

Development Applications

Notice is hereby given under Section 57(3) of the *Land Use Planning & Approvals Act 1993* that an application has been made to the Break O' Day Council for a permit for the use or development of land as follows:

DA Number	DA 2026 / 00073
Applicant	6ty Pty Ltd
Proposal	Residential - Construction of Five (5) Units
Location	2 Hugh Street, St Marys (CT48884/1)

Plans and documents can be inspected at the Council Office by appointment, 32 – 34 Georges Bay Esplanade, St Helens during normal office hours or online at www.bodc.tas.gov.au.

Representations must be submitted in writing to the General Manager, Break O'Day Council, 32 -34 Georges Bay Esplanade, St Helens 7216 or emailed to admin@bodc.tas.gov.au, and referenced with the Application Number in accordance with section 57(5) of the abovementioned Act during the fourteen (14) day advertised period commencing on Saturday 25th July, 2026 **until 5pm Friday 7th August, 2026.**

John Brown
GENERAL MANAGER



Planning Report

*Housing Development
(5 Multiple Dwellings)*

2 Hugh Street, St Marys



Document Control Record

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1. Introduction

6ty° has been engaged by **Homes Tasmania** to provide professional services in relation to a proposed social housing development comprising five (5) modular units (multiple dwellings) at 2 Hugh Street, St Marys.

1.1 Purpose of the Report

This Planning Report has been prepared to accompany a planning permit application (the “application”) to Break O’Day Council (the “Council”) for the proposed use and development. It provides a description of the proposal and an assessment against the relevant provisions and standards in the *Tasmanian Planning Scheme – Break O’Day* (the “Planning Scheme”).

1.2 Planning Overview

The matters summarised in Table 1 are described in greater detail throughout this Planning Report.

Table 1 – Overview of the Site and Applicable Planning Scheme Controls

Subject Site	
Property Address:	2 Hugh Street, St Marys
Property Identification Number (PID):	6403476
Certificate of Title (CT):	Volume 48884 Folio 1
Owner:	Homes Tasmania
Area:	1,840 m ²
Statutory References	
Planning Instrument:	<i>Tasmanian Planning Scheme - Break O’Day</i>
Planning Authority:	Break O’Day Council
Applicable Zone:	General Residential
Applicable Overlays:	Waterway and Coastal Protection Area Priority Vegetation Area Bushfire-Prone Area
Applicable Codes:	Parking and Sustainable Transport Code Road and Railway Assets Code Natural Assets Code
Application Details	
Existing Use:	Vacant land
Proposed Development:	Construction of five (5) multiple dwellings, vehicle access, parking and other associated facilities
Application Status:	Discretionary (due to reliance on performance criteria)

1.3 Accompanying Proposal Plans

This Planning Report considers the proposal plans listed in Table 2, which accompany the application. The report should be read in conjunction with these plans.

Table 2 – Current Proposal Plans

Drawing Name	Sheet Number	Revision	Date
Architectural Drawings by 6ty°			
Location Plan	Ap001	004	15/04/2026
Site Plan	Ap002	004	15/04/2026
Site Plan – Landscaping	Ap003	004	15/04/2026
Site Plan – Private Open Space & Planning Overlays	Ap004	004	15/04/2026
Site Plan – Shadow Diagrams	Ap005	004	15/04/2026
Unit 1 & Unit 2 – Floor Plans & Elevations	Ap100	004	15/04/2026
Unit 3 & Unit 4 – Floor Plans & Elevations	Ap101	004	15/04/2026
Unit 5 – Floor Plans & Elevations	Ap102	004	15/04/2026
Carport Elevations	Ap200	004	15/04/2026
Site Sections	Ap300	004	15/04/2026
Civil Drawings by 6ty°			
Civil Notes	C00	-	12/03/2026
Site Plan Existing – Sheet 1	C01	-	12/03/2026
Site Plan Existing – Sheet 2	C02	-	12/03/2026
Site Plan – Building Pad Works	C03	-	12/03/2026
Site Plan Sheet 1 – New Works	C04	-	12/03/2026
Site Plan Sheet 2 – New Works	C05	-	12/03/2026
Civil Details	C06	-	12/03/2026

2. Location

2.1 Site Details

The subject site is located at 2 Hugh Street, St Marys (PID 6403476) and comprises a single lot described in CT 48884/1. It is owned and administered by Homes Tasmania (formerly the Director of Housing pursuant to the *Homes Tasmania Act 2022*). The site is former Crown land that is now held as authority freehold land.

As shown in Figure 1, the site is generally regular in shape. It has an area of approximately 1,840 m², and has a primary frontage to Hugh Street to the west, with a frontage width of approximately 31.06 metres. The site also has an approximate 44.46 metre wide frontage to Frederick Street to the north.

The site is located within the urban area of St Marys and is proximate to community facilities, including the adjoining St Marys Community Health Centre, as well as established residential development.

Figure 1 – Aerial Image of the Site¹



2.2 Site Characteristics

2.2.1 Existing Land Use

There are no existing buildings or structures on the land. The site is generally cleared, with limited vegetation present.

¹ Source: Base image and data from The LIST, <https://maps.thelist.tas.gov.au/listmap/app/list/map>, State of Tasmania.

A gravel access way associated with the adjoining community health centre has historically traversed the southern part of the site; however, the 4 metre wide right of way associated with that access was removed from the title in 2023.

An open drain extends along the site's western boundary, connecting into a DN375 stormwater main via a headwall, which continues to the south. This public drainage infrastructure is located within a 3 metre wide drainage easement, benefitting Council, with the open drain partly extending beyond the easement area. A DN150 sewer main also extends through the western part of the site, partly through the area that is subject to the easement, with a manhole located at the southern side boundary.

2.2.2 Topography

The site comprises near level to gently sloping land, with existing ground levels (relative to the Australian Height Datum (AHD)) ranging from approximately 288.2 metres AHD to the north-east and approximately 284.7 metres in the south-west corner, with an average gradient of approximately 8.2% between these points.

The LIST Topographic Basemap identifies a natural drainage line through the western part of the site. This drainage line has previously been modified to the current open drain and stormwater main, which extend along a slightly modified alignment.

2.2.3 Natural Assets

The maps that form part of the *Break O'Day Local Provisions Schedule (LPS)* of the Planning Scheme identify a Waterway and Coastal Protection Area overlay associated with the natural drainage line associated with the site. The extent of this overlay is shown in Figure 2 below.

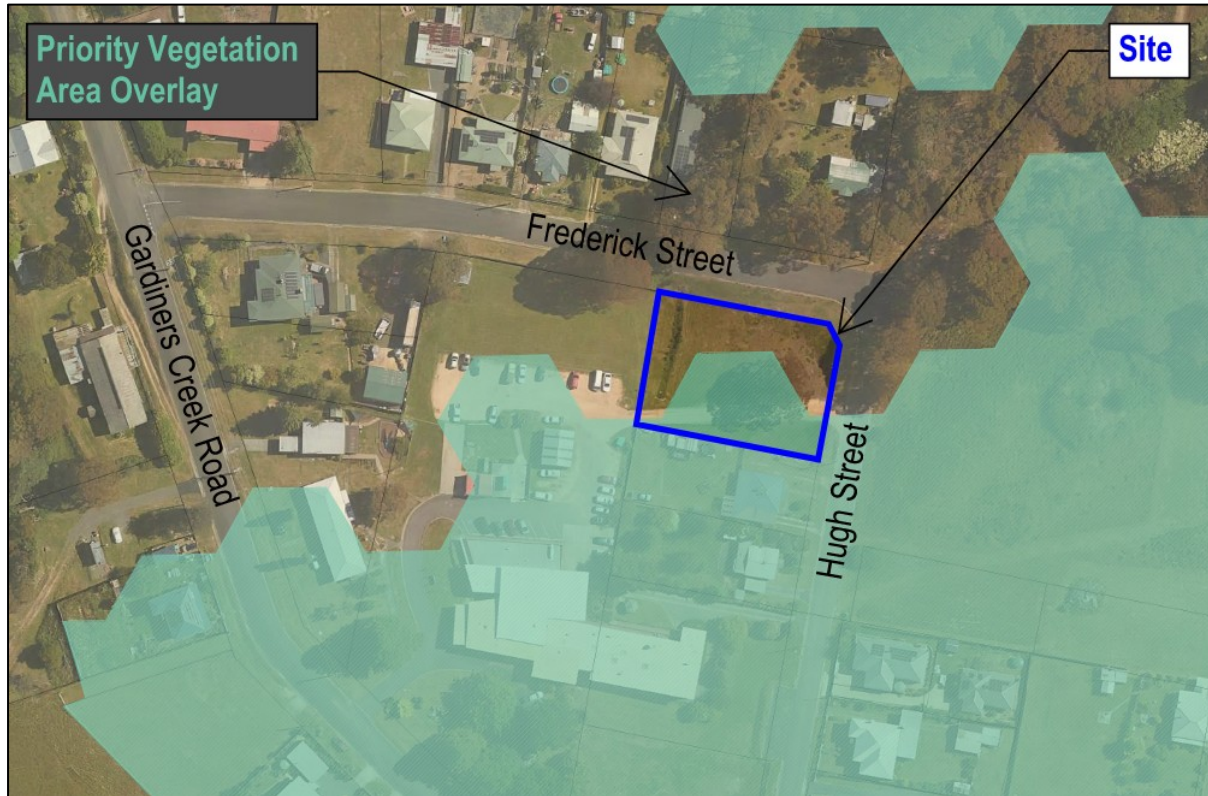
Figure 2 – Waterway and Coastal Protection Area Overlay²



² Source: Base image and data from The LIST, <https://maps.thelist.tas.gov.au/listmap/app/list/map>, State of Tasmania.

The site and adjacent properties are classified as modified land under *TASVEG 5.0* mapping³. The relevant vegetation community code associated with this mapping is FUR (Urban Areas). However, as shown in Figure 3, the site is partly affected by a Priority Vegetation Area overlay under the Planning Scheme.

Figure 3 – Priority Vegetation Area Overlay⁴



2.2.4 Natural Hazards

The site, which is located on the edge of the St Marys township, is subject to a Bushfire-Prone Area overlay, as shown in Figure 4.

The site is not identified as being subject to any other planning overlays associated with natural hazards.

2.2.5 Heritage

The site is not subject to the Local Historic Heritage Code in the *State Planning Provisions* (SPPs) of the Planning Scheme and is not entered on the Tasmanian Heritage Register.

An Aboriginal Heritage Property Search⁵ has not identified any registered Aboriginal relics or apparent risk of impacting registered Aboriginal relics.

³ Department of Natural Resources and Environment Tasmania, *TASVEG 5.0*, Tasmanian Vegetation Monitoring and Mapping Program, Environment Business Unit, released November 2025.

⁴ Source: Base image and data from The LIST, <https://maps.thelist.tas.gov.au/listmap/app/list/map>, State of Tasmania.

⁵ Aboriginal Heritage Tasmania, *Aboriginal Heritage Search Record*, accessed 8 January 2026.

Figure 4 – Bushfire-Prone Area Overlay⁶



2.2.6 Service Infrastructure

Road Network

The site has frontages to Hugh Street and Frederick Street, which are local roads providing access within the township of St Marys. It is currently serviced by an existing vehicle crossing to Hugh Street.

Both Hugh Street and Frederick Street provide on-street parking opportunities, which are typical of the locality.

Hydraulic Services

A DN100 water reticulation main is located along the western side of Hugh Street, extending to the adjoining property to the south of the site. A DN50 main is located along the northern side of Frederick Street, which similarly does not extend to the junction with Hugh Street.

A DN150 sewer main extends through the western part of the site, along with an open stormwater drain and an associated DN375 stormwater main extending to the south. Upstream stormwater includes another DN375 main within Frederick Street, which discharges into the open drain within the site. This drainage infrastructure generally corresponds with hydrology mapping and the alignment of the Waterway and Coastal Protection Area overlay.

⁶ Source: Base image and data from The LIST, <https://maps.thelist.tas.gov.au/listmap/app/list/map>, State of Tasmania.

2.3 Surrounding Area

The site's location on the edge of the St Marys township is also reflected in the zoning of the surrounding area, shown in Figure 5, which includes land zoned Rural to the eastern side of Hugh Street. This zoning extends to Clive Street further to the east.

The adjoining community health centre property is within a Community Purpose Zone.

The site is zoned General Residential, which also applies to the adjoining property to the south and adjacent properties to the north, on the opposite side of Frederick Street. The surrounding residential properties generally contain detached single dwellings typical of the locality.

Figure 5 – Zoning Map Encompassing the Site⁷



⁷ Base data from LISTmap, TheLIST, © State of Tasmania.

3. Proposal

3.1 Proposed Use

The proposal is for a housing development comprising five (5) modular units (multiple dwellings).

The dwellings are to be provided by Homes Tasmania as social housing. They are designed to meet contemporary standards for accessibility, functionality, and amenity.

3.2 Proposed Development

The proposed development and associated works have been designed having regard to the site's topography, drainage infrastructure and surrounding residential context.

3.2.1 Proposed Dwellings

Each of the proposed dwellings has a floor area of approximately 61.85 m², is self-contained, and provides two bedrooms.

The dwellings comprise single storey modular units, to be installed on prepared building pads.

3.2.2 Earthworks

The proposed development involves minor earthworks associated with building pads, access ways and parking areas, other facilities, and service installation.

Cut and fill will be relatively limited, providing for balanced earthworks across the site. Retaining walls will be relatively low, with a maximum height of approximately 400 millimetres.

The extent of earthworks reflects the gently sloping nature of the site and is necessary to achieve appropriate development outcomes.

3.2.3 Vehicle Access

The proposal retains the existing vehicle crossing associated with the site in Hugh Street, with the crossing upgraded generally in accordance with relevant LGAT (Local Government Association of Tasmania) standard drawings. A new shared driveway for proposed Units 4 and 5 extends from this point. The driveway also includes a turning area to enable vehicles to enter and exit Hugh Street in a forward direction.

In addition, two new vehicle crossings are proposed to provide direct access from Frederick Street. The western access, and its associated driveway, services proposed Unit 1. The eastern vehicle crossing and associated driveway are shared by proposed Units 2 and 3.

The access arrangements are appropriate for the scale and nature of the development and consistent with typical residential access arrangements.

3.2.4 Vehicle Parking

The proposal provides on-site parking, including:

- A carport for each dwelling, having approximate areas of 24 m² (Units 1–4) or 29.2 m² (Unit 5); and
- A second parking space for each dwelling, either provided in tandem with its carport (Units 1–3 and 5) or alongside its carport (Unit 4).

No dedicated on-site visitor parking is proposed. While the relevant table in the Parking and Sustainable Transport Code specifies a requirement for two visitor spaces, visitor parking demand is intended to be accommodated on-street within Hugh Street and Frederick Street, where parking is available. This approach enables a more efficient site layout and increased provision of private open space.

3.2.5 Fencing

Fencing is proposed to be provided to define the areas associated with each dwelling, including their associated private open space, and to improve residential amenity.

Fencing proposed within 4.5 metres of the site frontages has a height of 1.8 metres, comprising vertical timber slats to provide a minimum 30% transparency. Other internal fencing is solid with a height of 1.8 metres.

Existing timber fencing along the side boundaries will generally be retained, with new sections provided where required, to match adjoining existing fencing.

The proposed fencing is exempt in accordance with Clauses 4.6.3(a) and 4.6.4(b) of the Planning Scheme.

3.2.6 Site Facilities

Each proposed dwelling is provided with:

- Private open space area for the exclusive use of occupants;
- Clothes drying facilities;
- Exclusive storage space for waste and recycling bins; and
- An external storage shed (6 m³).

Private open space areas are directly accessible from each dwelling and are designed to provide functional outdoor living space. Each space includes a designated 24 m² area generally located outside the frontage setback, with the exception of Unit 3 in the north-east corner, which is provided with fencing for privacy purposes.

Mailboxes will be provided at or near the site frontage.

3.2.7 Landscaping

Landscaping is incorporated throughout the proposed development, including:

- Garden beds along parts of the frontage and side boundaries; and
- A combination of grassed, paved and gravelled surfaces within the private open space areas surrounding the dwellings.

Proposed landscaping assists in integrating the development with the surrounding residential context, enhancing the visual amenity of the site.

3.2.8 Service Infrastructure

Water Supply

The proposal includes an extension of the existing DN100 water reticulation main in Hugh Street to provide a connection for the site via a domestic meter assembly.

Sewerage

Internal drainage will be provided to service each unit, connecting to the sewer main in a location in the south-west corner of the site.

Stormwater

Existing public drainage infrastructure within the site is proposed to be modified and redirected, including the formation of a new open drain located closer to the western side boundary, thereby increasing the developable area in this part of the site.

A new DN375 stormwater main is proposed to connect the open drain, via a new wing wall, to the existing stormwater main through a new manhole. The on-site stormwater system associated with the proposed development connects to this manhole.

4. Planning Controls

4.1 Categorisation of Use

A proposed use or development is required to be categorised into one of the use classes set out in Table 6.2 of the *State Planning Provisions* of the Planning Scheme.

The proposal includes five (5) self-contained units, of modular construction, providing social housing.

A *dwelling* is defined as follows in Table 3.1 of the SPPs:

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

In addition to containing two bedrooms, each unit includes kitchen, clothes washing and bathroom facilities, along with associated outbuildings including a carport and external storage shed (6 m³).

Dwellings are captured under the definition for the *Residential* use class in Table 6.2, which is reproduced below:

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

Given that there is more than a single dwelling at the site, the proposal is most specifically described as *multiple dwellings*, which is defined as follows in Table 3.1:

means 2 or more dwellings on a site.

4.2 General Provisions

There are no General Provisions in Clause 7.0 of the SPPs that are applicable to the application.

4.3 General Residential Zone

4.3.1 Zone Purpose

The purpose statements for the Zone in Clause 8.1 in the SPPs of the Planning Scheme are reproduced below.

The purpose of the General Residential Zone is:

- 8.1.1 *To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.*
- 8.1.2 *To provide for the efficient utilisation of available social, transport and other service infrastructure.*
- 8.1.3 *To provide for non-residential use that.*
 - (a) *primarily serves the local community; and*
 - (b) *does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.*
- 8.1.4 *To provide for Visitor Accommodation that is compatible with residential character.*

The proposal for five multiple dwellings, providing social housing, is consistent with the purpose of the General Residential Zone. The development provides for residential use that contributes to the diversity of housing within the locality and is supported by existing infrastructure services.

The site is located within an established residential area with access to social and physical infrastructure, enabling the efficient utilisation of available services.

The proposal is residential in nature and does not give rise to unreasonable impacts on the amenity of surrounding properties. No non-residential or *Visitor Accommodation* uses are proposed.

4.3.2 Use Table

The Residential use class is listed in Clause 8.2 (Use Table) of the General Residential Zone as No Permit Required for a single dwelling and Permitted otherwise. As the proposal is for multiple dwellings, it is **Permitted** under the Use Table.

Notwithstanding this, the proposal relies on performance criteria to demonstrate compliance with applicable standards. Accordingly, the application is required to be assessed as **Discretionary** in accordance with Clause 6.8.1 of the Planning Scheme and sections 51 and 57 of the *Land Use Planning and Approvals Act 1993*.

4.3.3 Use Standards

The standards in Clause 8.3 of the Planning Scheme apply to Discretionary uses and Visitor Accommodation. The proposal does not involve such uses, and the use standards of the zone therefore do not apply.

4.3.4 Development Standards for Dwellings

Standard		Assessment	Compliance
8.4.1 Residential density for multiple dwellings			
A1	<i>Multiple dwellings must have a site area per dwelling of not less than 325m².</i>	The proposal involves five multiple dwellings on an 1,840 m ² site, giving a site area per dwelling of 368 m ² .	Complies with Acceptable Solution
8.4.2 Setbacks and building envelope for all dwellings			
A1	<i>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</i> (a) <i>if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;</i>	Proposed Unit 3 is setback 7 m from the primary frontage (Hugh Street), with its associated shed setback 4.7 m. Unit 5 has a frontage setback of 4.5 m. These setbacks comply with the minimum 4.5m requirement.	Complies with Acceptable Solution

Standard	Assessment	Compliance
8.4.2 Setbacks and building envelope for all dwellings		
(b) <i>if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</i> (c) <i>if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or</i> (d) <i>if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</i>	Proposed Units 1–3 are setback not less than 3 m from the Frederick Street frontage, satisfying the minimum requirement. The site is vacant. The adjoining property to the south along Hugh Street contains an existing dwelling with a frontage setback of approximately 9 m. There is no dwelling on the adjoining property to the east along Frederick Street, which forms part of the community health centre. As there is only one adjoining dwelling on the same street, the comparative test in the Acceptable Solution does not establish a meaningful range of setbacks. Notwithstanding this, the proposed setbacks exceed the minimum requirement and do not exceed the setback of the adjoining dwelling. Accordingly, the proposal satisfies A1(c). The proposal does not involve a dwelling above a non-residential use. This requirement does not apply.	
A2 <i>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</i> (a) <i>5.5m, or alternatively 1m behind the building line;</i>	The proposed carports are setback more than 5.5 m from the primary frontage (Hugh Street). In addition, the carports are located more than 1 m behind the building line formed by the front of the dwellings. Accordingly, the proposal satisfies this requirement.	Complies with Acceptable Solution

Standard		Assessment	Compliance
8.4.2 Setbacks and building envelope for all dwellings			
	(b) <i>the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</i> (c) <i>1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</i>	As no portion of the proposed dwellings is located above the carports, this requirement does not apply. The site has a gradient of less than 1 in 5 over the relevant distance from the frontage. Accordingly, this requirement does not apply.	
A3	A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) <i>be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</i> (i) <i>a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</i> (ii) <i>projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and</i>	The proposed dwellings are setback from the frontages in accordance with Clause 8.4.2, which establishes the relevant building envelope at the frontage. The dwellings comprise single storey modular units, to be installed on prepared building pads and setback from the side boundaries. This ensures they are contained within the building envelope described in the Acceptable Solution. The units have a height of 3.3m above floor level, with maximum building heights above existing ground level of: • Unit 1: 4.684 m; • Unit 2: 4.417 m; • Unit 3: 4.029 m; • Unit 4: 3.745 m; and • Unit 5: 4.192 m. The maximum height of the carports ranges from 3.103 m to 3.519 m.	Complies with Acceptable Solution

Standard	Assessment	Compliance
8.4.2 Setbacks and building envelope for all dwellings		
	The closest building to a boundary is proposed Unit 5, which is setback 1.5 m from the southern side boundary. The building envelope diagrams included on the elevations accompanying the application confirm that it is contained within the required envelope. All other dwellings and carports are setback further from boundaries and are similarly contained within the building envelope. The external storage sheds (6m³) have a height of less than 2.4 m and are therefore not subject to this standard. Notwithstanding, they are contained within the envelope described in the Acceptable Solution. (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).	
8.4.3 Site coverage and private open space for all dwellings		
A1	Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and	The proposal involves a total roofed area of approximately 450 m², inclusive of each dwelling, carport and shed, on a 1,840 m² site, resulting in a site coverage of approximately 24.48%, which is well below the maximum of 50%.
		Complies with Acceptable Solution

Standard	Assessment	Compliance
8.4.3 Site coverage and private open space for all dwellings		
	(b) <i>for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</i>	Each dwelling is provided with a total area of private open space as follows: • Unit 1: 152 m²; • Unit 2: 92 m²; • Unit 3: 144 m²; • Unit 4: 263 m²; and • Unit 5: 107 m². These areas exceed the minimum requirement of 60 m².
A2	A dwelling must have private open space that: (a) <i>is in one location and is not less than:</i> (i) 24m²; or (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (b) <i>has a minimum horizontal dimension of not less than:</i> (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) <i>is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</i>	Relies on Performance Criteria The total private open space for each dwelling includes a designated area of 25 m², satisfying the minimum area requirement. The private open space areas for Units 1 and 3–5 have a minimum horizontal dimension of not less than 4 m. However, the area for Unit 2 has a minimum horizontal dimension of 3.8 m and therefore relies on the Performance Criterion for the standard. The designated private open space areas for Units 1, 2, 4 and 5 are located outside the frontage setbacks. However, the designated area for Unit 3 is located within the setback to the Hugh Street frontage. As this frontage is not orientated within the specified solar range, the proposal does not satisfy this requirement and relies on the Performance Criterion.

