 on the Plan is subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'K' (3.50 WIDE)" shown passing through Lot 36 on the Plan ("the Easement Land").

Lots 36 and 37 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'L' (3.00 WIDE)" shown passing through those lots on the Plan.

Lots 36, 37 and 202 on the Plan are subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'M' (3.00 WIDE)" shown passing through those lots on the Plan ("the Easement Land").

Lots 36 and 37 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'N' (4.00 WIDE)" shown passing through those lots on the Plan.

Lot 37 on the Plan is subject to a Right of Carriageway (appurtenant to Lots 30 and 36 on the Plan) over the area marked "RIGHT OF WAY 'P' (PRIVATE) (5.00 WIDE)" shown passing through Lot 37 on the Plan.

Lot 38 on the Plan is subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'G' (VARIABLE WIDTH)" shown passing through Lot 38 on the Plan ("the Easement Land").

Lot 101 on the Plan is subject to a Services Easement (as defined in SP162597) (appurtenant to Lot 1 on SP161426) over the land marked ~~"RIGHT OF WAY (PRIVATE) & SERVICES EASEMENT 6.00 WIDE (SP162597)"~~ shown passing through Lot 101 on the Plan.

Lot 101 on the Plan is subject to a Right of Drainage in favour of the West Tamar Council and TasWater over the land marked "DRAINAGE EASEMENT 3.00 WIDE (SP162597)" shown passing through lot 101 on the Plan.

Lot 101 on the Plan is subject to a Right of Drainage (appurtenant to Lot 1 on SP161426) over the land marked ~~"RIGHT OF WAY (PRIVATE) & SERVICES EASEMENT 6.00 WIDE (SP162597)"~~ shown passing through Lot 101 on the Plan.

Lot 201 on the Plan is subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'H' (4.00 WIDE)" shown passing through Lot 201 on the Plan.

RESTRICTIVE COVENANT

** and bind*

The Owner of Lot 36 on the Plan covenants with the owner for the time being of Lot 37 on the Plan to the intent that the burden of this covenant may run with the covenantor's Lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of Lot 37 on the Plan to observe the following stipulation, namely, not erect a fence or other obstruction along that part of the common boundary between Lots 36 and 37 on the Plan within the areas marked "RIGHT OF WAY 'P' (PRIVATE) (5.00 WIDE)" and "RIGHT OF WAY 'Q' (PRIVATE) (5.00 WIDE)" on the plan.


Philip Grant Connors

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 4 PAGES	Registered Number SP 186003
SUBDIVIDER: Legana Park Development Pty Ltd FOLIO REFERENCE: Volume 162597 Folio 1	

The Owner of Lot 37 on the Plan covenants with the owner for the time being of Lot 36 on the Plan to the intent that the burden of this covenant may run with the covenantor's Lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of Lot 36 on the Plan to observe the following stipulation, namely, not erect a fence or other obstruction along that part of the common boundary between Lots 36 and 37 on the Plan within the areas marked "RIGHT OF WAY 'P' (PRIVATE) (5.00 WIDE)" and "RIGHT OF WAY 'Q' (PRIVATE) (5.00 WIDE)" on the plan.

FENCING COVENANT

The Owner of each lot on the Plan covenants with the Vendor (Legana Park Development Pty Ltd) that the Vendor shall not be required to fence.

INTERPRETATION

In this Schedule of Easements:

~~"Pipeline Easement" means:~~

~~The full and free right and liberty to draw water through pipes now or to be installed as hereinafter appears within that portion of each Lot subject thereto marked pipeline easement on the plan and for that purpose to enter thereon and to lay in, under and upon the pipeline easement such pipe or pipes as shall from time to time be necessary for the purposes aforesaid and to draw water through such pipes and at all times to enter into and upon the pipeline easement for the purpose of maintaining any pumping system and inspecting, cleaning, maintaining, removing and renewing such pipes and to carry out all necessary work thereon causing as little damage as possible and making reasonable compensation for all damage done or caused thereby.~~

"Pipeline & Services Easement" means:

FIRSTLY, THE FULL AND FREE RIGHT AND LIBERTY for TasWater and its employees, contractors, agents and all other persons duly authorized by it, at all times to:

- (1) enter and remain upon the Easement Land with or without machinery, vehicles, plant and equipment
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorized to do or undertake
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse, repair, remove and replace the Infrastructure
- (4) run and pass sewerage, water and electricity through and along the Infrastructure
- (5) do all works reasonably required in connection with such activities or as may be authorized or required by any law:
 - (a) without doing unnecessary damage to the Easement Land, and
 - (b) leaving the Easement Land in a clean and tidy condition.
- (6) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and any other persons authorized by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any vehicle entry and cross the Lot to the Easement Land, and

Philip Grant Connors

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 4 PAGES	Registered Number SP 186003
SUBDIVIDER: Legana Park Development Pty Ltd FOLIO REFERENCE: Volume 162597 Folio 1	

- (7) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

SECONDLY, the benefit of a covenant in gross for TasWater with the registered proprietor/s of the Easement Land and their successors and assigns not to erect any building, or place any structures, objects, vegetation, or remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land, without the prior written consent of TasWater to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement herein described.

Interpretation:

"Infrastructure" means infrastructure owned on for which TasWater is responsible and includes but is not limited to:

- (a) Sewer pipes and water pipes and associated valves
- (b) Telemetry and monitoring devices
- (c) Inspection and access pits
- (d) Electricity assets and other conducting media (excluding telemetry and monitoring devices);
- (e) Markers or signs indicating the location of the Easement Land or any other Infrastructure or any warnings or restrictions with respect to the Easement Land or any other Infrastructure
- (f) Anything reasonably require to support, protect or cover any other Infrastructure;
- (g) Any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewerage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity, and
- (h) Where the context permits, any part of the Infrastructure.

"TasWater" means Tasmanian Water & Sewerage Corporation Pty Ltd (ACN 162 220 653), its successors and assigns.

EXECUTED by LEGANA PARK DEVELOPMENT PTY LTD (ACN 631 627 195) being the registered proprietor of the land comprised in folio of the Register Volume 162597 Folio 1 pursuant to Section 127 of the Corporations Act 2001:

MURDOCH CLARKE MORTGAGE MANAGEMENT LIMITED (ACN 115 958 560) as mortgagee under Mortgage No. M758441 hereby consents to this Schedule of Easements:

WALLIS BACKUP PTY LTD (ACN 631 627 195) as mortgagee under Mortgage No. N141107 hereby consents to this Schedule of Easements:

.....
Philip Grant Connors
Sole Director and Sole Secretary
EXECUTED by MURDOCH CLARKE MORTGAGE MANAGEMENT LIMITED ACN 115 958 560 as Responsible Entity of the MURDOCH CLARKE MORTGAGE FUND ARSN 093 255 559 by its duly authorised Attorney KRISTINA SANDRA KRID pursuant to Power of Attorney registered on 15 January 2018 Registered Number PA109270 having received no notice of the revocation thereof in the presence of:

