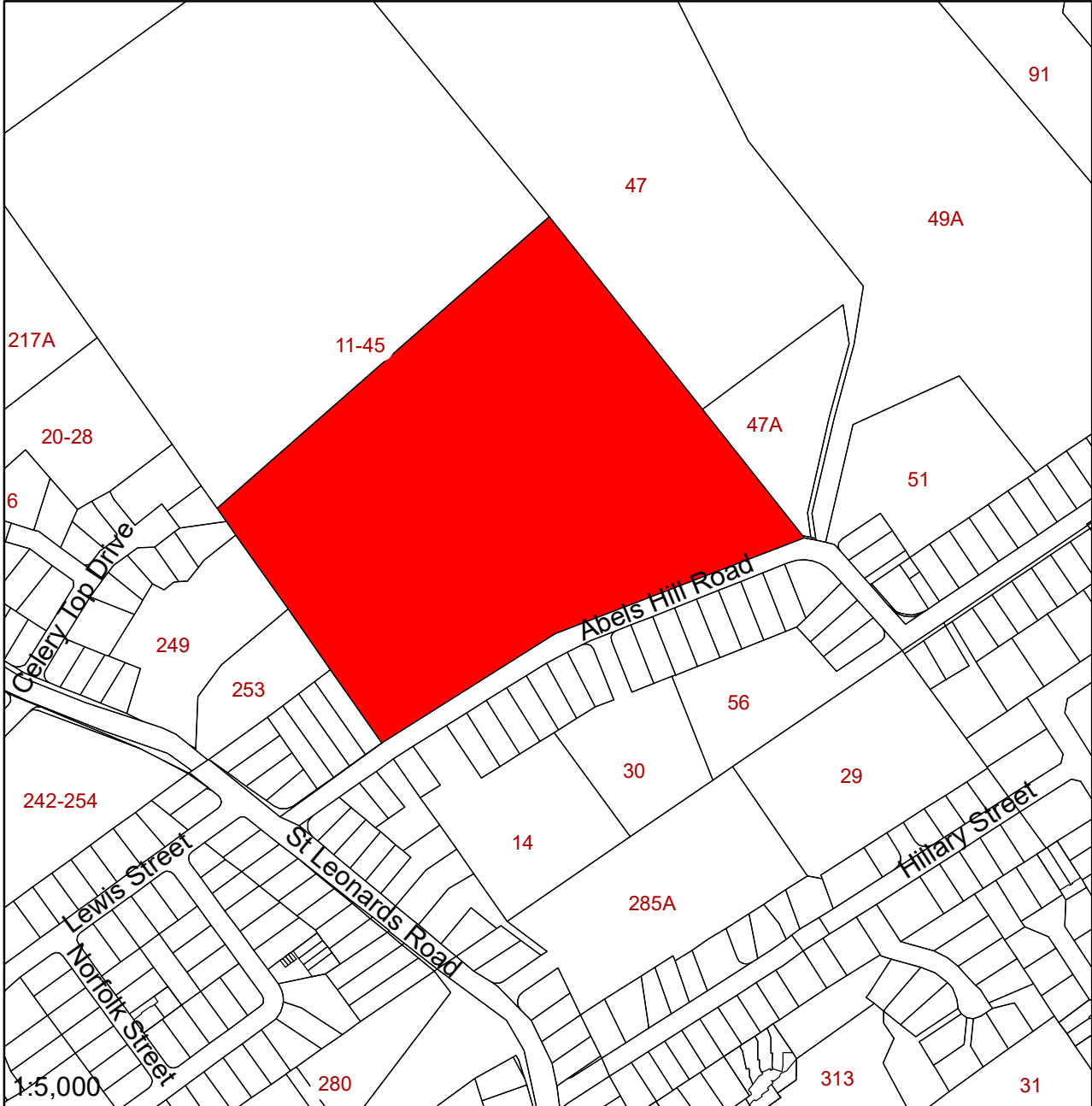


Launceston Interim Planning Scheme 2015

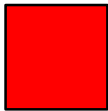
AMENDMENT 69

Rezoning from Rural Resource to General Residential.
 11-45 Abels Hill Road (CT35981/1)

Amend the interim planning scheme maps as below:



Zoning



General Residential

THE COMMON SEAL
 of the City of
 Launceston was
 hereunto affixed in the
 presences of: -

Date

Michael Stretton
 Chief Executive Officer



Our Ref: 21.092

Measured form and function



22 December 2021

6ty Pty Ltd
ABN 27 014 609 900

Duncan Payton
Town Planner
City of Launceston
By Email: duncan.payton@launceston.tas.gov.au

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Dear Duncan,

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RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION – DA537/2021 - 11-45 ABELS HILL ROAD, ST LEONARDS

The purpose of this letter is to provide supplementary information in addition to the revised plan of subdivision to address the items within Council's information request. The technical aspects of this letter have been prepared by our civil and hydraulic engineering team.

An indicative masterplan (Drawing 21.092-P02) for Title CT 35981/1 has been developed to detail potential future development on the balance lot. The plan of subdivision (Drawing 21.092-P01) has also been updated to address the item relating to the subdivision works.

With reference to the plan of subdivision:

- two (2) road connections are shown to extend to the balance lot;
- vehicle crossings are shown for each proposed lot;
- the Abels Hill road reserve has been widened by approx. 2-4m on the plan to 18.0m (Road CL 10-12m from new boundary) and there is now a footpath now shown along the frontage of the site;
- with respect to **stormwater system capacity**, it is understood that in ongoing discussion on stormwater capacity there is a council view that the existing stormwater system has adequate capacity for the proposed 16 Lot subdivision however future lots must be directed to a stormwater detention basin which is shown on the masterplan.

With reference to the masterplan:

- the layout is generally based on the indicative road plan provided by council however it also incorporates consideration for the site topography and drainage. It should be noted that this layout is indicative only and subject to change during more detailed design in the future. The layout shows an additional 67 future residential lots on the subject title although this number is likely to change slightly after more detailed design.
- with respect to **road connections**, it is suggested that both road connections be constructed as 18m wide local through roads forgoing the 20m collector road. The rationale behind this is that the steep topography just north of the subject site is not ideal for the construction of a high traffic collector road.

- with respect to **flood hazard**, our civil engineer has liaised with Council's hydrology department describing the hydrology of the celery top drive catchment. Regarding flood hazards, there is a distinct depression which runs from east to west through the site and this is where overland flows naturally concentrate. Given how steep it is, it is unlikely that this path will change post development so we have assumed a detention storage will be required at the base of this catchment before flows enter CT 16436/1 to the west.
- referring to the **1% AEP flows**, the existing overland flows are anticipated to be 0.65m³/s. Post development much of the 1% AEP event will be piped, however the flow also increases significantly due to the increased impervious fraction (3->65%). The developed 1% AEP flowrate is estimated at 5.29m³/s and the 5% at 3.53m³/s. If we assume that the 5% is piped (approx. DN900 at 4% grade) then the remaining flow is 1.76m³/s. A channel @4% grade, 300mm depth, 2.0m base, with 1:5 side slopes would suffice.

In concept we envisage that the existing east to west depression would be formalised and accommodated within a public reserve of sufficient width to accommodate the major flood channel, a pedestrian link, and landscaping as the land progressively develops.

- with respect to **water quality**, it is anticipated that the detention basin required for future development of the site (accommodating the greater upstream developed catchment) will be in the order of 7ML in volume. Its location at the base of the catchment for the site it is naturally a good location for additional treatment measures to address water quality via a number of engineering options. It is envisaged that such measures could include:
 - the installation of a gross pollutant trap (GPT) at the inlet to the basin for removal of litter and trash;
 - the provision of a planted low flow channel through the basin to assist in removal of contaminants such as hydrocarbons and other soluble contaminants from biological uptake;
 - over excavation of a section of the basin to produce ponding and incorporate sediment retention into the design;
 - the construction of a low flow vegetated bioswale inlet to the basin which would treat typical minor flow events but allow more significant events to bypass directly into the basin;

Despite the ideal water quality benefits, the incorporation of such measures will introduce a significant ongoing maintenance commitment for council which is generally known to be a barrier to long term effectiveness of such measures. With this in mind a strategic approach focussed on maximising the water quality benefits whilst minimising ongoing maintenance commitments is recommended. Its location 600-700m upstream of the catchments eventual discharge to the river, the benefits of water quality treatments on the subject site are limited, do not maximise the capture of the local urban area and are eventually likely to result in inefficient duplication and a far greater maintenance commitment. It is suggested that,

Our Ref: 21.092

in order to maximise long term effectiveness and cost and maintenance efficiency, council consider a means for locating infrastructure such as a GPT or bioretention in a more strategic location such as to the west of Lewis St within CT45309/2 (this may involve taking a contribution in lieu of upstream works).

Please do not hesitate to contact me should you have any queries on this application.