Standard		Assessment	Compliance
8.4.3 Site coverage and private open space for all dwellings			
	<i>(d) has a gradient not steeper than 1 in 10.</i>	The site has a gentle slope, and the designated private open space areas have a gradient of less than 1 in 10, satisfying this requirement.	
8.4.4 Sunlight to private open space of multiple dwellings			
A1	<i>A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):</i> <i>(a) the multiple dwelling is contained within a line projecting (see Figure 8.4):</i> <i>(i) at a distance of 3m from the northern edge of the private open space; and</i> <i>(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;</i> <i>(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and</i> <i>(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:</i> <i>(i) an outbuilding with a building height not more than 2.4m; or</i> <i>(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</i>	Proposed Unit 1 is located to the north of the designated private open space area for Unit 4, with a separation distance of 6 m. Unit 2 is located 11.7m to the north of the designated private open space area for Unit 5. Given these separation distances, and the relatively low building heights (maximum of 4.684 m associated with Unit 1), the dwellings are contained within the notional building envelope formed by a line projecting 3 m from the northern edge of the relevant designated private open space and then at 45 degrees. Shadow diagrams accompanying the application demonstrate that the designated private open space areas for Units 4 and 5 receive at least 50% sunlight for more than 3 hours between 9.00am and 3.00pm on 21 June. Accordingly, the proposal also satisfies this requirement The external storage sheds (6m³) associated with Units 1 and 2 have a height of less than 2.4 m and are therefore not subject to this standard.	Complies with Acceptable Solution

Standard		Assessment	Compliance
8.4.5 Width of openings for garages and carports for all dwellings			
A1	<i>A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</i>	The only carport located within 12 m of the primary frontage (Hugh Street) and facing that frontage is associated with proposed Unit 5, and has an opening width of 4 m. The frontage to Hugh Street is approximately 31.06 m in width, and therefore the maximum allowable opening width is 6 m. The proposed carport opening satisfies this requirement.	Complies with Acceptable Solution
8.4.6 Privacy for all dwellings			
A1	<i>A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</i> <i>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</i> <i>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</i> <i>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:</i> <i>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</i> <i>(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.</i>	The proposed development does not include any balcony, deck or roof terrace, other than a deck landing to the rear of the carport associated with the Unit 1. This deck, along with the parking spaces and carports associated with the development generally, have a finished surface level that is less than 1 m above existing ground level.	Not Applicable

Standard	Assessment	Compliance
8.4.6 Privacy for all dwellings		
A2 <i>A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</i> <i>(a) the window or glazed door:</i> <i>(i) is to have a setback of not less than 3m from a side boundary;</i> <i>(ii) is to have a setback of not less than 4m from a rear boundary;</i> <i>(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</i> <i>(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.</i> <i>(b) the window or glazed door:</i> <i>(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;</i> <i>(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or</i>	The finished floor level in the southern portion of Units 1 and 2 extends to slightly more than 1 m above existing ground level, and the standard therefore applies. Proposed Units 1 and 2 are setback more than 3m from side boundaries, satisfying this requirement. The site is a corner lot and does not have a rear boundary. This requirement does not apply. Units 1 and 2 are not located within 6 m of a window or glazed door to a habitable room of another dwelling on the site, satisfying this requirement. The south-facing bedroom window of Unit 1 is located 6 m from the designated private open space of Unit 4, while the corresponding window in Unit 2 is located more than 6 m from the private open space of Unit 4. The proposal therefore satisfies this requirement. As the requirements of A2(a) are satisfied, the provisions of A2(b) do not apply.	Complies with Acceptable Solution

Standard	Assessment	Compliance
8.4.6 Privacy for all dwellings		
	(iii) <i>is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.</i>	
A3	<i>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</i> (a) 2.5m; or	Complies with Acceptable Solution Proposed Units 1–3, which include south-facing bedroom windows, are separated by more than 2.5 m from the shared driveway serving Units 4 and 5, including the associated turning area. The north-facing window and door openings associated with Unit 4 are also separated by more than 2.5m from the shared driveway, noting that the carport and tandem parking space associated with this unit provide separation between the dwelling and the driveway. The driveway associated with Units 2 and 3 is shared; however, each dwelling's carport and tandem parking space provide more than 2.5 m separation between window and door openings and the portions of driveway or parking used by the other dwelling. The section of driveway directly adjacent to Unit 4 serves only the parking spaces allocated to that dwelling and is therefore excluded from the operation of this standard.

Standard		Assessment	Compliance
8.4.6 Privacy for all dwellings			
	(b) 1m if: (i) it is separated by a screen of not less than 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.	As the requirement specified in A3(a) satisfied, the provisions of A3(b) do not apply.	
8.4.7 Frontage fences for all dwellings			
A1	No Acceptable Solution ⁸ .	The proposed fencing within 4.5 m of the site frontages is exempt development in accordance with Clause 4.6.3(a) of the Planning Scheme. This is because the fencing does not exceed a height of 1.8 m and has a minimum of 30% transparency. Accordingly, the standard does not require assessment.	Exempt
8.4.8 Waste Storage for Multiple Dwellings			
A1	A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations: (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or	Each proposed dwelling is provided with a dedicated storage area for waste and recycling bins with an area of at least 1.5 m ² , located within the area associated with each dwelling and not within the area in front of the dwelling. Accordingly, the proposal satisfies this requirement.	Complies with Acceptable Solution

⁸ An exemption applies for fences in this zone - see Table 4.6

Standard	Assessment	Compliance
8.4.8 Waste Storage for Multiple Dwellings		
(b) <i>a common storage area with an impervious surface that:</i> (i) <i>has a setback of not less than 4.5m from a frontage;</i> (ii) <i>is not less than 5.5m from any dwelling; and</i> (iii) <i>is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.</i>	As each dwelling is provided with an individual storage area, a common storage area is not required.	

4.3.5 Development Standards for Non-dwellings

The standards in Clause 8.5 of the Planning Scheme do not apply, as the proposal is for dwelling development.

4.3.6 Development Standards for Subdivision

The standards in Clause 8.6 of the Planning Scheme do not apply, as the proposal does not involve subdivision.

4.4 Code Applicability Overview

The applicability of the codes in the Planning Scheme is considered below.

Clause	Code Application	Assessment	Applicability
C1.0	Signs Code		
C1.2.1	<i>Unless otherwise stated in a particular purpose zone, this code applies to all development for signs, unless the following clauses apply:</i> (a) C1.4.2; or (b) C1.4.3.	The application does not seek approval for signage.	Not Applicable
C2.0	Parking and Sustainable Transport Code		
C2.2.1	<i>Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.</i>	The Code requires consideration in relation to all types of use or development.	Applicable

Clause	Code Application	Assessment	Applicability
C3.0 Road and Railway Assets Code			
C3.2.1	<i>This code applies to a use or development that:</i> (a) <i>will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;</i> (b) <i>will require a new vehicle crossing, junction or level crossing; or</i> (c) <i>involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.</i>	The proposal changes the amount of vehicular traffic utilising the existing vehicle crossing to Hugh Street, which is retained as part of the proposal. The proposal includes two new vehicle crossings to Frederick Street. The site is not located within a Road or Railway Attenuation Area.	Applicable Applicable Not Applicable
C4.0 Electricity Transmission Infrastructure Protection Code			
C4.2.1	This Code has applicability to specified uses or developments within an Electricity Transmission Corridor, Communications Station Buffer Area or Substation Facility Buffer Area.	The site is not shown within an Electricity Transmission Corridor, Communications Station Buffer Area or Substation Facility Buffer Area on the overlay maps.	Not Applicable
C5.0 Telecommunications Code			
C5.2.1	<i>Unless otherwise stated in a particular purpose zone, this code applies to all development for telecommunication facilities.</i>	The proposal does not involve a telecommunications facility.	Not Applicable
C6.0 Local Historic Heritage Code			
C6.2.1	This Code has applicability to development within a Local Heritage Place, Local Heritage Precinct, Local Historic Landscape Precinct, excavation within a Place or Precinct of Archaeological Potential or lopping, pruning, removal or destruction of a Significant Tree.	The site is not identified in any list of Local Heritage Places, Local Heritage Precincts, Local Historic Landscape Precincts, Places or Precincts of Archaeological Potential or Significant Trees.	Not Applicable
C7.0 Natural Assets Code			
C7.2.1	<i>This code applies to development on land within the following areas:</i> (a) <i>a waterway and coastal protection area;</i>	The site is partially shown within a Waterway and Coastal Protection Area on the overlay maps (see Figure 2).	Applicable

Clause	Code Application	Assessment	Applicability
C7.0 Natural Assets Code			
	(b) <i>a future coastal refugia area; and</i> (c) <i>a priority vegetation area only if within the following zones:</i> (xii) <i>General Residential Zone or Low Density Residential Zone, only if an application for subdivision;</i>	The site is not shown within a Future Coastal Refugia Area. While the site is shown within a Priority Vegetation Area overlay (see Figure 3) and is zoned General Residential, the proposal does not involve a subdivision. Accordingly, the planning controls associated with the overlay do not apply to the proposed dwelling development. The site comprises modified land and the removal of the remaining remnant tree is not expected to result in a significant impact on natural values.	Not Applicable Not Applicable
C8.0 Scenic Protection Code			
C8.2.1	The Code has applicability to development within a Scenic Protection Area or Scenic Road Corridor if within specified zones (excludes the General Residential Zone).	The site is not shown within a Scenic Protection Area or Scenic Road Corridor on the overlay maps, and in any event is zoned General Residential.	Not Applicable
C9.0 Attenuation Code			
C9.2.1	<i>This code applies to:</i> (a) <i>activities listed in Tables C9.1 and C9.2;</i> (b) <i>sensitive uses; and</i> (c) <i>subdivision if it creates a new lot where a sensitive use could be established, within an attenuation area.</i>	The proposal is not for an activity listed in Tables C9.1 and C9.2. While a dwelling is a <i>sensitive use</i>⁹, the site has not been identified as being within an Attenuation Area from an activity listed in Tables C9.1 and C9.2. The proposal does not include a subdivision.	Not Applicable Not Applicable Not Applicable
C10.0 Coastal Erosion Hazard Code			
C10.2.1	<i>This code applies to:</i> (a) <i>use and development of land within a coastal erosion hazard area; or</i>	The site is not shown within a Coastal Erosion Hazard Area on the overlay maps.	Not Applicable

⁹ Table 3.1 defines *sensitive use* as meaning a residential use or a use involving the presence of people for extended periods except in the course of their employment such as a caravan park, childcare centre, dwelling, hospital or school.

Clause	Code Application	Assessment	Applicability
C10.0 Coastal Erosion Hazard Code			
	<i>(b) development identified in a report, that is lodged with an application, or required in response to a request under section 54 of the Act, as located on an actively mobile landform within the coastal zone.</i>	The site is not within the coastal zone.	Not Applicable
C11.0 Coastal Inundation Hazard Code			
C11.2.1	<i>This code applies to use and development of land within a coastal inundation hazard area.</i>	The site is not shown within a Coastal Inundation Hazard Area on the overlay maps.	Not Applicable
C12.0 Flood-Prone Areas Hazard Code			
C12.2.1	<i>This code applies to development of land within a flood-prone hazard area.</i>	The site is not shown within a Flood-Prone Hazard Area on the overlay maps.	Not Applicable
C13.0 Bushfire-Prone Areas Code			
C13.2.1	This Code has applicability to subdivision or a vulnerable or hazardous use within a Bushfire-Prone Area.	The site is shown within a Bushfire-Prone Area on the overlay maps; however, the proposal does not involve subdivision or a <i>vulnerable use</i> ¹⁰ . Specifically, while the proposal involves a use within the Residential use class, it is not for assisted housing, residential care facility, respite centre or retirement village.	Not Applicable
C14.0 Potentially Contaminated Land Code			
C14.2.1	This Code has applicability to specified uses, including a sensitive use or specified uses in the Passive Recreation and Sports and Recreation use classes, or development on Potentially Contaminated Land.	The site is not known to have been used for any potentially contaminating activity listed in Table C14.2 of the Code, nor is it otherwise known to contain Potentially Contaminated Land.	Not Applicable
C15.0 Landslip Hazard Code			
C15.2.1	This Code has applicability to use or development within a Landslip Hazard Area.	The site is not shown within a Landslip Hazard Area on the overlay maps.	Not Applicable
C16.0 Safeguarding of Airports Code			
C16.2.1	This Code has applicability to sensitive use within an Airport Noise Exposure Area or development within an Airport Obstacle Limitation Area.	The site is not shown within an Airport Noise Exposure Area or Airport Obstacle Limitation Area on the overlay maps.	Not Applicable

¹⁰ Clause 3.1 defines *vulnerable use* as meaning a use within the following use classes: Custodial Facility, Education and Occasional Care, Hospital Services, or Residential (if for assisted housing, residential care facility, respite centre or retirement village).

4.5 Parking and Sustainable Transport Code

An assessment of the applicable standards in the Code is provided below.

4.5.1 Use Standards

Standard	Assessment	Compliance
C2.5.1 Car Parking Numbers		
A1 <i>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:</i> (a) <i>the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</i> (b) <i>the site is contained within a parking precinct plan and subject to Clause C2.7.</i>	Table C2.1 requires multiple dwellings in the General Residential Zone with two or more bedrooms to provide two (2) car parking spaces per dwelling, plus one (1) visitor parking space per four dwellings or part thereof. The proposal provides two on-site car parking spaces per dwelling, comprising a carport and a second space. The second space is provided in tandem with the carport for Units 1–3 and 5, and adjacent to the carport for Unit 4. In accordance with Note (2) to Table C2.1, tandem parking is acceptable where used to serve a dwelling. However, the proposal does not provide dedicated on-site visitor parking, where two (2) visitor parking spaces are required. Accordingly, the proposal does not satisfy the Acceptable Solution and relies on the Performance Criterion. This approach enables a more efficient site layout and increased provision of private open space. Matters (a) to (d) below also require consideration. The site is not subject to a parking plan adopted by Council. This provision does not apply. The site is not within a Parking Precinct Plan area. This provision does not apply.	Relies on Performance Criteria

Standard		Assessment	Compliance
C2.5.1 Car Parking Numbers			
	(c) <i>the site is subject to Clause C2.5.5; or</i> (d) <i>it relates to an intensification of an existing use or development or a change of use where:</i> ...	Clause C2.5.5 relates to specified non-residential uses or developments in the General Residential Zone or Inner Residential Zone. As the proposal is for residential use and development, this provision does not apply. The proposal does not involve an intensification of an existing use or a change of use. This provision does not apply.	
C2.5.2 Bicycle Parking Numbers			
A1	<i>Bicycle parking spaces must:</i> (a) <i>be provided on the site or within 50m of the site; and</i> (b) <i>be no less than the number specified in Table C2.1.</i>	Table C2.1 does not specify a requirement for bicycle parking spaces for the Residential use class. Accordingly, no bicycle parking is required for the proposal.	Complies with Acceptable Solution
C2.5.3 Motorcycle Parking Numbers			
A1	<i>The number of on-site motorcycle parking spaces for all uses must:</i> (a) <i>be no less than the number specified in Table C2.4; and</i> (b) <i>if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle numbers is maintained.</i>	Table C2.4 specifies that no motorcycle parking spaces are required where the number of car parking spaces for a use is between 0 and 20. The proposal provides 10 car parking spaces and therefore no motorcycle parking is required	Not Applicable
C2.5.4 Loading Bays			
A1	<i>A loading bay must be provided for uses with a floor area of more than 1,000m² in a single occupancy.</i>	The proposal is for multiple dwellings and does not involve a use or development to which this standard applies, as specified in Clause C2.2.3. Accordingly, the standard is not applicable.	Not Applicable

4.5.2 Development Standards for Buildings and Works

Standard	Assessment	Compliance
C2.6.1 Construction of Parking Areas		
A1 <i>All parking, access ways, manoeuvring and circulation spaces must:</i> <i>(a) be constructed with a durable all weather pavement;</i> <i>(b) be drained to the public stormwater system, or contain stormwater on the site; and</i> <i>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</i>	The proposed driveways and parking spaces will be constructed with a durable all-weather pavement, drained to the public stormwater system, and surfaced with concrete, satisfying the requirements of the standard.	Complies with Acceptable Solution
C2.6.2 Design and Layout of Parking Areas		
A1.1 <i>Parking, access ways, manoeuvring and circulation spaces must either:</i> <i>(a) comply with the following:</i> <i>(i) have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1-6.</i> <i>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</i>	The site comprises near level to gently sloping land. Minor earthworks will be undertaken to accommodate the slope, including for the construction of driveways and parking areas. This ensures that compliant gradients in accordance with AS 2890 are achieved. Each driveway associated with the proposed development serves no more than four (4) parking spaces and therefore the requirement does not apply. Notwithstanding, the shared driveway for Units 4 and 5 incorporates a turning area to facilitate forward vehicle movements.	Complies with Acceptable Solution

Standard	Assessment	Compliance
C2.6.2 Design and Layout of Parking Areas		
	(iii) <i>have an access with no less than the requirements in Table C2.2;</i> The driveways have a minimum width of not less than 3 m, satisfying Table C2.2. The shared driveway for Units 4 and 5 has a width of approximately 6.65 m, allowing vehicles to pass in accordance with the requirements of the Table. (iv) <i>have car parking space dimensions which satisfy the requirements in Table C2.3;</i> The proposed carports have approximate dimensions of 4 m (width) by 6.0 m (length), with the Unit 5 carport having a length of approximately 7.3 m. The second parking spaces have a width of 2.6 m and a length of 5.4 m or greater. These dimensions comply with Table C2.3. (v) <i>have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</i> Units 1–3 and 5 are accessed directly from the road. In accordance with Note (1) to Table C2.3, the road may be included in the combined access and manoeuvring width. Unit 4 is serviced by a driveway with a width of approximately 6.65 m, together with a turning area, which provides sufficient combined access and manoeuvring width in accordance with Table C2.3. (vi) <i>have a vertical clearance of not less than 2.1m above the parking surface level; and</i> The carports provide a vertical clearance exceeding 2.1 m, satisfying this requirement. (vii) <i>excluding a single dwelling, be delineated by line marking or other clear physical means; or</i> Parking spaces will be delineated by physical layout and surface treatment. (b) <i>comply with Australian Standard AS 2890 Parking facilities, Parts 1-6.</i> The proposal has been assessed against A1.1(a) and satisfies the relevant requirements.	
A1.2 <i>Parking spaces provided for use by persons with a disability must satisfy the following:</i> (a) <i>be located as close as practicable to the main entry point to the building;</i>	The provision of accessible car parking spaces is not required for the proposed use and development under the National Construction Code. Accordingly, this requirement does not apply.	Not Applicable

Standard		Assessment	Compliance
C2.6.2 Design and Layout of Parking Areas			
	(b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6: 2009 Parking facilities, Off-street parking for people with disabilities.¹¹		
C2.6.3 Number of Accesses for Vehicles			
A1	The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	The proposed development retains the site's existing vehicle crossing to Hugh Street; however, includes two new vehicle crossings to Frederick Street. Accordingly, it relies on the Performance Criterion for the standard	Relies on Performance Criteria
A2	Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	The site is not within a Central Business Zone and is not identified as being in a Pedestrian Priority Street on overlay maps.	Not Applicable
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone			
A1	In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements..	The site is not within a General Business Zone or Central Business Zone.	Not Applicable

¹¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the *National Construction Code 2016*.