.....
Andrew Francis Wallis
Director

.....
Anne-Maree Therese Coombe
Director

WITNESS: andrea marie thomas
NAME: ANDREA MARIE THOMAS
ADDRESS: 10 VICTORIA STREET
OCCUPATION:
LEGAL SECRETARY

4 HOSKIN TAS 7000

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

PRIORITY FINAL PLAN

OWNER: LEGANA PARK DEVELOPMENT PTY LTD

FOLIO REFERENCE: C.T.162597/1

GRANTEE: Part of 2500 Acres Granted to John Griffiths

PLAN OF SURVEY



WOOLCOTT SURVEYS

BY SURVEYOR: COLIN STERLING SMITH

LOCATION: Town of LEGANA

SCALE 1:2000

LENGTHS IN METRES

REGISTERED NUMBER

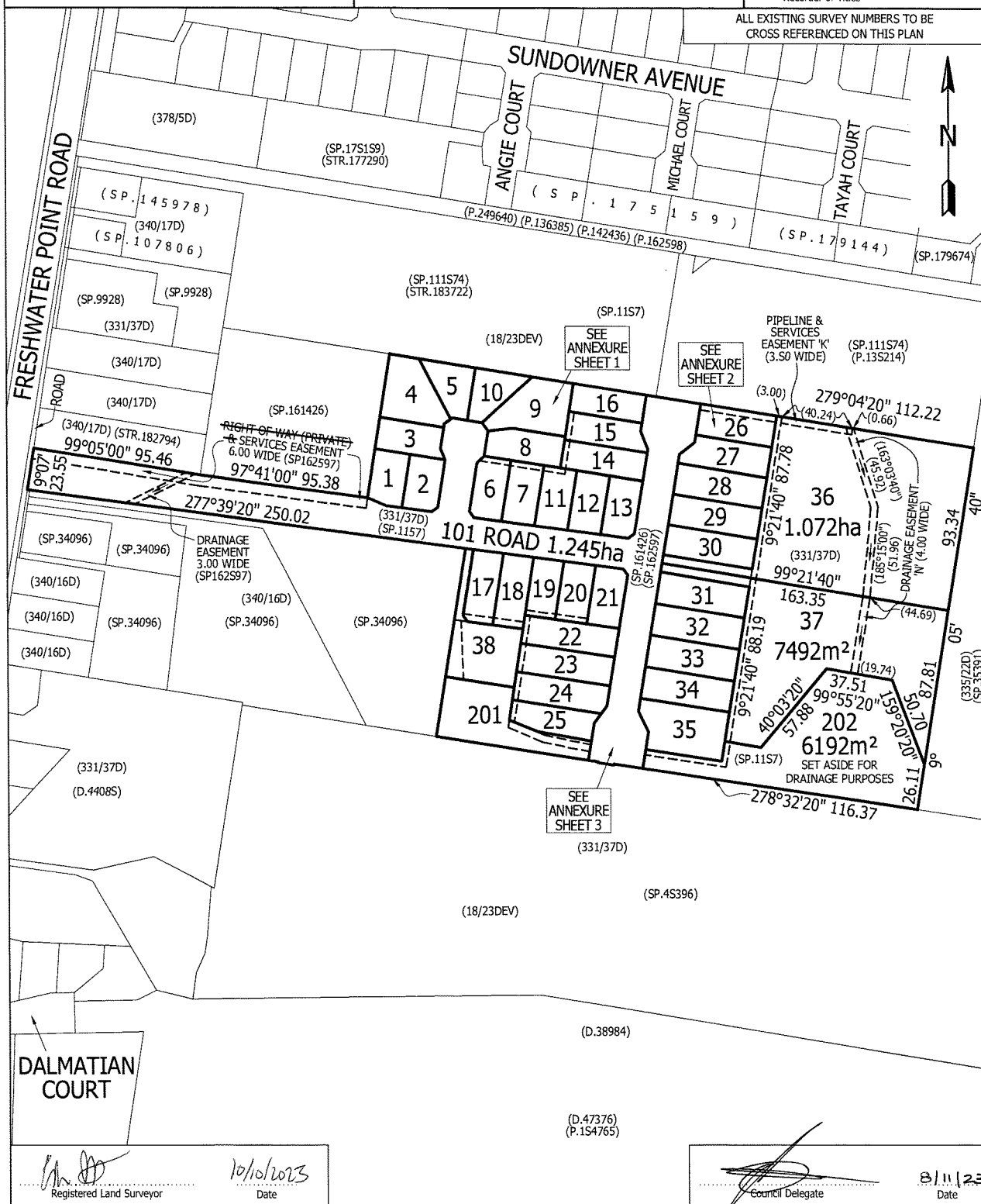
SP186003

APPROVED
EFFECTIVE FROM 21 NOV 2023

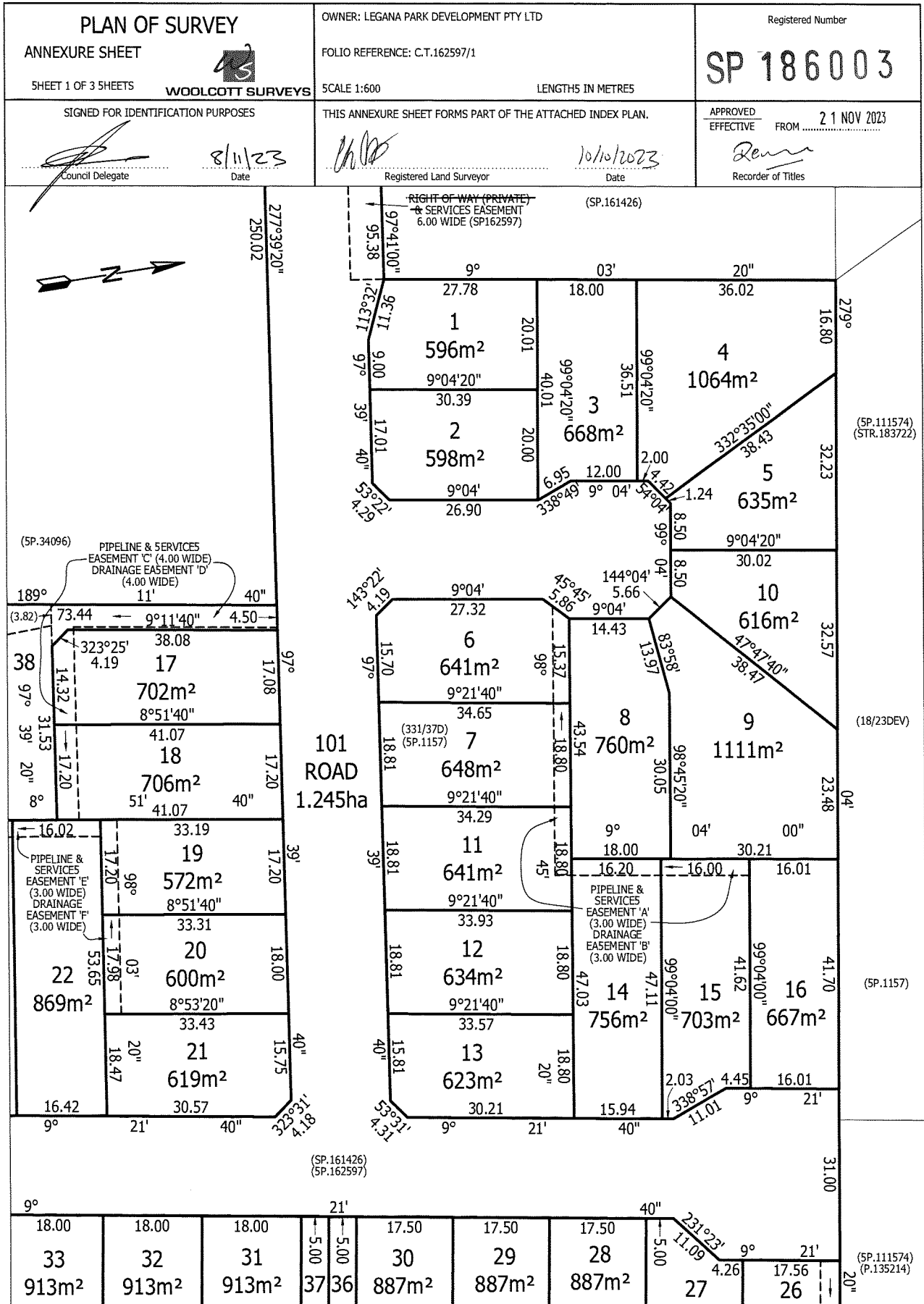
Ren

Recorder of Titles

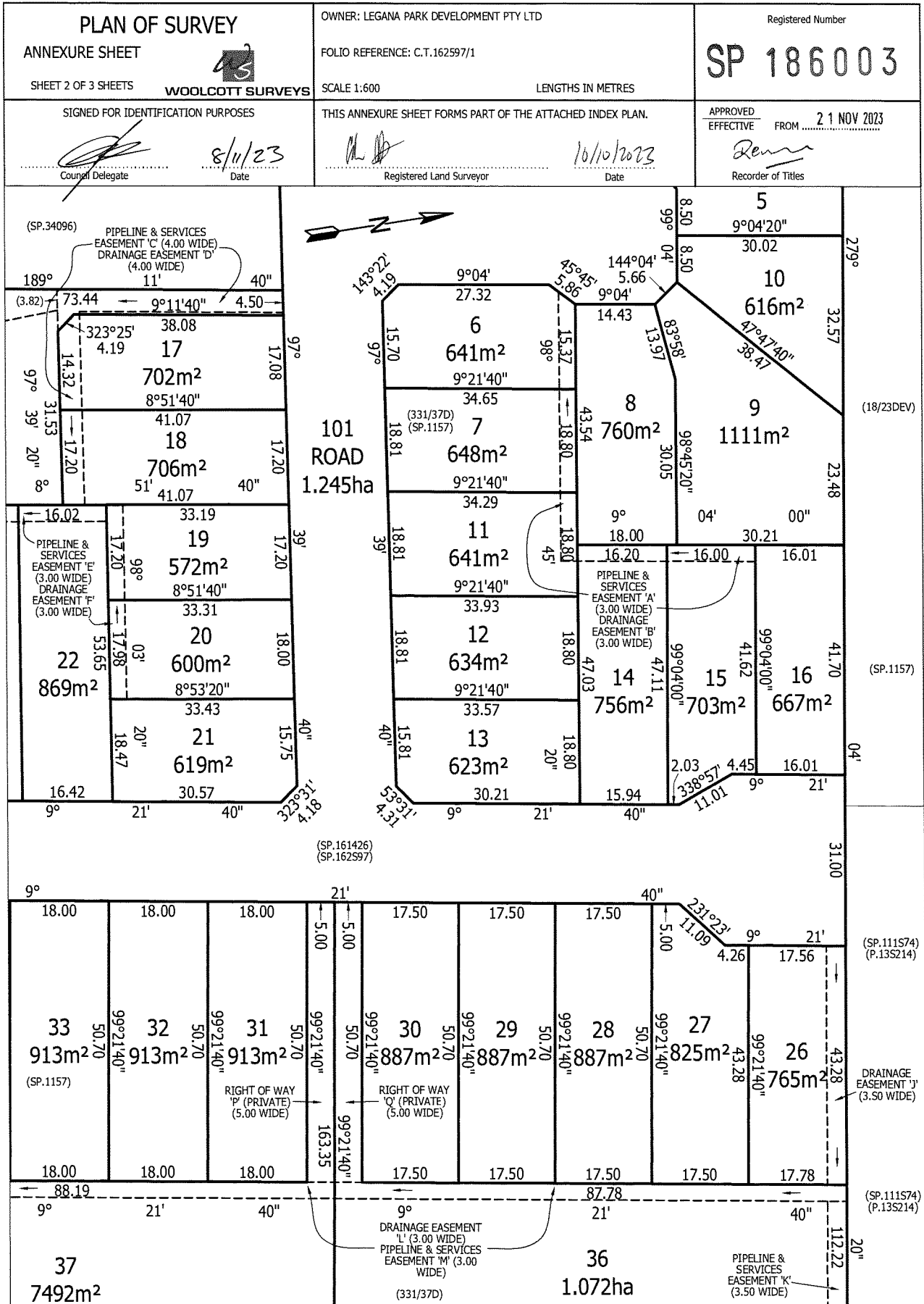
ALL EXISTING SURVEY NUMBERS TO BE
CROSS REFERENCED ON THIS PLAN



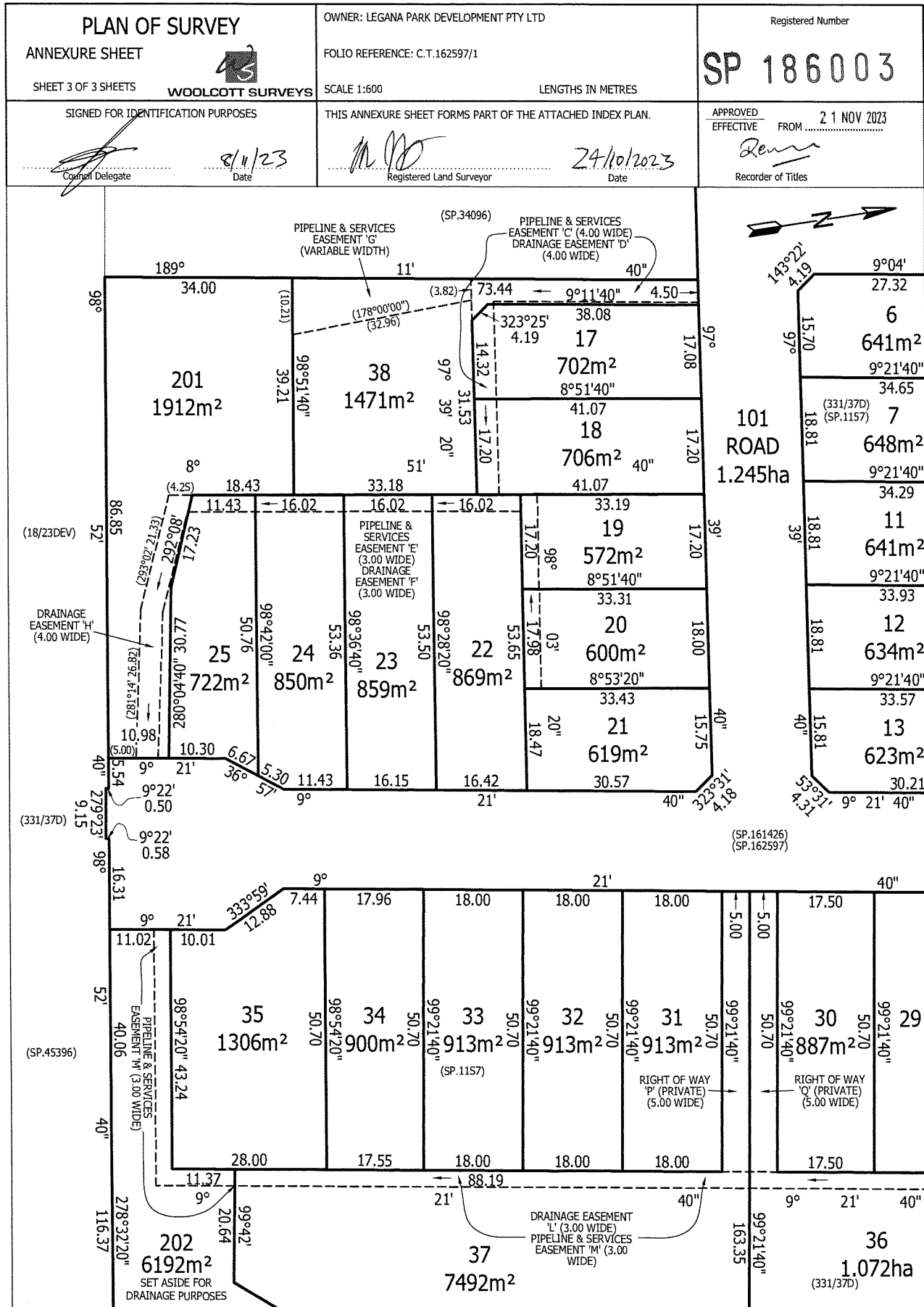
PRIORITY FINAL PLAN



PRIORITY FINAL PLAN



PRIORITY FINAL PLAN



SCHEDULE OF EASEMENTS	Registered Number SP 186003
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	

PAGE 1 OF 4 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lots 6, 7, 11, 14 and 15 on the Plan are subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'A' (3.00 WIDE)" shown passing through those lots on the Plan ("the Easement Land").

Lots 6, 7, 11, 14 and 15 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'B' (3.00 WIDE)" shown passing through those lots on the Plan.

Lots 17, 18 and 38 on the Plan are subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'C' (4.00 WIDE)" shown passing through those lots on the Plan ("the Easement Land").

Lots 17, 18 and 38 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'D' (4.00 WIDE)" shown passing through those lots on the Plan.

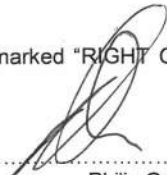
Lots 19, 20, 22, 23, 24 and 25 on the Plan are subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'E' (3.00 WIDE)" shown passing through those lots on the Plan ("the Easement Land").

Lots 19, 20, 22, 23, 24 and 25 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'F' (3.00 WIDE)" shown passing through those lots on the Plan.

Lot 26 on the Plan is subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'J' (3.50 WIDE)" shown passing through Lot 26 on the Plan.

Lots 30 and 36 on the Plan are together with a Right of Carriageway over the area marked "RIGHT OF WAY 'P' (PRIVATE) (5.00 WIDE)" shown passing through Lot 37 on the Plan.

Lots 30 and 37 on the Plan are together with a Right of Carriageway over the area marked "RIGHT OF WAY 'Q' (PRIVATE) (5.00 WIDE)" shown passing through Lot 36 on the Plan.



Philip Grant Connors

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Legana Park Development Pty Ltd FOLIO REF: Volume 162597 Folio 1 SOLICITOR & REFERENCE: Barry Sproal - BDS:PS:222809	PLAN SEALED BY: WEST TAMAR COUNCIL DATE: 8/11/23 PA2020499 REF NO.
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 4 PAGES	Registered Number SP 186003
SUBDIVIDER: Legana Park Development Pty Ltd FOLIO REFERENCE: Volume 162597 Folio 1	

Lot 36 on the Plan is subject to a Right of Carriageway (appurtenant to Lots 30 and 37 on the Plan) over the area marked "RIGHT OF WAY 'Q' (PRIVATE) (5.00 WIDE)" shown passing through Lot 36 on the Plan.

Lot 36 on the Plan is subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'K' (3.50 WIDE)" shown passing through Lot 36 on the Plan ("the Easement Land").

Lots 36 and 37 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'L' (3.00 WIDE)" shown passing through those lots on the Plan.

Lots 36, 37 and 202 on the Plan are subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'M' (3.00 WIDE)" shown passing through those lots on the Plan ("the Easement Land").

Lots 36 and 37 on the Plan are subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'N' (4.00 WIDE)" shown passing through those lots on the Plan.

Lot 37 on the Plan is subject to a Right of Carriageway (appurtenant to Lots 30 and 36 on the Plan) over the area marked "RIGHT OF WAY 'P' (PRIVATE) (5.00 WIDE)" shown passing through Lot 37 on the Plan.

Lot 38 on the Plan is subject to a Pipeline and Services Easement (as defined herein) in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'G' (VARIABLE WIDTH)" shown passing through Lot 38 on the Plan ("the Easement Land").

Lot 101 on the Plan is subject to a Services Easement (as defined in SP162597) (appurtenant to Lot 1 on SP161426) over the land marked ~~"RIGHT OF WAY (PRIVATE) & SERVICES EASEMENT 6.00 WIDE (SP162597)"~~ shown passing through Lot 101 on the Plan.

Lot 101 on the Plan is subject to a Right of Drainage in favour of the West Tamar Council and TasWater over the land marked "DRAINAGE EASEMENT 3.00 WIDE (SP162597)" shown passing through lot 101 on the Plan.

Lot 101 on the Plan is subject to a Right of Drainage (appurtenant to Lot 1 on SP161426) over the land marked ~~"RIGHT OF WAY (PRIVATE) & SERVICES EASEMENT 6.00 WIDE (SP162597)"~~ shown passing through Lot 101 on the Plan.

Lot 201 on the Plan is subject to a Right of Drainage in favour of the West Tamar Council over the land marked "DRAINAGE EASEMENT 'H' (4.00 WIDE)" shown passing through Lot 201 on the Plan.

RESTRICTIVE COVENANT

** and bind*

The Owner of Lot 36 on the Plan covenants with the owner for the time being of Lot 37 on the Plan to the intent that the burden of this covenant may run with the covenantor's Lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of Lot 37 on the Plan to observe the following stipulation, namely, not erect a fence or other obstruction along that part of the common boundary between Lots 36 and 37 on the Plan within the areas marked "RIGHT OF WAY 'P' (PRIVATE) (5.00 WIDE)" and "RIGHT OF WAY 'Q' (PRIVATE) (5.00 WIDE)" on the plan.


Philip Grant Connors

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 4 PAGES	Registered Number SP 186003
SUBDIVIDER: Legana Park Development Pty Ltd FOLIO REFERENCE: Volume 162597 Folio 1	

The Owner of Lot 37 on the Plan covenants with the owner for the time being of Lot 36 on the Plan to the intent that the burden of this covenant may run with the covenantor's Lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of Lot 36 on the Plan to observe the following stipulation, namely, not erect a fence or other obstruction along that part of the common boundary between Lots 36 and 37 on the Plan within the areas marked "RIGHT OF WAY 'P' (PRIVATE) (5.00 WIDE)" and "RIGHT OF WAY 'Q' (PRIVATE) (5.00 WIDE)" on the plan.

FENCING COVENANT

The Owner of each lot on the Plan covenants with the Vendor (Legana Park Development Pty Ltd) that the Vendor shall not be required to fence.

