

Planning Submission

2 Lot Subdivision

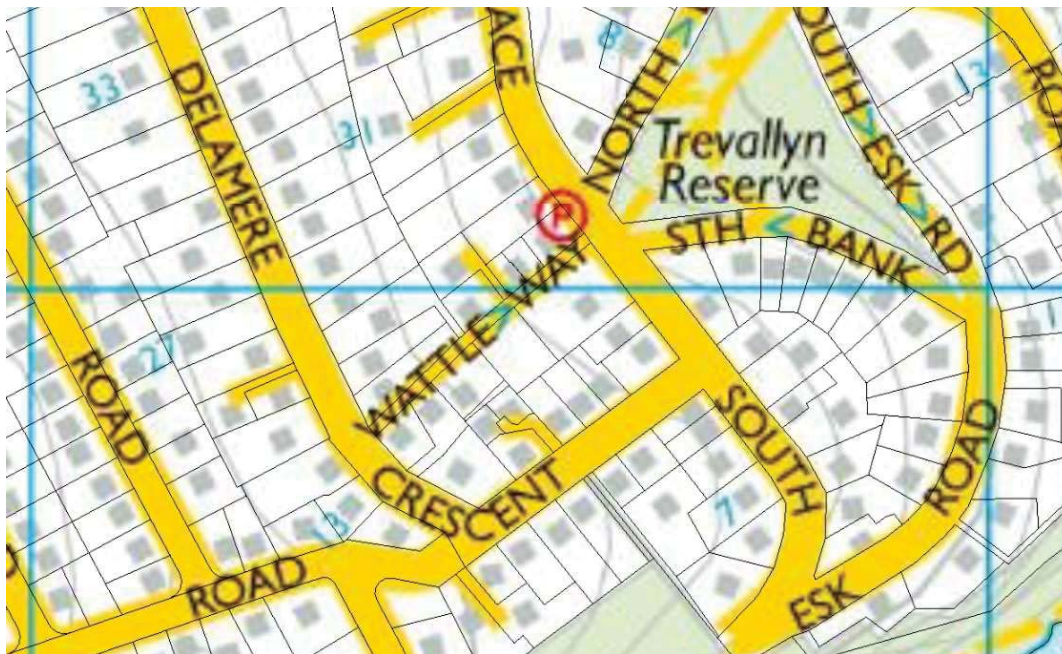
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City of Launceston





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PLANNING SUBMISSION

Appendix A

Certificate of Title

Appendix B

Subdivision Plan

1.0 Introduction

Planning approval is sought for the subdivision of land located at 16A Delamere Crescent, Trevallyn (the subject site – refer to Image 1). The purpose of this planning submission is to provide relevant details of the application and an assessment of the proposed subdivision against the applicable provisions of the Launceston Interim Planning Scheme 2015 (the Scheme).



Image 1 – aerial image of the subject property.

1.1 Planning Overview

Element	Details
Address	16A Delamere Crescent, Trevallyn
CT	73285/1 and 199464/1
Land Area	925m ² +/- (73285/1 only)
Planning Instrument	Launceston Interim Planning Scheme 2015
Proposed Use	Residential
Proposed Development	Subdivision
Zone	10.0 - General Residential zone
Use Status	Discretionary
Applicable Codes	E6.0 - Parking and Sustainable Transport Code; E7.0 - Scenic Management Code; E10.0 - Open Space Code.

1.2 Description of Proposed Development

The proposed subdivision entails dividing the subject site into 2 lots. Lot 1 will be approximately 459m² in area and will rely on an existing right-of-way over the adjoining property to the south which will provide access to Wattle Way. The balance title will also

have an area of approximately 459m² and will contain the existing dwelling in addition to retaining the existing Delamere Crescent frontage. The plan of subdivision is contained within **Appendix B** which illustrates the extent of the proposed subdivision.

1.3 Description of Proposed Use

For the purposes of clause 8.2.1 of the Scheme, the proposed subdivision has been categorised into the residential use class on the basis that it is intended to facilitate future single dwelling development.

2.0 Subject Site

2.1 The Subject Site

The subject site is a standard rectangular shaped lot approximately 925m² in area and is located on the eastern side of Delamere Crescent. The lot has a gradient of approximately 18.5% (10.5°) downhill to the east resulting in an easterly aspect. The subject site contains an existing single dwelling which is located within the western half of the lot with the eastern half comprising vacant grassed area with the exception of some minor vegetation and an outbuilding located in the north-eastern corner (refer to Image 2).



Image 2 – view of the subject site from the access strip. The existing dwelling is located in the top left-hand corner and the vacant area to be divided off is located beyond the fence and trampoline.

2.2 Description of the Surrounding Area

The subject site is located on the Trevallyn hillside which is largely characterised by lots that are relatively steep and developed predominately with single dwellings with some multiple dwelling development interspersed throughout the hillside. Many of the lots have significant vegetation cover which contributes to the character of the hillside and softens built form when viewed from the lower areas to the east. The Trevallyn hillside is predominately zoned General Residential in accordance with the Scheme which reflects the relatively high density at which the hillside has been developed.