Yours faithfully
6ty° Pty Ltd



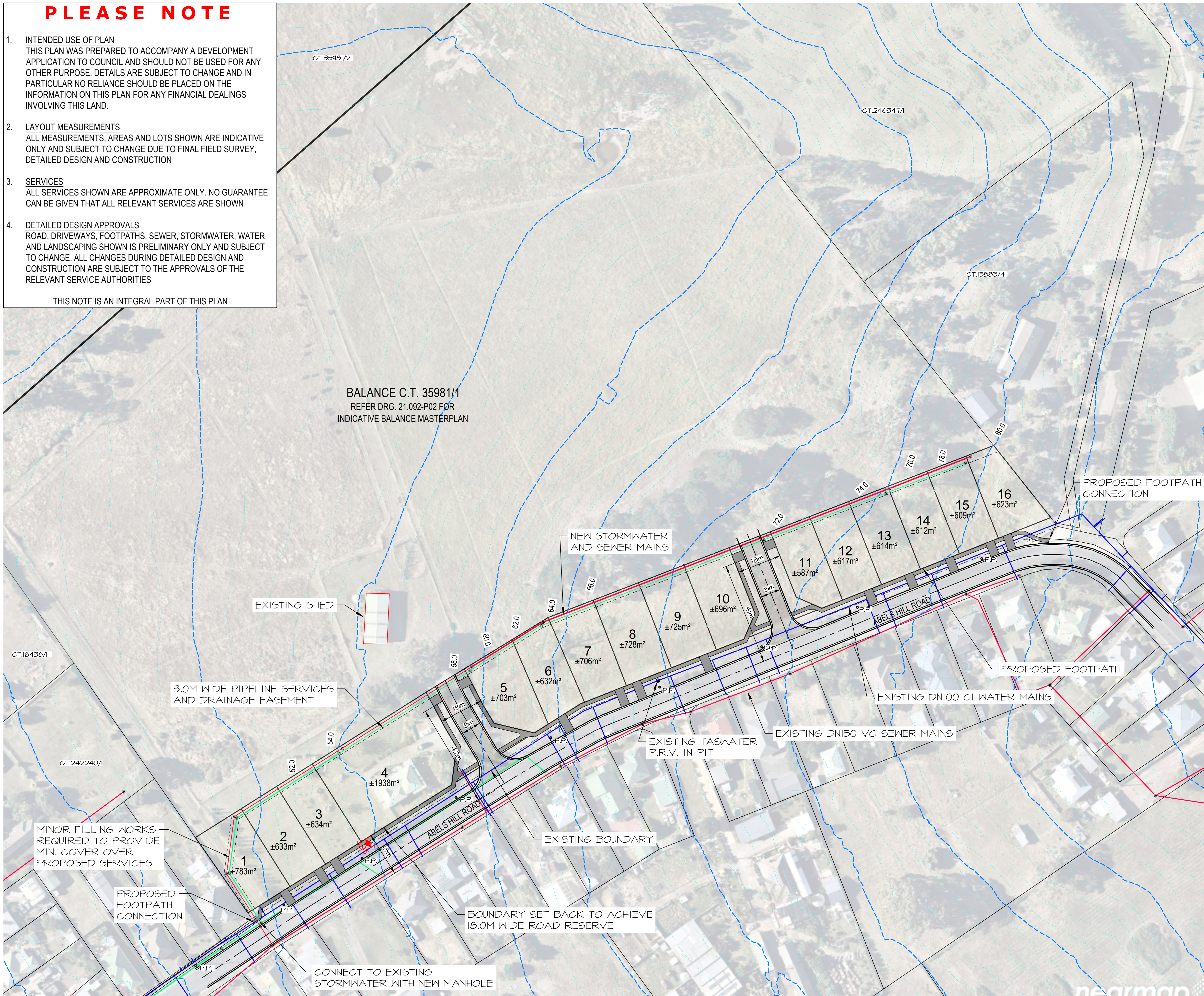
George Walker
Director/Planning Consultant

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THIS NOTE IS AN INTEGRAL PART OF THIS PLAN

BALANCE C.T. 35981/1
REFER DRG. 21.092-P02 FOR
INDICATIVE BALANCE MASTERPLAN



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APPROVED COMPANY
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PLANNING EXHIBITED DOCUMENTS

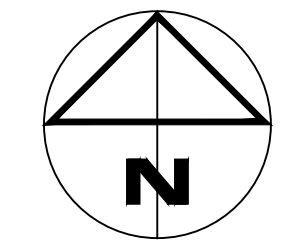
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PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	21.06.21	PLANNING APPROVAL	-
02	29.10.21	PLANNING APPROVAL	-
03	30.11.21	AMENDED FOR PLANNING APPROVAL	A
04	21.12.21	PLANNING APPROVAL	B



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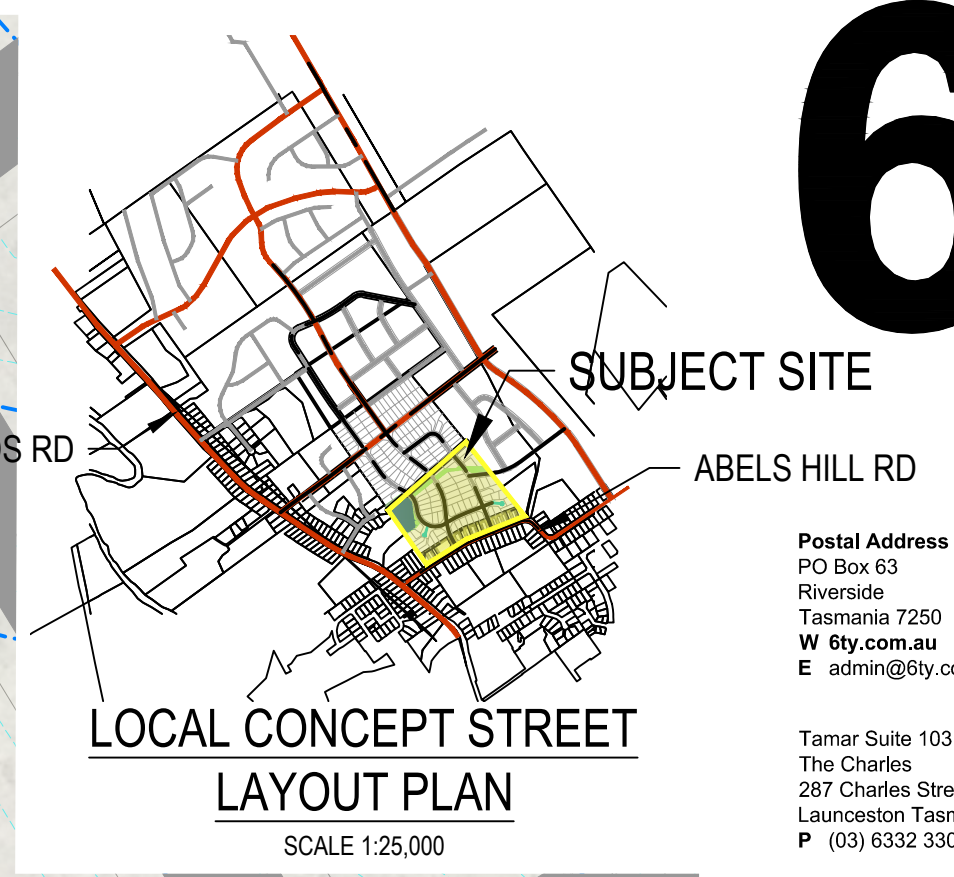
PROJECT: PROPOSED REZONING AND 17 LOT SUBDIVISION
AT: 11 - 43 ABELS HILL ROAD
ST. LEONARDS
FOR: J.E. BEAUMONT

DRAWING: PROPOSAL PLAN

DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.

SCALES: 1:750 AT A1 SIZE DRAWING SHEET

PROJECT NO: 21.092 DRAWING NO: P01 REV: B



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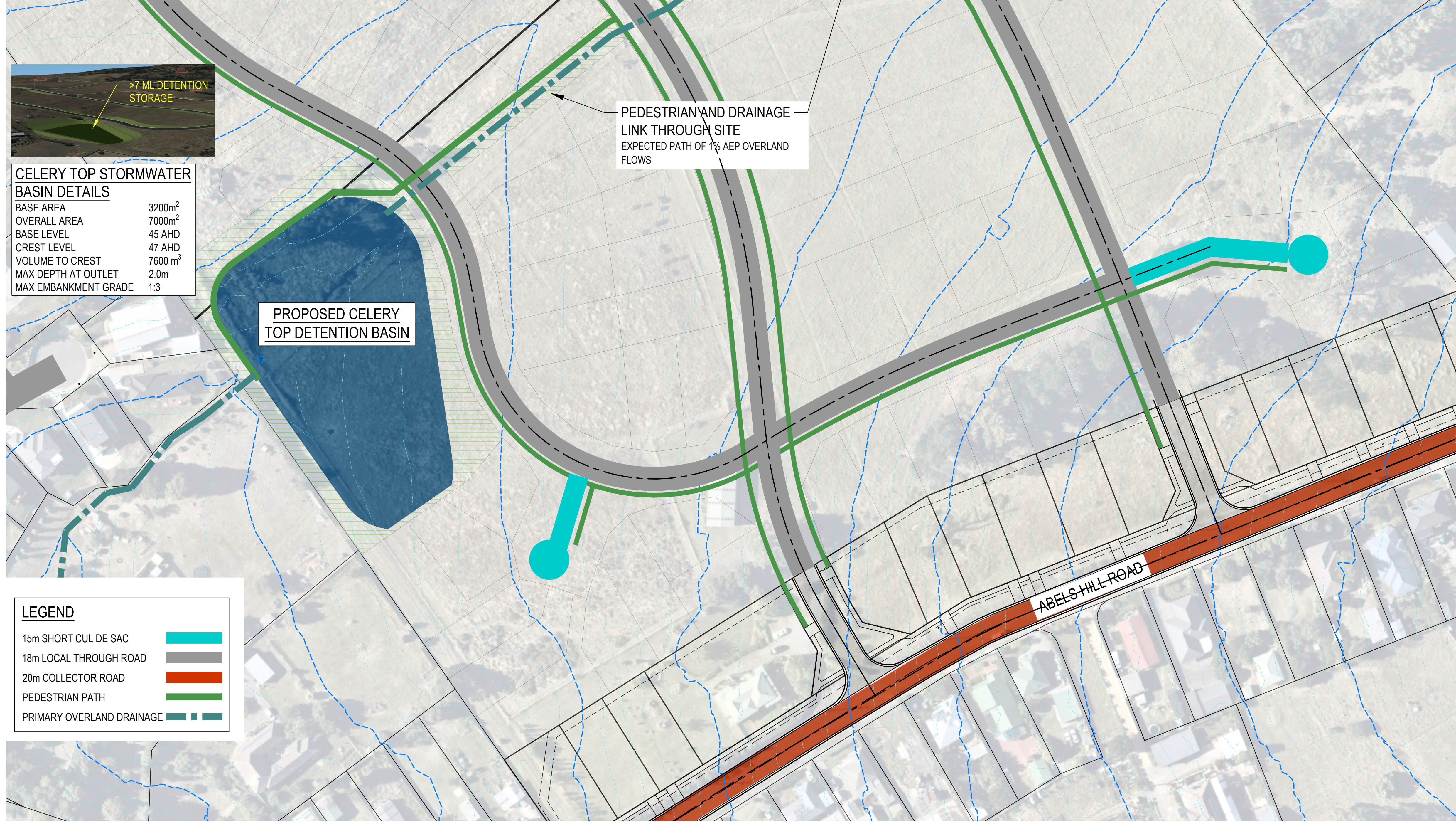
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THIS NOTE IS AN INTEGRAL PART OF THIS PLAN