INTERPRETATION

In this Schedule of Easements:

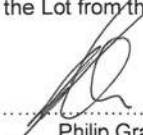
~~"Pipeline Easement" means:~~

~~The full and free right and liberty to draw water through pipes now or to be installed as hereinafter appears within that portion of each Lot subject thereto marked pipeline easement on the plan and for that purpose to enter thereon and to lay in, under and upon the pipeline easement such pipe or pipes as shall from time to time be necessary for the purposes aforesaid and to draw water through such pipes and at all times to enter into and upon the pipeline easement for the purpose of maintaining any pumping system and inspecting, cleaning, maintaining, removing and renewing such pipes and to carry out all necessary work thereon causing as little damage as possible and making reasonable compensation for all damage done or caused thereby.~~

"Pipeline & Services Easement" means:

FIRSTLY, THE FULL AND FREE RIGHT AND LIBERTY for TasWater and its employees, contractors, agents and all other persons duly authorized by it, at all times to:

- (1) enter and remain upon the Easement Land with or without machinery, vehicles, plant and equipment
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorized to do or undertake
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse, repair, remove and replace the Infrastructure
- (4) run and pass sewerage, water and electricity through and along the Infrastructure
- (5) do all works reasonably required in connection with such activities or as may be authorized or required by any law:
 - (a) without doing unnecessary damage to the Easement Land, and
 - (b) leaving the Easement Land in a clean and tidy condition.
- (6) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and any other persons authorized by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any vehicle entry and cross the Lot to the Easement Land, and


Philip Grant Connors

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 4 PAGES	Registered Number SP 186003
SUBDIVIDER: Legana Park Development Pty Ltd FOLIO REFERENCE: Volume 162597 Folio 1	

- (7) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

SECONDLY, the benefit of a covenant in gross for TasWater with the registered proprietor/s of the Easement Land and their successors and assigns not to erect any building, or place any structures, objects, vegetation, or remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land, without the prior written consent of TasWater to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement herein described.

Interpretation:

"Infrastructure" means infrastructure owned on for which TasWater is responsible and includes but is not limited to:

- (a) Sewer pipes and water pipes and associated valves
- (b) Telemetry and monitoring devices
- (c) Inspection and access pits
- (d) Electricity assets and other conducting media (excluding telemetry and monitoring devices);
- (e) Markers or signs indicating the location of the Easement Land or any other Infrastructure or any warnings or restrictions with respect to the Easement Land or any other Infrastructure
- (f) Anything reasonably require to support, protect or cover any other Infrastructure;
- (g) Any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewerage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity, and
- (h) Where the context permits, any part of the Infrastructure.

"TasWater" means Tasmanian Water & Sewerage Corporation Pty Ltd (ACN 162 220 653), its successors and assigns.

EXECUTED by LEGANA PARK DEVELOPMENT PTY LTD (ACN 631 627 195) being the registered proprietor of the land comprised in folio of the Register Volume 162597 Folio 1 pursuant to Section 127 of the Corporations Act 2001:

MURDOCH CLARKE MORTGAGE MANAGEMENT LIMITED (ACN 115 958 560) as mortgagee under Mortgage No. M758441 hereby consents to this Schedule of Easements:

WALLIS BACKUP PTY LTD (ACN 631 627 195) as mortgagee under Mortgage No. N141107 hereby consents to this Schedule of Easements:

Philip Grant Connors
Sole Director and Sole Secretary

EXECUTED by MURDOCH CLARKE MORTGAGE MANAGEMENT LIMITED ACN 115 958 560 as Responsible Entity of the MURDOCH CLARKE MORTGAGE FUND ARSN 093 255 559 by its duly authorised Attorney **KRISTINA SANDRA KRID** pursuant to Power of Attorney registered on 15 January 2018 Registered Number PA109270 having received no notice of the revocation thereof in the presence of:

Andrew Francis Wallis
Director

Anne-Maree Therese Coombe
Director

WITNESS: ANDREA MARIE THOMAS
ADDRESS: 10 VICTORIA STREET
OCCUPATION: LEGAL SECRETARY

4 MOSBY TAS 7000

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

A background image of a topographic map with white contour lines on a light green background, showing a hilly terrain.

PLANNING REPORT

Residential – Proposed Multiple Dwellings (3)
19 Connemara Close, Legana with access over 21
Connemara Close

August 2026

An aerial photograph of a dense green forest. A light-colored road or path winds through the trees. A small white car is visible on the road. Overlaid on the left side of the image is a white topographic map with contour lines and the NOVA LAND CONSULTING logo.

NOVA
LAND
CONSULTING

Unlocking land potential.

Job Number: L260725

Prepared by: Alex Bowles
(alex@novaland.com.au)
Town Planner

Reviewed by: James Stewart
Senior Town Planner

Rev. no	Description	Date
1	Draft	31 August 2026
1	Final	17 September 2026



Land Surveying | Town Planning | Project Management

w novaland.com.au

e info@novaland.com.au

© Nova Land Consulting

ABN 60 675 014 356

All rights reserved pursuant to the Copyright Act 1968

No material may be copied or reproduced without prior authorisation

Launceston

156 George Street
Launceston 7250
p (03) 6709 8116

Hobart

Rear studio, 132 Davey
Street
Hobart 7000
p (03) 6227 7968

Contents

1.0 Introduction.....	3
1.1 Summary.....	3
2.0 Site Characteristics and Surroundings.....	4
2.1 Subject Site & Surrounding Area	4
2.2 Planning Matters.....	5
3.0 Proposed Use and Development.....	8
3.1 Proposal	8
3.2 Proposal plans	8
4.0 Planning Assessment	10
4.1 Planning Scheme Zone Assessment.....	10
4.2 Planning Scheme Code Assessment.....	25
Conclusion	40
Annexure 1 - Certificate of Title Plan and Folio Text	40
Annexure 2 – Multiple Dwelling Plans	40

1.0 Introduction

This report has been prepared in support of a planning permit application under Section 57 of the *Land Use Planning and Approval Act 1993* (the 'Act') to develop land at 19 Connemara Close, Legana with access over 21 Connemara Close (the 'subject site').

The proposal seeks approval for the intended use or development of Residential – Proposed Multiple Dwellings (3) at the subject site. This report provides a detailed assessment of the site's characteristics, the proposed development's alignment with planning controls of the municipal area and considers any potential impacts.

This application is to be read in conjunction with the following supporting documentation:

Document	Consultant
Proposal Plans	Coactive Building Design

1.1 Summary

Subject Site	
Address(es)	19 Connemara Close, Legana with access over 21 Connemara Close
Property ID	9424118
Title(s)	186003/30
Land area	887m ²
Planning Authority	West Tamar Council
Covenant/Easements	No easements are present on the subject site. Right of way over - 186003/36 – 21 Connemara Close
Access	Access is via the existing crossover on Connemara Close
Planning Controls	
Zone	General Residential Zone (8.0)
Overlays	Natural Assets Code (C7.0) Bushfire-prone Areas Code (C13.0) Landslip Hazard Code (C15.0)
Proposal	
Proposed Use/Development	Residential – Proposed Multiple Dwellings (3)
Use Class	Residential
Use Class Status	Permitted
Existing services and infrastructure	

Water	Within a TasWater serviced area
Sewer	Within a TasWater serviced area
Stormwater	Within a stormwater serviced area

2.0 Site Characteristics and Surroundings

2.1 Subject Site & Surrounding Area

The subject site is located at 19 Connemara Close, Legana, within the West Tamar Council municipal area. The site has a total area of approximately 887m² and forms part of a developing residential subdivision within the eastern residential urban area of Legana.

The site is situated within the General Residential Zone (8.0) under the Tasmanian Planning Scheme, which provides for residential development within serviced areas. The surrounding locality is predominantly residential in character, with a number of recently developed and developing residential lots reflecting the ongoing establishment of the subdivision.

A right of way is registered over 21 Connemara Close (CT 186003/36), providing an access arrangement associated with the site. No other easements or title restrictions are identified over the subject title.

The site is affected by the Natural Assets Code (C7.0), Bushfire-Prone Areas Code (C13.0), and Landslip Hazard Code (C15.0).

The site is located within a TasWater serviced area, with reticulated water and sewerage infrastructure available to service development. The site is also located within an area serviced by the Council's reticulated stormwater network, providing for the connection and disposal of stormwater.

The site is currently vacant and is readily capable of development as a fully serviced residential lot.

Access is provided from Connemara Close via the existing concrete vehicle crossover, with the surrounding sealed road network providing connection to the broader Council-maintained road network.

Overall, the site is a fully serviced residential parcel within an area undergoing continued residential development. Its General Residential zoning, availability of reticulated services, existing vehicle access and surrounding residential character provide an appropriate context for the proposed residential development.

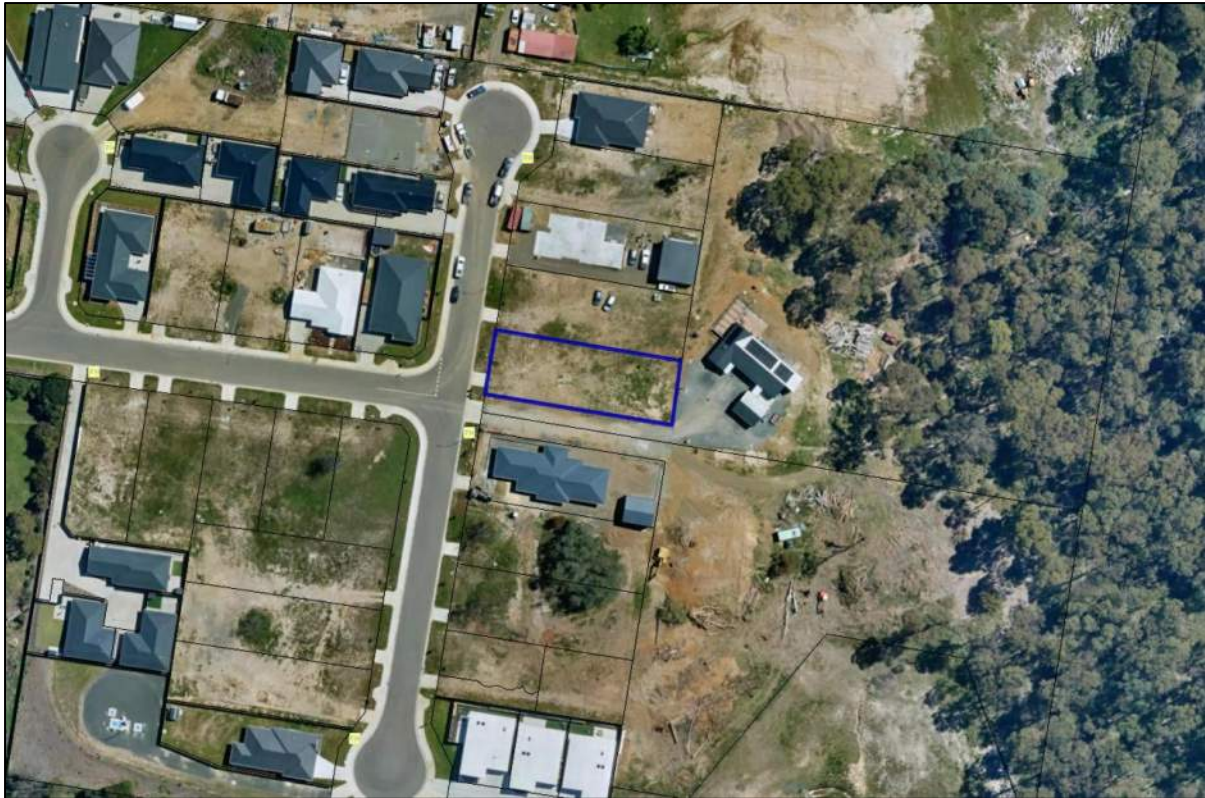


Figure 1 - Aerial view of subject site (highlighted in blue) and surrounding area. Source: LISTMAP

2.2 Planning Matters

2.2.1 General Residential Zone

The subject site is located within the General Residential Zone under the Tasmanian Planning Scheme. In accordance with the Local Provisions Schedule (LPS) guidelines issued by the Tasmanian Planning Commission, the General Residential Zone represents the primary residential areas of established settlements. This zone is typically applied to generally unconstrained residential land that is fully serviced by reticulated infrastructure and not intended for higher density residential developments (e.g. apartment buildings).

As the site falls within this zone, any proposed development is required to be assessed against the zone purpose statements and the applicable standards of the General Residential Zone demonstrating compliance with these provisions in order to be approved.



Figure 2 – Zoning of subject site (highlighted in blue) and surrounding area. Source: LISTMAP

2.2.2 Carparking and Sustainable Transport Code (C2.0)

The Parking and Sustainable Transport Code applies to all use and development under the Planning Scheme. As such, the majority of proposals are considered against this Code. The intent of the provisions is to ensure development delivers suitable and usable parking facilities and supports the integration of active and sustainable transport infrastructure.

Although, the code does have a parking precinct overlay, this does not affect the site.

As the proposal involves the development of a multiple dwelling, the Code is applicable to this application, and an assessment against its provisions is required.

2.2.3 Other Overlays/Codes

Natural Assets Code (C7.0)

Planner Response: The subject site is identified as being located within a Priority Vegetation Area. However, pursuant to C7.2.1(c)(xii), the Natural Assets Code applies to development within a Priority Vegetation Area in the General Residential Zone only where the application is for subdivision.

As the proposal relates to the development of multiple dwellings and does not involve subdivision of the land, the trigger for application of the Natural Assets Code under C7.2.1(c)(xii) is not met.

Accordingly, the Natural Assets Code (C7.0) is not applicable to the proposal.

Bushfire-prone Areas Code (C13.0)

Planner Response: The subject site is located within a bushfire-prone area. However, pursuant to C13.2.1, the Bushfire-Prone Areas Code applies to subdivision of land within a bushfire-prone area, or to a use that is classified as a vulnerable use or hazardous use.

The proposal does not involve subdivision of the land and the proposed multiple dwelling use is not a vulnerable use or hazardous use for the purposes of the Code.

Accordingly, the application does not trigger the requirements of C13.0 Bushfire-Prone Areas Code, and the Code is not applicable to the proposal.

Landslip Hazard Code (C15.0)

Planner Response: Pursuant to C15.4.1(d)(i), development on land within a low landslip hazard band is exempt from the requirements of the Landslip Hazard Code where the development comprises building work or plumbing work as defined under the Building Act 2016.

The subject site is located within the Low Landslip Hazard Band and the proposal relates to building works associated with the development of multiple dwellings which require approval through the Building Act 2016.

Accordingly, the proposed development falls within the exemption provided by C15.4.1(d)(i)(a) and the C15.0 Landslip Hazard Code is not applicable to the proposal.