2.3 Site Servicing

The subject site has existing connections to reticulated water and sewage infrastructure and is connected into the public stormwater system. New water, sewerage and stormwater connections will be provided for Lot 1. The existing and proposed connections will run through the existing right-of-way/access strip of the adjoining property to the south.

2.4 Site Access

Vehicular access to the existing dwelling and the balance lot on the plan of subdivision is provided off Delamere Crescent (refer to Image 3). Vehicular access to proposed Lot 1 will be provided via a right-of-way over the adjoining property to the south which links into Wattle Way (refer to Image 4).



Image 3 – existing frontage of the subject site to be retained by the balance lot.



Image 4 – existing access strip and right-of-way that will be the sole and principle means of access for Lot 1.

3.0 Development Application Assessment

3.1 Land Zone

The subject site is zoned General Residential in accordance with the Scheme.

3.2 Categorisation of Use

Pursuant to clause 8.2.1 the use of the proposed subdivision is categorised as 'Residential' on the basis that it is intended to facilitate single dwelling development. The 'Residential' use class 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 car home, residential college, respite centre, retirement village and single or multiple dwellings'.

3.3 Approval Status

The use of land for residential uses (single dwelling) is identified as 'No permit required' pursuant to Table 10.2 of the Scheme. However, the proposed subdivision relies on a number of performance criteria for compliance with the Scheme. Accordingly, the application is 'Discretionary' pursuant to clause 8.8.1 (a) of the Scheme and section 57 of the *Land Use Planning and Approvals Act 1993*.

4.0 Launceston Interim Planning Scheme 2013

4.1 General Residential Zone

4.1.1 Purpose Statements

The following section lists the purpose statements of the General Residential zone with a response provided detailing how the proposed change of use is consistent with each statement.

- 10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

Response

The proposed subdivision is intended to facilitate future residential use at a density that will be characteristic of the Trevallyn hillside locality.

- 10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

Response

Non-residential uses have not been proposed.

- 10.1.1.3 Non-residential uses are not to adversely affect residential amenity, through noise, activity outside of business hours, traffic generation and movement, or other off-site impacts.

Response

Non-residential uses have not been proposed.

- 10.1.1.4 To encourage residential development that respects the existing and desired neighbourhood character.

Response

The proposed new lot is expected to be in keeping with existing lots within the area which vary in size, shape and composition.

- 10.1.1.5 To encourage residential use and development that facilitates solar access, integrated urban landscapes, and utilisation of public transport, walking and cycling networks.

Response

The proposed subdivision represents the consolidation of an established urban area which will maximise the use of existing infrastructure and services.

4.1.2 Local Area Objectives

There are no Local Area Objectives for the General Residential zone.

4.1.3 Desired Future Character Statements

There are no Desired Future Character Statements for the General Residential zone.

- each lot is able to contain a building envelope measuring 10m by 15m.

A1.2

Not applicable to the subdivision.

A1.3

The newly create lot boundary that will separate the balance lot from Lot 1 will be setback approximately 4.5m from the rear of the existing dwelling. This distance complies with the rear setback requirement prescribed by standard 10.4.2 (A3) of the Scheme. The proposed subdivision will not alter the side boundaries pertaining to the balance lot which will contain the existing dwelling.

It is evident that acceptable solution A1.1 (a) is not met. Therefore, assessment against the corresponding performance criteria is required.

Performance Criteria Assessment

It is considered that each lot will be afforded with sufficient useable area and dimensions suitable for the continuation of the existing dwelling and for a future single dwelling with respect to the performance criteria on the following basis:

- a) it has been demonstrated that the relevant acceptable solutions for building setbacks are met with respect to the location of the rear boundary for the balance lot;*
- b) Lot 1 will be rectangular in shape with a width of 14.5m and a length of 30.5m which will provide adequate area for a single dwelling to be located and designed to accord with the relevant acceptable solutions for single dwelling development;*
- c) the balance lot will retain existing car parking spaces which are accommodated within the attached garage and within the driveway of the dwelling. It is observed that Lot 1 will be provided with sufficient area and width for vehicles to enter the site via the right-of-way, park and exist the site in a forward direction;*
- d) the topography of Lot 1 is not expected to constrain the use of the site given the broad examples of existing dwellings that have been constructed on the Trevallyn hillside in a manner that responds to the gradient. It is likely that a future single dwelling will be split level with parkin underneath and living areas located above on the first floor;*
- e) no natural hazards have been identified;*
- f) the existing dwelling will be provided with an area of approximately 56m² to the north-east of the lot which can be used for private open space purposes. Lot 1 will be provided with sufficient area to incorporate private open space into a future single dwelling development;*
- g) it is observed that each lot will be 41m² short of achieving compliance with the acceptable solution. This deficiency is considered to be negligible when considering the existing pattern of development within the Trevallyn hillside. Examples of similar sized lots and development are provided at the following locations:*

1. 19 Delamere Crescent: single lot approximately 480m² in area containing an existing dwelling and outbuilding;
2. 2 Wattle Way: multiple dwellings built on a single allotment of approximately 460m² with each dwelling having a site area of approximately 230m²;
3. 2 Delamere Crescent: multiple dwellings each having a site area of approximately 350m²

Overall, the proposed subdivision is expected to be compatible with the established pattern of development and character of the Trevallyn hillside.