CELERY TOP STORMWATER BASIN DETAILS

BASE AREA	3200m ²
OVERALL AREA	7000m ²
BASE LEVEL	45 AHD
CREST LEVEL	47 AHD
VOLUME TO CREST	7600 m ³
MAX DEPTH AT OUTLET	2.0m
MAX EMBANKMENT GRADE	1:3

LEGEND

15m SHORT CUL DE SAC	
18m LOCAL THROUGH ROAD	
20m COLLECTOR ROAD	
PEDESTRIAN PATH	
PRIMARY OVERLAND DRAINAGE	

PLANNING EXHIBITED DOCUMENTS

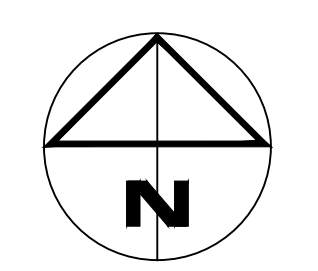
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PROJECT: PROPOSED REZONING AND 17 LOT SUBDIVISION
 AT: 11 - 43 ABELS HILL ROAD
 ST. LEONARDS
 FOR: J.E. BEAUMONT

DRAWING: INDICATIVE MASTERPLAN
 C.T. 35981/1

DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.
 SCALES: 1:750 AT A1 SIZE DRAWING SHEET

PROJECT No: 21.092 DRAWING No: P02 REV: A



Planning Submission

Section 43A Application

Request for a Planning Scheme Amendment and Permit Application for a 16-Lot Subdivision

11-45 Abels Hill Road, St Leonards

Prepared for:

City of Launceston





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ABN 27 014 609 900

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Issue	02
Date	22 December 2021
Project Name	Combined Request for a Planning Scheme Amendment and Permit Application for a 16-Lot Subdivision at 11-45 Abels Hill Road, St Leonards
Project Number	21.092
Author	George Walker
Document	

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1.0 Introduction

1.1 Purpose of the Report

6ty° Pty Ltd has been engaged to prepare a combined application for a proposed draft amendment to the *Launceston Interim Planning Scheme 2015* (the “Scheme”) and a development application for a 16-lot subdivision. The application is made in accordance with Section 33(1) and 43A(1) of the *Land Use Planning and Approvals Act 1993* (the “Act”¹).

The proposed amendment seeks to rezone land at 11-45 Abels Hill Road, St Leonards from Rural Resource to General Residential. It will enable the proposed subdivision development to be considered under the applicable provisions for the General Residential Zone in the Scheme. The proposed use and development otherwise would not be allowable under the existing Rural Resource zoning.

This report, including its appendices, forms the basis of the application and has been prepared having regard to the relevant requirements and objectives of the Act and relevant strategic planning documents including:

- Northern Tasmania Regional Land Use Strategy;
- The Scheme;
- State Policies; and
- City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review.

1.2 Application Overview

Subject Land	
Location	11-45 Abels Hill Road, St Leonards
Title Information	Certificate of Title Volume 35981 Folio 1
PID	6898421
Land Area	9.092ha
Current Zoning	26.0 - Rural Resource
Overlays	Bushfire-Prone Area
Statutory References	
Planning Instrument	<i>Launceston Interim Planning Scheme 2015</i> (the “Scheme”)
Planning Authority	City of Launceston (“Council”)

¹ References to the provisions of the *Land Use Planning and Approvals Act 1993* are references to the requirements in Parts 2A and 3 of the former provisions of the Act, in accordance with Schedule 6 - Savings and Transitional Provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme) Act 2015*.



Legislative Instrument	<i>Land Use Planning and Approvals Act 1993 (the "Act")</i>
Proposed Amendment	
Description	Rezone the site from Rural Resource to General Residential
Permit Application	
Proposed Use	Residential – Single Dwelling ²
Proposed Development	Subdivision of land and construction of associated access and service infrastructure
Zone	10.0 – General Residential
Applicable Codes	E2.0 – Potentially Contaminated Land Code E4.0 – Road and Railway Assets Code
Status	Discretionary (Relies on Performance Criteria)

² For the purposes of Clause 8.2.1 of the Scheme only.

2.0 Site and Surrounds

2.1 Subject Land

2.1.1 Location

The land that is subject to the application is identified in Figure 1. It comprises a single lot that is located on the north-western side of Abels Hill Road, St Leonards (Certificate of Title Volume 35981 Folio 1).

Figure 1 - Subject Site



Source: Base image and data from the LIST (www.thelist.tas.gov.au) © State of Tasmania

The site has an oblong shape and an area of 9.092ha. It has a 364m frontage to Abels Hill Road along its south-eastern and an average depth of 272m measured relative to the Abels Hill Road frontage.

The site contains a dwelling and outbuilding in the southern section and has been used for low scale grazing in conjunction with an adjoining and adjacent lot to the north-west which are under the same ownership.

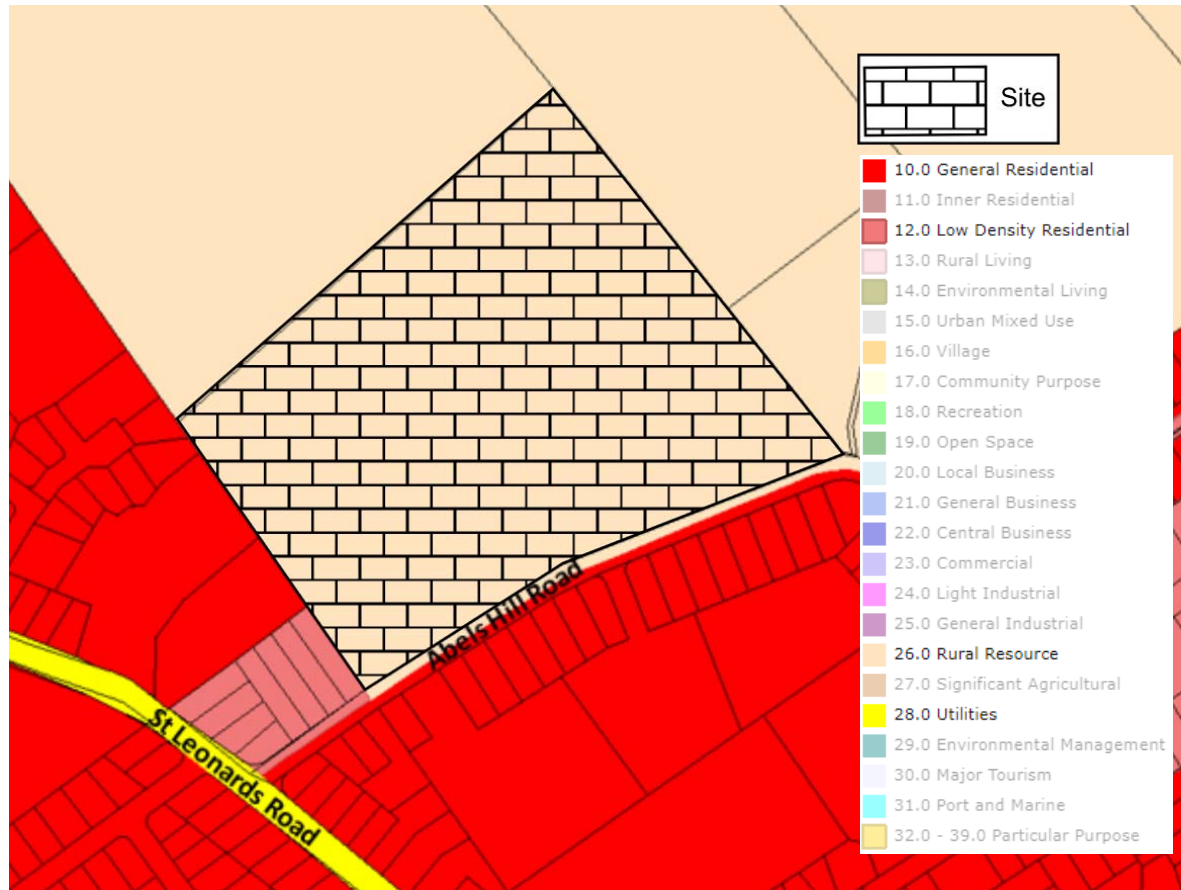
2.1.2 Title Information

The site is comprised in Folio of the Register Volume 35981 Folio 1. The registered owner is Jennifer Edith Beaumont.

2.2 Zoning and Overlays

The site is zoned Rural Resource as shown in Figure 2.

Figure 2 - Zoning of the site and surrounding area



Source: Base image and data from the LIST (www.thelist.tas.gov.au) © State of Tasmania

The site is subject to the Bushfire-Prone Area Scheme Overlay.