Standard		Assessment	Compliance
C2.6.5 Pedestrian Access			
A1.1	<i>Uses that require 10 or more car parking spaces must:</i> (a) <i>have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</i> (i) <i>a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</i> (ii) <i>protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</i> (b) <i>be signed and line marked at points where pedestrians cross access ways or parking aisles.</i>	The proposal provides a total of 10 car parking spaces, and the standard therefore applies. A continuous pedestrian footpath network is not proposed. A 1.2 m wide footpath section is provided along the north-eastern side of the shared driveway serving Units 4 and 5 (between the turning area and the frontage); however, this does not extend to all parking areas or provide the separation distances or protective devices specified. Accordingly, the proposal does not satisfy the Acceptable Solution and relies on the Performance Criterion.	Relies on Performance Criteria
A1.2	<i>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</i>	The provision of accessible car parking spaces is not required. Accordingly, this requirement does not apply.	
C2.6.6 Loading Bays			
A1	<i>The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.</i>	The proposal does not include the development of a loading bay. Accordingly, this standard does not apply.	Not Applicable
A2	<i>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.</i>	The proposal does not include the development of a loading bay. Accordingly, this standard does not apply.	Not Applicable

Standard	Assessment	Compliance
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone		
A1 <i>Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</i> <i>(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;</i> <i>(b) be located within 50m from an entrance.</i> <i>(c) be visible from the main entrance or otherwise signed; and</i> <i>(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces -- Pedestrian area (Category P) lighting -- Performance and design requirements.</i>	The site is not within a General Business Zone or Central Business Zone. Accordingly, this standard does not apply.	Not Applicable
A2 <i>Bicycle parking spaces must:</i> <i>(a) have dimensions not less than:</i> <i>(i) 1.7m in length;</i> <i>(ii) 1.2m in height; and</i> <i>(iii) 0.7m in width at the handlebars;</i> <i>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way.</i> <i>(c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.</i>	The site is not within a zone to which this standard applies.	Not Applicable

Standard		Assessment	Compliance
C2.6.8 Siting of parking and turning areas			
A1	<i>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</i>	The site is within the General Residential Zone and not within a zone to which this standard applies. Accordingly, this standard does not apply.	Not Applicable

4.5.3 Parking Precinct Plan

The standards in Clause C2.7 of the Planning Scheme do not apply, as the site is not contained within a Parking Precinct Plan.

4.6 Road and Railway Assets Code

An assessment of the applicable standards in the Code is provided below.

4.6.1 Use Standards

Standard		Assessment	Compliance
C3.5.1 Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction			
A1.1	<i>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</i> <i>(a) a new junction;</i> <i>(b) a new vehicle crossing; or</i> <i>(c) a new level crossing.</i>	The proposal does not involve access to a Category 1 Trunk Road as defined in the State Road Hierarchy, or a limited access road declared under the <i>Roads and Jetties Act 1935</i> . Hugh Street and Frederick Street are local roads under the control of Council as the road authority. Accordingly, this provision does not apply.	Not Applicable
A1.2	<i>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</i>	The two new vehicle crossings to Frederick Street will require consideration by Council's road authority as part of the planning approval process.	Relies on Performance Criteria
A1.3	<i>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</i>	The proposal does not involve the rail network. Accordingly, this requirement does not apply.	Not Applicable

Standard		Assessment	Compliance
C3.5.1 Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction			
A1.4	<i>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</i> <i>(a) the amounts in Table C3.1; or</i> <i>(b) allowed by a license issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.</i>	The applicable threshold in Table C3.1 is 40 vehicle movements per day (being the greater of 20% or 40 movements per day for vehicles up to 5.5m in length). Based on the RMS Guide to Traffic Generating Developments, a rate of approximately 4–5 vehicle movements per dwelling per day is applicable to small units. For five dwellings, this equates to an estimated 20–25 vehicle movements per day. This level of traffic generation is well below the threshold specified in Table C3.1. Accordingly, the proposal satisfies this requirement.	Complies with Acceptable Solution
A1.5	<i>Vehicular traffic must be able to enter and leave a major road in a forward direction.</i>	Hugh Street and Frederick Street are not identified as Major Roads in the Break O'Day LPS. Accordingly, this requirement does not apply.	Not Applicable

4.7 Natural Assets Code

An assessment of the applicable standards in the Code is provided below.

4.7.1 Development Standards for Buildings and Works

Standard		Assessment	Compliance
C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area			
A1	<i>Buildings and works within a waterway and coastal protection area must:</i> (a) <i>be within a building area on a sealed plan approved under this planning scheme;</i> (b) <i>in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or</i> (c) <i>if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date.</i>	The site is partially affected by the Waterway and Coastal Protection Area overlay (see Figure 2). The proposed development is not located within a building area on a sealed plan, is not associated with a Class 4 watercourse crossing or bridge, and is not within the spatial extent of tidal waters. Accordingly, the proposal does not satisfy any of the requirements under the Acceptable Solution and relies on the Performance Criterion for the standard.	Relies on Performance Criteria

Standard		Assessment	Compliance
C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area			
A2	<i>Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.</i>	The site is not affected by a Future Coastal Refugia Area. Accordingly, this standard does not apply.	Not Applicable
A3	<i>Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.</i>	Stormwater generated by the development will be managed via an on-site drainage system and discharged to the public stormwater system. The proposal does not involve a new point discharge directly into a watercourse, wetland or lake. Accordingly, the proposal satisfies this requirement.	Complies with Acceptable Solution
A4	<i>Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.</i>	The proposal does not involve dredging or reclamation. Accordingly, this standard does not apply.	Not Applicable
A5	<i>Coastal protection works or watercourse erosion or inundation protection works must not occur within a waterway and coastal protection area or a future coastal refugia area.</i>	The proposal does not involve coastal protection works or watercourse erosion or inundation protection works. Accordingly, this standard does not apply.	Not Applicable

5. Performance Criteria Assessment

5.1 General Residential Zone

5.1.1 Clause 8.4.3 Site Coverage and Private Open Space for All Dwellings – Performance Criterion P2

8.4.3 Site coverage and private open space for all dwellings	
Objective: <i>That dwellings are compatible with the amenity and character of the area and provide:</i> <i>(a) for outdoor recreation and the operational needs of the residents;</i> <i>(b) opportunities for the planting of gardens and landscaping; and</i> <i>(c) private open space that is conveniently located and has access to sunlight.</i>	
Performance Criterion	Assessment
P2 <i>A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:</i> <i>(a) conveniently located in relation to a living area of the dwelling; and</i> <i>(b) orientated to take advantage of sunlight;</i>	The proposal relies on the Performance Criterion due to: • the private open space for Unit 2 having a minimum horizontal dimension of approximately 3.8 m (rather than 4 m); and • the designated private open space for Unit 3 being located within the frontage setback. Each dwelling is provided with a clearly defined area of private open space that is directly accessible from, and located adjacent to, the primary living area of the dwelling. For Unit 2, the minor variation in horizontal dimension does not affect the functionality or accessibility of the space. The area remains of sufficient size and configuration to support outdoor relaxation, dining and general recreational use as an extension of the dwelling. For Unit 3, while the private open space is located within the frontage setback, it maintains a direct and convenient relationship with the dwelling's living area. The space is clearly defined and usable for outdoor activities, with fencing providing an appropriate level of privacy. Accordingly, the proposal satisfies P2(a). The private open space areas are generally oriented to enable access to sunlight throughout the day. The layout of the proposed development, including the single storey built form and separation between dwellings, ensures that private open space areas receive adequate solar access.

8.4.3 Site coverage and private open space for all dwellings	
Performance Criterion	Assessment
	In particular: - the private open space for Unit 2 is not constrained in terms of sunlight access despite the minor reduction in width; and - the private open space for Unit 3, while located within the frontage setback, remains exposed to sunlight and is not materially overshadowed by built form. Accordingly, the proposal satisfies P2(b). Overall, the proposal provides private open space for each dwelling that is capable of functioning as an extension of the dwelling for outdoor use, is conveniently located and directly accessible from living areas, and is oriented to receive adequate sunlight. The identified variations from the Acceptable Solution for the standard are minor and do not compromise the usability, functionality or amenity of the private open space provided. The proposal therefore complies with the Performance Criterion.

5.2 Parking and Sustainable Transport Code

5.2.1 Clause C2.5.1 Car Parking Numbers – Performance Criteria P1.2

C2.5.1 Car parking numbers	
<i>Objective:</i> That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Performance Criterion	Assessment
P1.2 <i>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</i> (a) <i>the nature and intensity of the use and car parking required;</i>	The Acceptable Solution for the standard requires two (2) car parking spaces per dwelling, plus one (1) visitor parking space per four dwellings or part thereof. The proposal provides two (2) on-site car parking spaces per dwelling (a total of 10 spaces), but does not provide the two (2) required visitor parking spaces. Accordingly, the proposal relies on Performance Criterion P1.2. The proposal comprises five (5) two-bedroom multiple dwellings for residential use, representing a relatively low-intensity form of use and development.

C2.5.1 Car parking numbers

Performance Criterion	Assessment
	The provision of two (2) car parking spaces per dwelling is sufficient to accommodate resident parking demand. Visitor parking demand associated with small-scale residential development is typically intermittent and low in intensity, and it is not expected that all dwellings will generate visitor demand concurrently.
(b) <i>the size of the dwelling and the number of bedrooms; and</i>	Each dwelling contains two bedrooms and has a modest floor area of approximately 61.85 m². Dwellings of this size and configuration generally generate lower car ownership rates and parking demand compared to larger dwellings. The provision of two on-site spaces per dwelling is therefore considered appropriate to meet the needs of occupants.
(c) <i>the pattern of parking in the surrounding area.</i>	The site is located within an established residential area in St Marys and has frontage to Hugh Street and Frederick Street, both of which are local roads. On-street parking is available along both streets and is characteristic of the locality. The surrounding area does not exhibit signs of parking stress or high demand for on-street parking. In this context, visitor parking demand can be reasonably accommodated on-street without resulting in adverse impacts on the amenity of the area or the operation of the road network. Having regard to the above, the proposal provides an appropriate level of on-site car parking to meet the reasonable needs of the use. While dedicated visitor parking is not provided on-site, the scale of the development, the provision of two spaces per dwelling, and the availability of on-street parking in the surrounding area ensure that parking demand can be reasonably accommodated. The proposal is not expected to result in unreasonable impacts on the road network or surrounding amenity. The proposal therefore complies with Performance Criterion P1.2.

5.2.2 Clause C2.6.3 Number of Accesses for Vehicles – Performance Criteria P1

C2.6.3 Number of accesses for vehicles	
Objective: That: (a) <i>access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</i> (b) <i>accesses do not cause an unreasonable loss of amenity of adjoining uses; and</i> (c) <i>the number of accesses minimise impacts on the streetscape.</i>	
Performance Criterion	Assessment
P1 <i>The number of accesses for each frontage must be minimised, having regard to:</i> (a) <i>any loss of on-street parking; and</i> (b) <i>pedestrian safety and amenity;</i>	The Acceptable Solution for the standard requires no more than one (1) access per frontage, or no more than the existing number of accesses, whichever is the greater. The proposal retains the existing vehicle crossing to Hugh Street and introduces two (2) new vehicle crossings to Frederick Street. As more than one access is proposed to the Frederick Street frontage, the proposal relies on the Performance Criterion. The introduction of two new vehicle crossings to Frederick Street will result in a minor reduction in available on-street parking. However, Frederick Street is a local road with a relatively wide frontage to the site (approximately 44.46 m), and on-street parking supply in the surrounding area is not constrained. The loss of a limited number of on-street parking spaces is not expected to result in any material impact on parking availability or the functioning of the local road network. Both adjoining streets are local roads with relatively low traffic volumes. The proposed vehicle crossings are appropriately separated and designed in accordance with relevant standards. The distribution of vehicle access across multiple crossings reduces vehicle concentration at a single point and allows for simpler and more legible access arrangements for individual dwellings. Accordingly, the proposal will not adversely impact pedestrian safety or amenity.

C2.6.3 Number of accesses for vehicles

Performance Criterion	Assessment
<i>(c) traffic safety;</i>	In addition to the above, the dispersed access arrangement is appropriate for the scale of the development and does not adversely affect the operation of the surrounding road network. It enables safe and efficient vehicle movements to and from the site.
<i>(d) residential amenity on adjoining land; and</i>	Vehicle movements associated with the proposal are expected to be low in volume and typical of residential use. The distribution of access points reduces the concentration of vehicle movements at any single location. Accordingly, the proposal is not expected to result in unreasonable noise, disturbance or loss of amenity for adjoining properties.
<i>(e) the impact on the streetscape.</i>	The proposed accesses are consistent with the residential character of the area, where individual dwellings commonly have direct access from the street. While the number of access points to Frederick Street exceeds the Acceptable Solution, the overall visual impact is not excessive given the width of the frontage and the spacing between crossings. The accesses are integrated into the proposed development layout and do not dominate the streetscape or detract from its character. Having regard to the above, the number of accesses is minimised to the extent reasonably practicable, having regard to the surrounding road network and the proposed development layout. The proposal will not result in unreasonable impacts on on-street parking, pedestrian safety, traffic safety, residential amenity or the streetscape. The proposal therefore complies with the Performance Criterion.

5.2.3 Clause C2.6.5 Pedestrian Access – Performance Criteria P1

C2.6.5 Pedestrian access	
Objective: <i>That pedestrian access within parking areas is provided in a safe and convenient manner.</i>	
Performance Criterion	Assessment
P1 <i>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</i> (a) <i>the characteristics of the site;</i> (b) <i>the nature of the use;</i> (c) <i>the number of parking spaces;</i> (d) <i>the frequency of vehicle movements;</i> (e) <i>the needs of persons with a disability;</i>	The proposal provides a total of 10 car parking spaces and is therefore subject to the standard. The Acceptable Solution requires a pedestrian footpath in accordance with specified width, separation and delineation requirements, which is not fully achieved. A 1.2 m wide footpath section is proposed along the north-eastern side of the shared driveway serving Units 4 and 5; however, this does not extend to all parking areas or provide the full separation measures specified. Accordingly, the proposal relies on Performance Criterion P1. The site is relatively level and unconstrained, and the proposed development incorporates multiple driveways providing dispersed access arrangements. This enables clear and direct pedestrian access between dwellings and adjoining streets, which do not contain formal footpaths. The proposal comprises five multiple dwellings, representing a low-intensity residential use. Pedestrian movements are expected to be limited and primarily associated with residents and occasional visitors. A total of 10 parking spaces are provided, distributed across three separate driveways. This distribution reduces the concentration of vehicle movements in any one location and limits potential conflict points. Vehicle movements are expected to be low and typical of a small-scale residential development. This results in a low likelihood of interaction between vehicles and pedestrians within internal access ways. Accessible parking is not required under the National Construction Code for this development. Notwithstanding, pedestrian access is generally at-grade, with gentle gradients and direct connections to dwellings, supporting accessibility for a range of users.

C2.6.5 Pedestrian access	
Performance Criterion	Assessment
(f) <i>the location and number of footpath crossings;</i>	Pedestrian access to Units 1–3 is directly from Frederick Street, minimising the need to cross internal driveways. For Units 4 and 5, the provision of a defined pedestrian path reduces the need for pedestrians to share space with vehicles along part of the driveway
(g) <i>vehicle and pedestrian traffic safety;</i>	The low volume and speed of vehicle movements, combined with the simple and legible layout of access ways, provides a safe environment for pedestrians. The limited scale of the development reduces the potential for conflict.
(h) <i>the location of any access ways or parking aisles; and</i>	Access ways are short, clearly defined, and serve a limited number of dwellings. This reduces complexity within the site and ensures that pedestrian routes remain direct and easily identifiable.
(i) <i>any protective devices proposed for pedestrian safety.</i>	A defined pedestrian footpath is provided along part of the shared driveway for Units 4 and 5, offering a degree of separation from vehicle movements. Given the low traffic environment and scale of the development, additional protective devices are not considered necessary. Having regard to the characteristics of the site, the nature and scale of the development, and the low frequency of vehicle movements, pedestrian access within the proposed development is safe and convenient. While the Acceptable Solution is not fully achieved, pedestrian and vehicle movements are separated where reasonably practicable, and the design of the development ensures that pedestrian safety is maintained. The proposal therefore complies with the Performance Criterion.

5.3 Road and Railway Assets Code

5.3.1 Clause C3.5.1 Traffic Generation – Performance Criterion P1

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction
Objective: <i>To minimise any adverse effects on the safety and efficiency of the road and rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</i>

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

Performance Criterion	Assessment
P1 <i>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</i> (a) <i>any increase in traffic caused by the use;</i> (b) <i>the nature of the traffic generated by the use;</i> (c) <i>the nature of the road;</i> (d) <i>the speed limit and traffic flow of the road;</i> (e) <i>any alternative access to a road;</i> (f) <i>the need for the use;</i> (g) <i>any traffic impact assessment; and</i>	The Acceptable Solution under A1.2 requires written consent from the road authority for a new vehicle crossing. The proposal includes two new vehicle crossings to Frederick Street. Written consent from Council, as the road authority, has not been issued at this stage. Accordingly, the proposal relies on the Performance Criterion. The proposal comprises five multiple dwellings and is expected to generate a low volume of traffic typical of small-scale residential development, estimated at approximately 20–25 vehicle movements per day. This represents a minor increase in traffic and will not materially affect the operation of the surrounding road network. Traffic generated will primarily consist of standard passenger vehicles associated with residential use. No heavy vehicle movements or unusual traffic characteristics are anticipated. Hugh Street and Frederick Street are local roads designed to accommodate residential traffic. The roads provide suitable access to the site and are appropriate for the scale of development proposed. Traffic volumes on both streets are expected to be low, and vehicle speeds are consistent with a residential environment. These conditions support safe vehicle access to and from the site. The site has dual frontage to Hugh Street and Frederick Street, allowing vehicle access to be distributed across multiple points. This reduces reliance on a single access and assists in dispersing traffic movements. The proposed residential use contributea to the supply of housing within the locality. The access arrangements are necessary to facilitate an efficient and functional site layout for the development. Given the small scale of the development and low expected traffic generation, a detailed traffic impact assessment is not considered necessary.

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Performance Criterion	Assessment
(h) <i>any advice received from the rail or road authority.</i>	The proposal will be subject to assessment by Council as the road authority, including in relation to the new vehicle crossings in Frederick Street. Any requirements can be addressed through permit conditions or a subsequent works approval. The proposal will generate a low volume of traffic that can be safely accommodated by the surrounding local road network. The access arrangements are appropriate for the site and are capable of being designed to meet the requirements of the road authority. The development will not result in unreasonable impacts on the safety or efficiency of the road network. The proposal therefore complies with the Performance Criterion.

5.4 Natural Assets Code

5.4.1 Clause C7.6.1 Buildings and Works Within a Waterway And Coastal Protection Area or a Future Coastal Refugia Area – Performance Criterion P1.1

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area	
Objective: <i>That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.</i>	
Performance Criterion	Assessment
P1.1 <i>Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:</i> (a) <i>impacts caused by erosion, siltation, sedimentation and runoff;</i>	The site is partially affected by a Waterway and Coastal Protection Area (see Figure 2) associated with an existing drainage line that has previously been modified to form an open drain and stormwater infrastructure. The proposal does not satisfy the Acceptable Solution under A1, as the development is not located within a building area on a sealed plan and is not limited to specified forms of development. Accordingly, the proposal relies on Performance Criterion P1.1. The proposal incorporates formalised stormwater infrastructure and connection to the public system, ensuring controlled discharge and minimising the potential for erosion, sedimentation and runoff impacts.

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area	
Performance Criterion	Assessment
<i>(b) impacts on riparian or littoral vegetation;</i>	The site is largely cleared and classified as modified land. The proposal does not involve the removal of riparian vegetation.
<i>(c) maintaining natural streambank and streambed condition, where it exists;</i>	The existing drainage line is already modified and does not exhibit natural streambank or streambed characteristics. The proposal will not result in any further degradation of natural conditions.
<i>(d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;</i>	No significant in-stream habitat features are present within the modified drainage line. Accordingly, impacts on natural habitat are negligible.
<i>(e) the need to avoid significantly impeding natural flow and drainage;</i>	The proposal includes modification of the open drain and connection to the piped stormwater system in a manner that maintains the existing drainage function and avoids impediment to flow.
<i>(f) the need to maintain fish passage, where known to exist;</i>	The modified stormwater infrastructure does not provide known fish habitat or passage.
<i>(g) the need to avoid land filling of wetlands;</i>	The site does not contain wetlands. No land filling of wetlands is proposed.
<i>(h) the need to group new facilities with existing facilities, where reasonably practical;</i>	The proposal represents infill residential development within an established area. Stormwater infrastructure is integrated with the public system.
<i>(i) minimising cut and fill;</i>	Earthworks associated with the proposed development are minor and generally balanced across the site, reflecting the relatively gentle slope.
<i>(j) building design that responds to the particular size, shape, contours or slope of the land;</i>	The layout and design of the proposed development respond to the site's size and shape, its gentle topography, and the location of existing drainage infrastructure.
<i>(k) minimising impacts on coastal processes, including sand movement and wave action;</i>	The site is not within a coastal environment subject to such processes.
<i>(l) minimising the need for future works for the protection of natural assets, infrastructure and property;</i>	The proposed drainage and stormwater infrastructure is designed to function effectively, reducing the likelihood of future remedial works.
<i>(m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and</i>	The proposal adopts standard civil and stormwater design practices consistent with environmental management guidelines.
<i>(n) the guidelines in the Tasmanian Coastal Works Manual.</i>	The site is not within a coastal environment to which these guidelines are directly relevant.

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area	
Performance Criterion	Assessment
	The proposal is located within a Waterway and Coastal Protection Area; however, the affected area is already substantially modified and forms part of an existing public stormwater system. The development incorporates appropriate stormwater management and responds to site characteristics, ensuring that impacts on natural values and hydrological processes are avoided or minimised. The proposal therefore complies with Performance Criterion P1.1.

6. Conclusion

The application seeks planning approval for a proposed social housing development comprising five (5) modular units (multiple dwellings) at 2 Hugh Street, St Marys.

This Planning Report demonstrates compliance with the applicable Planning Scheme standards in the following provisions:

- General Residential Zone;
- Parking and Sustainable Transport Code;
- Road and Railway Assets Code; and
- Natural Assets Code.

This includes the performance criteria in the relevant zone and code provisions listed below:

- General Residential Zone
 - Clause 8.4.3 Site coverage and private open space for all dwellings – Performance Criterion P2.
- Parking and Sustainable Transport Code
 - Clause C2.5.1 Car parking numbers – Performance Criterion P1.2;
 - Clause C2.6.3 Number of accesses for vehicles – Performance Criteria P1; and
 - Clause C2.6.5 Pedestrian access – Performance Criterion P1.
- Road and Railway Assets Code
 - Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction – Performance Criterion P1.
- Natural Assets Code
 - Clause C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area – Performance Criterion P1.1.

It is therefore submitted that a Discretionary permit can be in accordance with Clause 6.8.1 of the Planning Scheme and Sections 51 and 57 of the *Land Use Planning and Approvals Act 1993*.