10.4.16 Frontage and access	
Objective	
To ensure lots provide:	
(a) appropriate frontage to a road; and	
(b) safe and appropriate access suitable for the intended use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>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.</p>	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage, or legal connection to a road by a right-of-carriageway, of no less than 3.6m width, having regard to:</p> <ol style="list-style-type: none"> (a) the width of frontage proposed, if any; (b) whether any other land has a right-of-carriageway as its sole or principal means of access over the frontage; (c) the number of immediately adjacent rights-of-carriageway; (d) the topography of the site; (e) the proposed use of the lot; (f) the construction and maintenance of the road; (g) the existing pattern of development in the surrounding area; and (h) the advice of the road authority.

Response

The balance lot will retain the existing frontage to Delamere Crescent to the west which is approximately 14.5m in width. However, Lot 1 will not be provided with a frontage. Therefore, assessment against the corresponding performance criteria is required.

Performance Criteria Assessment

Lot 1 will be provided a legal connection to Wattle Way via a right-of-way which has a width of 4m and tapers out to 6m at the property boundary. The proposed means of access to a road is considered adequate, with respect to the performance criteria, on the following basis:

- a) Lot 1 will not be provided with a frontage. Rather it will be provided with access to a road via a right-of-way;
- b) the right-of-way is located over an access strip associated with the adjoining property to the south (16 Delamere Crescent). The primary access to the adjoining property to the south is from Delamere Crescent. Accordingly, the right-of-way will be the sole and principal means of access for Lot 1 only;
- c) there are no other rights-of-way immediately adjoining the one relied upon for Lot 1;
- d) the access strip of the adjoining property is currently used for access to the rear yards of 16 and 16A Delamere Crescent and is constructed with a blue metal base. The access strip and existing right-of-way runs parallel with the 85m AHD contour and is therefore unaffected by significant topographical constraints;
- e) Lot 1 is intended to accommodate a residential use which will typically generate 9-10 vehicle movements per day. The use of the right-of-way will be consistent with established uses within the locality;
- f) the existing access strip is constructed with a blue metal base and connects to Wattle Wat which is a Council maintained road of bituminous construction via an existing crossover;
- g) the proposed means of access to Lot 1 will be consistent with the existing pattern of development in the surrounding area in the sense that the access strip and right-of-way are already established. In essence, there will be no changes to the use and functionality of the existing access arrangement;
- h) advice from the road authority will be provided through the internal referral process undertaken for the assessment of the subdivision application.

Acceptable Solutions	Performance Criteria
<p>A2</p> <p>No acceptable solution.</p>	<p>P2</p> <p>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:</p> <p>(a) the topography of the site;</p>

	<ul style="list-style-type: none"> (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; (d) the character of the area; and (e) the advice of the road authority.
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Response

There is no acceptable solution. Therefore, assessment against the corresponding performance criteria is required.

Performance Criteria Assessment

It has been demonstrated that each lot is capable of being provided with reasonable vehicular access to the boundary of each lot. Refer to the assessment against provisions criteria 10.4.16 (A1) and (P1).

10.4.17 Discharge of stormwater	
<p>Objective</p> <p>To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.</p>	<p>P1</p> <p>All stormwater runoff is to be collected and discharged from the subdivision in a manner that will not cause adverse impacts, having regard to:</p> <ul style="list-style-type: none"> (a) the location of the discharge point (if any); (b) stormwater flow paths both internal and external to the site; (c) the location of building areas within the site; (d) the topography of the site; (e) the characteristics of the site, including rainfall; (f) the development on the site and adjoining land; (g) the additional runoff from the subdivision development and likely future development of the land; and

	(h) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision.
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Response

The balance lot will retain the existing stormwater connection point. Lot 1 will be provided with a new stormwater connection point. Therefore, the acceptable solution is met.

Acceptable Solutions	Performance Criteria
<p>A2</p> <p>The Council's General Manager has provided written advice that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.</p>	<p>P2</p> <p>Stormwater discharge flows from the subdivision are mitigated to a level that the public stormwater system can accommodate, having regard to:</p> <ul style="list-style-type: none"> (a) the location of the discharge point (if any); (b) stormwater flow paths both internal and external to the site; (c) the topography of the site; (d) the characteristics of the site, including rainfall; (e) the development of the site; (f) the additional runoff from the subdivision development and likely future development of the land; and (g) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision.

Response

It is requested that written advice from the General Manager be provided internally through the subdivision application referral and assessment process.

10.4.18 Water and sewerage services	
Objective	
To ensure each lot provides for appropriate water supply and wastewater disposal.	
Acceptable Solutions	Performance Criteria
<p>A1</p>	<p>P1</p> <p>No performance criteria.</p>

Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.	
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Response

The balance lot will retain the existing reticulated water connection point. Lot 1 will be provided with a water connection point. Therefore, the acceptable solution is met.