2.3 Site Characteristics

2.3.1 Land Use History

The site has been used for agricultural purposes.

2.3.2 Topography and Drainage

The site accommodates an 8.4% fall towards the western corner. Its elevation ranges between 8mm AHD at the eastern corner adjacent to Abels Hill Road and 46m AHD at the western corner adjacent to Celery Top Drive.

A natural drainage line dissects the northern corner of the site in a general east to west alignment before following the northern boundary in a general south-west direction towards the North-Esk River.

2.3.3 Natural Values and Hazards

Natural Values

The site comprises land that has previously been cleared of native vegetation as part of agricultural and residential use and development. In this regard, the land is identified as modified agricultural land (FAG) in accordance with TASVEG 4.0 mapping data. Adjoining and adjacent land to the north, north-east and north-west is also identified as FAG land. Adjoining and adjacent land in a southerly direction is identified as modified urban land in accordance with TASVEG 4.0 mapping data. The nearest remnant vegetation community is *Eucalyptus viminalis* woodland (DVG) which is located 309m to the north-east of the northern corner of the site.

Scenic Values

The site is not shown as being within a scenic management area on the Scheme overlays.

Bushfire Hazard

The site shown as being within a bushfire-prone area on the Scheme overlays. A Bushfire Hazard Management Plan (BHMP) has been prepared for the proposed 16-lot subdivision development to satisfy the requirements of the Bushfire Prone Areas Code.

Landslide Risk

The site is not shown as being subject to a landslide hazard on the Scheme overlays. The northern corner and parts of the north-western boundary and an isolated patch in the southern corner of the site is identified as a mixture of medium and low risk landslip hazard in accordance with the Department of Premier and Cabinet (2013) Hazard Planning Maps. The proposed subdivision development will be located outside of the hazard areas.

Flood Hazard

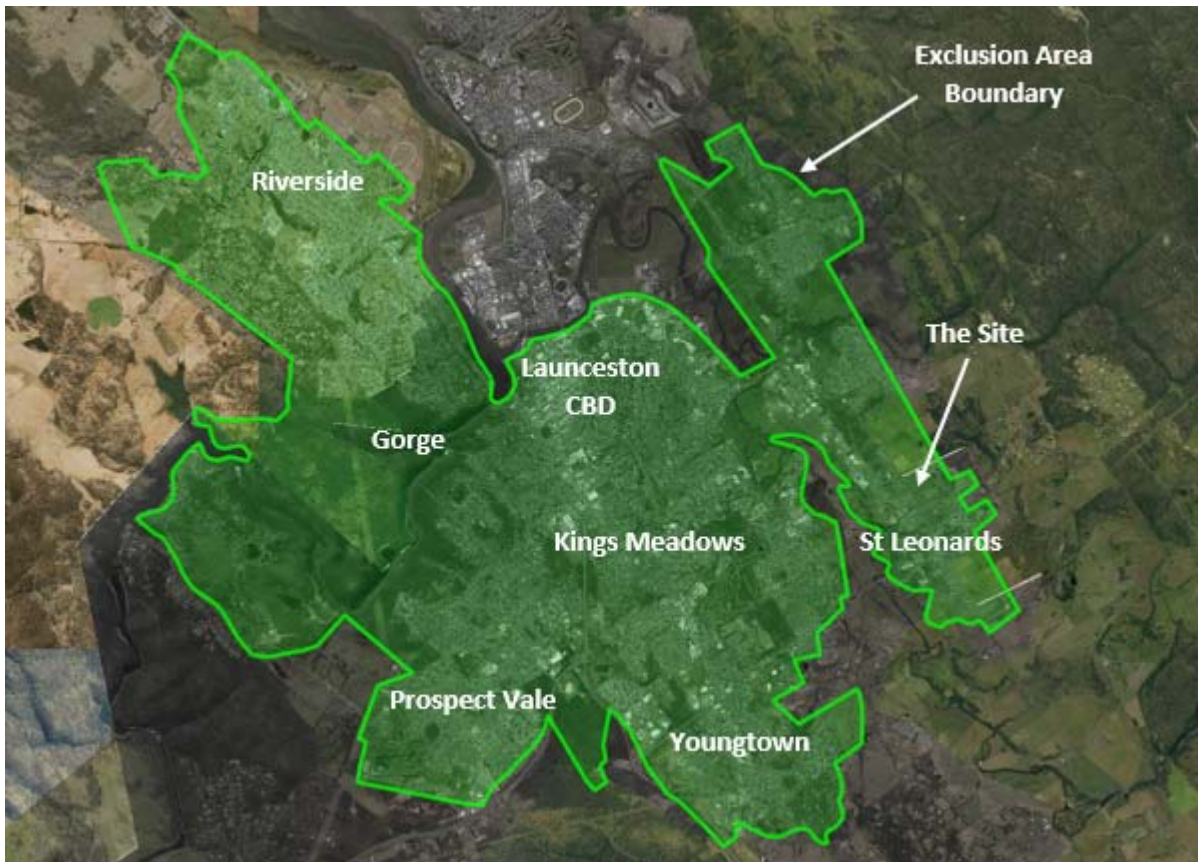
The site is not shown as being subject to a flood risk on the Scheme overlay maps. Notwithstanding, Council's mapping shows that the drainage line that transects the northern part of the site is subject to a 1% AEP flood event. The proposed subdivision development will be located outside of this area.

Agricultural Land

The site is located in an Exclusion Area under the Guidelines for the Classification of Agricultural Land in Tasmania³. Based on the description of Exclusion Areas and a spatial analysis of the contiguous Exclusion Area that the site forms part of it is concluded that the site has not been classified as agricultural land on the basis that it forms part of an urban area (refer to Figure 3).

³ Grose, C J, (unpub), Land Capability Handbook, Guidelines for the Classification of Agricultural Land in Tasmania. 2nd Edition, DPIWE, Tasmania. Australia.

Figure 3 - spatial extent of contiguous Exclusion Area that the site is located within



Source: Base image and data from the LIST (www.thelist.tas.gov.au) © State of Tasmania

2.3.4 Heritage Values

The site does not form part of a historic cultural heritage listing in the Local Historic Cultural Heritage Code of the Scheme or the Tasmanian Heritage Register.

2.4 Surrounding Area

2.4.1 Adjacent Land

The adjoining and adjacent land to the south is predominately residential and the adjoining and adjacent land to the north is predominately low scale agricultural production interspersed with residential use.

2.4.2 Regional Context

St Leonards is a suburb of Launceston which is located 5km south of the CBD and 1km south of the shopping precinct within Kings Meadows. As identified in Section 2.4.1, it contains a mix of small-scale retail uses, commercial and industrial uses providing employment and a primary school. Abels Hill Road provides access between St Leonards Road and Tasman Highway. Bus routes operated by Metro Tasmania extend along St Leonards Road.

2.5 Infrastructure and Services

2.5.1 Reticulated Services

The site is located within an area that is fully service by reticulated water, stormwater, electricity and telecommunications infrastructure.

Water Supply

The site has access to a 100mm diameter reticulation main located in Abels Hill Road.

Sewerage

The site has access to a 150mm diameter reticulation main located in Abels Hill Road. It is noted that the proposed subdivision will be connected to a 150mm diameter sewer line which requires extension across 253 St Leonards Road (Certificate of Title Volume 242240 Folio 1).

Stormwater

Reticulated stormwater infrastructure is located in Abels Hill Road. This includes a 300mm diameter stormwater main directly adjacent the site in Abels Hill Road.

2.5.2 Road Network

Abels Hill Road is a sub-arterial road and is maintained by Council. It has a posted 60km/h speed limit.

2.5.3 Public Transport

Bus routes operated by Metro Tasmania extend along St Leonards Road with the nearest bus stop located 120m from the site.

2.5.4 Pedestrian Facilities

Footpaths are located along both sides of Abels Hill Road adjacent to the General Residential zoned land.

3.0 Combined Application

3.1 Draft Planning Scheme Amendment

3.1.1 Rezoning

The proposed amendment to the Scheme seeks to rezone the site at 11-45 Abels Hill Road, St Leonards from Rural Resource to General Residential.

3.2 Permit Application

The application seeks planning approval to subdivide the sit into 16 residential lots, a road lot and a balance.

3.2.1 Proposed Subdivision

The proposed subdivision seeks to subdivide the site into 16 lots including two (2) road stubs. The existing single dwelling will be contained in proposed Lot 4. The proposed residential lots are detailed in Table 1 below.

Lot	Area (m ²)	Type	Frontage (m)
1	783	standard	20
2	633	standard	17
3	634	standard	17
4	1,938	standard	84
5	703	standard	48
6	632	standard	17
7	706	standard	18
8	728	standard	19
9	725	standard	19
10	696	standard	51
11	587	standard	47
12	617	standard	17
13	614	standard	17
14	612	standard	17
15	609	standard	17
16	623	standard	22
Balance	7.6ha	balance	36

3.2.2 Servicing



Each proposed lot will be connected to reticulated water, stormwater and sewage infrastructure.

3.2.3 Vehicular Access

Each proposed lot will be provided with a vehicle crossover to Abels Hill Road.

4.0 Supporting Assessments

The proposed use and development is informed by several background investigations which accompany the application and are summarised below.

4.1 Bushfire Hazard Management Plan

Scott Livingston was engaged to prepare a Bushfire Hazard Management Plan (BHMP) for the proposed subdivision. The BHMP concluded that each proposed lot satisfies the relevant acceptable solutions of the Bushfire Prone Areas Code.

4.2 Traffic Impact Assessment

Traffic and Civil Services was engaged to prepare a Sight Distance Review to assist in addressing the provisions of the Road and Railway Assets Code in the Clause E4.0 of the Scheme.