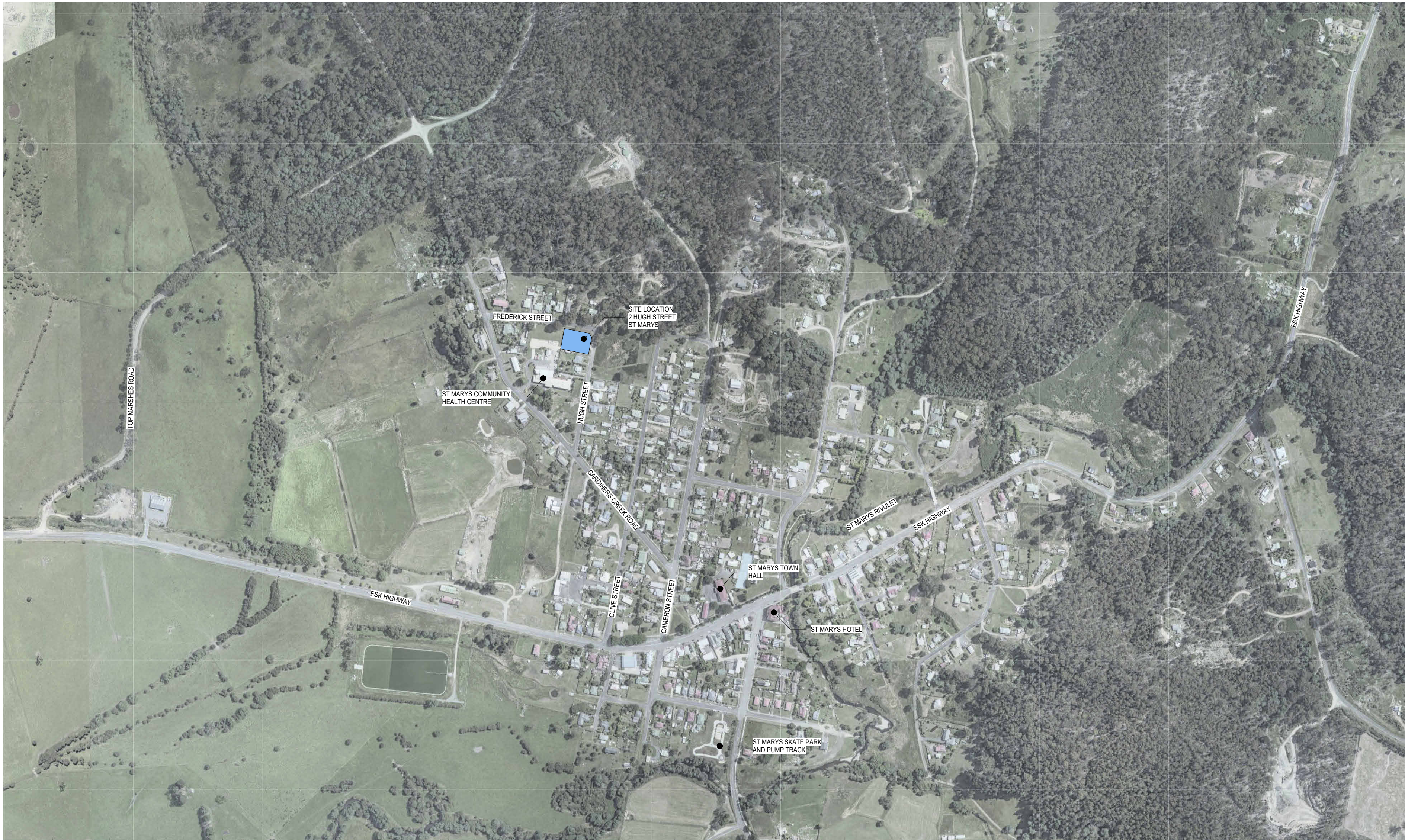
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LOCATION PLAN
SCALE 1 : 5000

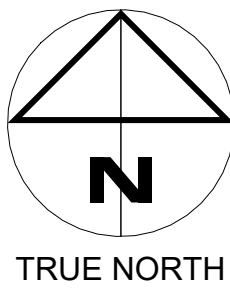
ISSUE	DATE	ISSUED FOR
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002	10-03-26	ISSUED FOR CLIENT INFORMATION
003	13-03-26	ISSUED FOR PLANNING APPROVAL
004	15-04-26	ISSUED FOR PLANNING APPROVAL
005	17-06-26	ISSUED FOR PLANNING APPROVAL
006	14-07-26	ISSUED FOR PLANNING RF1
007	17-07-26	ISSUED FOR PLANNING RF1

PROJECT: MODULAR HOMES SITE

AT: 2 HUGHS STREET,
ST MARYS

FOR: HOMES TASMANIA

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.
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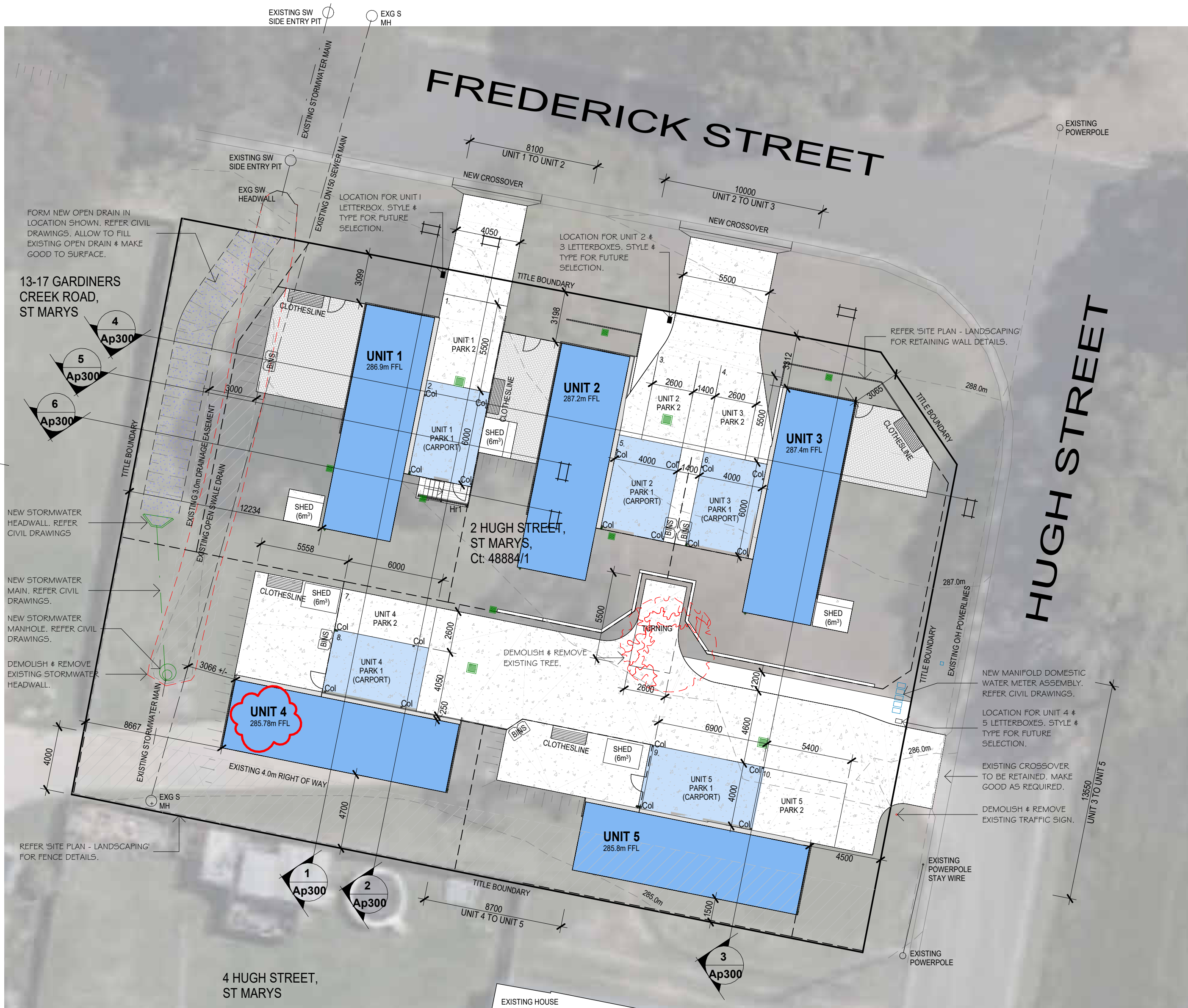


DRAWING: LOCATION PLAN

DESIGNED: DVG (Tas 640) DRAWN: MDC CHECKED: -

SCALES: 1 : 5000 AT A1

PROJECT No. 26.010 DRAWING No. Ap001 REV. 007



SITE PLAN

SCALE 1 : 200

Hr1 HANDRAIL, TYPE 1
Col COLUMN

SITE COVERAGE SCHEDULE

TOTAL SITE AREA	1839.92m ²
UNIT 1 - BUILDING AREA (UNIT, CARPORT & SHED)	89.03m ²
UNIT 2 - BUILDING AREA (UNIT, CARPORT & SHED)	89.03m ²
UNIT 3 - BUILDING AREA (UNIT, CARPORT & SHED)	89.03m ²
UNIT 4 - BUILDING AREA (UNIT, CARPORT & SHED)	89.03m ²
UNIT 5 - BUILDING AREA (UNIT, CARPORT & SHED)	94.21m ²
TOTAL SITE COVERAGE	24.48%

IMPERVIOUS SURFACE COVERAGE

TOTAL SITE AREA	1839.92m ²
ROOFED AREA	450m ²
IMPERVIOUS SURFACES	503m ²
TOTAL IMPERVIOUS SURFACE	51.80%



SITE PLAN - LANDSCAPING

SCALE 1 : 200

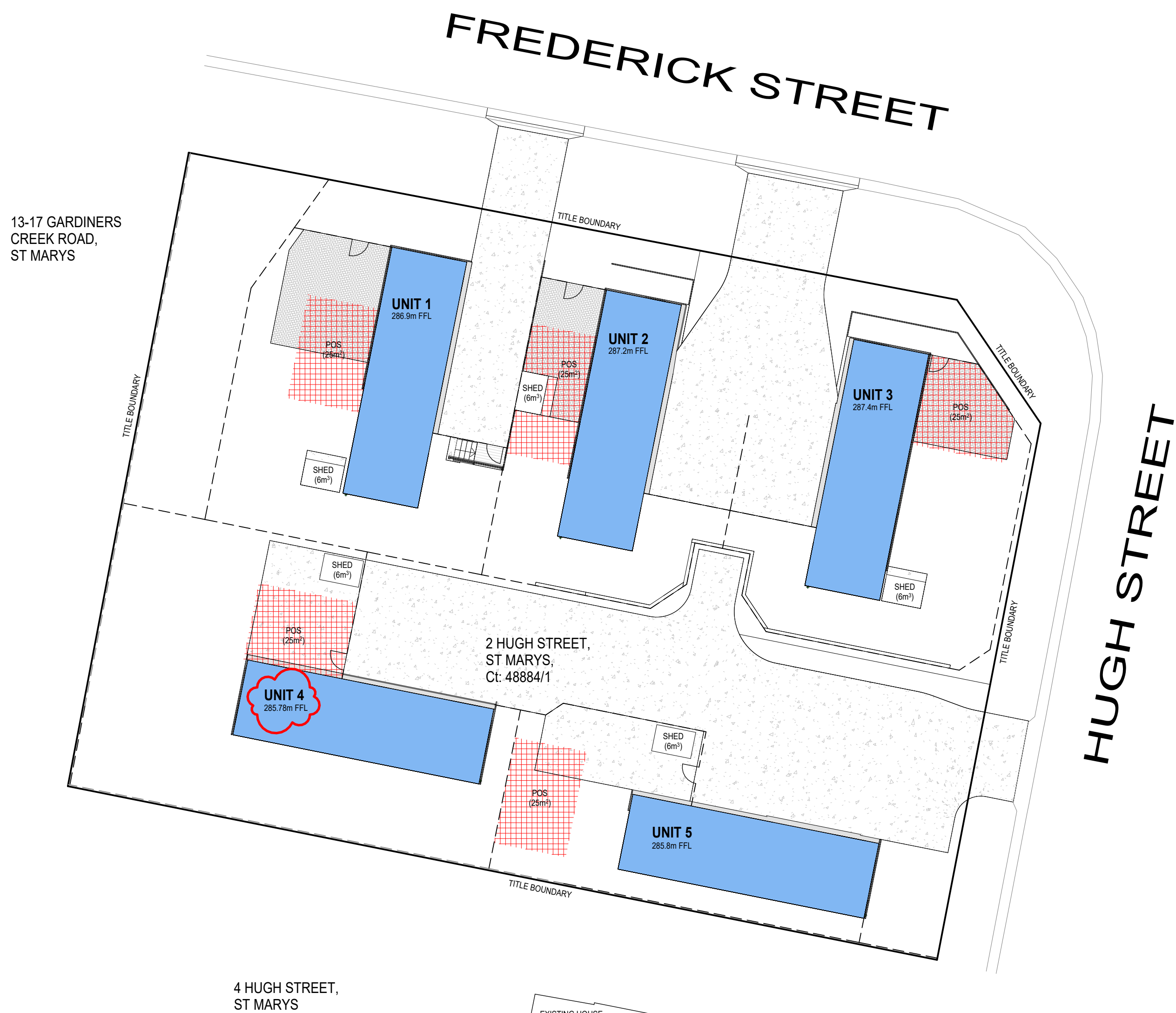
Rwp uPVC RAINWATER PIPE

WALL KEY:

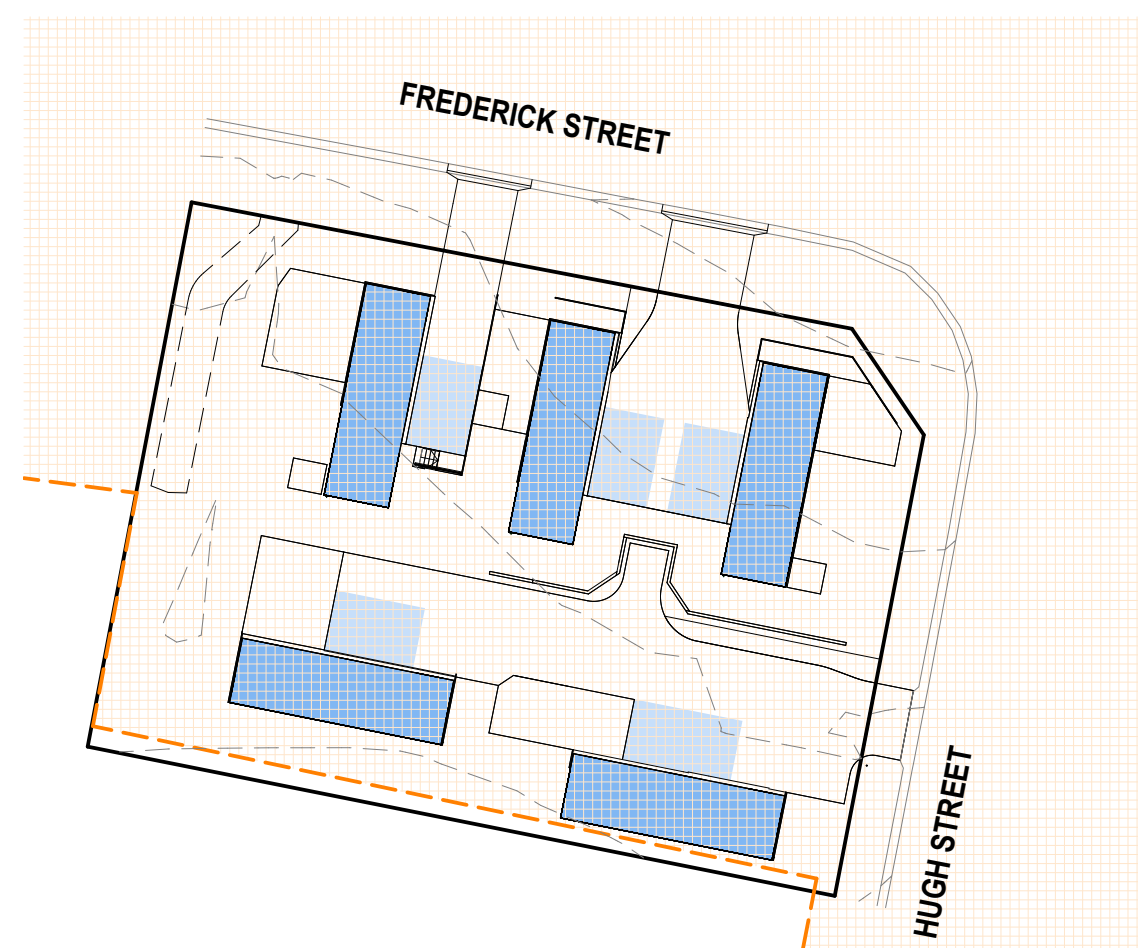
- TREATED PINE SLEEPER LANDSCAPE WALL
- RECYCLED PLASTIC SLEEPER LANDSCAPE WALL
- CORE FILLED BLOCKWORK WALL
- CONCRETE EDGE THICKENING

SURFACE KEY:

- LANDSCAPED OPEN DRAIN
- GRASS SURFACE
- GARDEN BED
- GRAVELED SURFACE
- CONCRETE SURFACE
- PAVED SURFACE



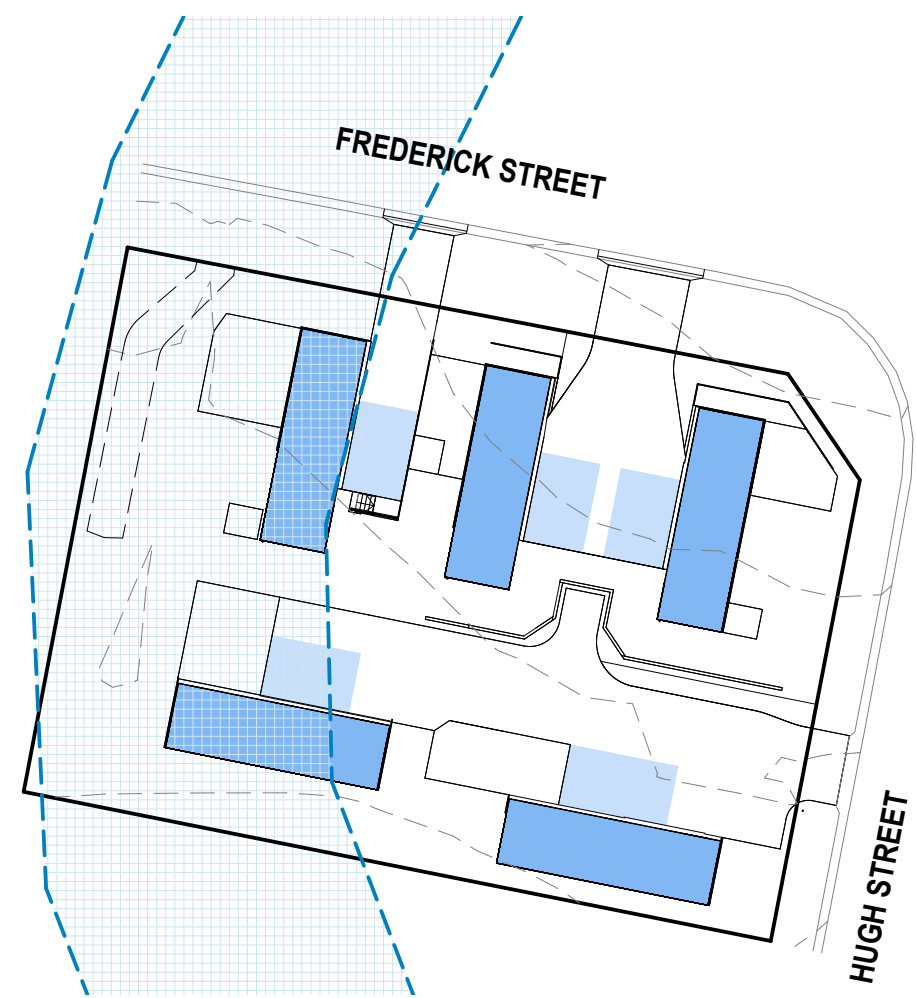
SITE PLAN - PRIVATE OPEN SPACE
SCALE 1 : 200



SITE PLAN - BUSHFIRE PRONE AREAS ZONE
SCALE 1 : 500



SITE PLAN - PRIORITY VEGETATION AREA
SCALE 1 : 500



SITE PLAN - WATERWAY AND COASTAL PROTECTION AREA
SCALE 1 : 500



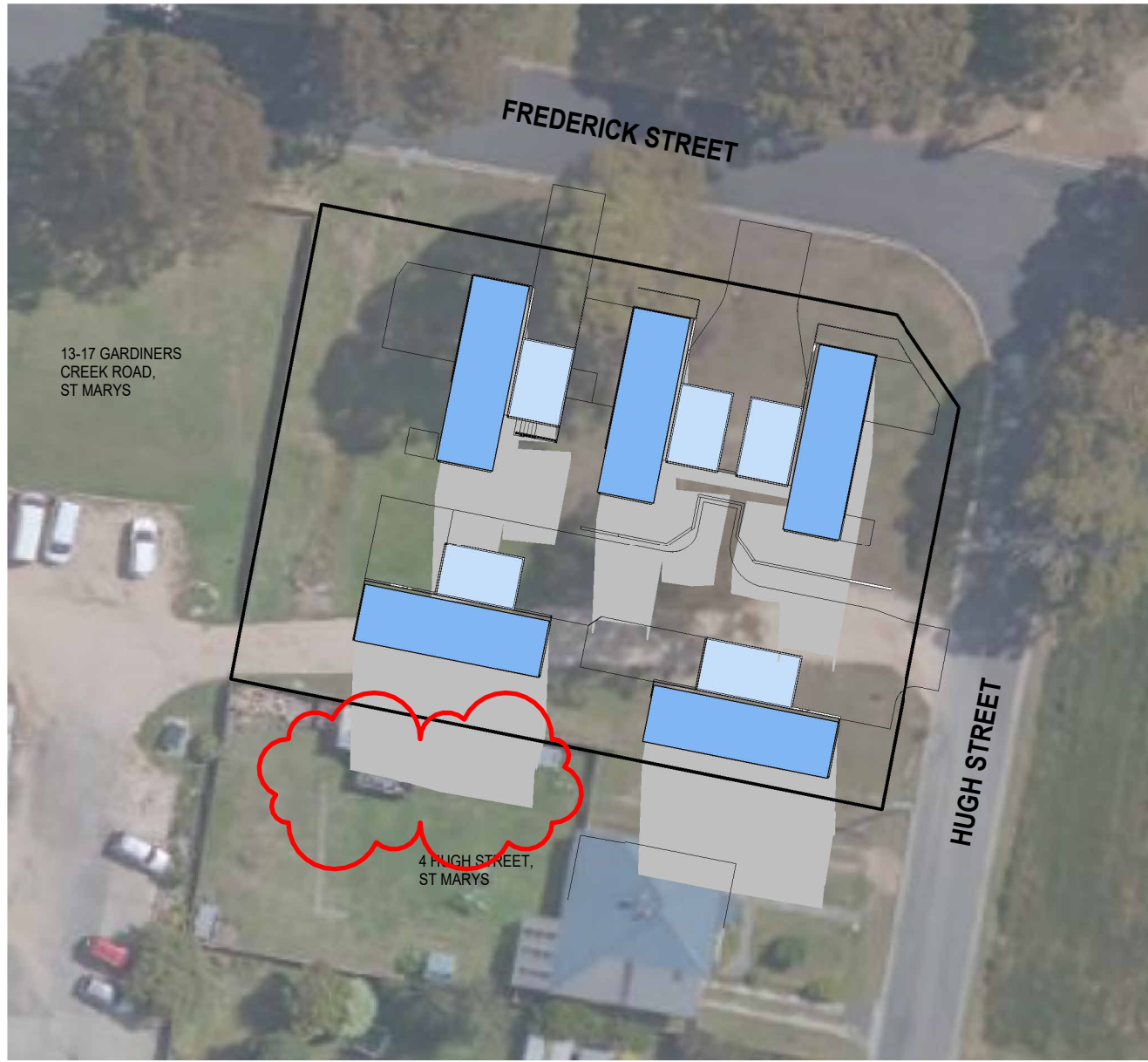
SITE PLAN - SHADOW DIAGRAM 10AM 21.06
SCALE 1 : 500