Acceptable Solutions	Performance Criteria
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.	P2 No performance criteria.

Response

The balance lot will retain the existing reticulated sewerage connection point. Lot 1 will be provided with a new reticulated sewerage connection point. Therefore, the acceptable solution is met.

10.4.19 Integrated urban landscape	
Objective	
To provide landscaping of lots, roads and public open spaces that contributes to the character and identity of urban places and the character of the surrounding area.	
Acceptable Solutions	Performance Criteria
A1 Subdivision does not create any new road, public open space or other reserves.	P1 Subdivision must be designed to enhance the amenity of the area having regard to: <ul style="list-style-type: none"> (a) the topography of the site; (b) any significant natural and cultural features of the site; (c) access to public open spaces and roads; (d) the retention of existing vegetation; (e) linking areas of significant local habitat; and (f) the character of the surrounding area.

Response

The proposed subdivision will not create any new road, public open space or other reserve. Therefore, the acceptable solution is met.

10.4.20 Walking and cycling network	
Objective	
To:	
<ul style="list-style-type: none"> (a) provide safe and convenient movement through and between neighbourhoods by pedestrians and cyclists; (b) design footpaths, shared path and cycle path networks that are safe and accessible; and (c) accommodate wheelchairs, prams, scooters and other footpath bound vehicles. 	
Acceptable Solutions	Performance Criteria
A1 Subdivision does not create any new road, footpath or public open space.	P1 Subdivision provides roads, footpaths or public open spaces that are designed to provide safe and convenient walking and cycling networks, having regard to: <ul style="list-style-type: none"> (a) linkages to any existing pedestrian and cycling networks; (b) connection of footpaths, shared paths, cycle paths and bicycle lanes; (c) access for cycling and walking to activity centres, community facilities, bus stops and public transport routes and public open spaces; (d) the road network and public open spaces; and (e) passive surveillance.

Response

The proposed subdivision will not create any new road, footpath or public open space. Therefore, the acceptable solution is met.

10.4.21 Lot diversity	
Objective	
To provide a range and mix of lot sizes to suit a variety of dwelling and household types.	
Acceptable Solutions	Performance Criteria
A1 Subdivision is for 10 lots or less.	P1 Subdivision provides a range and mix of lot sizes suitable for the development of a variety

	<p>of dwelling and household types, having regard to:</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.
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Response

The proposed subdivision is for the creation of 1 additional lot. Therefore, the acceptable solution is met.

10.4.22 Solar orientation of lots	
Objective	
To provide for solar orientation of lots and solar access for future dwellings.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Any lot for residential use with an area of less than 500m², 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.</p>	<p>P1</p> <p>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> (a) the size, shape and orientation of the lots; (b) the topography of the site; (c) the extent of overshadowing from adjoining land; (d) any development on the site; (e) the location of roads and access to lots; and (f) the existing pattern of subdivision in the area.

Response

Each lot will have an area of less than 500m². The long access f each lot will be outside of the prescribed range. Therefore, assessment against the corresponding performance criteria is required.

Performance Criteria Assessment

Each lot will be provided with sufficient solar access, with respect to the performance criteria, on the following basis:

- a) each lot will be approximately 459m² in area and will predominately have an easterly aspect. The long axis of the lot is generally parallel with north. Accordingly, each lot will be provided adequate solar access by way of orientation;*
- b) the subject site sits approximately two thirds up the Trevallyn hillside which will ensure direct sunlight will be received during mornings and early afternoons;*
- c) the newly created lot will be free from overshadowing from adjoining buildings due to the distance existing buildings will be located from Lot 1;*
- d) Lot 1 will remain vacant until an application is made to construct a single dwelling;*
- e) the location of roads and existing access will remain in situ;*
- f) the lots will be of similar size, shape and orientation as existing lots within the surrounding area.*

10.4.23 Neighbourhood road network

Objective

To provide for convenient and safe movement, through and between neighbourhoods, for motor vehicles, pedestrians, cyclists and public transport using the road network.

Acceptable Solutions

A1

Subdivision does not create any new road.

Performance Criteria

P1

The road network provides for convenient and safe movement for motor vehicles, pedestrians, cyclists and public transport, having regard to:

- (a) the existing network of roads, cycle paths and bicycle lanes, shared paths, footpaths and public transport routes;
- (b) the function of the road and its relationship to arterial and neighbourhood road types;
- (c) the speed limits on roads in the area;
- (d) the location of activity centres;
- (e) the volume of traffic in the area;
- (f) access for service and emergency vehicles; and

	(g) the topography of the site.
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Response

The proposed subdivision will not create a new road(s). Therefore, the acceptable solution is met.

10.4.24 Public transport network	
Objective	
To provide for access to public transport.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Subdivision does not create any new road.</p>	<p>P1</p> <p>The subdivision provides for adequate access to public transport, having regard to:</p> <ul style="list-style-type: none"> (a) the number of lots proposed; (b) the walking distances from the lots to public transport route; (c) any public transport strategy or plan for the area; and (d) the likelihood of the provision of public transport for the area.