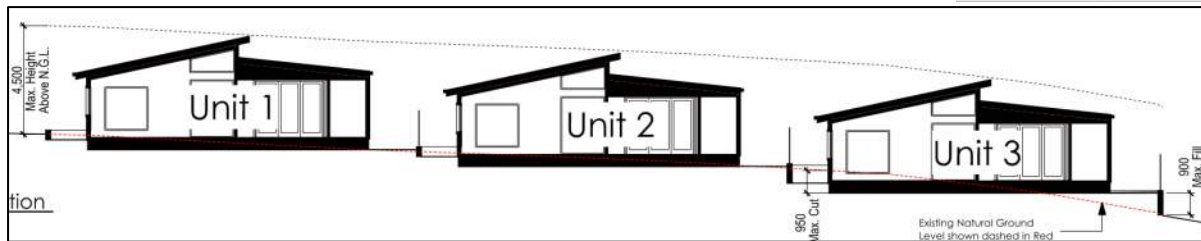


Figure 4 - Proposal Plan – Elevations. Source: Coactive Building Design

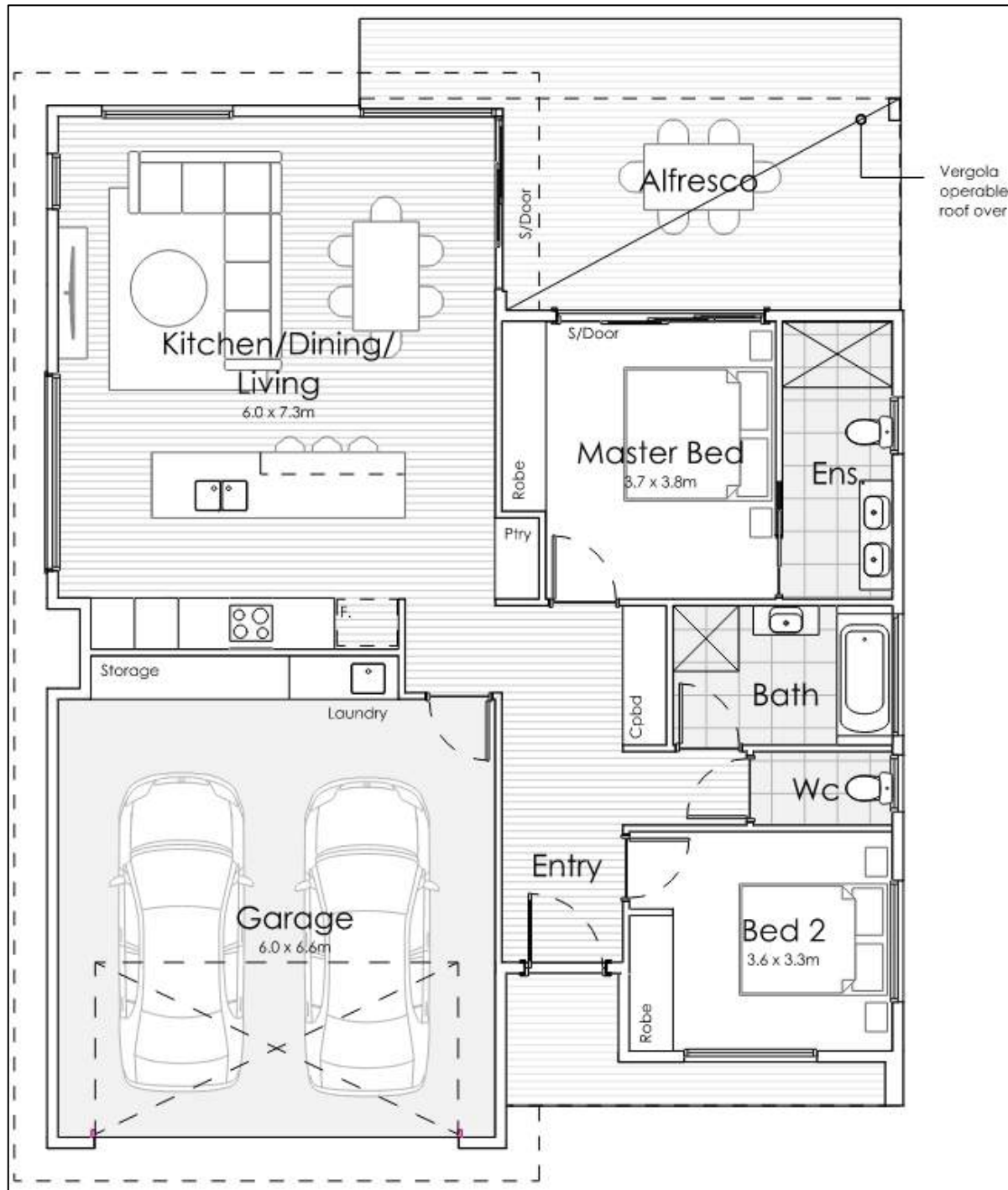


Figure 5 - Proposal Plan – Floor Plan. Source: Coactive Building Design

A full set of plans is included with the application.

4.0 Planning Assessment

4.1 Planning Scheme Zone Assessment

8.0 General Residential Zone

8.1 Zone Purpose

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.

Planners Response:

The proposal is for the development of three multiple dwellings within the General Residential Zone, utilising an existing serviced residential site within the developing Legana residential area. The site is connected to reticulated water, sewer and stormwater infrastructure, consistent with the purpose of the zone to provide for residential development where full infrastructure services are available or can be provided.

The development will introduce three two-bedroom dwellings to the existing housing stock, contributing to the range and diversity of dwelling types available within the settlement. The relatively modest size and two-bedroom configuration of the dwellings provide housing options suited to smaller households and residents seeking to downsize, supporting the broader objective of providing a range of dwelling types within the General Residential Zone.

Recent demographic analysis undertaken as part of the Residential Supply and Demand Study (REMPAN, 2024) indicates that average household sizes in the area are projected to decrease from 2.64 persons per dwelling to 2.5 persons by 2040. The analysis also identifies an anticipated increase in lone-person households, alongside overall population growth and an increase in the elderly population. The provision of smaller two-bedroom dwellings is therefore responsive to the changing demographic profile and provides additional housing choice for smaller households and older residents.

The proposal represents an efficient utilisation of existing social, transport and service infrastructure. The site is located within an established and developing residential area and benefits from existing connections to reticulated infrastructure. The development therefore makes efficient use of infrastructure and services that are already available within the locality.

The proposal does not include any non-residential use. Accordingly, the provisions of 8.1.3 relating to non-residential uses are not directly applicable. The proposed residential use is not anticipated to result in an unreasonable loss of amenity through noise, activity, traffic generation or other off-site impacts, noting the scale and residential nature of the development.

The proposal does not include visitor accommodation and therefore 8.1.4 is not applicable

to the assessment.

Overall, the proposed development of three multiple dwellings is consistent with the purpose of the General Residential Zone. The development provides additional housing supply through three smaller dwelling types, responds to changing household demographics, makes efficient use of existing infrastructure and services, and maintains a residential use and scale consistent with the intended function of the zone.

8.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for a single dwelling.
Utilities	If for minor utilities.
Permitted	
Residential	If not listed as No Permit Required.
Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a consulting room, medical centre, veterinary centre, child health clinic, or for the provision of residential support services.
Community Meeting and Entertainment	If for a place of worship, art and craft centre, public hall, community centre or neighbourhood centre.
Educational and Occasional Care	If not for a tertiary institution.
Emergency Services	
Food Services	If not for a take away food premises with a drive through facility.
General Retail and Hire	If for a local shop.
Sports and Recreation	If for a fitness centre, gymnasium, public swimming pool or sports ground.
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

Planners Response:

The proposal is for multiple dwellings, which is classified under the *Residential* use class as defined in the *Tasmanian Planning Scheme*. *Residential* means:

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*.

A multiple dwelling development clearly falls within this use class. Within the General Residential Zone, a multiple dwelling is a *Permitted* use.

8.3 Use Standards

8.3.1 Discretionary uses

Planners Response Not applicable to application.

Discretionary use not proposed. Proposal's use class is considered a *Permitted* use class. Standards within 8.3.1 are only applicable to discretionary uses proposed within the zone, therefore the proposal for a *Permitted* use is not applicable to the application.

8.3.2 Visitor Accommodation

Planners Response: Not applicable to application.

The proposal does not include Visitor Accommodation and is for a Multiple Dwelling development, which falls within the *Residential* use class. The Visitor Accommodation standards are only applicable where Visitor Accommodation is proposed. As no such use is included in this application, these standards are not relevant and are not applicable to the assessment of the proposal.

8.4 Development Standards for Dwellings

8.4.1 Residential density for multiple dwellings

Objective:	That the density of multiple dwellings: (a) makes efficient use of land for housing; and (b) optimises the use of infrastructure and community services.
Acceptable Solutions	Performance Criteria
A1 Multiple dwellings must have a site area per dwelling of not less than 325m ² .	P1 Multiple dwellings must only have a site area per dwelling that is less than 325m ² , 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.
--	--

Planners Response: Relies on Performance criteria

The proposal involves the construction of three multiple dwellings on the subject site, with each dwelling having a site area per dwelling of approximately 295m². As this is below the 325 m² threshold, the proposal relies on the Performance Criteria.

The proposal will not exceed the capacity of infrastructure services. The site is located within an established and developing residential subdivision and is serviced by reticulated water, sewer and stormwater infrastructure. The three dwellings will utilise the existing available services, with no extension of infrastructure networks proposed as part of the development. The scale of the development is considered appropriate for the existing servicing arrangements.

The concept of compatibility has also been considered having regard to the TASCAT decision in *M Drury v Clarence City Council* [2020] TASRMPAT 26, where compatibility was considered in terms of the ability of development to exist in harmony with adjoining properties. In this instance, the proposal remains residential in nature, is of a similar built form to development occurring within the subdivision and incorporates appropriate setbacks, separation, open space and landscaping. It is therefore considered capable of existing in harmony with the established and emerging residential development in the area.

The proposed density is considered compatible with the density of existing development on established properties in the area. The subject site forms part of a developing residential subdivision that contains a number of existing multiple dwelling developments and residential properties of a similar form. While some of the nearby multiple dwelling developments provide a lower density than that proposed, they establish that multiple dwelling development and a more intensive residential form are an existing and anticipated feature of the locality.

The physical arrangement of the proposal is also relevant when considering how the density will be experienced. The proposed dwellings are relatively modest in scale, each comprising two bedrooms and approximately 144m² of floor area, and are separated by approximately 3.65m consistent with separation of other dwellings in the area. The development also provides setbacks from the site boundaries and usable areas of private open space. As a result, the additional dwelling yield does not translate into a continuous or overly concentrated built form.

The proposed access arrangement further assists in achieving an appropriate outcome on the site. The dedicated parking areas are accessed via the existing right of way over 21 Connemara Close, while visitor parking is accessed from the existing crossover to Connemara Close. This consolidates vehicle access and reduces the amount of the subject site required for internal access and manoeuvring. The area that would otherwise be required for additional access arrangements can instead accommodate the proposed dwellings, private open space, landscaping and separation between buildings.

Although the proposed density is marginally greater than some of the surrounding multiple dwelling developments, the use of the right of way and the resulting layout allows the development to achieve a similar practical outcome and experience to the existing multiple dwelling developments within the subdivision. The proposal will not function as a substantially different form of residential development and will appear unreasonably more intensive when viewed in the context of the surrounding development.

The proposed density is also consistent with the intended function of the General Residential Zone, which provides for a range of dwelling types and more efficient utilisation of existing infrastructure. The provision of three modest two-bedroom dwellings contributes to additional housing supply while maintaining a built form and site layout that is

compatible with the surrounding residential environment.

Overall, although the proposal provides approximately 295m² of site area per dwelling, the development will not exceed the capacity of existing infrastructure and is considered compatible with the density and character of established development in the area. The site context, existing multiple dwelling development within the subdivision, proposed built form, use of the existing right of way and provision of appropriate open space and separation demonstrate that the proposal will not appear, function or operate in a manner that is materially different from the residential development already occurring within the locality.

Accordingly, the proposal is considered to satisfy the Performance Criteria.

8.4.2 Setbacks and building envelope for all dwellings

Objective:	The siting and scale of dwellings: (a) provides reasonably consistent separation between dwellings and their frontage within a street; (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; (c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and (d) provides reasonable access to sunlight for existing solar energy installations.
Acceptable Solutions	Performance Criteria
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 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	P1 A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

setback from the frontage of the ground floor level.	
Planners Response: Complies with acceptable solution. The proposed development provides a minimum setback of 4.5 m from the primary frontage to Connemara Close for the proposed dwellings, in accordance with A1(a). The site does not have any secondary or non-primary frontages. Accordingly, the requirements of A1(b) are not applicable. The proposal therefore complies with the Acceptable Solution A1.	
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; (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.	P2 A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.
Planners Response: Complies with acceptable solution. Setback of the carport is in excess of 5.5m from the primary frontage Connemara Close.	
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 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	P3 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; and (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

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). (iii) from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and (c) 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).	installation on: (i) an adjoining property; or (ii) another dwelling on the same site.
--	--

Planners Response: Relies on performance criteria.

The proposal relies on the Performance Criteria as a result of the proposed retaining wall associated with the development. The dwellings themselves have been designed as single-storey buildings, with a maximum building height of approximately 4.5m and a 10° skillion roof, assisting in limiting the overall scale and visual bulk of the development.

The siting and scale of the proposed dwellings are not considered to result in an unreasonable loss of amenity to adjoining properties. The dwellings have been positioned and setback to limit potential overshadowing impacts, with the primary extent of shadowing anticipated to fall towards the south and over the proposed right of way. This provides additional separation between the built form and adjoining properties and assists in minimising potential impacts on adjoining private open space and habitable rooms.

The site topography has also informed the design and siting of the development. The dwellings are generally cut into the site, which reduces the apparent height and bulk of the buildings when viewed from surrounding properties to the north, west and south. This approach assists the development to respond to the existing landform rather than resulting in a building form that sits prominently above other developments within the area.

The land adjoining the eastern boundary is relatively large, providing substantial separation between the proposed dwellings and the existing dwelling on the adjoining property. The proposed setbacks and positioning of the dwellings are considered sufficient to avoid unreasonable overlooking or privacy impacts to private open space or habitable rooms on adjoining land. The single-storey nature and relatively modest height of the dwellings further assist in limiting potential visual impacts.