5.0 Planning Assessment – Draft Scheme Amendment

5.1 Relevant requirements of the Act

In accordance with Schedule 6 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*, Parts 2A and 3 of the former provisions of the *Land Use Planning and Approvals Act 1993* (the Act) remain in force until a Local Planning Scheme comes into effect in relation to the municipal area. References to the relevant requirements of the Act in this report are therefore references to requirements in the former provisions of the Act.

5.1.1 Section 32(1) of the Act

The relevant requirements for the preparation of a draft amendment of a planning scheme in Section 32(1) of the Act are addressed below.

(e) *must, as far as practicable, avoid the potential for land use conflicts with use and development applying to the adjacent area; and*

Response: Section 32(1)(e) is not applicable to the application because the site does not adjoin an adjacent municipal area.

In any event, it is noted that the site is located on the boundary of General Residential and Low Density Residential zoned land to the west and is adjacent to General Residential zoned land on the southern side of Abels Hill Road. The proposed zoning is therefore compatible with the zoning of the adjoining and adjacent residential land. It is also compatible with existing Rural Resource zoned land to the north-east which comprises lots that contain dwellings.

(ea) *must no conflict with the requirements of section 30(O); and*

Response: Section 30O of the Act requires that an amendment of an interim planning scheme is as far as practicable consistent with the relevant regional land use strategy. It also includes several requirements relating to the amendment of a local provision and its consistency with a common provision or overriding local provision.

Consistency with the Northern Tasmania Regional Land Use Strategy is addressed in Section 5.2.

The proposed rezoning amendment involves a change a local provision (i.e. zoning of land) and will not create any conflict with a common provision or an overriding local provision. It complies with the other relevant requirements in Section 30O.

- (f) *must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.*

Response: The proposed rezoning will provide for residential use and development on an underutilised site within an Urban Growth Area, Growth Corridor, identified in the Northern Tasmania Regional Land Use Strategy (“RULS”). Consistency with the Northern Tasmania Regional Land Use Strategy is addressed in Section 5.2. The proposal will not have a negative impact on the use and development of the region as an entity in environmental, economic and social terms.

5.1.2 Section 20(1) of the Act

The requirements in Section 20(1) of the Act are also relevant and are addressed in the following sections, as identified below.

Table 1 – Requirements in Section 21(1) of the Act

Requirement	Response
(a) <i>seek to further the objectives set out in Schedule 1 within the area covered by the Scheme; and</i>	The objectives of the Act are addressed in Section 5.3.
(b) <i>prepare the scheme in accordance with State Policies made under section 11 of the State Policies and Projects Act 1993; and</i>	The State Policies are addressed in Section 5.4.
(c)	N/A
(d) <i>have regard to the strategic plan of a council referred to in Division 2 of Part 7 of the Local Government Act 1993 as adopted by the council at the time the planning scheme is prepared; and</i>	The City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review is addressed in Section 5.5.
(e) <i>have regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.</i>	The <i>Gas Pipelines Act 2000</i> is addressed in Section 5.6.

5.2 Northern Tasmania Regional Land Use Strategy

The Northern Tasmania Regional Land Use Strategy (“RLUS”) was originally declared by the Minister for Planning in accordance with the relevant provisions of the Act on 27 October 2011. The current version was declared by the Minister for Planning on 18 June 2018 and came into operation on 27 June 2018.

The RLUS is a strategic regional land use plan for the eight (8) Council areas in the north and north-east of Tasmania. It has a 20-year time horizon to 2032 for integrated infrastructure, land use development and transport planning, and is underpinned by economic development, social and environmental strategies.

The RLUS defines three key land use categories to direct the allocation of all land in the Region. These categories are:

- Urban Growth Areas
- Rural Areas
- Natural Environment Areas

Urban Growth Areas comprise land within developed urban settlements or areas intended for urban development as identified in a Priority Consolidation Area, Supporting Consolidation Area or Growth Corridor on the Regional Framework Maps. The Regional Framework Map D.1 in the RLUS identifies the site within a Supporting Consolidation Area (see Figure 4).

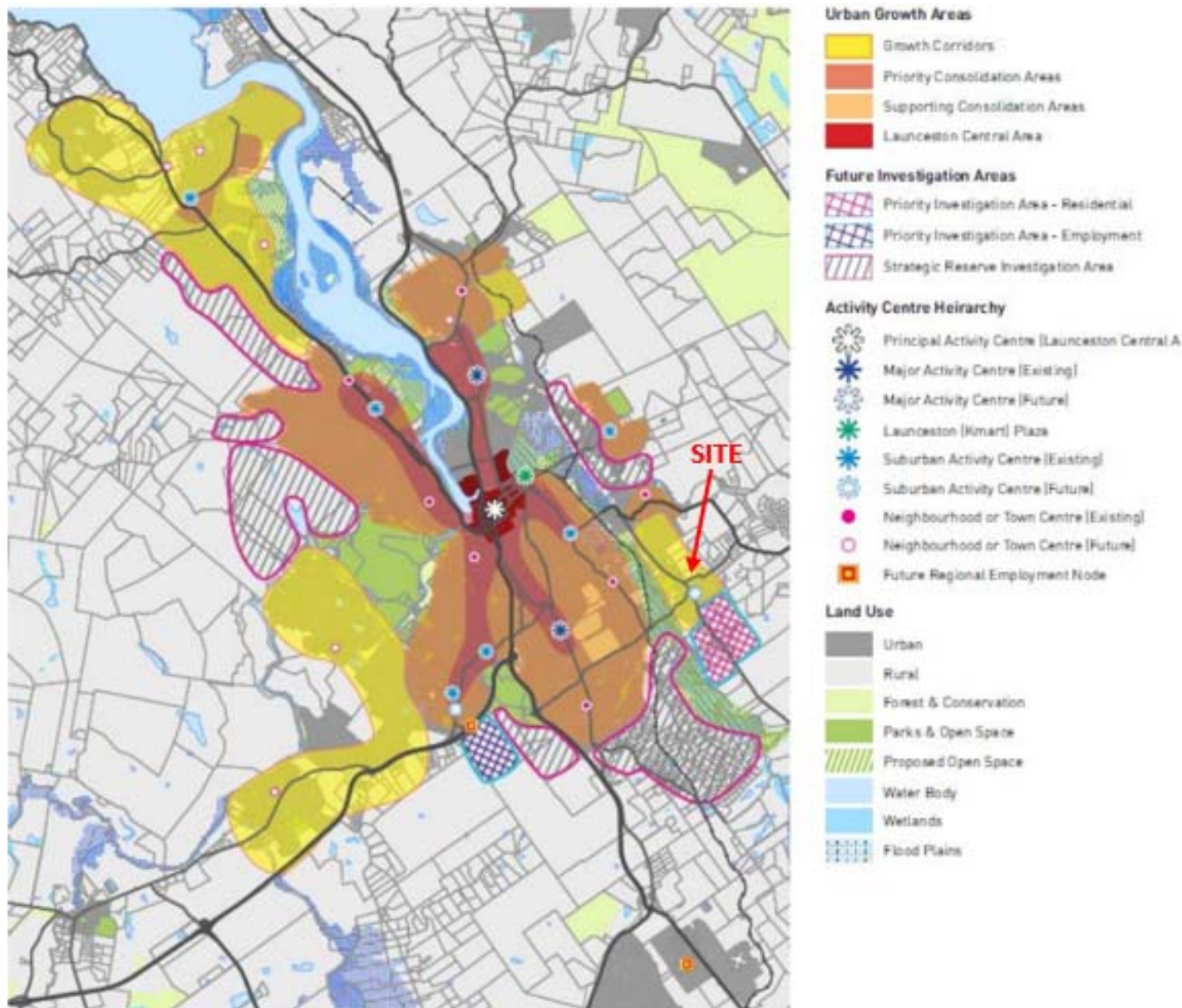
5.2.1 Urban Growth Areas

The relevant key principle in Section D.2.1.3 of the RLUS states:

- *Opportunities to increase the capacity of existing Urban Growth Areas should be given higher priority than to their expansion. Expansion of Urban Growth Areas should only occur where additional demand to accommodate growth in an area has been identified.*

The proposed rezoning will provide for residential use and development on an underutilised site within an Urban Growth Area (Growth Corridor) identified in the RLUS (see Figure 4). It does not involve the expansion of an Urban Growth Area.

Figure 4 - Regional Framework Plan for Launceston



Source: Northern Tasmania Regional Land Use Strategy, Map. D.1 Regional Framework Plan

5.2.2 Regional Settlement Network

The key settlement network strategies in Section E.2.3 of the RLUS under the headings Settlement Pattern, Land Use and Development and Transport and Access, which are of particular relevance, state:

Settlement Pattern

- *Support sustainable growth in identified Urban Growth Areas.*
- *Contain settlements within identified Urban Growth Areas with a focus on consolidating and developing the Greater Launceston Area and sub-regional centres identified in the Regional Settlement Hierarchy.*
- *Support development of the Greater Launceston Area consistent with the Regional Framework Plan Maps D.1, D.2 and D.3 to promote efficient function, servicing and future development of the area.*
- *Consolidate existing land use patterns and identify infill opportunities within existing settlements and urban centres, and around activity centres and key public transport nodes and networks.*
- *Complement and support a viable Regional Activity Centres Network to maximise regional productivity, economic activity and employment opportunities.*

Land Use and Development

- *Provide for a diversity of land uses.*
- *Provide for affordable housing and a diversity of housing types and sizes, including retirement accommodation and aged care facilities.*
- *Support development of the Greater Launceston Area consistent with the Regional Framework Plan Maps D.1, D.2 and D.3 to promote efficient function, servicing and future development of the area.*
- *Consolidate existing land use patterns and identify infill opportunities within existing settlements and urban centres, and around activity centres and key public transport nodes and networks.*
- *Complement and support a viable Regional Activity Centres Network to maximise regional productivity, economic activity and employment opportunities.*

Transport and Access

- *Where possible support new urban development contiguous with, or otherwise provide development with direct transport linkages to established urban areas as a development priority including linkages with the ‘regional access network’ identified for the Greater Launceston Area.*
- *Support well-planned communities with good access to public transport that links residential areas to employment, facilities and services.*
- *Reduce reliance on vehicle transportation and promote walkability.*
- *Accommodate regional growth in locations supported by public transport and other sustainable transport choices.*

The proposal will support each of these regional settlement network strategies. It will support the development of the Launceston urban area consistent with Regional Framework Plan Map D.1. It will support the viability of the St Leonards activity centre and efficient use of existing services and infrastructure including public transport. The rezoning is intended to facilitate the provision of future residential use and development within the northern region.