Response

The proposed subdivision will not create a new road(s). Therefore, the acceptable solution is met.

4.2 Parking and Sustainable Transport Code

Pursuant to clause E6.2.1, the code applies to all use and development. In this instance, the proposed development relates to the subdivision of land. It is noted that the balance lot will retain two on-site parking spaces within the attached garage which is located underneath the first floor of the dwelling with the second parking space located tandemly within the driveway. No car parking spaces are required to be provided for Lot 1 on the basis that a dwelling has not been proposed.

Accordingly, the code is not considered applicable to the proposed subdivision pursuant to clause 7.5.2 (b) of the Scheme on the basis that the code deals with a matter that is not affected by the proposed subdivision.

4.3 Scenic Management Code

E7.6.1 Scenic road corridor	
Objective	
<p>To ensure the visual amenity of the scenic road corridors is managed through appropriate siting and design of development, including subdivision, to provide for views that are significant to the traveller experience and avoid obtrusive visual impacts on skylines, ridge lines and prominent locations.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Development (not including subdivision), must not be visible when viewed from the scenic road.</p>	<p>P1</p> <p>The visual impact of development (not including subdivision) should be minimised when viewed from the scenic road, having regard to:</p> <ul style="list-style-type: none"> (a) the impact on skylines, ridge lines and prominent locations; (b) the proximity to the scenic road and the impact on views from the road; (c) the need for the development to be prominent to the scenic road; (d) the specific requirements of the development; (e) the retention or establishment of vegetation to provide screening; (f) the need to clear existing vegetation; (g) the requirements for any hazard management; (h) the need for infrastructure services; (i) the existing landscape character and the scenic qualities of the site; and (j) the design treatment of development including:

	<ul style="list-style-type: none"> i. the bulk and form of buildings, including materials and finishes; ii. earthworks for cut or fill; and iii. complementing the physical (built or natural) characteristics of the site.
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Response

The subject site is not located within a scenic road corridor on the basis that it is located in excess of 100m from the nearest designated scenic road. Accordingly, the provision is not applicable to the assessment.

Acceptable Solutions	Performance Criteria
<p>A2</p> <p>Subdivision must not alter any boundaries within the scenic road corridor.</p>	<p>P2</p> <p>Subdivision that alters any boundaries within the scenic road corridor must have regard to:</p> <ul style="list-style-type: none"> (a) the size, shape and orientation of the lot; (b) the density of potential development on lots created; (c) the need for the clearance or retention of vegetation; (d) the requirements for any hazard management; (e) the need for infrastructure services; (f) the extent of works required for roads or to gain access to sites, including cut and fill; (g) the specific requirements of the subdivision; (h) the physical characteristics of the site and locality; (i) the pattern of development in the surrounding area; and (j) the scenic qualities of the site.

Response

The subject site is not located within a scenic road corridor on the basis that it is located in excess of 100m from the nearest designated scenic road. Accordingly, the provision is not applicable to the assessment.

E7.6.2 Scenic management areas	
Objective	
<p>The siting and design of development is to be unobtrusive in the landscape and complement the character of the scenic management areas.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No acceptable solution.</p>	<p>P1</p> <p>Development (not including development that involves only the clearance or removal of vegetation, or subdivision) must have regard to:</p> <ul style="list-style-type: none"> (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the impact on skylines, ridgelines and prominent locations; (c) the nature and extent of existing development on the site; (d) the retention or establishment of vegetation to provide screening; (e) the need to clear existing vegetation; (f) the requirements for any hazard management; (g) the need for infrastructure services; (h) the specific requirements of the development; (i) the location of development to facilitate the retention of trees; and (j) design treatment of development, including: <ul style="list-style-type: none"> i. the bulk and form of buildings including materials and finishes; ii. any earthworks for cut or fill; iii. the physical (built or natural) characteristics of the site or area;

	<ul style="list-style-type: none"> iv. the nature and character of the existing development; and v. the retention of trees.
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Response

The proposed development involves the subdivision of land. Therefore, assessment against the performance criteria is not applicable.

Acceptable Solutions	Performance Criteria
<p>A2</p> <p>No vegetation is to be removed.</p>	<p>P2</p> <p>Development that involves only the clearance or removal of vegetation must have regard to:</p> <ul style="list-style-type: none"> (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the physical characteristics of the site; (c) the location of existing buildings; (d) the type and condition of the existing vegetation; (e) any proposed revegetation; and (f) the options for management of the vegetation.

Response

No vegetation removal is proposed.

Acceptable Solutions	Performance Criteria
<p>A3</p> <p>Subdivision is in accordance with a specific area plan.</p>	<p>P3</p> <p>Subdivision must have regard to:</p> <ul style="list-style-type: none"> (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the size, shape and orientation of the lot; (c) the density of potential development on lots created; (d) the need for the clearance or retention of vegetation; (e) the need to retain existing vegetation;

	<p>(f) the requirements for any hazard management;</p> <p>(g) the need for infrastructure services;</p> <p>(h) the specific requirements of the subdivision;</p> <p>(i) the extent of works required for roads or to gain access to sites, including any cut and fill;</p> <p>(j) the physical characteristics of the site and locality;</p> <p>(k) the existing landscape character;</p> <p>(l) the scenic qualities of the site; and</p> <p>(m) any agreement under s.71 of the Act affecting the land.</p>
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Response

The proposed subdivision will not be in accordance with a specific area plan. Therefore, assessment against the corresponding performance criteria is required.