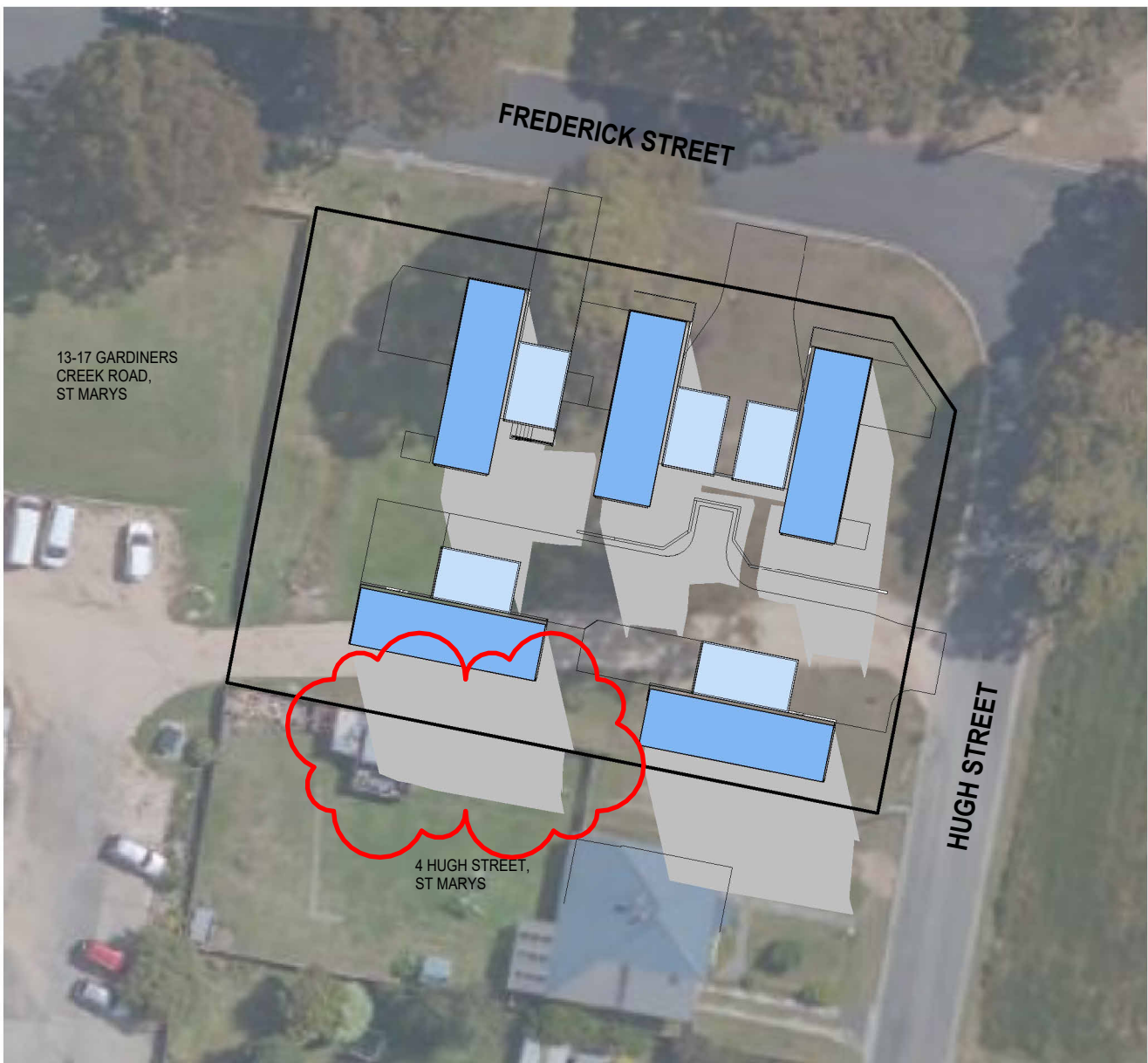
SITE PLAN - SHADOW DIAGRAM 11AM 21.06
SCALE 1 : 500



SITE PLAN - SHADOW DIAGRAM 12PM 21.06
SCALE 1 : 500



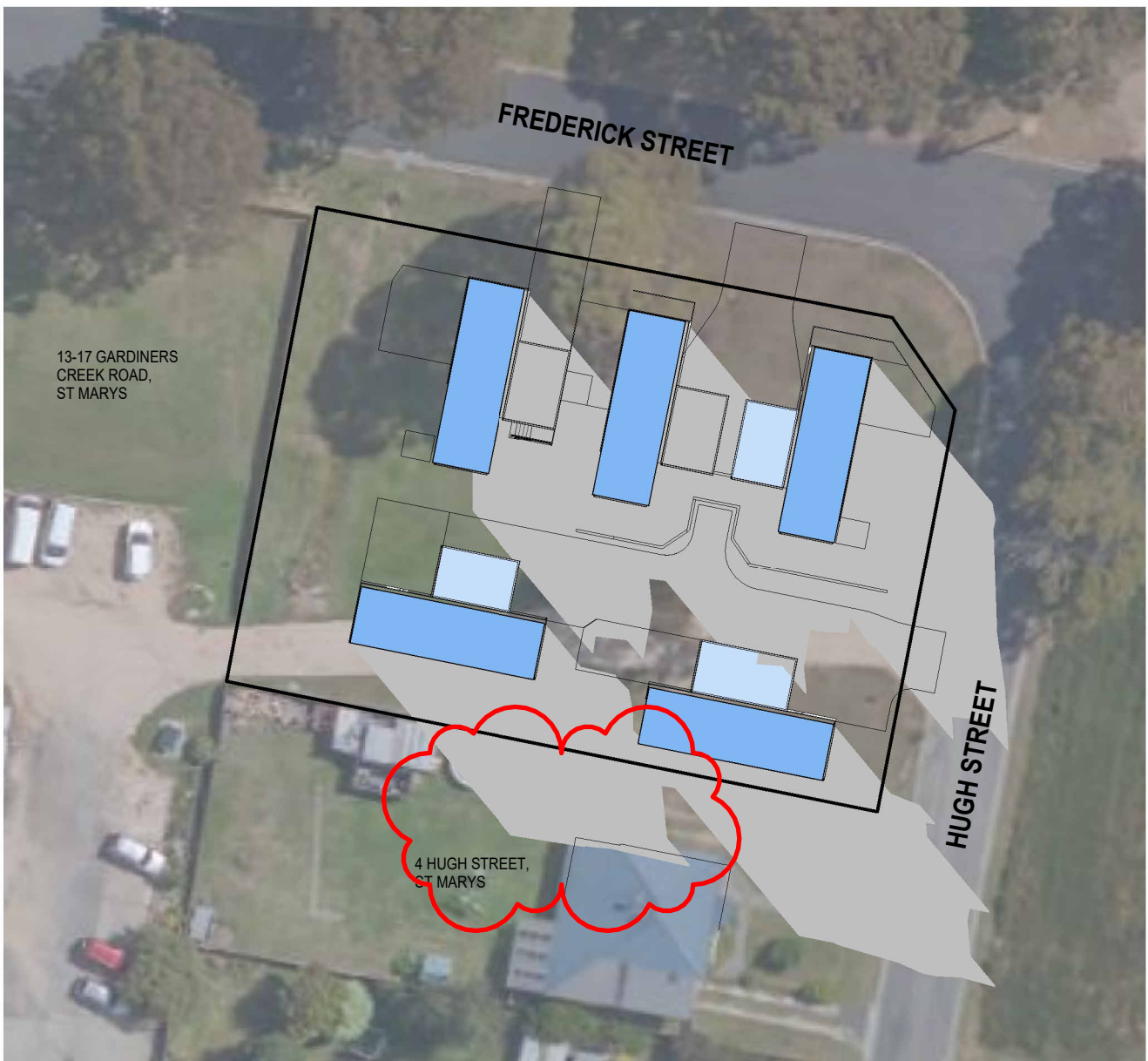
SITE PLAN - SHADOW DIAGRAM 1PM 21.06
SCALE 1 : 500



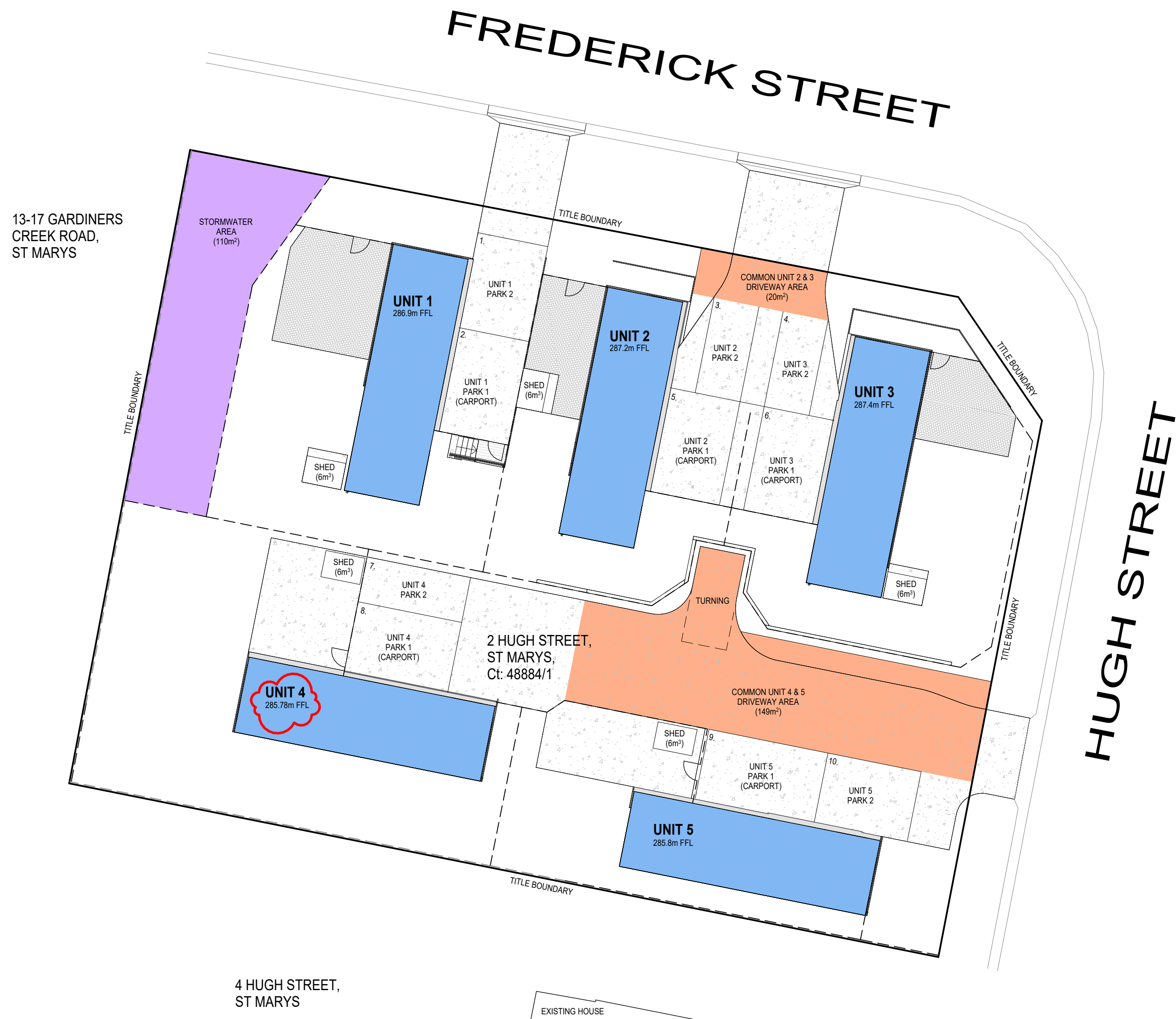
SITE PLAN - SHADOW DIAGRAM 2PM 21.06
SCALE 1 : 500



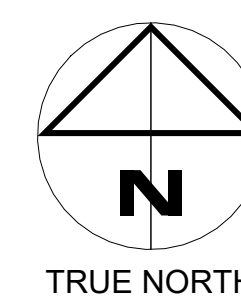
SITE PLAN - SHADOW DIAGRAM 3PM 21.06
SCALE 1 : 500