The proposed development also provides separation between the individual dwellings and adjoining properties that is considered consistent with the established residential character of the area. The proposed setbacks, separation between buildings and use of

the existing right of way contribute to maintaining an appropriate sense of openness and avoiding an overly concentrated built form or visual bulk.

There are no known solar energy installations on adjoining properties or elsewhere on the subject site that would be unreasonably affected by the proposed development.

Having regard to the single-storey scale of the dwellings, maximum height of approximately 4.5m, low-pitched skillion roof form, site-responsive design, setbacks and separation from adjoining properties, and the orientation of potential overshadowing towards the right of way, the proposal is considered unlikely to cause an unreasonable loss of amenity.

Accordingly, the proposed development is considered to comply with the Performance Criteria P3.

8.4.3 Site coverage and private open space for all dwellings

Objective:	That dwellings are compatible with the amenity and character of the area and provide: (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.
Acceptable Solutions	Performance Criteria
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).	P1 Dwellings must have: (a) site coverage consistent with that existing on established properties in the area; (b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (c) reasonable space for the planting of gardens and landscaping.
Planners Response: Relies on performance criteria. The proposal relies on the Performance Criteria in relation to site coverage and private open space. The development provides three relatively modest two-bedroom dwellings, each designed to accommodate a smaller household and associated outdoor living	

requirements.

The proposed site coverage is considered appropriate having regard to the established development pattern within the surrounding General Residential Zone. The development makes efficient use of the site while avoiding an overly intensive or enclosed built form. The use of the right of way over the adjoining property for access reduces the amount of the subject site required to accommodate vehicle access and associated manoeuvring. This allows a greater proportion of the site to be available for the dwellings, private open space, landscaping and separation between buildings, assisting in achieving an appropriate balance between site coverage and the overall density of the development.

The proposed dwellings are relatively modest in scale, comprising two bedrooms and approximately 144m² of floor area each. Having regard to the size and likely occupancy of the dwellings, the private open space provided is considered appropriate to accommodate the projected needs of occupants without requiring excessive areas of open space.

Each dwelling is provided with private outdoor space capable of accommodating outdoor recreation and leisure activities that would reasonably be associated with a two-bedroom dwelling. The areas shown on the plans provide sufficient space for normal residential activities, including outdoor entertaining and recreation, and are of a practical size and configuration.

The private open space also provides for the operational needs of the dwellings, including areas suitable for clothes drying, while retaining sufficient area for landscaping and garden planting. The available outdoor areas are considered capable of accommodating basic landscaping and, where relevant, informal children's play and recreational activities.

The proposed layout therefore does not rely on large areas of unused or impractical open space that future occupants may not desire.

Overall, the combination of the modest size of the dwellings, the efficient access arrangement, the separation between buildings and the provision of functional private open space demonstrates that the development provides an appropriate balance between site coverage, residential density and the outdoor needs of future occupants. The proposed development is therefore considered to comply with the Performance Criteria P1.

A2

A dwelling must have private open space that:

- (a) is in one location and is not less than:
 - (i) 24m²; or
 - (ii) 12m², 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);
- (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

P2

A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:

- (a) conveniently located in relation to a living area of the dwelling; and
- (b) orientated to take advantage of sunlight.

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.	
Planners Response: Complies with acceptable solution. The proposed dwelling includes private open space that meets all the requirements of this acceptable solution. The primary private open space of each dwelling is provided in one location with a total area exceeding 24m², has a minimum horizontal dimension greater than 4m, is not located between the dwelling and the frontage, and is located on a part of the site with a gradient less than 1 in 10. The acceptable solution is therefore met.	

8.4.4 Sunlight to private open space of multiple dwellings

Objective:	That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.	
Acceptable Solutions		Performance Criteria
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		P1 A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.

multiple dwelling.	
Planners Response: Not applicable to application. The proposed multiple dwellings are not located to the north of the private open space of another dwelling on the same site. Accordingly, the trigger for the acceptable solution is not met. The acceptable solution is therefore not applicable to the proposal.	

8.4.5 Width of openings for garages and carports for all dwellings

Objective:	To reduce the potential for garage or carport openings to dominate the primary frontage.
Acceptable Solutions	Performance Criteria
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 of not more than 6m or half the width of the frontage (whichever is the lesser).	P1 A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.
Planners Response: Not applicable to application. No garage or carport within 12m facing frontage (Connemara Close). Not applicable to the application.	

8.4.6 Privacy for all dwellings

Objective:	To provide a reasonable opportunity for privacy for dwellings.
Acceptable Solutions	Performance Criteria
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	P1 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 be screened, or otherwise designed, to minimise overlooking of: (a) a dwelling on an adjoining property or its private open space; or (b) another dwelling on the same site or its private open space.

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 (ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.	
Planners Response: Complies with acceptable solution. No balcony, deck, roof terrace, parking space, or carport for a dwelling has a floor level exceeding 1m of the natural ground level. Complies.	
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 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%.	P2 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 be screened, or otherwise located or designed, to minimise direct views to: (a) a window or glazed door, to a habitable room of another dwelling; and (b) the private open space of another dwelling.
Planners Response: Complies with acceptable solution. No window or glazed door for a dwelling has a floor level exceeding 1m of the natural	

ground level. Complies.

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.

P3

A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

Planners Response: Complies with acceptable solution.

The proposed development provides a minimum 2.5m horizontal separation between shared driveways or parking areas and windows or glazed doors serving habitable rooms of the multiple dwellings.

Accordingly, the proposal satisfies the requirements of A3 and is considered to comply with the Acceptable Solution.

8.4.7 Frontage fences for all dwellings

Objective:	The height and transparency of frontage fences: (a) provides adequate privacy and security for residents; (b) allows the potential for mutual passive surveillance between the road and the dwelling; and (c) is reasonably consistent with that on adjoining properties.
------------	--

Acceptable Solutions

A1

No Acceptable Solution.¹

Performance Criteria

P1

A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:

- (a) provide for security and privacy while allowing for passive surveillance of the road; and
- (b) be compatible with the height and transparency of fences in the street, having regard to:
 - (i) the topography of the site; and
 - (ii) traffic volumes on the adjoining road.

Planners Response: Not applicable to application.

Frontage fencing meets exemption.

Standard not applicable.

8.4.8 Waste storage for multiple dwellings

Objective:	To provide for the storage of waste and recycling bins for multiple dwellings.
Acceptable Solutions	Performance Criteria
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: (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) 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.	P1 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.

Planners Response: Relies on performance criteria.

The proposed waste and recycling bin storage area is located at least 4.5 m from the frontage and therefore relies on the Performance Criteria.

Notwithstanding the location within the frontage setback, the proposed arrangement appropriately addresses the intent of the provision by providing a dedicated and suitably screened area for the storage of waste and recycling bins.

The bin storage area is located toward the frontage of the site next to the access area, providing convenient access for occupants and waste collection while making efficient use of the available site area. The location avoids the need for bins to be stored within the private open space or immediately adjacent to the primary living areas of the proposed dwellings.

The bin storage area is separated from the proposed dwellings and habitable rooms, assisting in minimising potential impacts associated with odour and noise. Additionally as this side of Connemara Close does not contain a footpath, there is not reasonably expected to be impacts to pedestrians from odour.

The storage area is also provided with a 1.2 m high screening treatment, which will screen

the bins from the frontage and surrounding properties and assist in maintaining an appropriate visual presentation of the development.

The proposed arrangement is appropriate having regard to the scale of the development and the number of dwellings being serviced. The dedicated storage area provides sufficient capacity for the required waste and recycling bins associated with the three proposed dwellings and ensures that bins can be consolidated within a single location rather than being dispersed throughout the site.

Accordingly, having regard to the dedicated storage area, its separation from the dwellings, the 1.2 m high screening, and its convenient location for waste collection, the proposal is considered to adequately minimise potential visual, odour and noise impacts and is therefore considered to satisfy the Performance Criteria P1.

8.5 Development Standards for Non-dwellings

Planners Response: Not applicable to application.

Development is not for 'non-dwelling' therefore the proposal is not applicable to the application.

8.6 Development Standards for Subdivision

Planners Response: Not applicable to application.

Development is not for subdivision, therefore the proposal is not applicable to the application.

4.2 Planning Scheme Code Assessment

C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose

The purpose of the Parking and Sustainable Transport Code is:

- C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
- C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
- C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
- C2.1.6 To provide for parking precincts and pedestrian priority streets.

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective:	That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions		Performance Criteria
A1 The number of on-site car parking spaces must be no less than the number specified in Table 2.1, less the number of car parking spaces that cannot 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,		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

in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	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.
Planners Response: Complies with acceptable solution. The proposal meets the acceptable solution outlined. The number of on-site car parking spaces provided complies with the requirements specified in Table C2.1 of the planning scheme i.e. 6 dedicated parking spaces (2 for each dwelling) & 1 visitor parking space.	

C2.5.2 Bicycle parking numbers

Objective:	That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions		Performance Criteria
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.		P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
Planners Response: Not applicable to application. No bicycle parking required for this development under Table C2.1		

C2.5.3 Motorcycle parking numbers

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

Acceptable Solutions	Performance Criteria
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
Planners Response: Not applicable to application. Use does not require more than 20 carparking spaces as per Table C2.4 – Therefore complies.	

C2.5.4 Loading Bays

Objective:	That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.	
Acceptable Solutions		Performance Criteria
A1 A loading bay must be provided for uses with a floor area of more than 1000m ² in a single occupancy.		P1 Adequate space for loading and unloading of vehicles must be provided, having regard to: (a) the type of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.
Planners Response: Not applicable to application. As per Clause C2.2.3, development for the Residential use class is not required to be assessed against this standard. Therefore, this standard is not applicable to the proposal.		

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

Objective:	To: (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.
Acceptable Solutions	Performance Criteria
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.	P1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to: (a) car parking demand generated by the proposed use during its proposed hours of operation; (b) the availability of on-street and public car parking in the surrounding area; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision; (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any relevant parking plan for the area adopted by council; (i) any existing on-street car parking restrictions; and (j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.
Planners Response: Not applicable to application. As per Clause C2.2.4, development for the Residential use class is not required to be	

assessed against this standard. Therefore, this standard is not applicable to the proposal.

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective:	That parking areas are constructed to an appropriate standard.	
Acceptable Solutions		Performance Criteria
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.		P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
Planners Response: Complies with acceptable solution. All proposed parking, access, manoeuvring and circulation areas associated with the development will be provided with a durable all-weather pavement. The on-site parking and manoeuvring areas will be constructed in concrete, providing a suitable hard-wearing surface. The right of carriageway providing access to the development is intended to be sealed with concrete, providing a durable all-weather access surface between the site and the public road network. Stormwater generated from the parking, access and manoeuvring areas will be appropriately managed with stormwater directed to the available stormwater infrastructure as required. The proposed concrete and sealed surfaces will restrict pavement abrasion and minimise the infiltration of water into the pavement structure. Accordingly, the proposed parking, access, manoeuvring and circulation areas are considered to comply with Acceptable Solution A1.		

C2.6.2 Design and layout of parking areas

Objective:	That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions		Performance Criteria
A1.1 Parking, access ways, manoeuvring and		P1 All parking, access ways, manoeuvring and circulation spaces must be designed and

circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>. 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 <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i>.¹	readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 - 2002 Parking facilities, Part 2: Off-street commercial vehicle facilities</i>.
--	--

Planners Response: Relies on performance criteria.

Plans do not demonstrate an access width in accordance with the acceptable solution and therefore the proposal relies on performance criteria.

The proposed parking, access, manoeuvring and circulation arrangements have been designed having regard to the characteristics of the site, the nature of the proposed residential use and the expected type and frequency of vehicle movements. The development provides a double garage for each dwelling, together with a dedicated visitor parking space located adjacent to the existing crossover. The parking spaces are clearly identifiable, with each dwelling having its own dedicated double garage, while the visitor

space is readily distinguishable from the dedicated resident parking.

The proposed parking and manoeuvring areas are sealed and constructed in concrete, while the existing right of carriageway providing access to the site is also sealed. This provides a durable all-weather surface and ensures the parking and access areas remain usable under a range of weather conditions.

The layout provides for vehicles to enter, exit and manoeuvre within the site in a practical manner. The majority of vehicle movements can be accommodated within the site without requiring vehicles to reverse onto the public road. The only vehicle movement requiring reversing from a parking position is associated with the visitor parking space. This is limited to a single parking space and, having regard to the expected intermittent use and residential nature of the locality, is not expected to create an unreasonable traffic conflict.

The site is accessed from a local residential road that terminates within the surrounding street network rather than forming part of a through route. Vehicle movements associated with the development will therefore be limited in nature and are expected to comprise predominantly light residential vehicles travelling at low speeds given the T-junction fronting the site. The existing road environment provides sufficient visibility and available road space to accommodate the anticipated vehicle movements without creating an unreasonable safety risk.

There is also no existing pedestrian footpath along the frontage of the site. While pedestrian movements will remain possible within the frontage, the absence of a footpath reduces the dedication and foot traffic along the eastern side of the road, reducing the potential for conflict between reversing vehicles and pedestrians immediately adjacent to the site frontage.

The proposed parking arrangement is appropriate having regard to the nature of the development, which is residential and comprises only three dwellings. No commercial vehicles or other vehicles associated with commercial activities are anticipated to regularly use the parking or access areas. The expected vehicle type is therefore predominantly standard passenger vehicles and light residential vehicles.

The development provides an efficient arrangement of resident and visitor parking while maintaining appropriate access and manoeuvring areas. The use of dedicated double garages ensures that resident parking is clearly allocated to each dwelling, while the provision of visitor parking avoids reliance on the public road for visitor parking associated with the development.

Having regard to the site's characteristics, the local road environment, sealed access and parking surfaces, dedicated and clearly identifiable parking spaces, provision for on-site manoeuvring, expected low-speed residential traffic and the limited number of vehicle movements, the proposed arrangement is considered to provide convenient, safe and efficient parking and access.

The proposal is therefore considered to satisfy the Performance Criteria

¹Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

C2.6.3 Number of accesses for vehicles

Objective:	That:
	(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;
	(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and
	(c) the number of accesses minimise impacts on the streetscape.

Acceptable Solutions	Performance Criteria
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	P1 The number of accesses for each frontage must be minimised, having regard to: (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
Planners Response: Complies with acceptable solution. Does not provide for more than existing number of accesses. Complies.	
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.
Planners Response: Not applicable to application. Not within Central Business Zone or in a pedestrian priority street, therefore standard not applicable to the application.	