Performance Criteria Assessment

The Trevallyn Hillside Precinct encompasses the steep hillside to the west of the Tamar River and north of the Cataract Gorge extending from South Esk Road in the southern half to the edge of the municipal border along Cherry and Forest Roads in the northern half which is approximately 1.6km in length. The skyline of the hillside runs approximately parallel with Delungra Road to the south and the eastern side of Floreat Crescent to the north. In this instance, the subject site is located in the southern half of the precinct approximately halfway up the hillside. Historically, the precinct has developed in an eclectic and often ad hoc manner encompassing a broad array of dwelling types which exhibit different architectural styles locating on a diverse range of lots.

It is considered that the proposed development which includes the construction of the single and multiple dwellings, complies with the performance criteria on the following basis:

- *no new buildings or alterations or additions to existing buildings is proposed;*
- *the proposed subdivision is expected to be compatible with the existing character and pattern of development in terms of size, shape and orientation. Furthermore, no vegetation is required to be removed as a result of the proposed subdivision. It is noted that the configuration and functionality of the access strip to Lot 1 will not change with that currently in use;*

In response to the remaining performance criteria, the following is observed:

- b) the subject site is located approximately half way up the Trevallyn hillside and will not impact upon the established Trevallyn hillside skyline;*
- c) the balance lot will contain the existing dwelling with Lot 1 to remain vacant until developed for residential purposes;*
- d) all existing vegetation located on the subject site (inclusive of both the balance lot and Lot 1) will be retained;*
- e) there is no need to clear existing vegetation;*
- f) no significant hazards have been identified as impacting the subject site;*
- g) each lot will be connected into existing infrastructure services which include water, sewage and stormwater;*
- h) each lot will be of sufficient size, shape, orientation and scale to accommodate residential uses in line with the purpose of the General Residential zone;*
- i) the balance lot will utilise the existing access arrangements off Delamere Crescent. The access strip and right-of-way is existing and has been constructed with a blue metal foundation. Should the access be required to be upgraded, no significant earthworks including cut, fill or retaining structures will be required given that the access is already cut in. Furthermore, the access will be set behind an existing dwelling and screened by vegetation when viewed from the east;*
- j) the subject site has been deemed capable of accommodating the proposed subdivision;*
- k) l) the size, shape and orientation of the proposed lots are considered to be compatible with the surrounding pattern of development. Furthermore, the subject site does not comprise significant scenic qualities when viewed within the broader Trevallyn hillside landscape; and*
- m) there are no agreements pursuant to section 71 of the Land Use Planning and Approvals Act 1993 listed on the title;*

4.4 Open Space Code

This code applies to subdivision for the purpose of creating additional lots within the General Residential zone. It is envisaged that payment in lieu of the provision public open space will be required for the proposed development and that a condition will be applied to the permit requiring the payment in line with Council's policy. Accordingly, the code is exempt pursuant to clause E10.4.1 (a) of the Scheme.



5.0 Conclusion

Based on the assessment that has been provided, it is submitted that the proposed subdivision meets all relevant provisions within the Scheme to support its approval for a planning permit.



Appendix A

Certificate of Title



SEARCH OF TORRENS TITLE

VOLUME 73285	FOLIO 1
EDITION 1	DATE OF ISSUE 26-May-1995

SEARCH DATE : 22-Sep-2011

SEARCH TIME : 08.27 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Diagram 73285 (formerly being 166-5D)
Derivation : Part of 2,130 Acres Gtd. to W. Barnes
Prior CT 2722/37