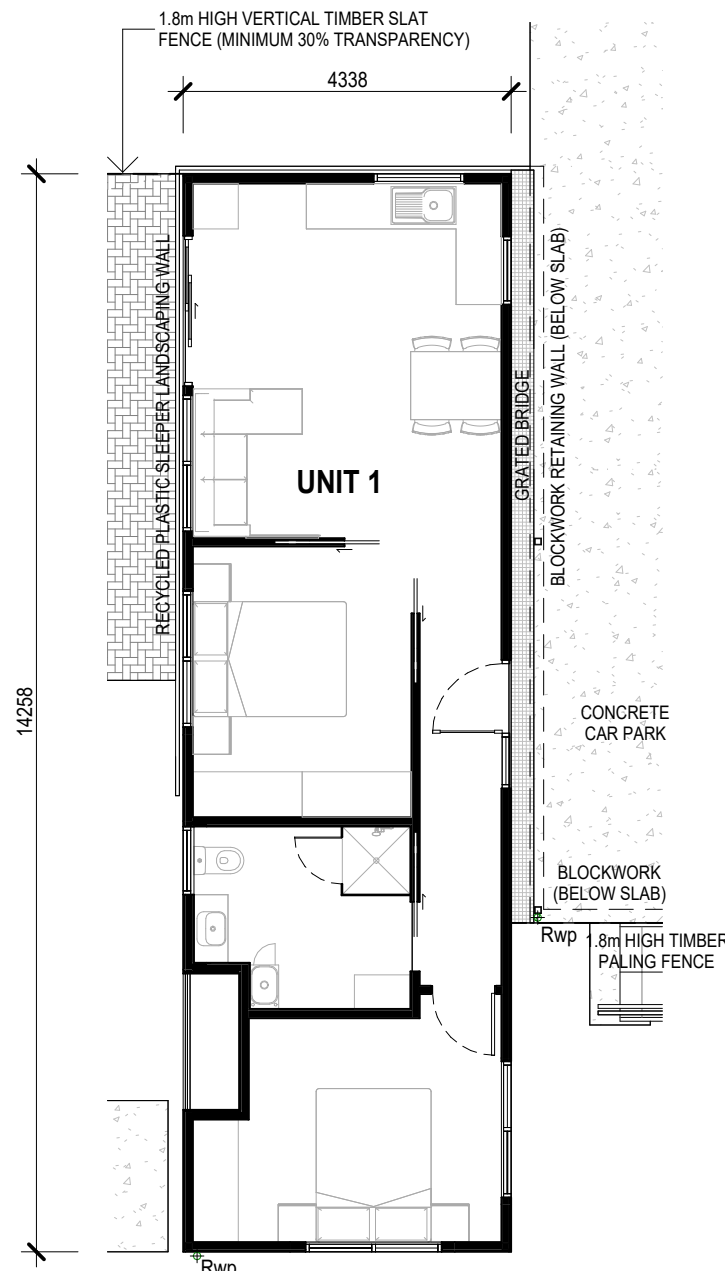


SITE PLAN - SHADOW DIAGRAM 4PM 21.06
SCALE 1 : 500

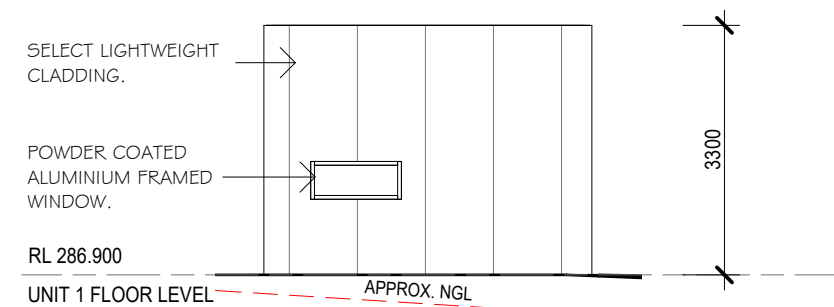


SITE PLAN - COMMON AREAS
SCALE 1 : 200

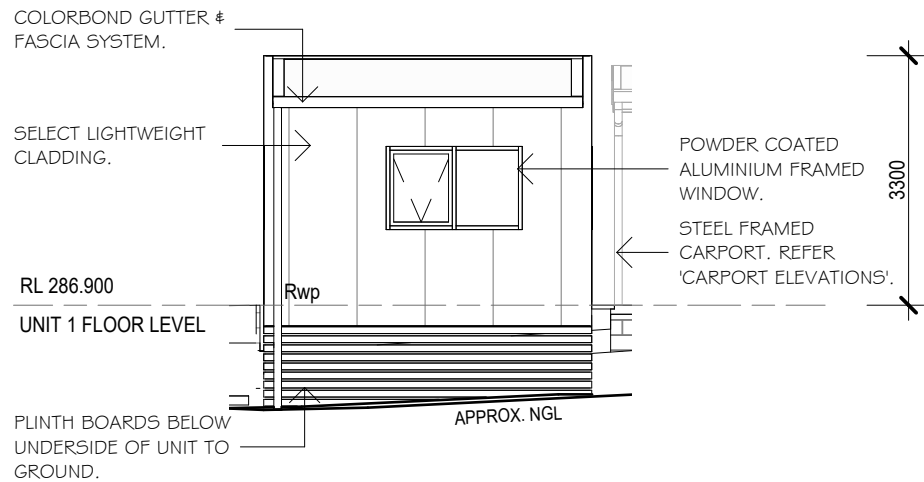




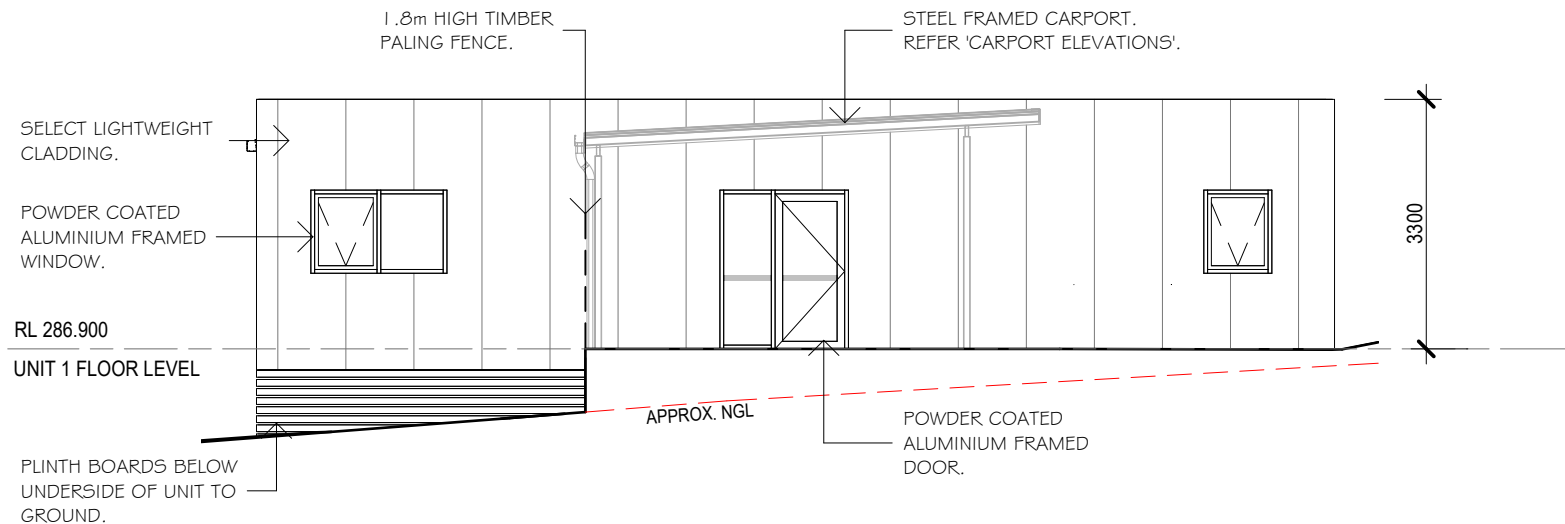
UNIT 1 FLOOR PLAN
SCALE 1 : 100



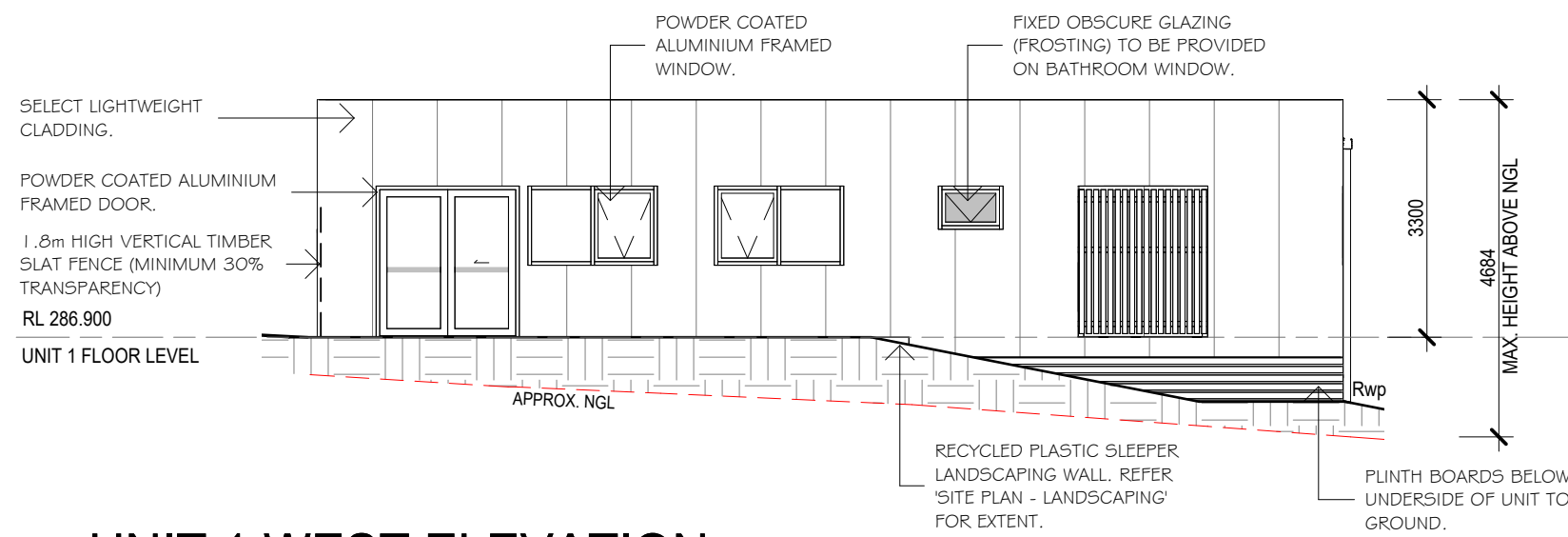
UNIT 1 NORTH ELEVATION
SCALE 1 : 100



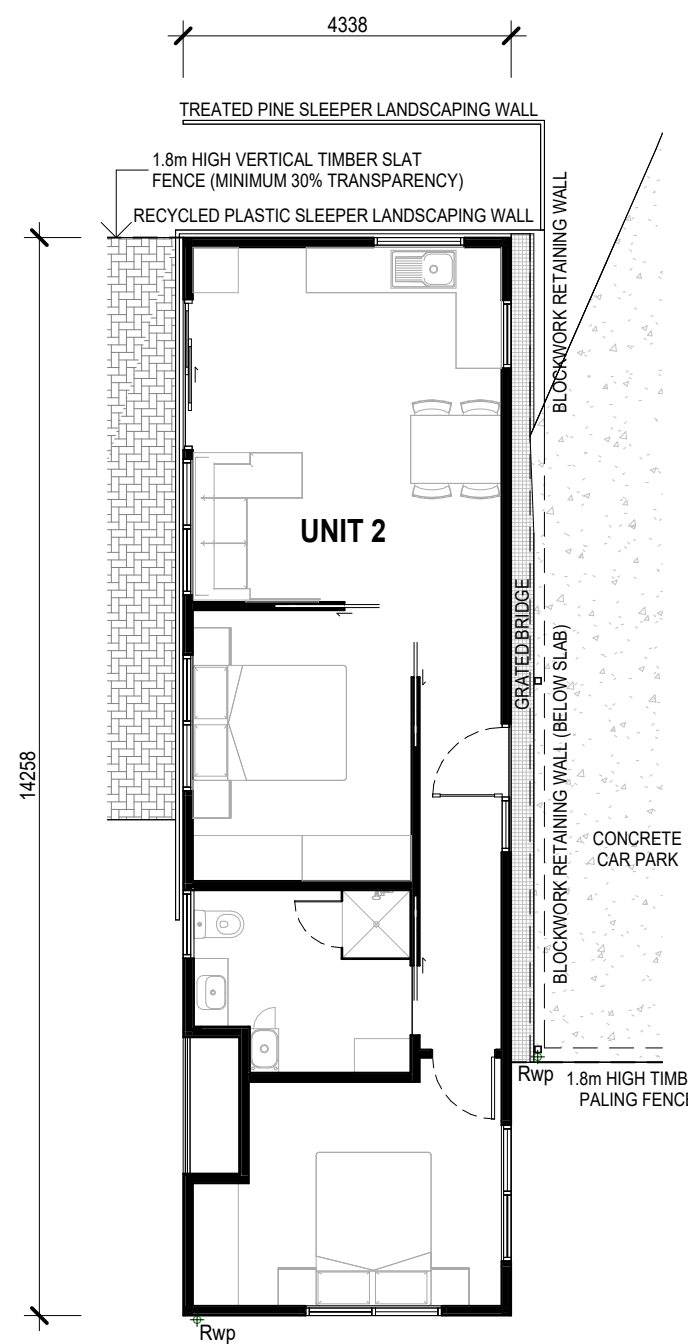
UNIT 1 SOUTH ELEVATION
SCALE 1 : 100



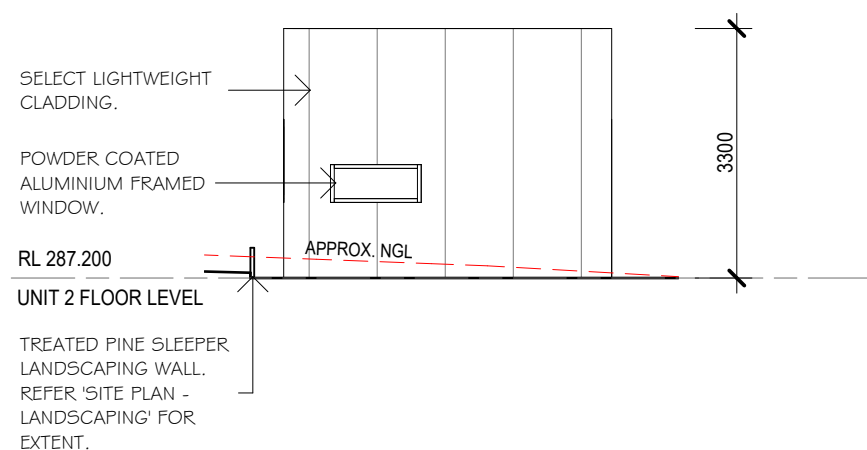
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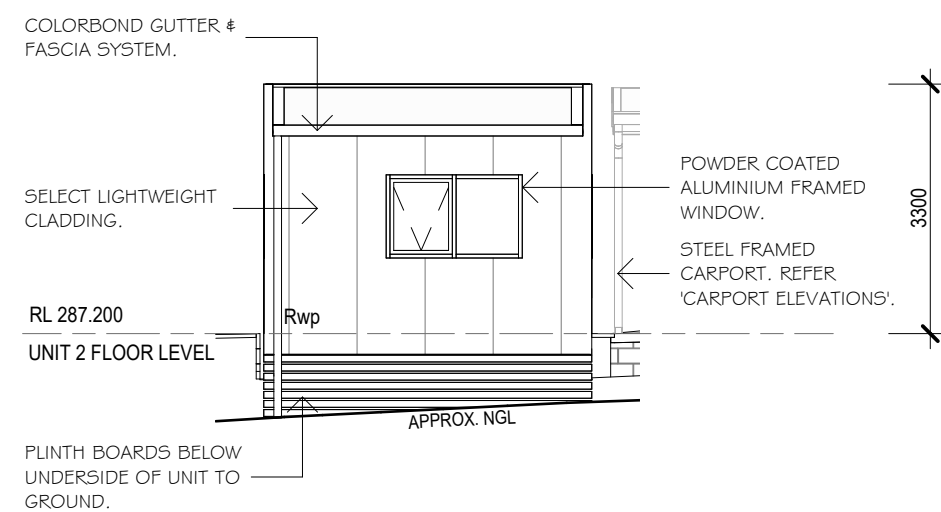
UNIT 1 WEST ELEVATION
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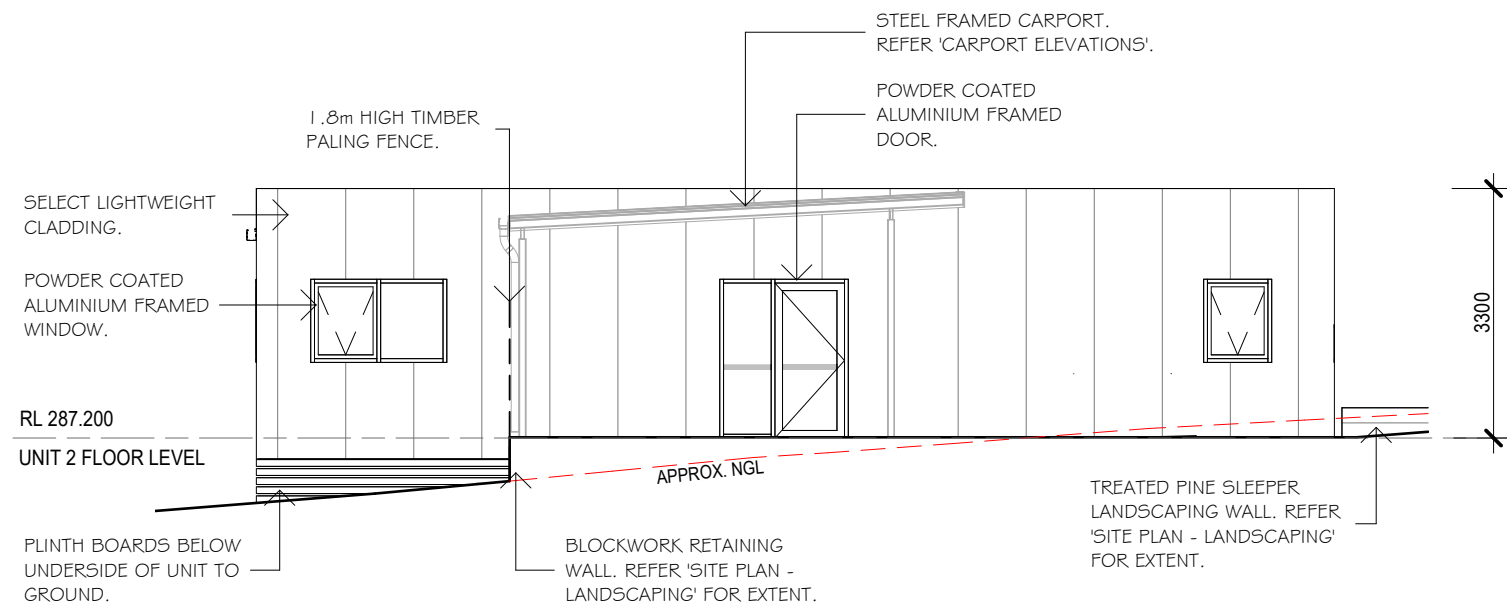
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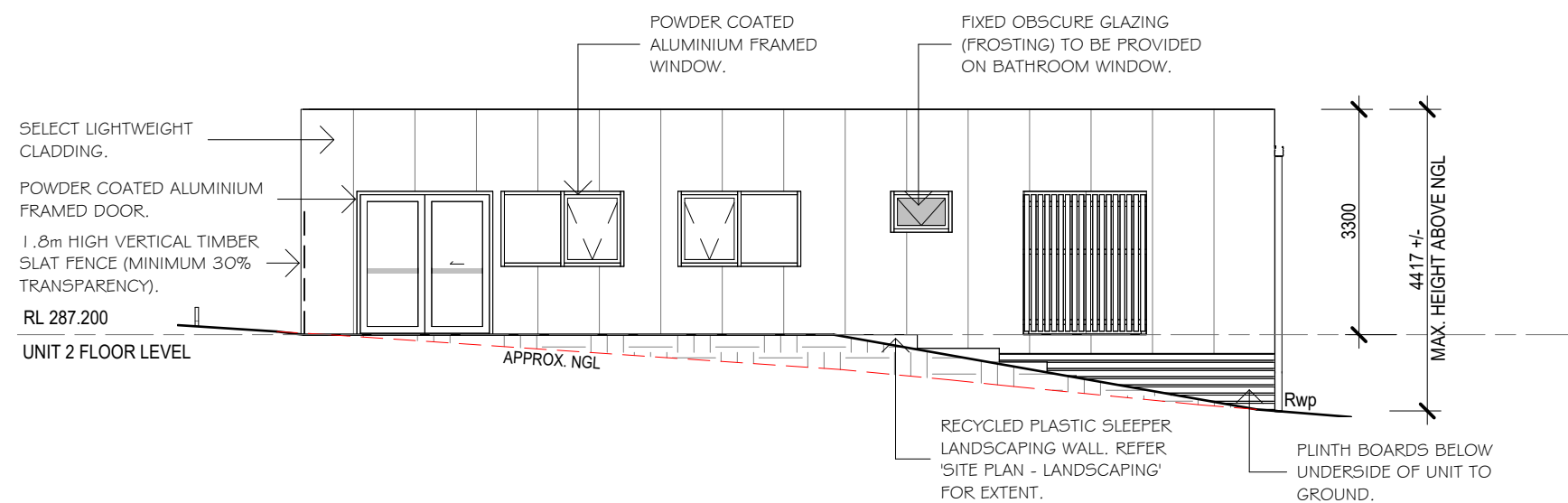
UNIT 2 NORTH ELEVATION
SCALE 1 : 100



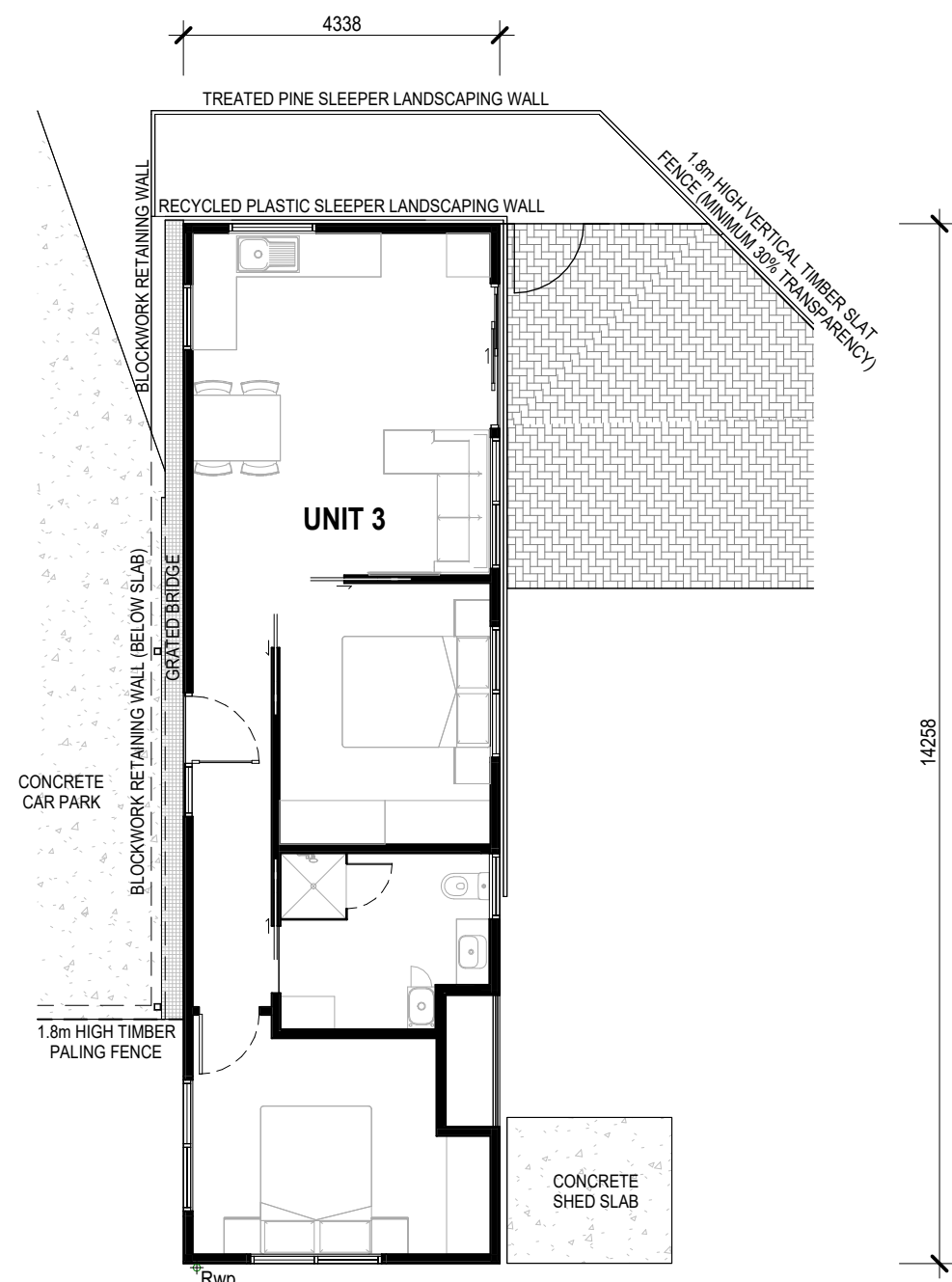
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SCALE 1 : 100



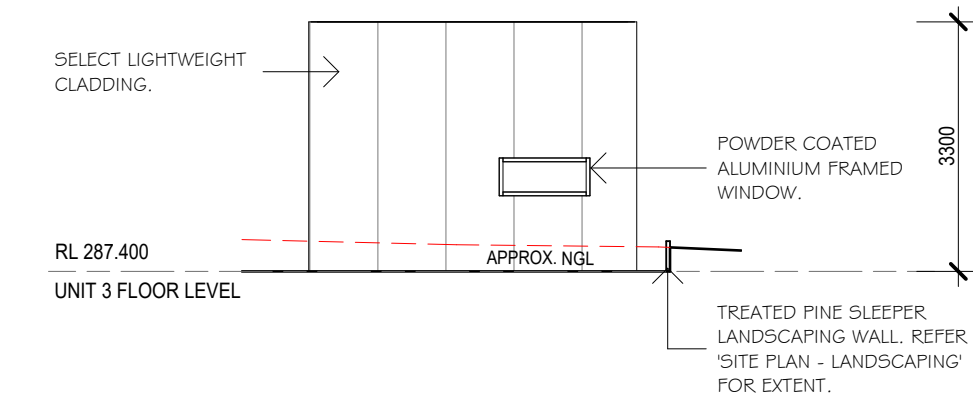
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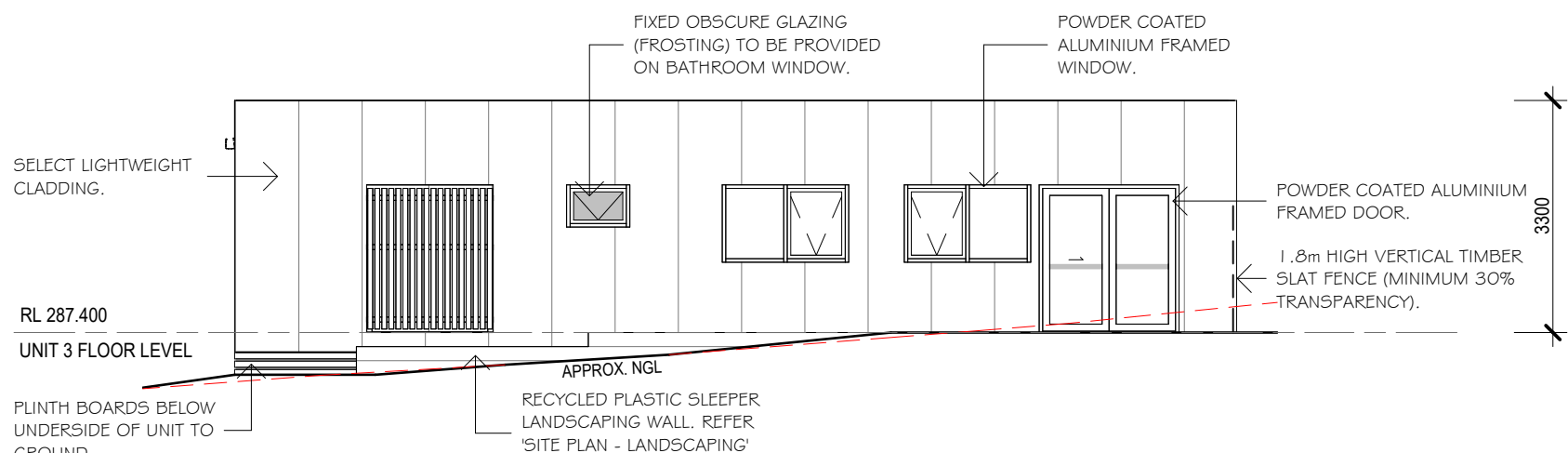
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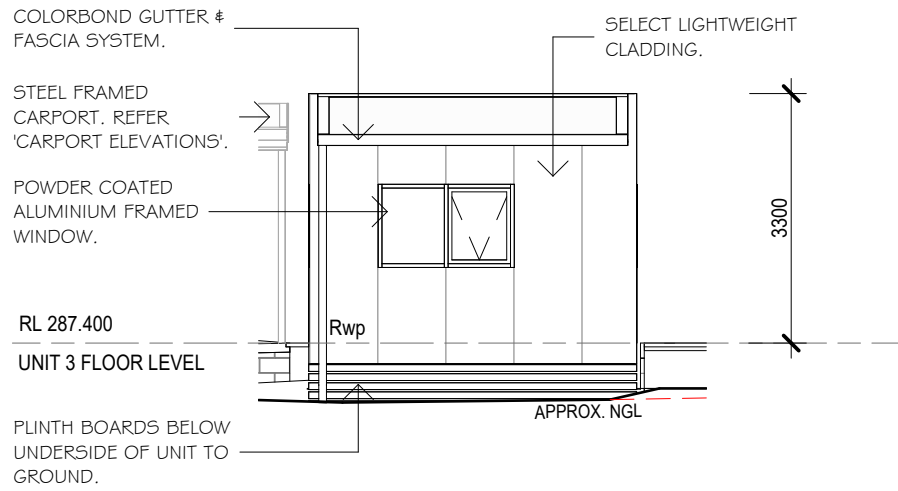
UNIT 3 FLOOR PLAN
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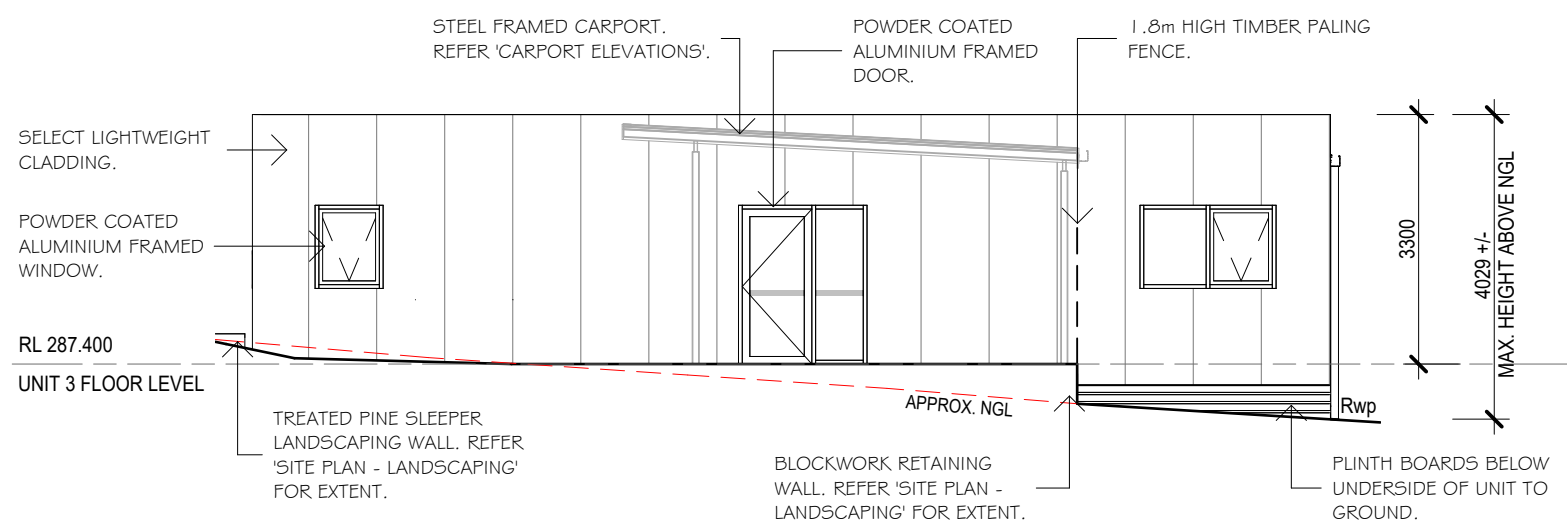
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SCALE 1 : 100