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

Objective:	That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which: (a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts.
Acceptable Solutions	Performance Criteria
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	P1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to: (a) enabling easy and efficient use of the

Parks” in <i>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.</i>	area; (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; (c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and (e) the hours of operation of the use.
Planners Response: Not applicable to application. Not within the General Business Zone and Central Business Zone, therefore standard not applicable to the application.	

C2.6.5 Pedestrian access

Objective:	That pedestrian access within parking areas is provided in a safe and convenient manner.
Acceptable Solutions	Performance Criteria
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.
Planners Response: Not applicable to application. Use is for a Residential – Multiple Dwelling, which of the scale proposed has a requirement under Table C2.1 of 6 dedicated carparking spaces and 1 visitor parking. As this is under the threshold of 10 car parking spaces the proposal does not require a dedicated pedestrian access.	

The proposal, under the NCC (National Construction Code) is not required to provide accessible car parking. Accessible car parking is limited to 1b, 3, 5,6,7,8 & 9. The proposed dwelling is considered under the NCC as falling within a Class 1a classification and therefore no requirement exists to install accessible carparking. Occupants may install accessible elements on an as required basis, based on their needs.

Standard is not applicable.

C2.6.6 Loading bays

Objective:	That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.
Acceptable Solutions	Performance Criteria
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.	P1 Loading bays must have an area and dimensions suitable for the use, having regard to: (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.
Planners Response: Not applicable to application. No loading bays are proposed or required for a residential use, therefore standard is not applicable.	
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 <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities – Off-street commercial vehicle facilities</i>.	P2 Access for commercial vehicles to and from the site must be safe, having regard to: (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
Planners Response: Not applicable to application. Commercial vehicles are not readily anticipated to ingress and egress from the subject site	

as the proposal is for a residential use.

The standard is not considered applicable as the use of the site is not commercial in nature.

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

Objective:	That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.
Acceptable Solutions	Performance Criteria
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; (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 <i>Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting</i> - Performance and design requirements.	P1 Bicycle parking must be provided in a safe, secure and convenient location, having regard to: (a) the accessibility to the site; (b) the characteristics of the site; (c) the nature of the proposed use; (d) the number of employees; (e) the users of the site and the likelihood of travel by bicycle; (f) the location and visibility of proposed parking for bicycles; (g) whether there are other parking areas on the site; and (h) the opportunity for sharing bicycle parking on nearby sites.
Planners Response: Not applicable to application. Not within the General Business Zone and Central Business Zone, therefore standard is not applicable to this application.	
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 <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.	P2 Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to: (a) the characteristics of the site; (b) the space available; (c) the safety of cyclists; and (d) the provisions of <i>Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking</i>.

Planners Response: Not applicable to application.

Table C2.1 outlines that there is no requirement for the provision of bicycle parking spaces for a Residential – Multiple Dwelling in the General Residential Zone. Not applicable to the application.

Notably, there is enough space within the site to provide sufficient bicycle parking and storage if required by the occupant.

C2.6.8 Siting of parking and turning areas

Objective:	That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.
Acceptable Solutions	Performance Criteria
A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or 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.	P1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to: (a) topographical or other site constraints; (b) availability of space behind the building line; (c) availability of space for vehicle access to the side or rear of the property; (d) the gradient between the front and the rear of existing or proposed buildings; (e) the length of access or shared access required to service the car parking; (f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; (g) the visual impact of the vehicle parking and access on the site; (h) the streetscape character and amenity; (i) the nature of the zone in which the site is located and its preferred uses; and (j) opportunities for passive surveillance of the road.
Planners Response: Not applicable to application. Proposal is not within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone. Therefore, the standard is considered not applicable to the application.	

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.	P2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to: (a) the streetscape; (b) any unreasonable loss of amenity of the occupants of adjoining properties; and (c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.
Planners Response: Not applicable to application. Proposal is not within a Central Business Zone. Therefore, the standard is considered not applicable to the application.	

C2.7 Parking Precinct Plan

C2.7.1 Parking precinct plan

Objective:	To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.
Acceptable Solutions	Performance Criteria
A1 Within a parking precinct plan, on-site car parking must: (a) not be provided; or (b) not be increased above existing parking numbers.	P1 Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to: (a) the availability of off-street public parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: (i) variations in parking demand over time; or (ii) efficiencies gained by consolidation of 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) 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; (f) the streetscape;

	(g) the topography of the site; (h) the location of existing buildings on the site; (i) any constraints imposed by existing development; and (j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and not exceed the number specified in Table C2.1.
--	---

Planners Response: Not applicable to application.

Proposal is not within a parking precinct plan outlined within the *Local Provision Schedule – West Tamar*. Therefore, the standard is considered not applicable to the application.

C3.0 Road and Railway Assets Code

C3.5 Use Standards

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

(Note: This is the only relevant Criteria within C3.0, other standards within this code relate to development within a 'road or railway attenuation area' which this site is not subject to. Other Standards considered not applicable to the proposal and not included in this assessment).

Objective:	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Acceptable Solutions	Performance Criteria
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 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	P1 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.

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.

Planners Response: Complies with acceptable solution.

A1.4 is the only applicable standard to the proposed development. The proposal utilises an existing vehicle crossing, with no new vehicle crossing, junction or level crossing proposed as part of the development. The site does not achieve access via a Category 1 or major road under the road hierarchy, nor does the proposal involve any impacts to any rail corridors.

A1.4 requires that vehicular traffic to and from the site using an existing vehicle crossing does not increase beyond the thresholds specified in Table C3.1. As the existing vehicle crossings are located on a road other than a major road, the applicable threshold under Table C3.1 for vehicles up to 5.5m in length, which would readily be expected for residential uses is an increase of 20% or 40 vehicle movements per day, whichever is greater.

The proposed development comprises three multiple dwellings, and the anticipated vehicle movements have been considered having regard to the residential nature and scale of the development. The *Guide to Traffic Impact Assessment* (2024) which replaced the previous RTA Guide to Traffic Generating Development (2002) provides an average daily traffic generation rate of approximately 7.53 vehicle movements per dwelling per day for residential development. Applying this rate to the three proposed dwellings results in an anticipated increase of approximately 22.6 vehicle movements per day, rounded to approximately 23 vehicle movements per day.

The anticipated increase is therefore well below the applicable 40 vehicle movements per day threshold prescribed by Table C3.1. The proposed development is also expected to generate predominantly light passenger vehicle movements associated with normal residential activities, with no commercial or heavy vehicle traffic anticipated as a regular component of the use.

The existing road and vehicle crossing are therefore considered capable of accommodating the anticipated increase in traffic associated with the development without creating an unreasonable impact on the operation or safety of the surrounding road network.

Accordingly, the anticipated increase in vehicular traffic associated with the three proposed dwellings is within the applicable threshold established by Table C3.1, and the proposal is considered to comply with Acceptable Solution A1.4.

Conclusion

The proposed development of three multiple dwellings at 19 Connemara Close, Legana represents an appropriate residential use within the General Residential Zone. The development provides additional housing through three modest two-bedroom dwellings and makes efficient use of the existing serviced site and infrastructure.

The proposed layout, setbacks, building scale, private open space, parking and access arrangements are considered appropriate to the site and surrounding residential character. Where Performance Criteria are relied upon, the assessment demonstrates that the objectives and amenity outcomes prescribed by performance criteria can be achieved without unreasonable impacts on adjoining properties or the broader locality.

The applicable Code provisions have been addressed, with the Natural Assets, Bushfire-Prone Areas and Landslip Hazard provisions either not applicable or appropriately addressed through the relevant exemptions.

Overall, the proposal is considered to provide an appropriate and orderly form of residential development that is consistent with the purpose and requirements of the General Residential Zone and warrants approval.

Annexure 1 - Certificate of Title Plan and Folio Text

Annexure 2 – Multiple Dwelling Plans



Land Surveying | Town Planning | Project Management

w novaland.com.au

e info@novaland.com.au

Launceston

156 George Street

Launceston 7250

p (03) 6709 8116

Hobart

Rear studio, 132 Davey
Street

Hobart 7000

p (03) 6227 7968

Three-Unit Development

at

19 Connemara Close, Legana

for

Phantom Super Co Pty Ltd

Project No.

26014

Drawings:

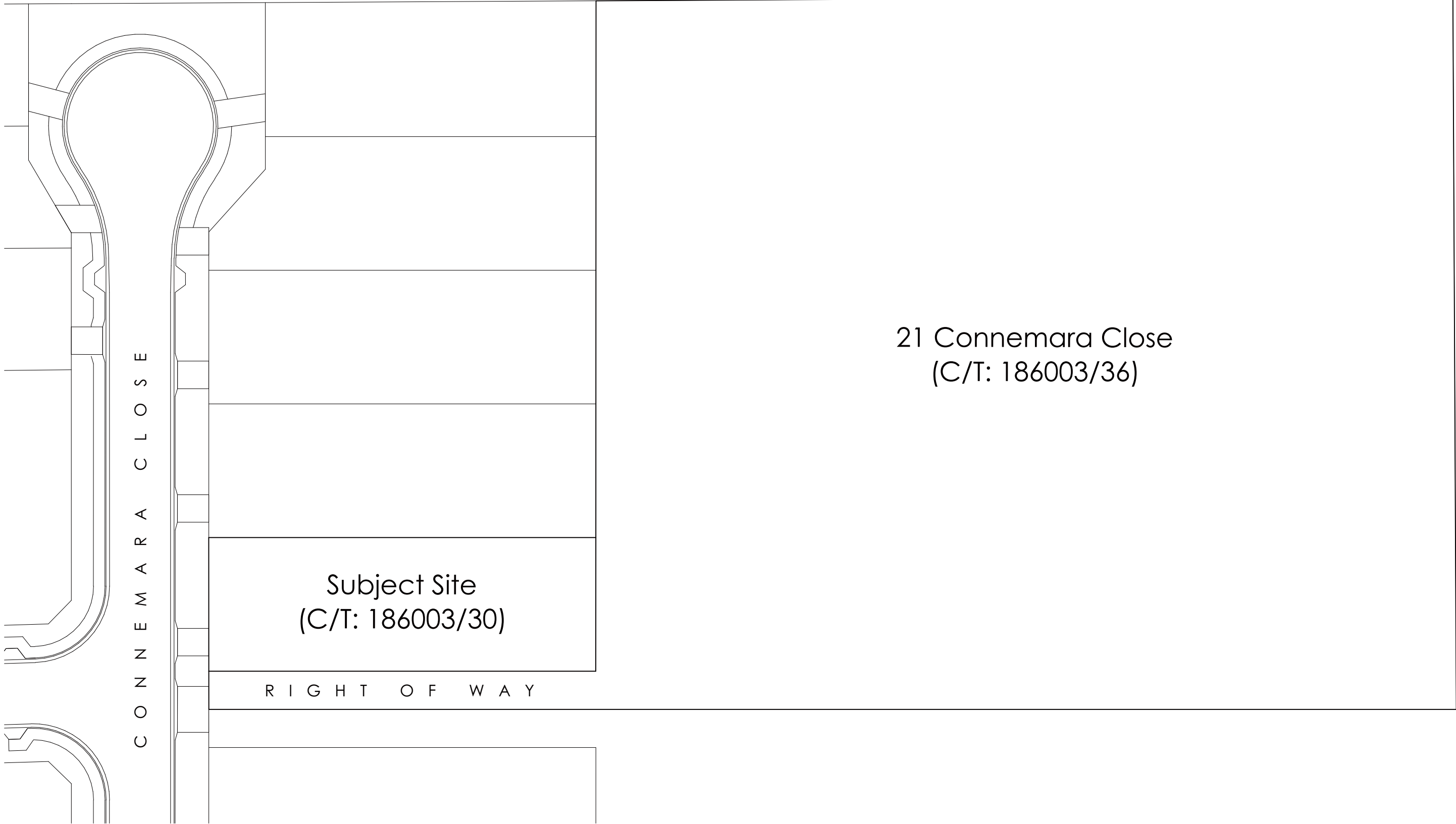
Ap01	Site Context Plan
Ap02	Site Plan
Ap03	Site Strata Plan
Ap04	Typical Floor Plan
Ap05	Typical Elevations
Ap06	Site 3D Views
Ap07	3D Representation
Ap08	3D Representation

Issue:

For Approval

coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 coactivebuildingdesign.com.au



Site Context Plan
Scale 1:500

coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 coactivebuildingdesign.com.au

Three-Unit Development
at
19 Connemara Close, Legana
for
Phantom Super Co Pty Ltd

A1	03.09.26	For Planning Approval	MB
REV.	DATE	DESCRIPTION	INT.