SCHEDULE 1

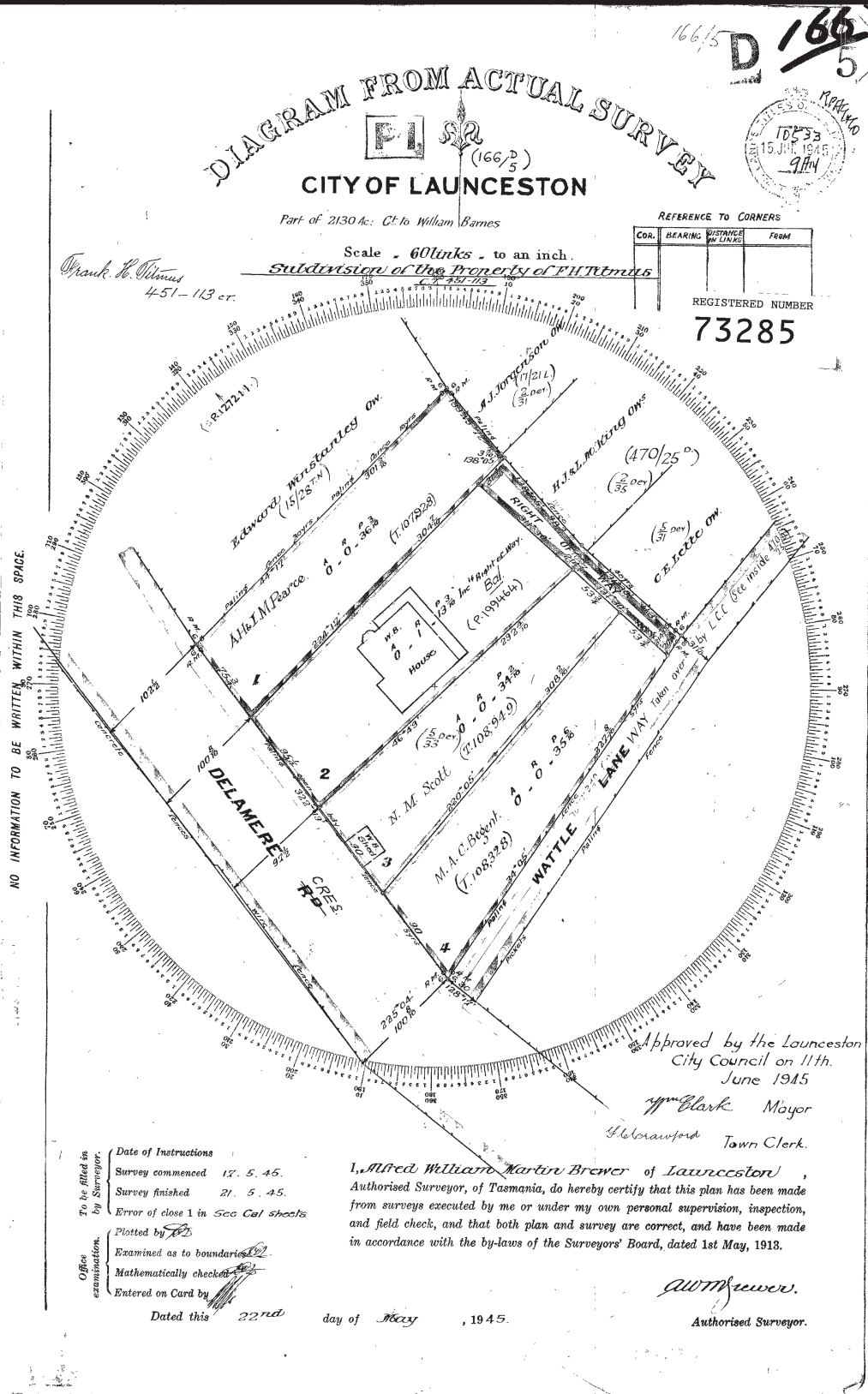
135776 HARRY FRANK BEARUP and JEAN MAISIE BEARUP

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT a right of way over the land marked "Right
of Way" on Diagram No. 73285
107928 BOUNDARY FENCES CONDITION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



To be filled in by Surveyor:
 Date of Instructions
 Survey commenced 17. 5. 45.
 Survey finished 21. 5. 45.
 Error of close 1 in 500 Cal sheets
 Plotted by W.S.
 Examined as to boundaries W.S.
 Mathematically checked W.S.
 Entered on Card by W.S.



SEARCH OF TORRENS TITLE

VOLUME 199464	FOLIO 1
EDITION 2	DATE OF ISSUE 08-Oct-2002

SEARCH DATE : 30-Aug-2017

SEARCH TIME : 02.16 PM

DESCRIPTION OF LAND

City of LAUNCESTON

Lot 1 on Plan 199464

Derivation : Part of 2,130 Acres Gtd to W Barnes

Prior CT 2121/6

SCHEDULE 1

C393427 TRANSFER to MATTHEW WILLIAM GARWOOD and REBECCA ANNE
LLOYD Registered 08-Oct-2002 at 11.01 AM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: A right of way for Albert Hamley Pearce
and Ila Mary Pearce and Neil Mercer over the Right of
Way shown on Plan No. 199464

C393428 MORTGAGE to National Australia Bank Limited
Registered 08-Oct-2002 at 11.02 AM