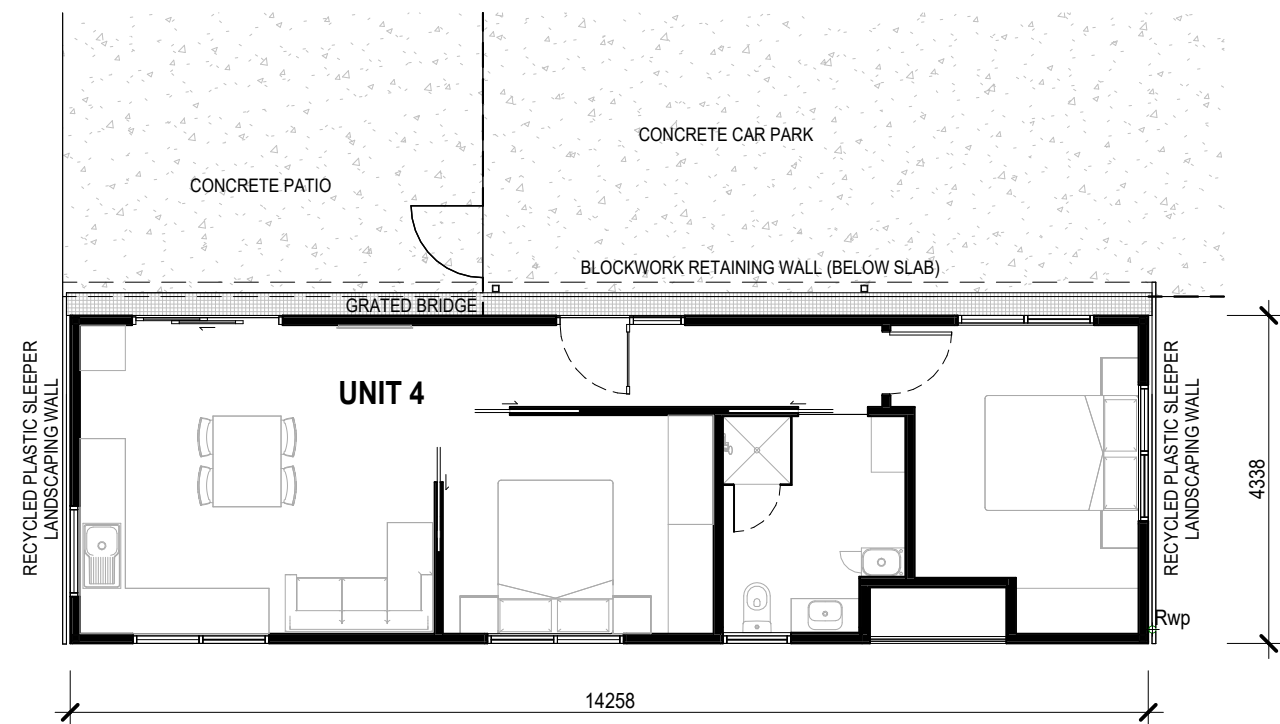
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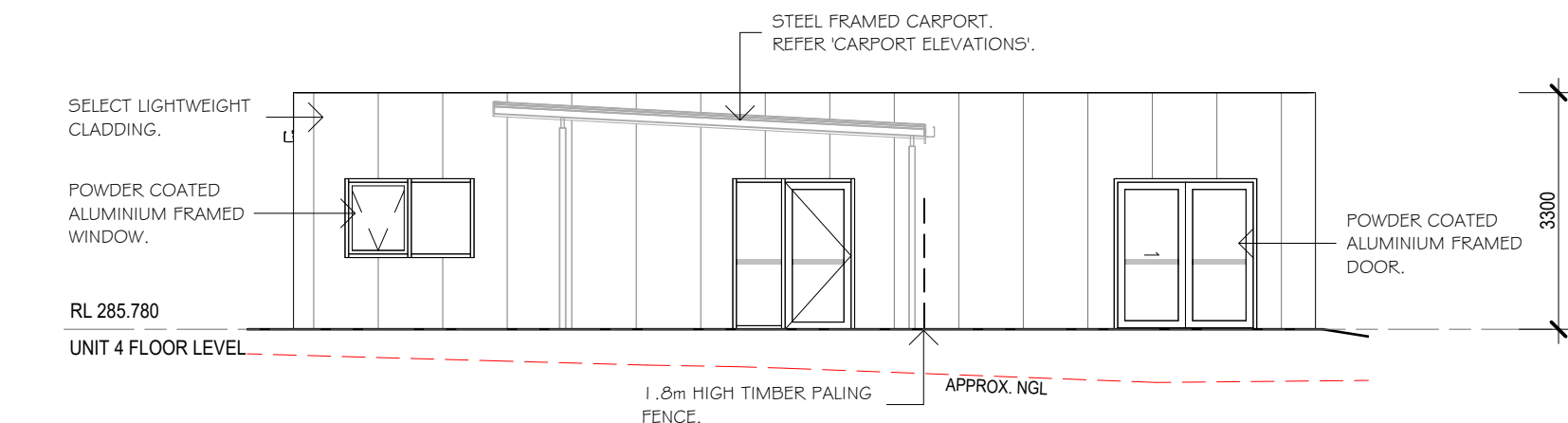
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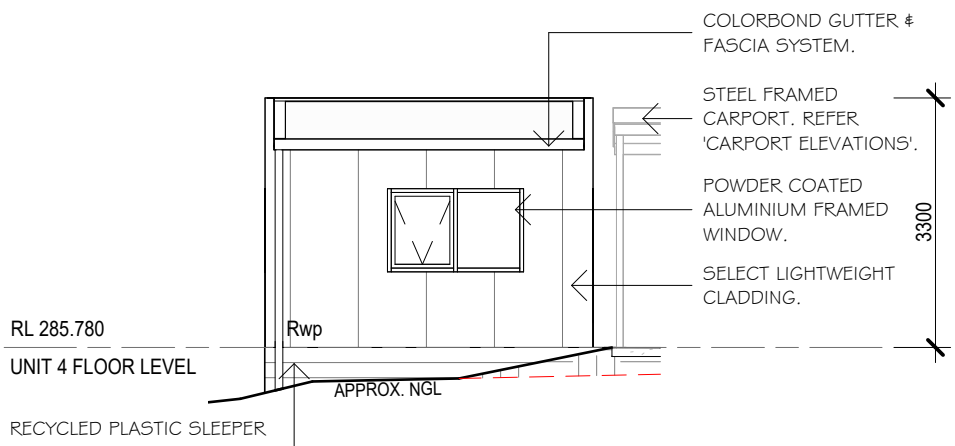
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SCALE 1 : 100



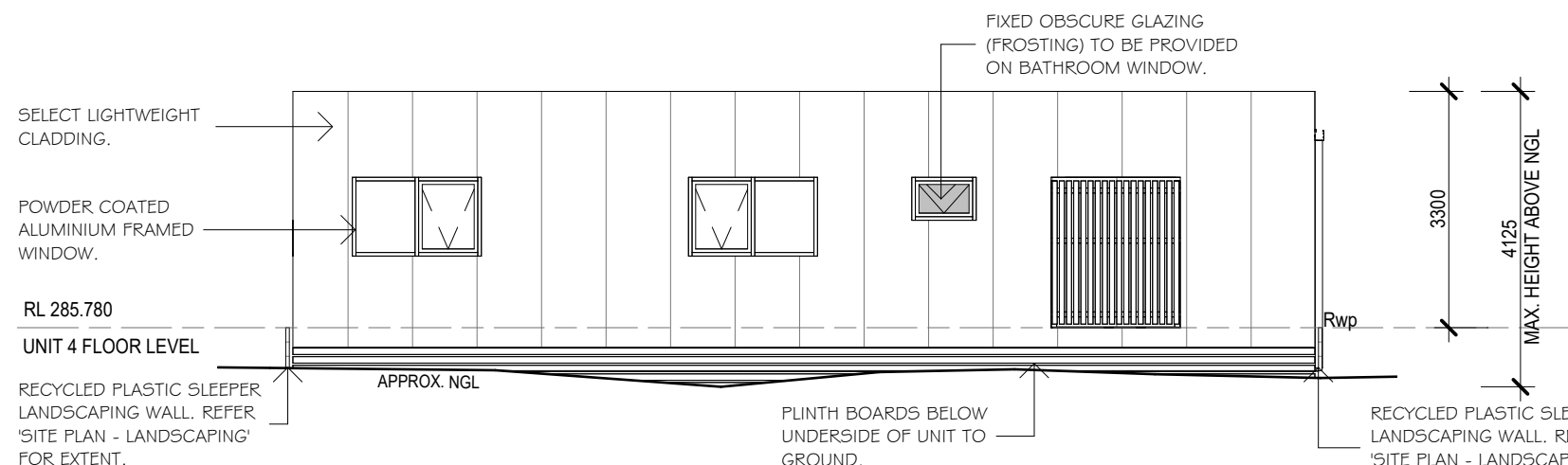
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SCALE 1 : 100



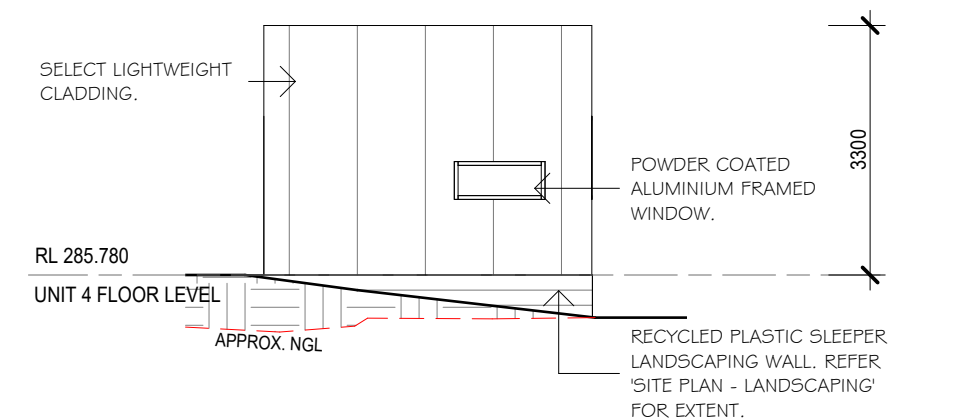
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SCALE 1 : 100



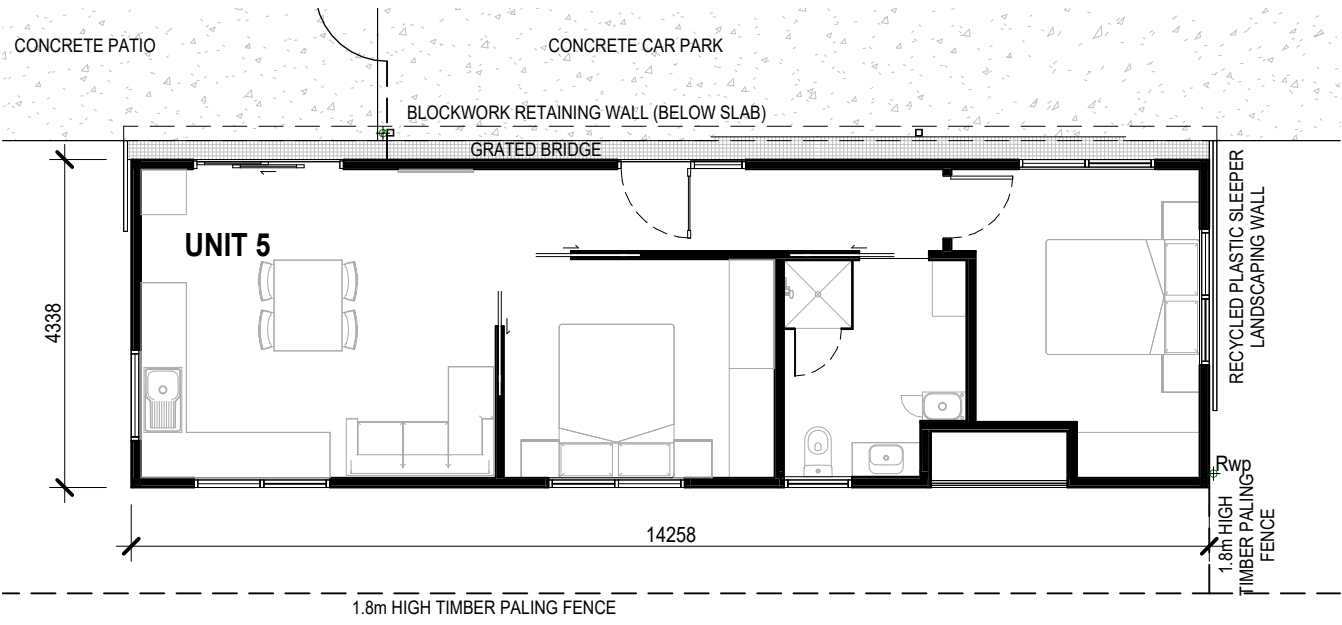
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SCALE 1 : 100



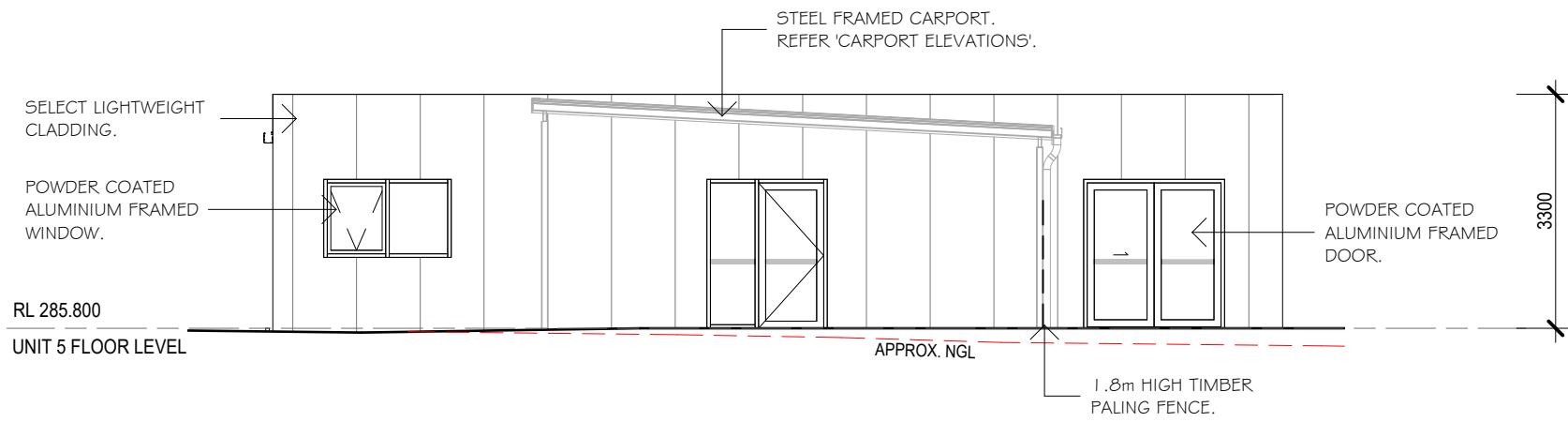
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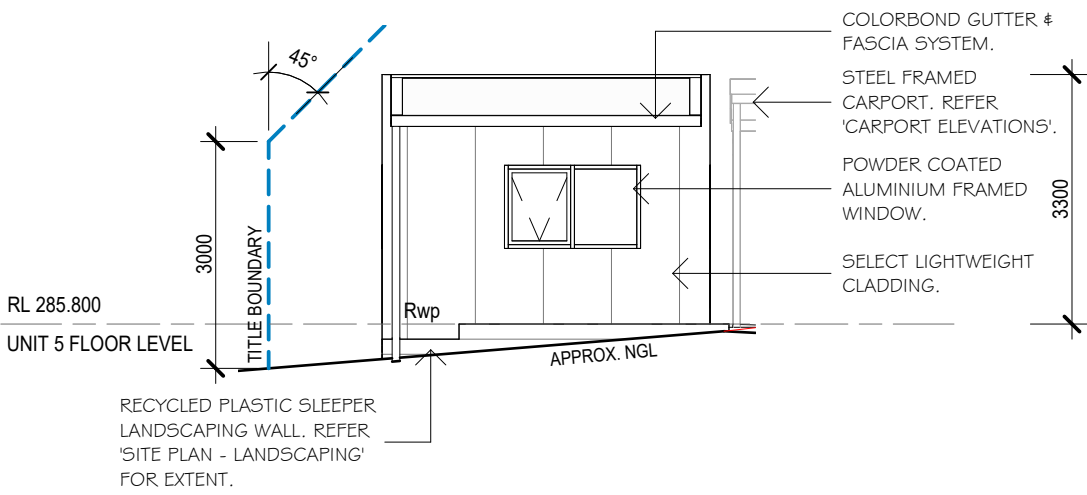
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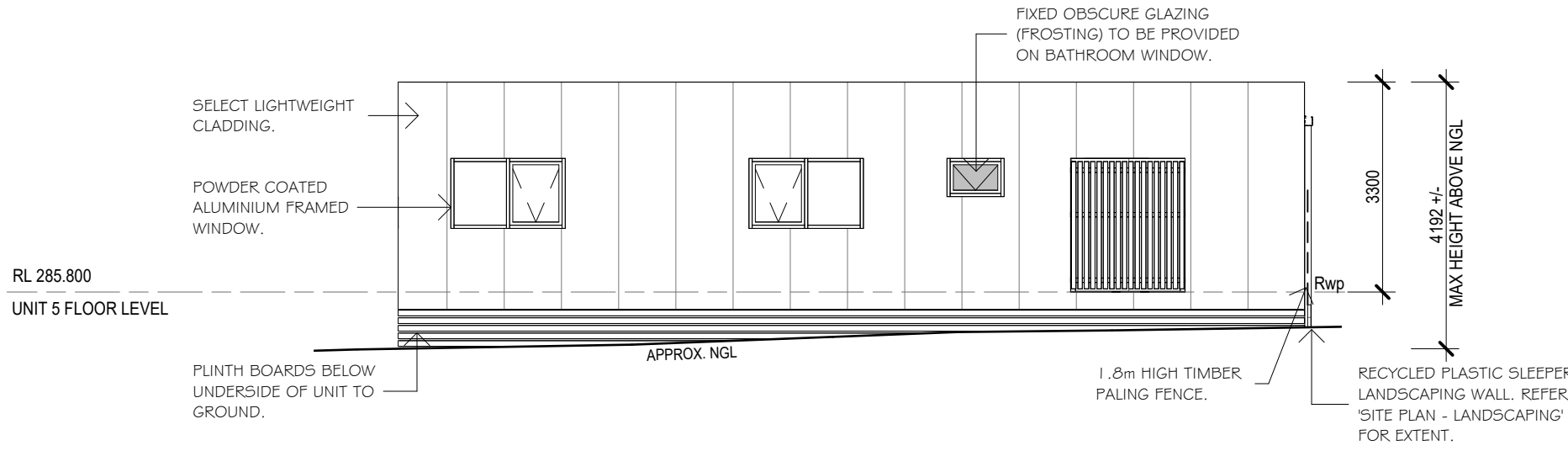
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SCALE 1 : 100