5.2.3 Regional Planning Policies

The relevant regional policies and actions in the RLUS are considered in Table 2 below.



Table 2 – Response to Relevant Regional Policies and Actions in the Northern Tasmania Regional Land Use Strategy

Policy	Actions	Response
<p>Regional Settlement Networks</p>		
<p><i>RSN-P1 Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).</i></p>	<p><i>RSN-A1 Provide an adequate supply of well located and serviced residential land to meet projected demand. Land owners/developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with land use principles outlined in the RLUS, land capability, infrastructure capacity and demand.</i></p> <p><i>RSN –A2 Land supply will be provided in Urban Growth Areas identified as:</i></p> <ul style="list-style-type: none"> • <i>Priority Consolidation Areas;</i> • <i>Supporting Consolidation Areas; or</i> • <i>Growth Corridor.</i> <p><i>RSN-A3 Apply zoning that provides for the flexibility of settlements or precincts within a settlement and the ability to restructure under-utilised land.</i></p>	<p>The site is underutilised land that is located within an Urban Growth Area, specifically a Growth Corridor. It is serviced by existing connections to reticulated infrastructure and a network that has adequate capacity. The proposed rezoning will assist in reducing demand for housing in other locations.</p> <p>The General Residential Zone provisions provide the flexibility to consider the proposed future residential use and development within the framework of the zone purpose.</p>



Policy	Actions	Response
Regional Settlement Networks		
<p>RSN-P2 Provide for existing settlements to support local and regional economies, concentrate investment in the improvement of services and infrastructure, and enhance quality of life.</p>	<p>RSN-A4 Provide for the long term future supply of urban residential land that matches existing and planned infrastructure capacity being delivered by TasWater, specifically in parallel with existing water and sewerage capacity and required augmentation to meet urban development growth and capacity – both residential and industrial.</p> <p>RSN-A5 Provide a diverse housing choice that is affordable, accessible and reflects changes in population, including population composition. Ageing populations and single persons should be supported to remain in existing communities as housing needs change; ‘ageing in home’ options should be provided.</p> <p>RSN-A6 Encourage urban residential expansion in-and-around the region’s activity centre network to maximise proximity to employment, services and the use of existing infrastructure, including supporting greater public transport use and services.</p> <p>RSN-A8 Identify areas with existing mixed land use patterns, and/ or ‘Brownfield’ areas adjacent to activity centres, for mixed use redevelopment, and apply zones that provide for flexibility of use to support the activity centre and the role of the settlement.</p>	<p>The proposed rezoning of the land to General Residential will represent consolidation and infill within an Urban Growth Area. This will support the viability of the St Leonards activity centre and enhance the efficient use of existing infrastructure, public transport and community services.</p> <p>The rezoning is intended to facilitate the provision of future residential use and development, which will add to the diversity of dwelling types and densities within the urban area. This is capable of being considered under the proposed General Residential Zone provisions.</p>



Policy	Actions	Response
Housing Dwellings and Densities		
<i>RSN-P5 Encourage a higher proportion of development at high and medium density to maximise infrastructure capacity. This will include an increased proportion of multiple dwellings at infill and redevelopment locations across the region's Urban Growth Areas to meet residential demand.</i>	<i>RSN-A10 Apply zoning provisions which provide for a higher proportion of the region's growth to occur in suitably zoned and serviced areas. The application of Urban Mixed Use, Inner Residential and General Residential Zones should specifically support diversity in dwelling types and sizes in appropriate locations.</i>	The proposed application of the General Residential Zone to the currently underutilised site within an Urban Growth Area will provide the flexibility to consider the density and type of multiple dwellings which are intended to be developed.
Integrated Land Use and Transport		
<i>RSN-P8 New development is to utilise existing infrastructure or be provided with timely transport infrastructure, community services and employment.</i>	<i>RSN-A14 Prioritise amendments to planning schemes to support new Urban Growth Areas and redevelopment sites with access to existing or planned transport infrastructure. This will support delivery of transit oriented development outcomes in activity centres and identified transit nodes on priority transit corridors.</i>	The site is serviced by an existing road infrastructure that has spare capacity. An established bus route is located within walking distance on St Leonards Road which provides access to higher order activity centres.
Housing Affordability		
<i>RSN-P20 Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.</i>	<i>RSN-A19 Review the community needs for housing provision and affordability.</i>	The rezoning is intended to facilitate the provision additional housing lots which are capable of being developed under the proposed General Residential Zone provisions.



Policy	Actions	Response
Regional Activity Centre Network Policy		
<p>RAC-P1 Maintain and consolidate the Regional Activity Centres Network so future urban development consolidates and reinforces the spatial hierarchy of existing centres. This will be achieved through the reuse and redevelopment of existing buildings and land to integrate a mix of land uses including the coordinated provision of residential development, retail, commercial, business, administration, social and community facilities, public and active transport provision and associated infrastructure.</p>	<p>RAC-A1 Integrate the Regional Activity Centres Network into government policy and strategies (including strategic plans, corporate plans, planning schemes and capital works programs).</p> <p>RAC-A2 Zoning and land use planning provisions are to minimise potential for decentralisation of functions outside of the Regional Activity Centres Network and reinforce the spatial hierarchy, role and function of centres.</p>	<p>St Leonards is identified as a Neighbourhood or Town Centre within the Regional Activity Centre Hierarchy. The role and anticipated land uses within a Neighbourhood or Town Centre, as identified in the RLUS, are reproduced in Table 3. Neighbourhood or Town centres are intended to comprise small scale retailing capable of serving the daily needs of the surrounding community. Such uses are located within close proximity of the site, together with other larger-scale commercial and industrial uses along St Leonards Road providing employment opportunities. The site comprises underutilised Rural Resource zoned land that is located within a contiguous Growth Corridor. Rezoning the land to General Residential will provide for residential growth adjacent to the St Leonards activity centre which will in turn support the function and viability of the centre.</p>
<p>RAC-P10 Provide for a range of land uses to be incorporated into activity centres appropriate to their role and function within the Activity Centres Hierarchy.</p>	<p>RAC-A13 Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors.</p> <p>RAC-A14 Planning scheme controls concerned with land use, built form and residential density should reflect the Regional Activity Centres Network.</p>	

Table 3 – Northern Tasmania Regional Activity Centre Hierarchy – Neighbourhood or Town Centres – Northern Tasmania Regional Land Use Strategy

Neighbourhood or Town Centres	
Role	<i>To serve daily needs of surrounding community and provide a focus for day-to-day life within a community.</i>
Employment	<i>Includes a mix of small-scale retail, community, and health services. Limited office based employment.</i>
Land Uses	
Commercial and Retail	<i>An independent supermarket or discount department store as anchor tenant, surrounded by a small range of specialty shops.</i> <i>In rural context often tourism related businesses.</i>
Government and Community	<i>Local community services, including Child Health Centre.</i>
Residential	<i>Some adjoining in centre/town residential development offering a greater mix of housing types and densities than outer lying residential areas.</i>
Arts, Cultural and Entertainment	<i>May include dining and restaurants and/or local bar to support local or tourist trade.</i>
Access	<i>When in urban context, ideally located nearby a public transport corridor or bus service.</i> <i>Should be highly accessible by cycling or walking from surrounding area to enhance local access.</i>
Public Open Spaces	<i>Local sports grounds, playgrounds and linear parks.</i> <i>Active sports facilities such as skate parks, basketball/tennis courts.</i>
Indicative Catchment	<i>Serves rural areas not served by regional level activity centres.</i>

5.3 Objectives of the Act

Table 4 - Objectives of the Resource Management and Planning System

Objective	Response
(a) <i>to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and</i>	The site is located within an urban area that has previously been modified for the purposes of agriculture and residential use and development. It does not contribute significantly to ecological processes or genetic diversity within the local area and region.
(b) <i>to provide for the fair, orderly and sustainable use and development of air, land and water; and</i>	The proposed amendment will provide for fair, orderly and sustainable use and development. It will provide an opportunity to develop underutilised land within an existing urban area and identified urban growth corridor at St Leonards for residential use. The land is adjacent to existing residential properties, reticulated services, road infrastructure (including bus routes), small-scale retailing and local schools and other community services. It is therefore well suited to residential zoning and development. There are no particular natural or cultural values associated with the land, and future use and development allowed by the proposed General Residential Zone would be unlikely to impact air and water resources.
(c) <i>to encourage public involvement in resource management and planning; and</i>	Public involvement will be undertaken through the exhibition of the proposed amendment, and associated permit application.
(d) <i>to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and</i>	The proposed amendment will facilitate economic development through the future development of the site for rural residential purposes, within an existing urban area. This will assist in accommodating the population of the settlement and will broadly support the

functioning of the activity centre including higher order activity centres.

Objective	Response
(e) <i>to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.</i>	The amendment process represents a sharing of responsibility for resource management and planning between Council the Commission, stakeholders and the community.