FOR APPROVAL

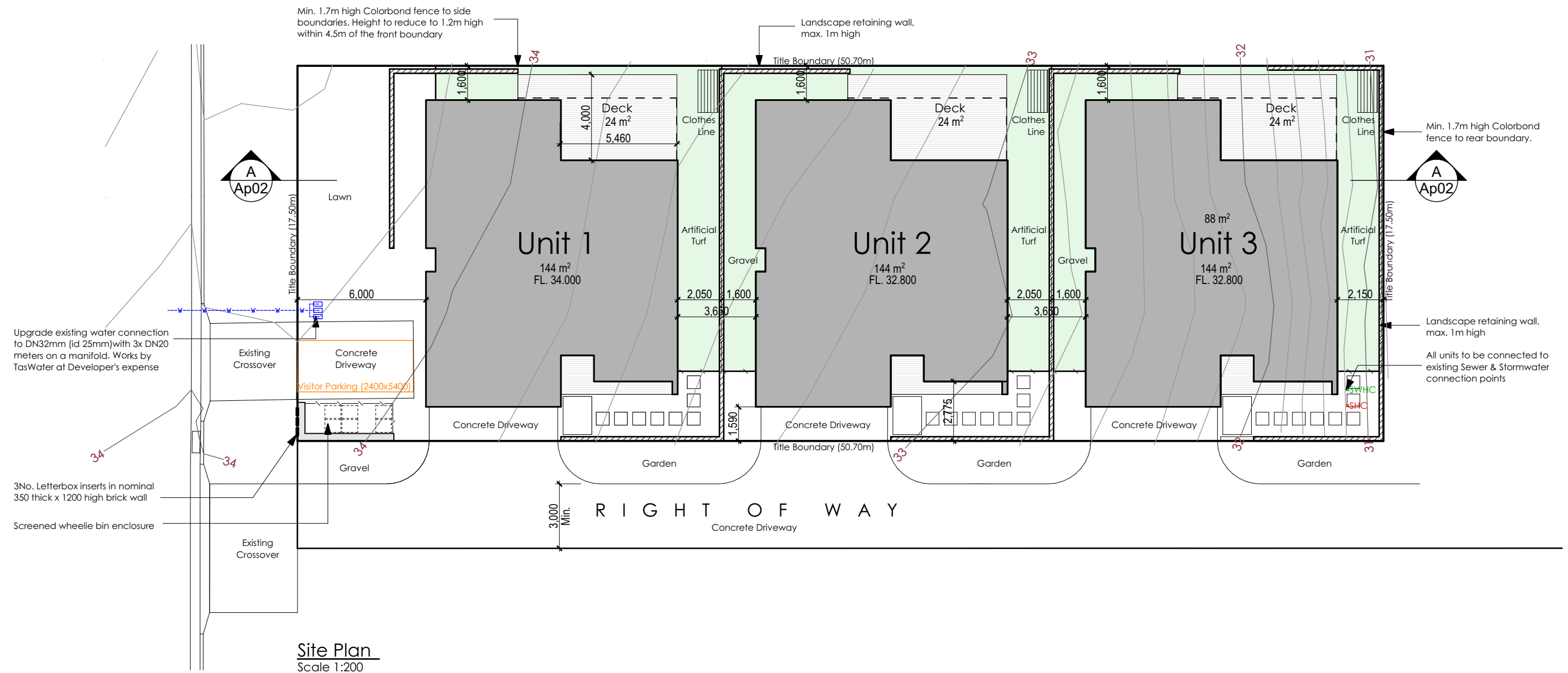
DESIGNED: MJB DRAWN: MJB CHECKED: - SCALES: 1:500 @ A3

DRAWING TITLE:
Site Context Plan

PROJECT NO: 26014 DRAWING NO: Ap01 REV. A1

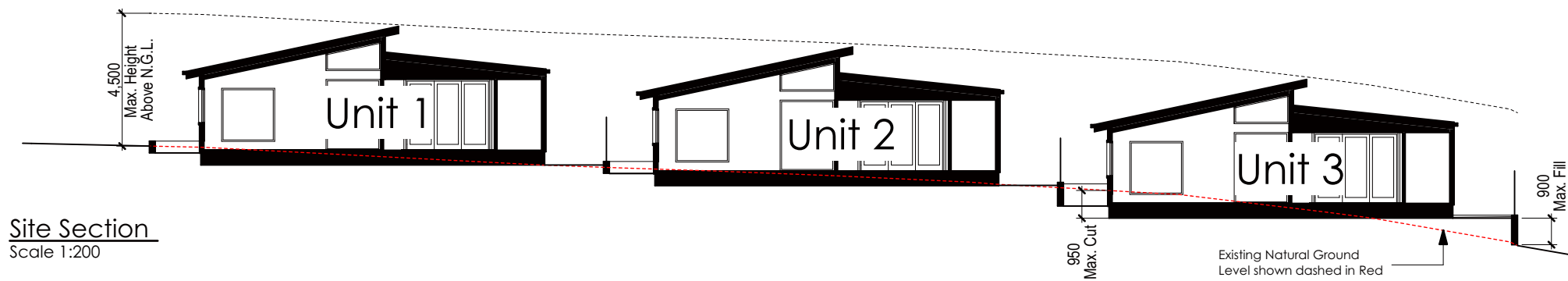


CONMEMARACLOSE



Area Schedule:

Site Area: 887m²
Unit 1 Floor Area: 144m²
Unit 1 Total Private Open Space: 63m²
Unit 2 Floor Area: 144m²
Unit 2 Total Private Open Space: 87m²
Unit 3 Floor Area: 144m²
Unit 3 Total Private Open Space: 88m²
Site Area per Dwelling: 295m²
Site Coverage: 472m² (53.2%)



coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 **coactivebuildingdesign.com.au**

Three-Unit Development
at
19 Connemara Close, Legana
for
Phantom Super Co Pty Ltd

A1	03.09.26	For Planning Approval	MB
REV.	DATE	DESCRIPTION	INT.

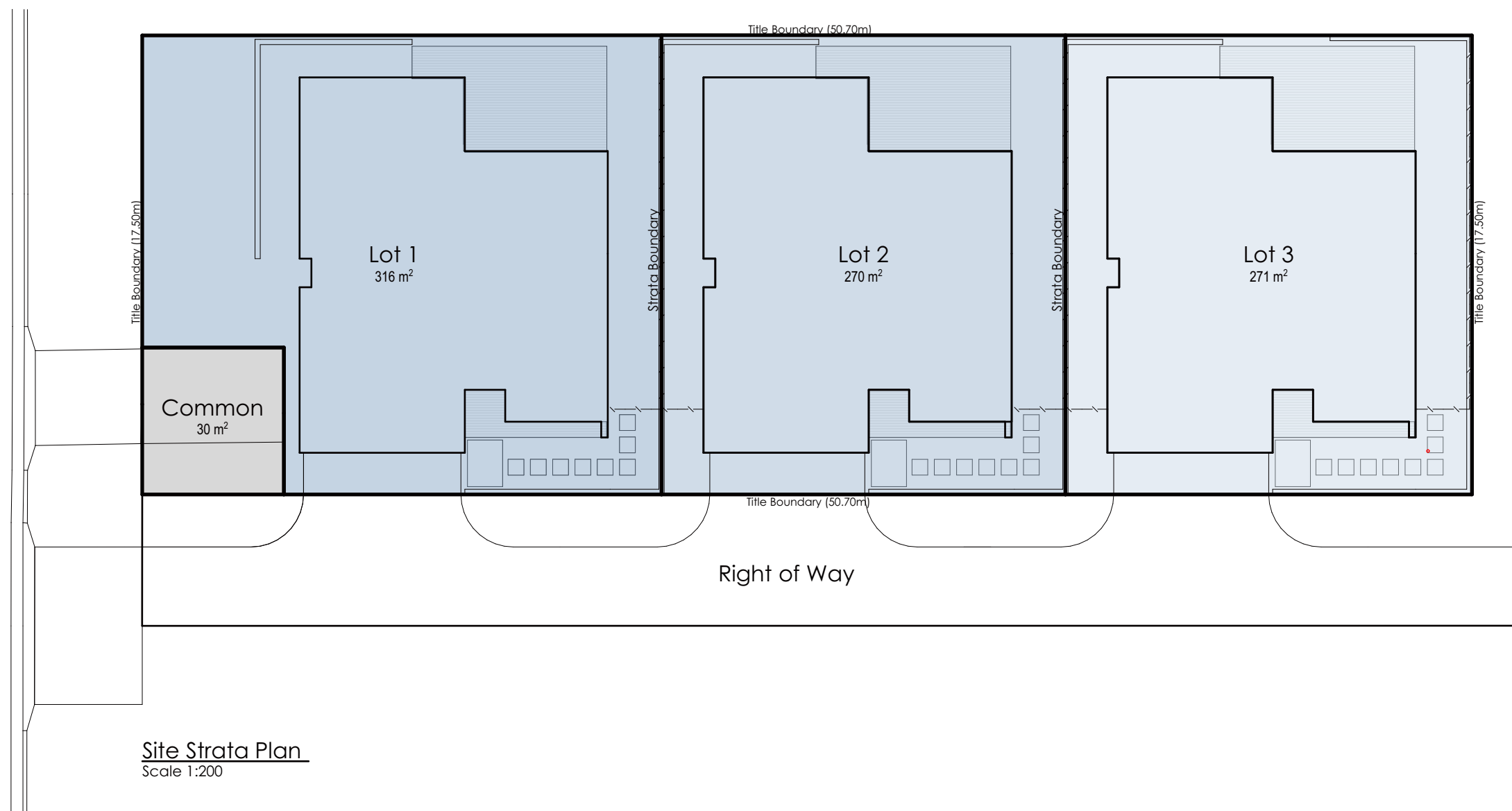
FOR APPROVAL

DESIGNED: MJB	DRAWN: MJB	CHECKED: -	SCALES: 1:200 @ A3
------------------	---------------	---------------	-----------------------

DRAWING TITLE:
Site Plan

PROJECT NO:	DRAWING NO:	REV.
26014	Ap02	A1





Site Strata Plan
Scale 1:200

coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 coactivebuildingdesign.com.au

Three-Unit Development
at
19 Connemara Close, Legana
for
Phantom Super Co Pty Ltd

A1	03.09.26	For Planning Approval	MB
REV.	DATE	DESCRIPTION	INT.

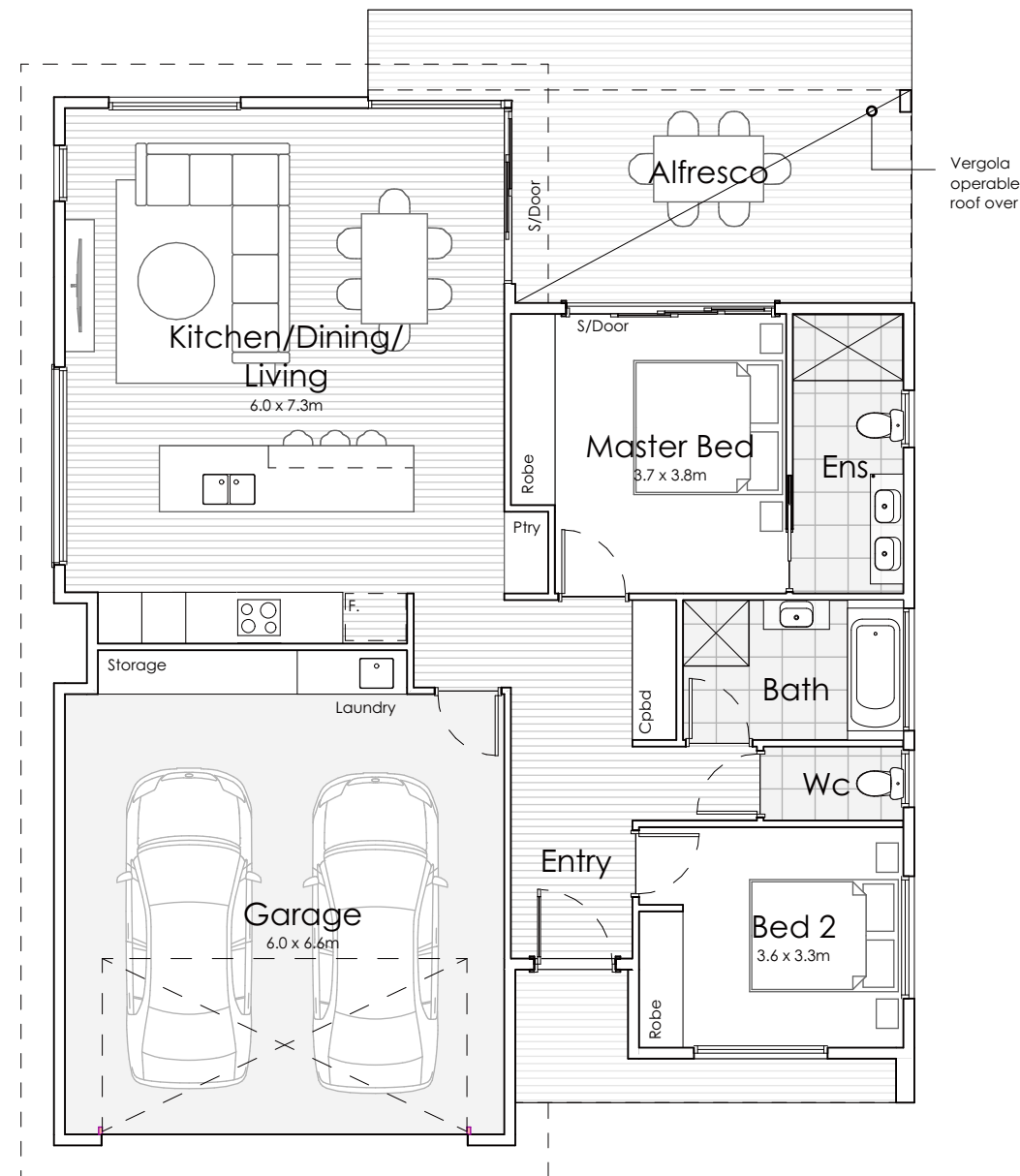
FOR APPROVAL

DESIGNED: MJB DRAWN: MJB CHECKED: - SCALES: 1:200 @ A3

DRAWING TITLE:
Site Strata Plan

PROJECT NO: 26014 DRAWING NO: Ap03 REV. A1





Typical Floor Plan
Scale 1:100

coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 coactivebuildingdesign.com.au

Three-Unit Development
at
19 Connemara Close, Legana
for
Phantom Super Co Pty Ltd

A1	03.09.26	For Planning Approval	MB
REV.	DATE	DESCRIPTION	INT.