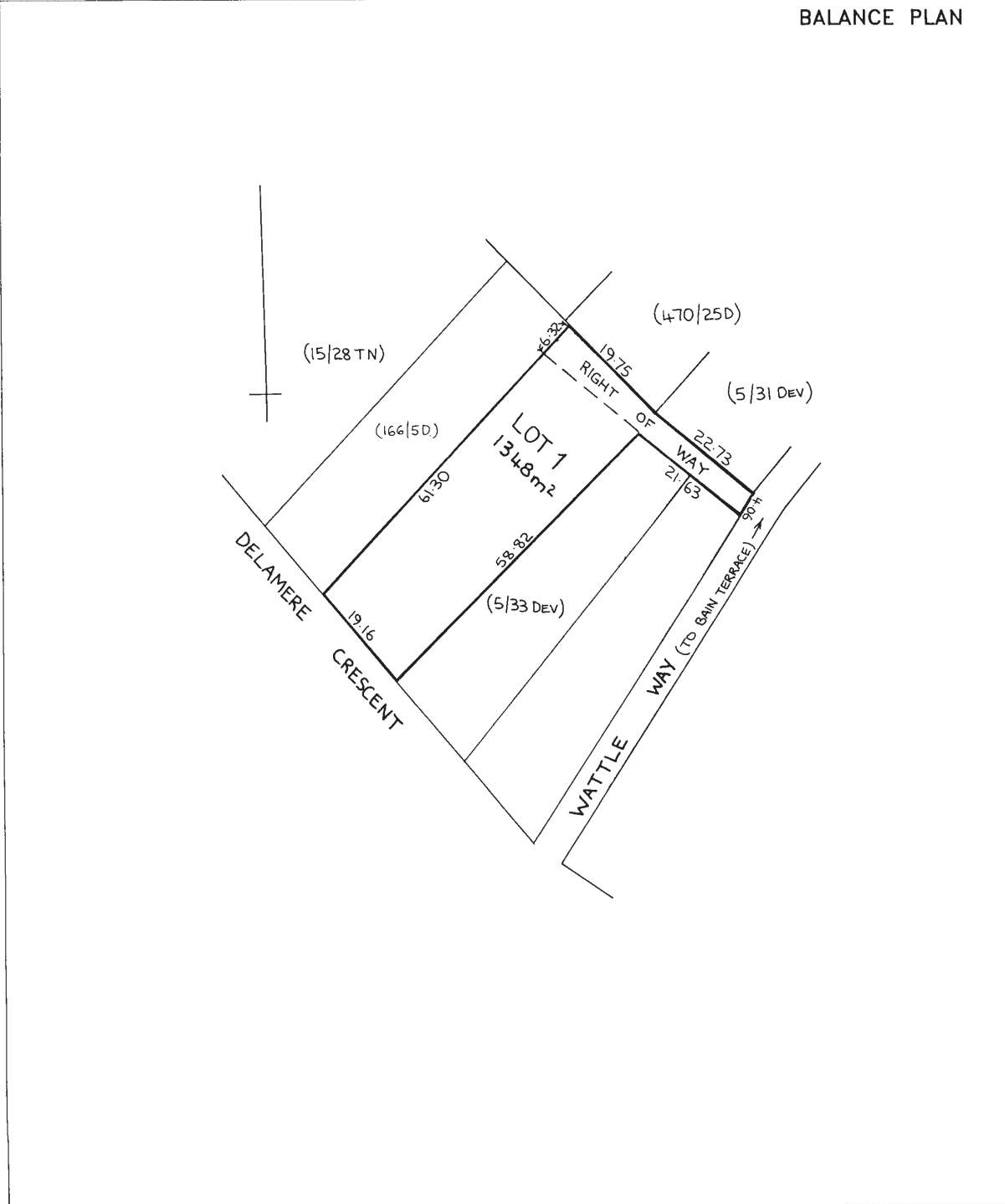
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



OWNER		PLAN OF TITLE LOCATION CITY OF LAUNCESTON		Registered Number	
FOLIO REFERENCE CT 2121/6				P 199464	
GRANTEE		FIRST SURVEY PLAN No. (166/5D)		APPROVED 30 OCT 1995	
		COMPILED BY LTO		 Recorder of Titles	
		SCALE 1:600		LENGTHS IN METRES	
MAPSHEET MUNICIPAL CODE No. 120	LAST UPI No 5435101	LAST PLAN No. 166/5D	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

BALANCE PLAN



DB A 143



Appendix B

Subdivision Plan



Postal Address
 699 Poplar
 Room 200
 16017 Old 699 Road
 Wrentham, MA 01995
 E: shah@cityofwrentham.com
 T: 508-548-2222
 F: 508-548-2222
 37th Colgate Street
 Wrentham, MA 01995
 P: 508-548-2222



CONTROLLED DOCUMENT

DATE	REVISION	BY
3/28/17	PLANNING APPROVAL	



ALL DIMENSIONS AND DIMENSION LINES, UNLESS NOTED OTHERWISE, ARE TO BE TAKEN FROM THE CENTERLINE OF THE ROAD OR RAILROAD. ALL DIMENSIONS AND DIMENSION LINES, UNLESS NOTED OTHERWISE, ARE TO BE TAKEN FROM THE CENTERLINE OF THE ROAD OR RAILROAD. ALL DIMENSIONS AND DIMENSION LINES, UNLESS NOTED OTHERWISE, ARE TO BE TAKEN FROM THE CENTERLINE OF THE ROAD OR RAILROAD.

PROPOSED SUBDIVISION
 16A DELAMERE CRESCENT
 J. GRIFFITHS
 H.F. & J.M. BEARUP

SUBDIVISION PROPOSAL AND SERVICING PLAN
 CT-732385-1
 P.A.S. OWNER P.A.S. CONSULTANT C.A.W.
 1400 @ A3 1400 @ A3

PROJECT No. **17.206** DRAWING No. **P01**