Table 5 - Objectives of the Process Established by the Act

Objective	Response
(a) <i>to require sound strategic planning and co-ordinated action by State and local government; and</i>	The proposed amendment is consistent with the Regional Land Use Strategy of Northern Tasmania. It will provide an opportunity to develop underutilised land within an Urban Growth Area (Growth Corridor) at St Leonards for residential use. It therefore represents coordinated and sound strategic planning.
(b) <i>to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and</i>	The amendment process is part of the system involved in establishing and reviewing planning instruments. The proposed amendment involves a change in zoning. The General Residential Zone would apply to the future use and development of the site in place of the current Rural Resource zone. The relevant Code provisions will continue to apply.
(c) <i>to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and</i>	There are no particular natural values associated with the site and future use and development allowed by the proposed General Residential Zone would be unlikely to have adverse environmental, social or economic impacts.
(d) <i>to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource</i>	The proposed amendment is consistent with the relevant State, regional and local strategy and policy directions which broadly seek to achieve sustainable development that does not compromise environmental, social,

<i>management policies at State, regional and municipal levels; and</i>	economic, conservation and resource management objectives.
(e) <i>to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and</i>	The proposed rezoning amendment to the Scheme is able to be considered in conjunction with a permit application for the proposed 16-lot subdivision, in accordance with the relevant provisions in the Act. The application therefore represents a coordinated approach to planning approvals.
(f) <i>to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania; and</i>	The proposed amendment will allow residential development within an established urban settlement in a sustainable manner which will broadly support the functioning of the activity centre. It will therefore assist with the creation of a secure, pleasant, efficient and safe built environment.
(g) <i>to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and</i>	The proposed amendment will not result in any impact on a place listed or known to be significant for its scientific, aesthetic, architectural, historical or cultural value.
(h) <i>to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and</i>	The site is adjacent to, and serviced by, existing public utilities and other community facilities. The proposal will assist in maximising the efficient utilisation of existing infrastructure and services.
(i) <i>to provide a planning framework which fully considers land capability.</i>	The site adjoins and is adjacent to an urban environment. However, the site is located within a contiguous Exclusion Area (from classified agricultural land) and forms part of a broad urban area which includes areas for urban expansion which is recognised by the Growth Corridor mapping which applies to the land and adjoining land to the north-west.

5.4 State Policies

5.4.1 State Policy on the Protection of Agricultural Land 2009



The provisions of the State Policy are reflected in the Rural Resource Zone in the Scheme, The site is currently zoned Rural Resource. However, the site is located within a contiguous Exclusion Area (from classified agricultural land) which forms part of a broad urban area which includes areas for urban expansion. The policy is therefore considered to hold limited relevance within the context of agricultural land classification and identification of the site as an urban growth corridor within the RLUS.



5.4.2 State Coastal Policy 1996

The site is located more than 1 km from the coastal zone, which is defined by reference to State Waters, and the State Policy therefore does not apply.

5.4.3 State Policy on Water Quality Management 1997

The provisions of the State Policy are reflected in the Water Quality Code in the Scheme. The provisions of the Code do not apply because the site will not involve development within more than 30m from a wetland or watercourse. Additionally, it is noted that future development of the site is capable of connecting into existing infrastructure services including sewerage and stormwater which will ensure all concentrated runoff and sewage is disposed and managed appropriately to minimise potential environmental impacts.

5.4.4 National Environmental Protection Measures

The National Environmental Protection Measures (NEPMs), which have been adopted as State Policies, relate to ambient air quality, diesel vehicle emissions, assessment of site contamination, used packing material, movement of controlled waste between States and Territories and the national pollutant inventory. The site is not affected by a NEPM.

5.5 City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review

The City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review is prepared under the *Local Government Act 1993*. It outlines Council's long-term strategic priorities, goals, and focus areas to provide us provide direction across a range of operations. Council's Strategic Plan is informed by the community's vision captured in the Greater Launceston Plan. The relevant Strategic Priorities are identified and addressed in Table 6.



Table 6 - Relevant Strategic Priorities Council's Strategic Plan

Strategic Priority	Response
<p>5. <i>We serve and care for our community by providing equitable and efficient services that reflects needs and expectations of our community.</i></p>	<p>The application is consistent with the provision of new residential lots that are able to facilitate residential growth within the community in an area that has accessed to established services and infrastructure.</p>
<p>7. <i>We are a City planning for our future by ensuring our approach to strategic land-use, development and infrastructure is coordinated, progressive and sustainable.</i></p>	<p>The application is intended to enable affordable housing development on land that is adjacent to existing residential land, public utilities and other community facilities. It therefore represents coordinated, progressive and sustainable land use planning.</p>

5.6 Gas Pipelines Act 2000

The site is not affected by the gas pipeline corridor. The requirements in the *Gas Pipelines Act 2000* are therefore not applicable.

6.0 Planning Assessment – Permit Application

The following assessment addresses the applicable Scheme provisions and identifies whether the relevant acceptable solutions are satisfied.

6.1 Categorisation of the Development

A proposed use and development is required to be categorised into a use class in accordance with Clause 8.2.1 of the Scheme. The proposal is categorised into the Residential use class, which is defined as follows:

use of land for self contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

A single dwelling is defined as follows:

means a dwelling on a lot on which no other dwelling is situated, or a dwelling and an ancillary dwelling on a lot on which no other dwelling is situated.

The proposed subdivision will facilitate an existing single dwelling and future single dwelling use and development.

The Residential use class is identified as 'No Permit Required' in the use table in Clause 10.2 where it involves single dwellings.

6.2 Status of the Application

The status of the proposal is dependent upon the relevant use categorisation and an assessment of whether it complies with the acceptable solutions for each applicable standard, or if it relies upon an associated performance criteria. The acceptable solution requirements for the applicable standards in each relevant zone and code are considered in Sections 6.3 to 6.6. Relevant performance criteria are addressed in Section 7.

6.3 General Residential Zone

Clauses 10.3.1 to 10.3.5 are not applicable to the Residential use class in accordance with Table 10.3.

Clauses 10.4.1 to 10.4.10 do not apply to the proposal on the basis that development for the purposes of a single dwelling, multiple dwelling or assisted housing on and at 242-254 St Leonards Road, St Leonards is not proposed.

Clauses 10.4.11 to 10.4.13 do not apply to the proposal on the basis that development for the purposes of buildings or structures is not proposed.

Clause 10.4.14 do not apply to the proposal on the basis that development for a discretionary use is not proposed.

Clause 10.4 Development Standards		
Clause 10.4.15 Lot size and dimensions		
Requirement/s	Assessment	Compliance
<p>A1.1 Each lot, or a lot proposed in a plan of subdivision, must:</p> <p>(a) have a minimum area of no less than 500m²; and</p> <p>(b) be able to contain a rectangle measuring 10m by 15m; or</p>	<p>Each proposed lot will have an area greater than 500m².</p> <p>Each proposed lot will have a width equal to or greater than 17m and a depth of 40m. These dimensions can accommodate a rectangle measuring 10m by 15m.</p>	<p>Complies with acceptable solution.</p> <p>Complies with acceptable solution.</p>
<p>A1.2 Each lot, or a lot proposed in a plan of subdivision, must:</p> <p>(a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or</p> <p>(b) be required for the provision of public utilities; or</p> <p>(c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and</p>	<p>The proposed Road lot is to be set aside for public use as part of a future road network.</p> <p>Each proposed lot is not required for provision of public utilities</p> <p>The proposed subdivision is not for the consolidation of a lot with another lot within the same zone.</p>	<p>Complies with acceptable solution.</p> <p>Not applicable.</p> <p>Not applicable.</p>
<p>A1.3 Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.</p>	<p>The existing dwelling will be contained within proposed Lot 4. The new boundaries will be the northern, western and eastern boundaries. The dwelling will have the following setbacks from these boundaries:</p>	<p>Complies with acceptable solution</p>

Clause 10.4 Development Standards

		<table border="1"> <thead> <tr> <th>Boundary</th> <th>Setback</th> </tr> </thead> <tbody> <tr> <td>North</td> <td>19.4m</td> </tr> <tr> <td>East</td> <td>18.2m</td> </tr> <tr> <td>West</td> <td>15.6m</td> </tr> </tbody> </table> <p>These setbacks will satisfy the requirements of clause 10.4.2 A3.</p>	Boundary	Setback	North	19.4m	East	18.2m	West	15.6m	
Boundary	Setback										
North	19.4m										
East	18.2m										
West	15.6m										

Clause 10.4.16 Frontage and access

Requirement/s	Assessment	Compliance
A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 3.6m.	Each proposed lot will have a frontage greater than 3.6m in length.	Complies with acceptable solution.
A2 No acceptable solution.	There is no acceptable solution.	Relies on performance criteria.