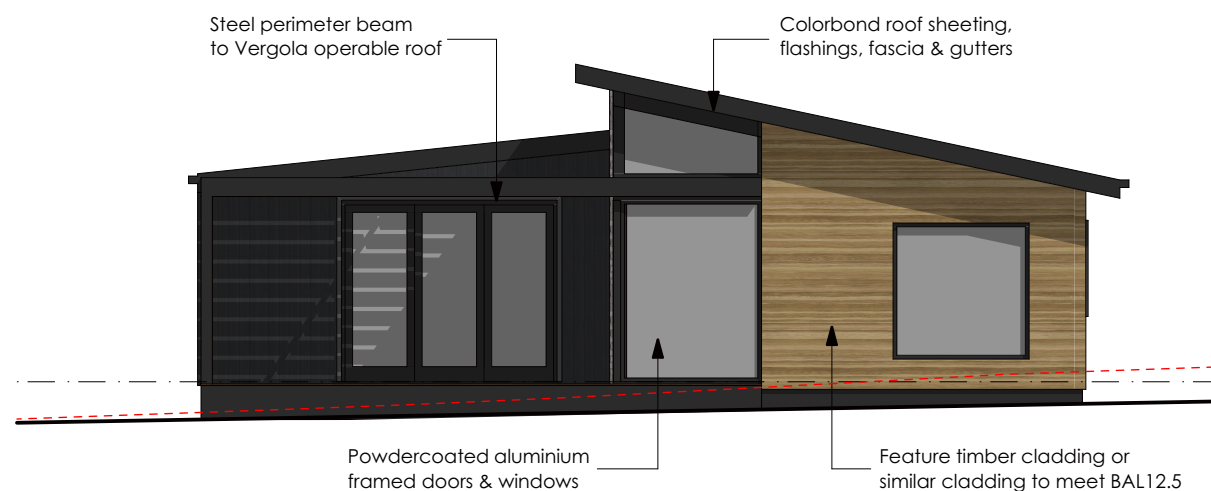
FOR APPROVAL

DESIGNED: MJB DRAWN: MJB CHECKED: - SCALES: 1:100 @ A3

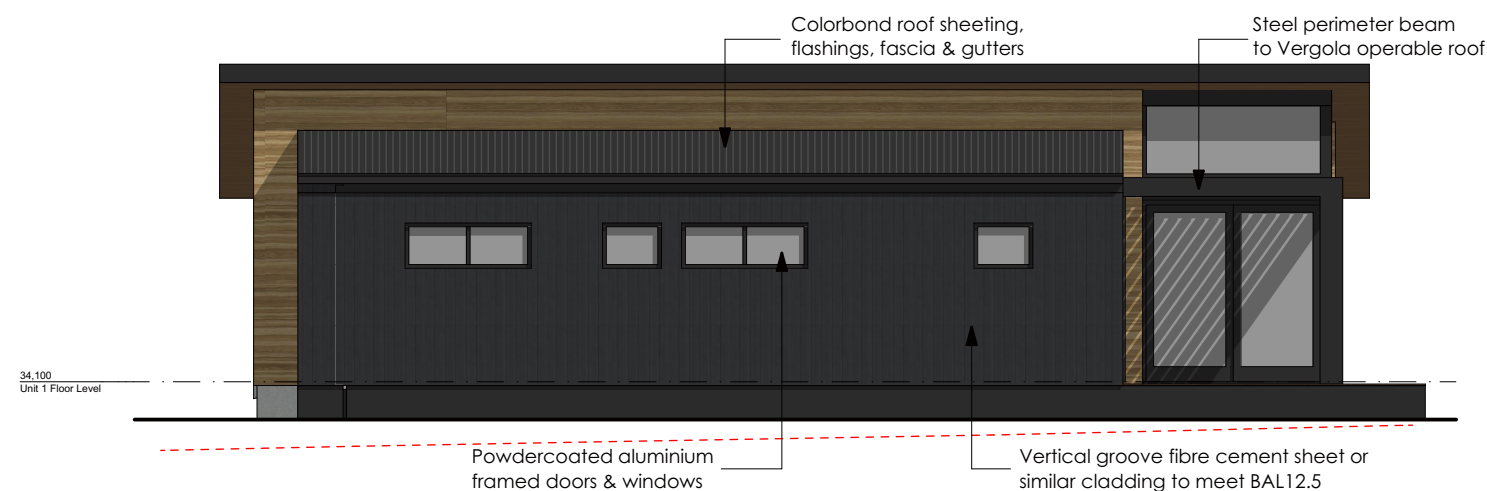
DRAWING TITLE:
Typical Floor Plan

PROJECT NO: 26014 DRAWING NO: Ap04 REV. A1

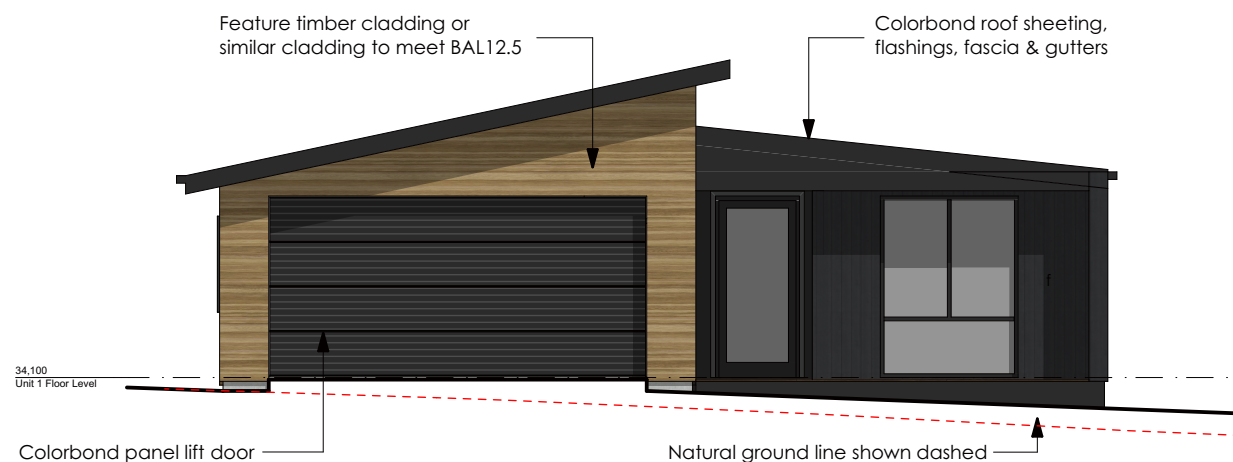




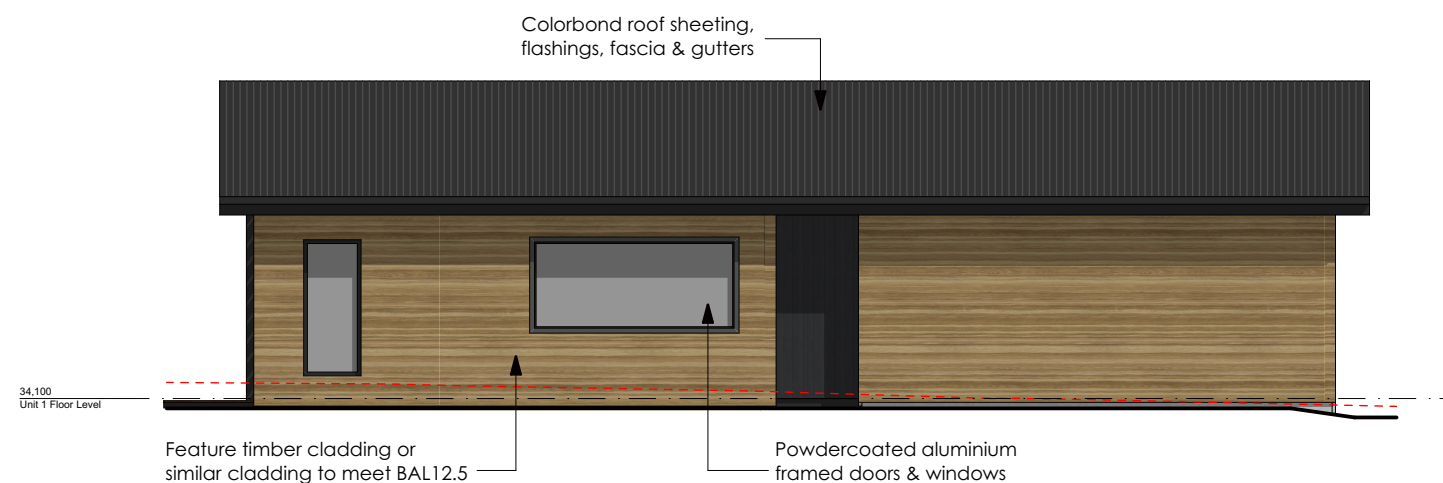
North Elevation
Scale 1:100



East Elevation
Scale 1:100



South Elevation
Scale 1:100



West Elevation
Scale 1:100

coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 coactivebuildingdesign.com.au

Three-Unit Development
at
19 Connemara Close, Legana
for
Phantom Super Co Pty Ltd

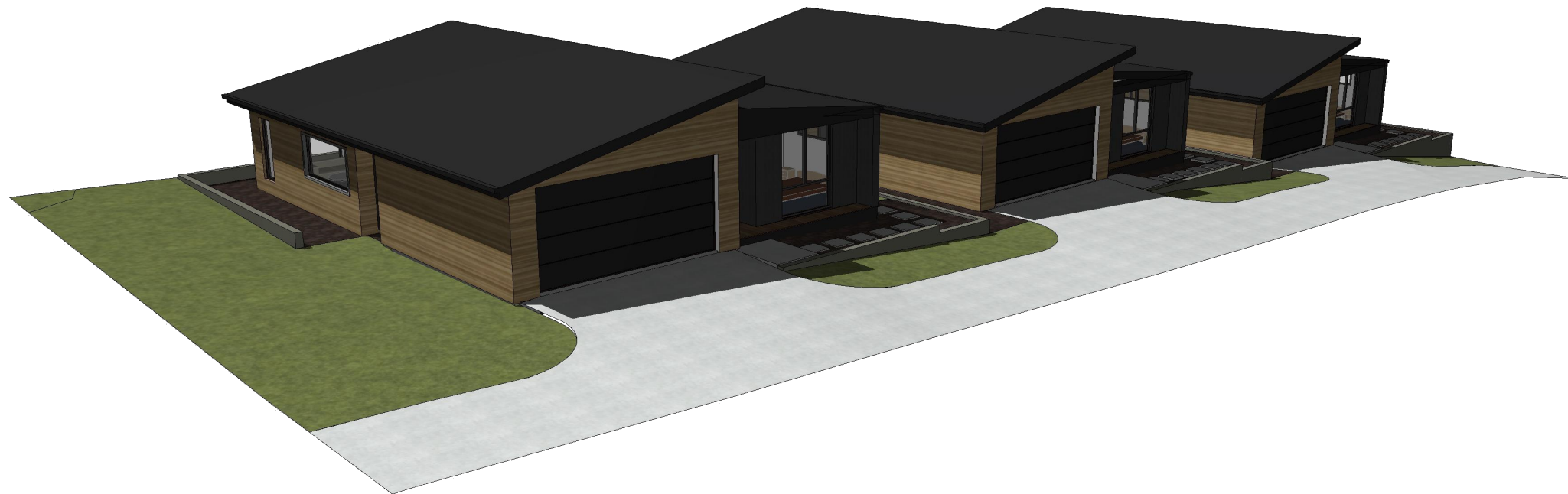
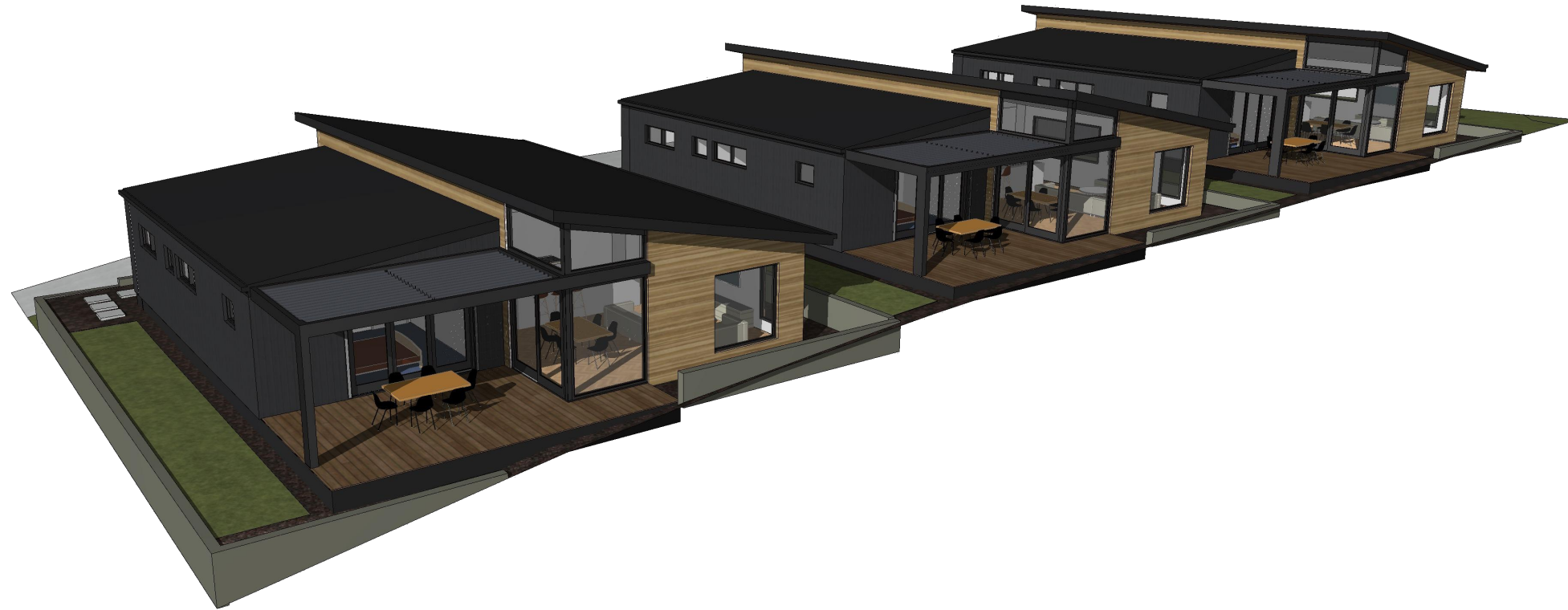
REV.	DATE	DESCRIPTION	INT.
A1	03.09.26	For Planning Approval	MB

FOR APPROVAL

DESIGNED: MJB
DRAWN: MJB
CHECKED: -
SCALES: 1:100 @ A3

DRAWING TITLE:
Typical Elevations

PROJECT NO: 26014
DRAWING NO: Ap05
REV: A1



coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 coactivebuildingdesign.com.au

**Three-Unit Development
at
19 Connemara Close, Legana
for
Phantom Super Co Pty Ltd**

A1	03.09.26	For Planning Approval	MB
REV.	DATE	DESCRIPTION	INT.

FOR APPROVAL

DESIGNED: MJB	DRAWN: MJB	CHECKED: -	SCALES: @ A3
------------------	---------------	---------------	-----------------

DRAWING TITLE:
Site 3D Views

PROJECT NO: 26014	DRAWING NO: Ap06	REV. A1
----------------------	---------------------	------------



coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 coactivebuildingdesign.com.au

Three-Unit Development
at
19 Connemara Close, Legana
for
Phantom Super Co Pty Ltd

A1	03.09.26	For Planning Approval	MB
REV.	DATE	DESCRIPTION	INT.

FOR APPROVAL

DESIGNED: MJB	DRAWN: MJB	CHECKED: -	SCALES: @ A3
------------------	---------------	---------------	-----------------

DRAWING TITLE:
3D Representation

PROJECT NO: 26014	DRAWING NO: Ap07	REV. A1
-----------------------------	----------------------------	-------------------



coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 coactivebuildingdesign.com.au

Three-Unit Development
at
19 Connemara Close, Legana
for
Phantom Super Co Pty Ltd

A1	03.09.26	For Planning Approval	MB
REV.	DATE	DESCRIPTION	INT.

FOR APPROVAL

DESIGNED: MJB DRAWN: MJB CHECKED: - SCALES: @ A3

DRAWING TITLE:
3D Representation

PROJECT NO: 26014 DRAWING NO: Ap08 REV. A1