Clause 10.4.17 Discharge of stormwater

Requirement/s	Assessment	Compliance
A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.	Each proposed lot will be provided with a connection to the public stormwater system. A new stormwater main is proposed to be constructed along the northern (rear) boundary of each lot. The stormwater main will be designed to fall to a manhole to be located in the north-western corner of proposed Lot 1. Another main will be constructed between the proposed new manhole and the existing stormwater main on Abels Hill Road.	Complies with acceptable solution.
A2 The Council's General Manager has provided written advice that the public stormwater system	Written advice from Council's General Manager (now Chief Executive Officer) advising that the	Complies with acceptable solution upon receipt of advice

Clause 10.4 Development Standards			
	has the capacity to accommodate the stormwater discharge from the subdivision.	existing public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision is requested in conjunction with the submission of the development application.	from Council's General Manager.
Clause 10.4.18 Water and sewerage services			
Requirement/s	Assessment	Compliance	
A1	Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.	Each proposed lot will be connected to an existing reticulated water supply which is located on Abels Hill Road.	Complies with acceptable solution.
A2	Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.	Each proposed lot will be connected to the reticulated sewerage system. A new sewer main is proposed to be constructed along the northern (rear) boundary of each lot. The sewer main will be designed to fall to a manhole to be located in the north-western corner of proposed Lot 1 which will make its way to Abels Hill Road.	Complies with acceptable solution.
Clause 10.4.19 Integrated urban landscape			
Requirement/s	Assessment	Compliance	
A1	Subdivision does not create any new road, public open space or other reserves.	The proposed subdivision does not involve the creation of a new road, public open space or other reserve.	Complies with acceptable solution.
Clause 10.4.20 Walking and cycling network			
Requirement/s	Assessment	Compliance	
A1	Subdivision does not create any new road, footpath or public open space.	The proposed subdivision does not create a new road, footpath or public open space.	Complies with acceptable solution.
Clause 10.4.21 Lot diversity			
Requirement/s	Assessment	Compliance	

Clause 10.4 Development Standards			
A1	Subdivision is for 10 lots or less.	The proposed subdivision will create 16 new lots and a balance lot.	Relies on performance criteria.
Clause 10.4.22 Solar orientation of lots			
Requirement/s		Assessment	Compliance
A1	Any lot for residential use with an area of less than 500m ² , in a subdivision of 10 or more lots, must have the long access between 30 degrees west of north and 30 degrees east of north.	All proposed lots will have an area greater than 500m ² .	Not applicable.
Clause 10.4.23 Neighbourhood road network			
Requirement/s		Assessment	Compliance
A1	Subdivision does not create any new road.	The proposed subdivision does not create a new road.	Complies with acceptable solution.
Clause 10.4.24 Public transport network			
Requirement/s		Assessment	Compliance
A1	Subdivision does not create any new road.	The proposed subdivision does not create a new road.	Complies with acceptable solution.

6.4 Bushfire-Prone Areas Code

The Bushfire-Prone Areas Code is applicable to the proposal being subdivision of land within a bushfire-prone area. A Bushfire Hazard Management Report and Bushfire Hazard Management Plan has been prepared by an accredited person for the proposed subdivision. It concludes that the proposed subdivision is capable of complying with applicable acceptable solutions of the code including for the following standards:

- E1.6.1 Subdivision: Provision of hazard management areas;
- E1.6.2 Subdivision: Public and firefighting access;
- E1.6.3 Subdivision: Provision of water supply for firefighting purposes.

6.5 Road and Railway Assets Code

The Road and Railway Assets Code is applicable insofar as each proposed lot will be provided with a new vehicle crossing.

Clause E4.5 Use Standards

Clause E4.5.1 Existing road accesses and junctions

Requirement/s		Assessment	Compliance
A3	The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	Abels Hill Road contributes a minor collector road function within the local road network hierarchy. It has an estimated AADT of 1,500 vehicles per day. The proposed subdivision will create 16 new residential lots which are expected to accommodate future single dwelling use and development. Based on the RTA Guide to Traffic Generating Developments ⁴ , single dwellings are expected to generate up to 9 daily vehicle trips. Based on this figure, the proposed subdivision once fully developed would be capable of generating up to 153 daily vehicle movements which is a 10.2% increase on the estimated AADT vehicle movements per day on Abels Hill Road and its associated junctions.	Complies with acceptable solution.

Clause E4.6 Development Standards

Clause E4.6.2 Road accesses and junctions

Requirement/s		Assessment	Compliance
A2	No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	Each proposed lot will be provided with a single access that will provide both entry and exit.	Complies with acceptable solution.

Clause E4.6.4 Sight distances at accesses, junctions and level crossings

⁴<https://d2m9rsunbk4f5f.cloudfront.net/business-industry/partners-suppliers/documents/guides-manuals/guide-to-generating-traffic-developments.pdf>

Requirement/s		Assessment	Compliance
A1	Sight distance at: a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	According to the Sight Distance Review, the proposed crossover locations for proposed lots 4, 5, 10, 11, 14, 15 and 16 are unable to satisfy the acceptable solution. The proposal does not involve a rail level crossing and A1(b) therefore does not apply.	Relies on performance criteria. Not applicable.

6.6 Car Parking and Sustainable Transport Code

Clause E6.2.1 of the Scheme identifies that the code applies to all use and development. On the other hand, the application does not seek approval to establish a residential use or any other use for that matter. The parking requirements relevant to each lot will be determined in conjunction with specific proposals for future use and development. The current application does not affect issues dealt with by the code directly, and it does not apply to the subdivision in accordance with clause 7.5.2(b) of the Scheme.

7.0 Planning Assessment – Performance Criteria

The performance criteria applicable to the proposed use and development are addressed below.

7.1 Clause 10.4.16 Frontage and access – Performance Criteria P2

Clause 10.4.16 Frontage and access
<p><i>Objective:</i> <i>To ensure that lots provide:</i></p> <ul style="list-style-type: none"> <i>(a) appropriate frontage to a road; and</i> <i>(b) safe and appropriate access suitable for the intended use.</i>
Performance Criteria
<p>P2 <i>Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) the topography of the site;</i> <i>(b) the distance between the lot or building area and the carriageway;</i> <i>(c) the nature of the road and the traffic;</i> <i>(d) the character of the area; and</i> <i>(e) the advice of the road authority.</i>

Each lot within the proposed subdivision will be capable of being provided with reasonable vehicle access between the edge of the road and the corresponding frontage, having regard to the following:

- (a) in most cases, contours are aligned generally perpendicularly to the frontage boundary of each lot. Accordingly, vehicle accesses will not be significantly affected by topographical constraints;
- (b) all proposed lots will have direct road frontage and the distance between the available building area and carriageway will be commensurate to lots located within the General Residential zone on Abels Hill Road;
- (c) the Sight Distance Review has determined that the location of vehicle crossing for each proposed lot will be safe and appropriate and suitable for the intended residential use having regard to the nature of Abels Hill Road and its traffic;

- (d) the proposed subdivision will include the provision of a single driveway crossover for each lot, which is consistent with the access arrangements associated with residential properties in the surrounding area;
- (e) it is anticipated that the road authority will review the proposed access arrangements and impose any relevant conditions on the permit.

The proposal complies with the performance criteria.

7.2 Clause 10.4.21 Lot diversity - Performance Criteria P1

Clause 10.4.21 Lot diversity
<p><i>Objective:</i> To provide a range and mix of lot sizes to suit a variety of dwelling and household types.</p>
Performance Criteria
<p>P1 <i>Subdivision provides a range and mix of lot sizes suitable for the development of a variety of dwelling and household types, having regard to:</i></p> <ul style="list-style-type: none"> (a) lot sizes suitable for single dwellings, multiple dwellings and other forms of residential use; (b) the topography of the site; (c) demand for a variety of housing types; (d) the proximity of activity centres; (e) the proximity and access to public open space; (f) the proximity, availability and accessibility of pedestrian, cycling, and bus stops and public transport routes; and (g) the character of the surrounding area.

The proposed subdivision provides lots that will have a size suited to a variety of dwelling and household types. Each proposed lot will be capable of containing a single dwelling with 43% of the lots capable of containing multiple dwellings at a density that would satisfy acceptable solution 10.4.1 A1. Each lot is therefore able to accommodate a variety of housing types as demand requires. Each proposed lot will accommodate a fall of approximately 9% downhill in a north-westerly direction which is reasonable for residential use and development.

Each proposed lot will be located in the range of 680m-1km from the St Leonards neighbourhood activity centre via Abels Hill Road and St Leonards Road. Each

proposed lot will also be located in the range of 100m-440m from St Leonards Road which contains bus stops and bicycle lanes. A range of public infrastructure and services are located within a 1km radius of the proposed subdivision that serve as an extension to the St Leonards neighbourhood activity centre.

The proposed subdivision will be compatible with the character of subdivision along roads that are perpendicular to St Leonards Road which is predominately characterised by a 'ribbon' pattern of development.

The proposal complies with the performance criteria.

7.3 Clause E4.6.4 Sight distance at accesses, junctions and level crossings - Performance Criteria P1

Clause E4.6.4 Sight distance at accesses, junctions and level crossings

Objective:

To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Performance Criteria

P1

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

- (a) the nature and frequency of the traffic generated by the use;*
- (b) the frequency of use of the road or rail network;*
- (c) any alternative access;*
- (d) the need for the access, junction or level crossing;*
- (e) any traffic impact assessment;*
- (f) any measures to improve or maintain sight distance; and*
- (g) any written advice received from the road or rail authority.*

The Sight Distance Review has determined that the design and layout of each lot within the proposed subdivision will be capable of containing a vehicle access that will have adequate sight distances that accord with either the acceptable solution or Australian Standard AS/NZS 2890.1. Each lot within the proposed subdivision is therefore able to provide safe movement of traffic between the lot and Abels Hill Road.



The proposal complies with the performance criteria.

8.0 Conclusion

The application seeks to rezone land at 11-45 Abels Hill Road from Rural Resource to General Residential under the *Launceston Interim Planning Scheme 2015* and to develop part of the site for a 16-lot residential subdivision.

The assessments which accompany the application, including this planning submission, demonstrate that the proposed rezoning amendment is consistent with the following:

- The requirements in the *Land Use Planning and Approvals Act 1993*;
- Northern Tasmania Regional Land Use Strategy;
- The Scheme;
- State Policies; and
- City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review.

The application will provide for additional residential lots on underutilised land located at the boundary with existing General Residential-zoned land. The site is located within an Urban Growth Area, specifically a Growth Corridor, identified in the Northern Tasmania Regional Land Use Strategy. The proposal will support the viability of the St Leonards activity centre and efficient use of existing services and infrastructure. The proposal is compatible with existing residential zoned land in the surrounding area and the site is already adjoined by, and is adjacent to, other residential properties.

The proposed use and development complies with the applicable Scheme standards in the (proposed) General Residential Zone and the relevant code provisions, including the applicable performance criteria.