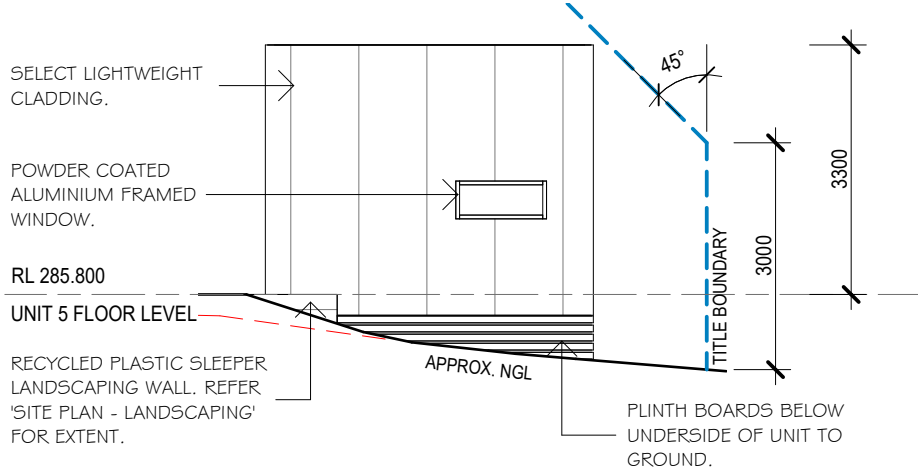
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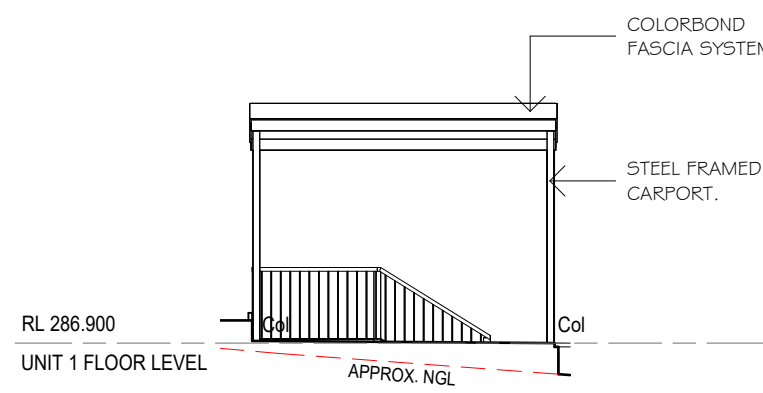
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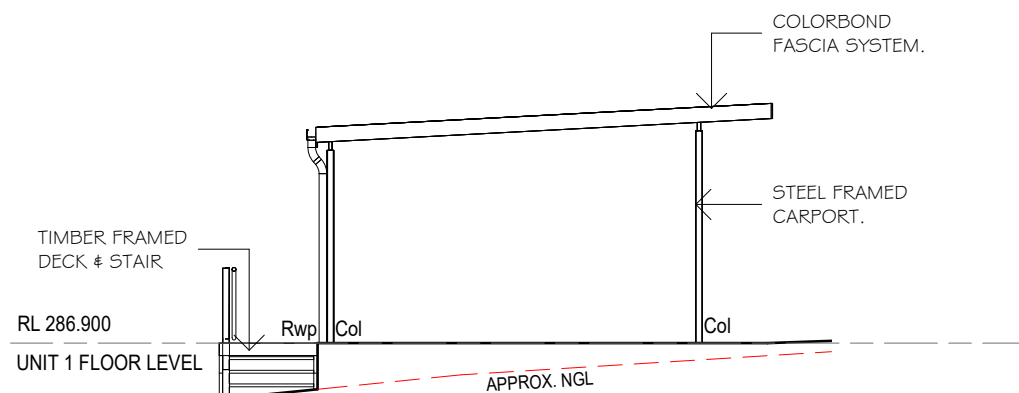
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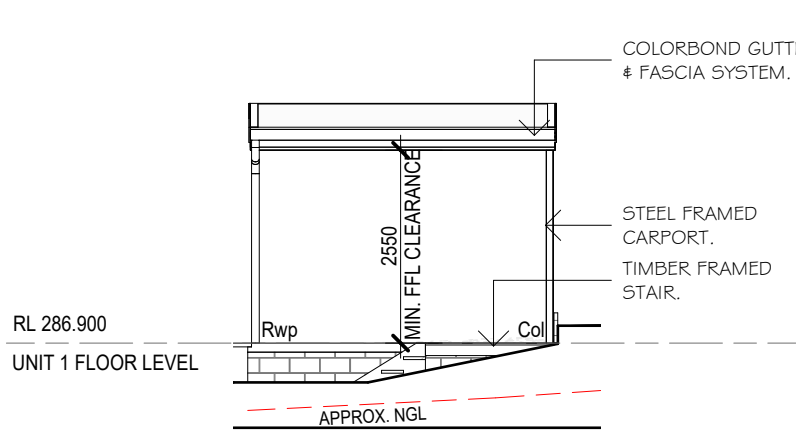
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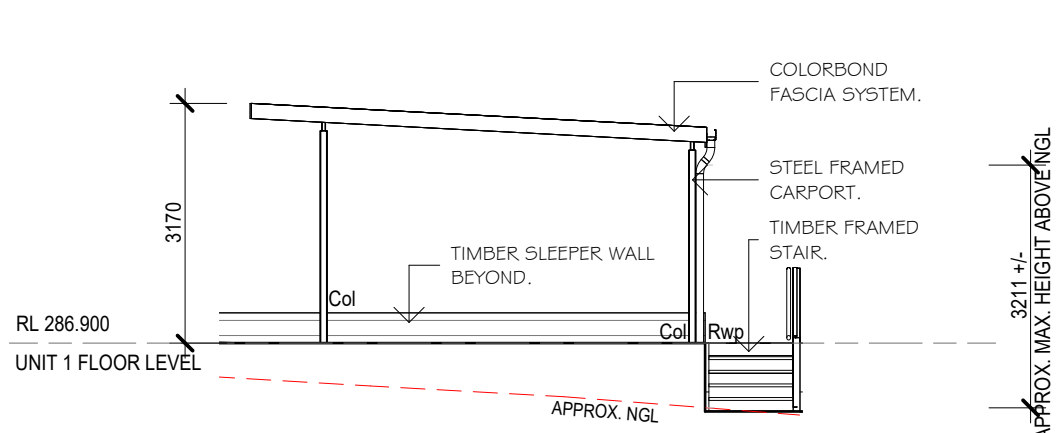
UNIT 1 CARPORT NORTH ELEVATION
SCALE 1 : 100



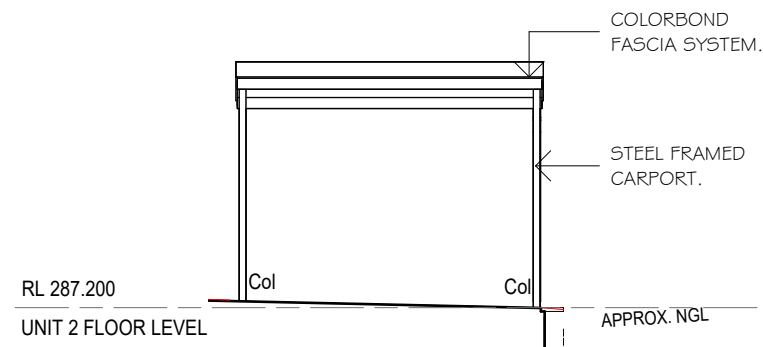
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SCALE 1 : 100



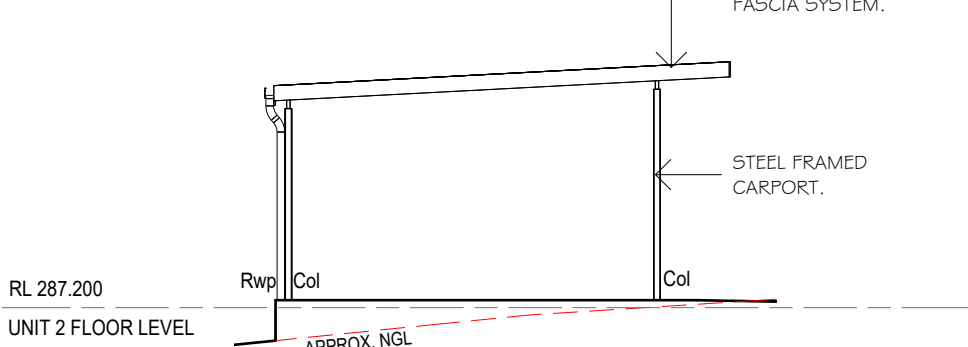
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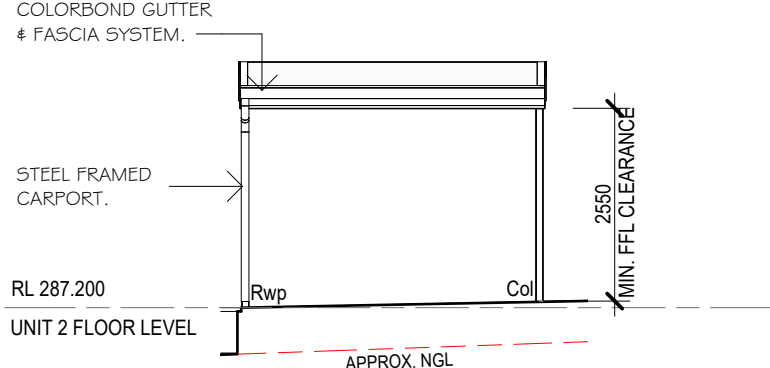
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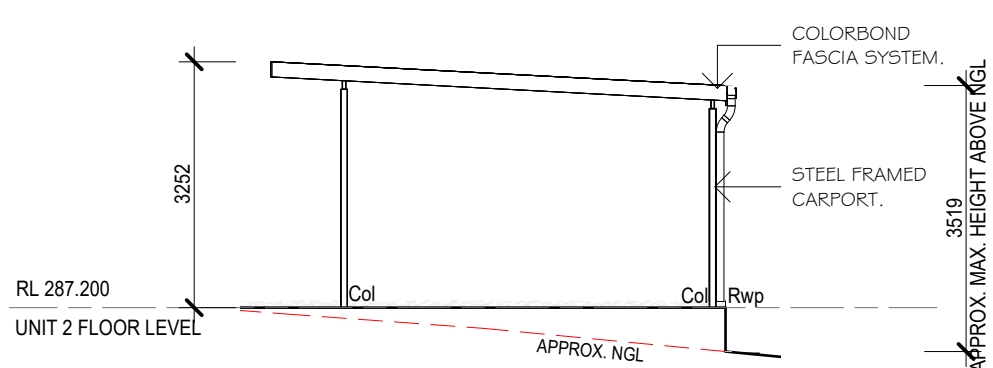
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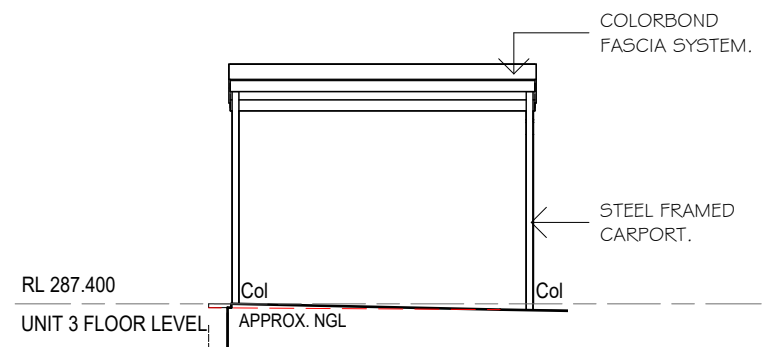
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SCALE 1 : 100



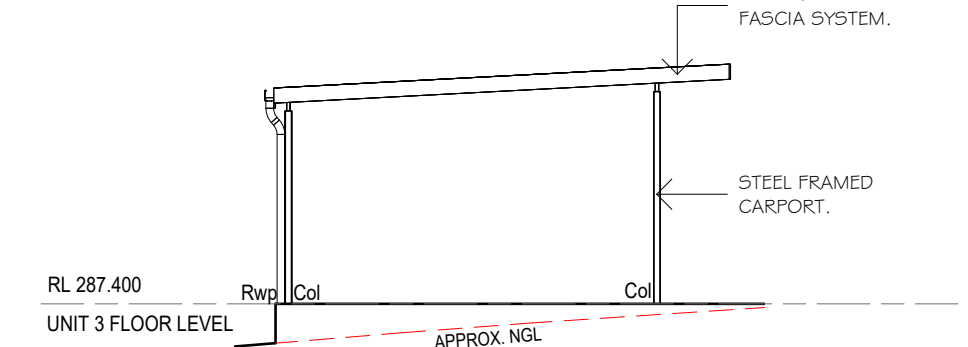
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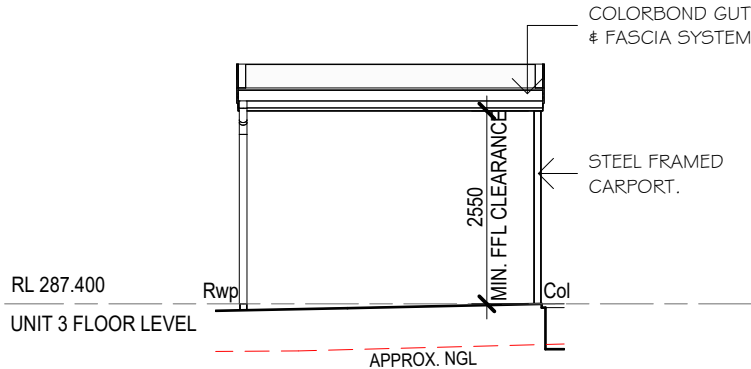
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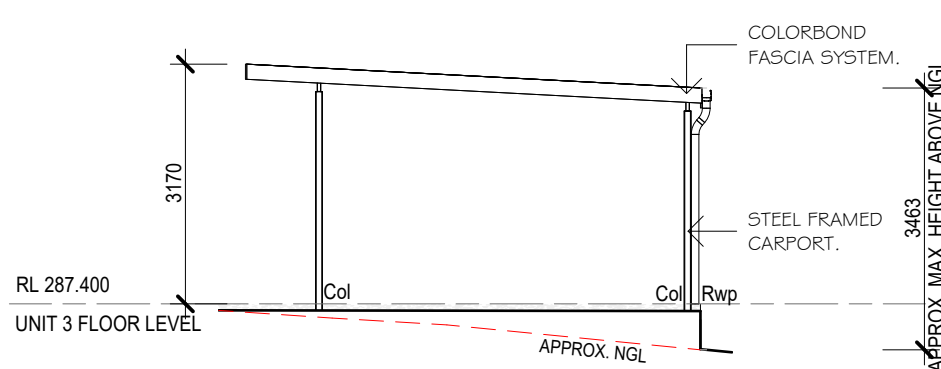
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SCALE 1 : 100



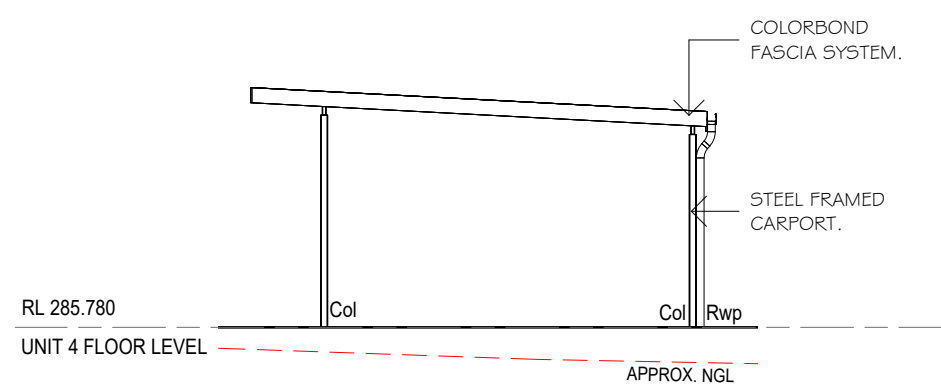
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SCALE 1 : 100



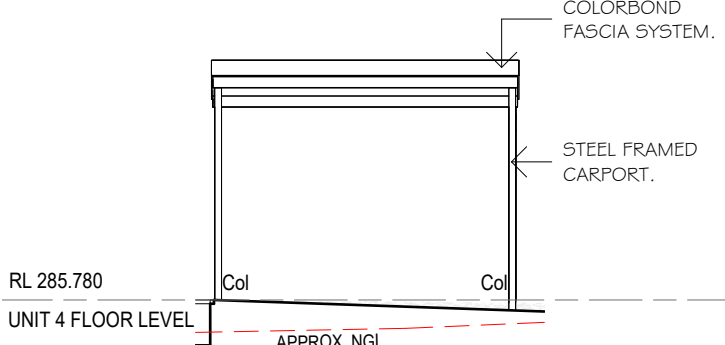
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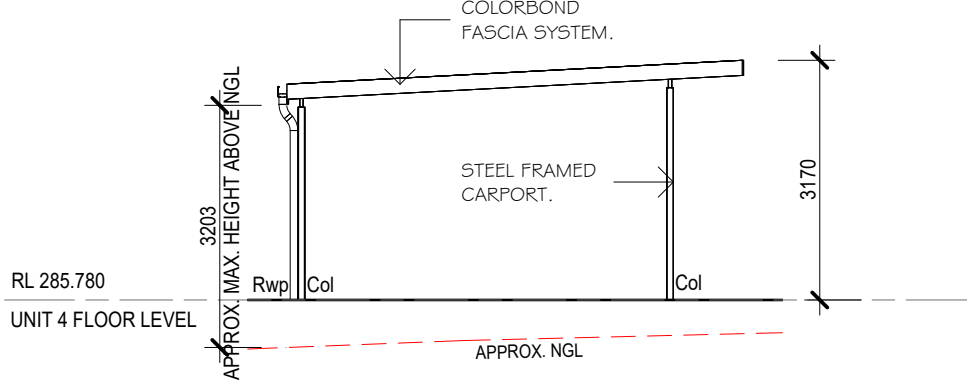
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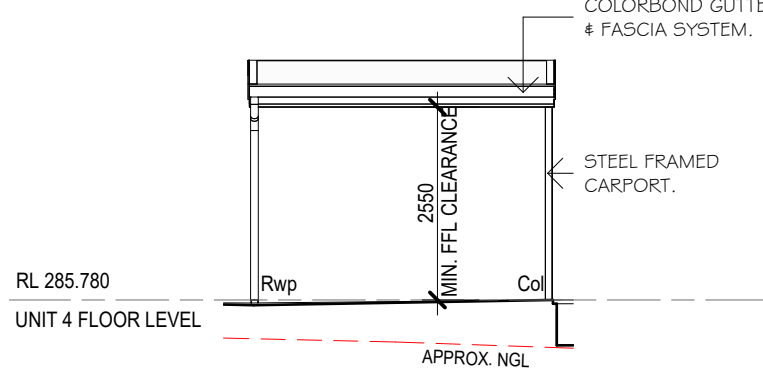
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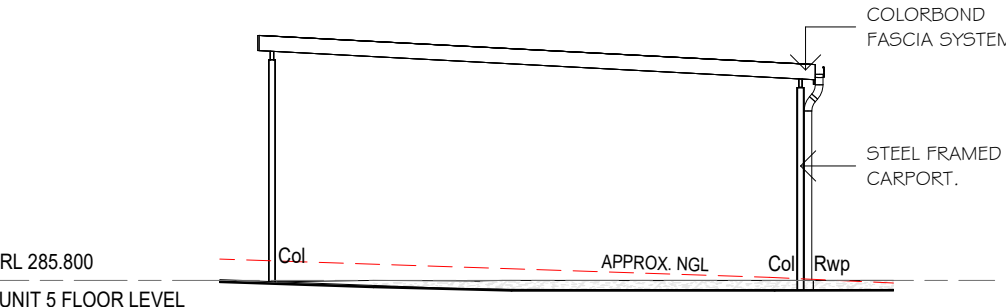
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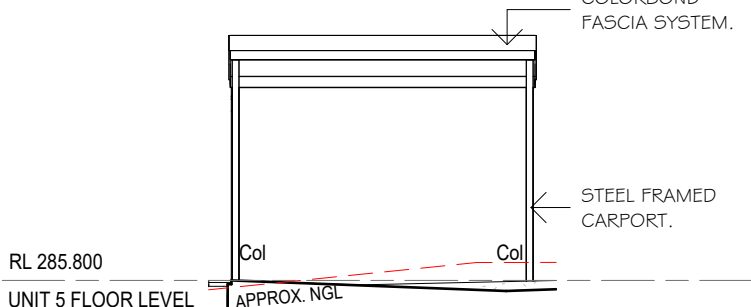
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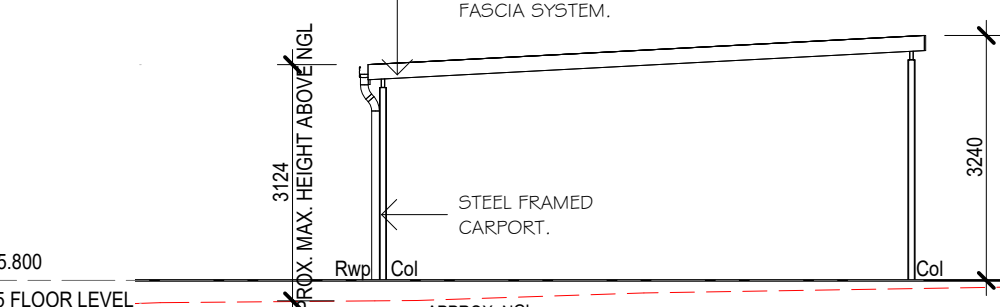
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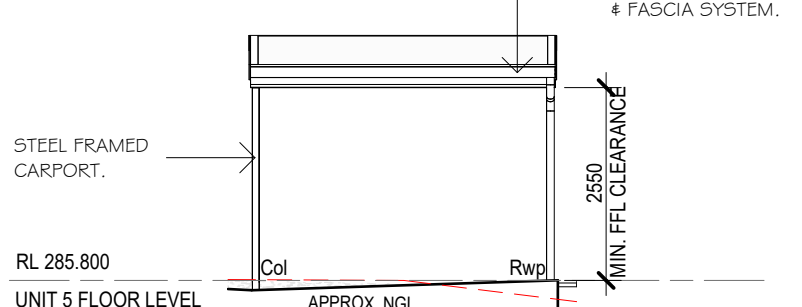
UNIT 5 CARPORT NORTH ELEVATION
SCALE 1 : 100



UNIT 5 CARPORT EAST ELEVATION
SCALE 1 : 100



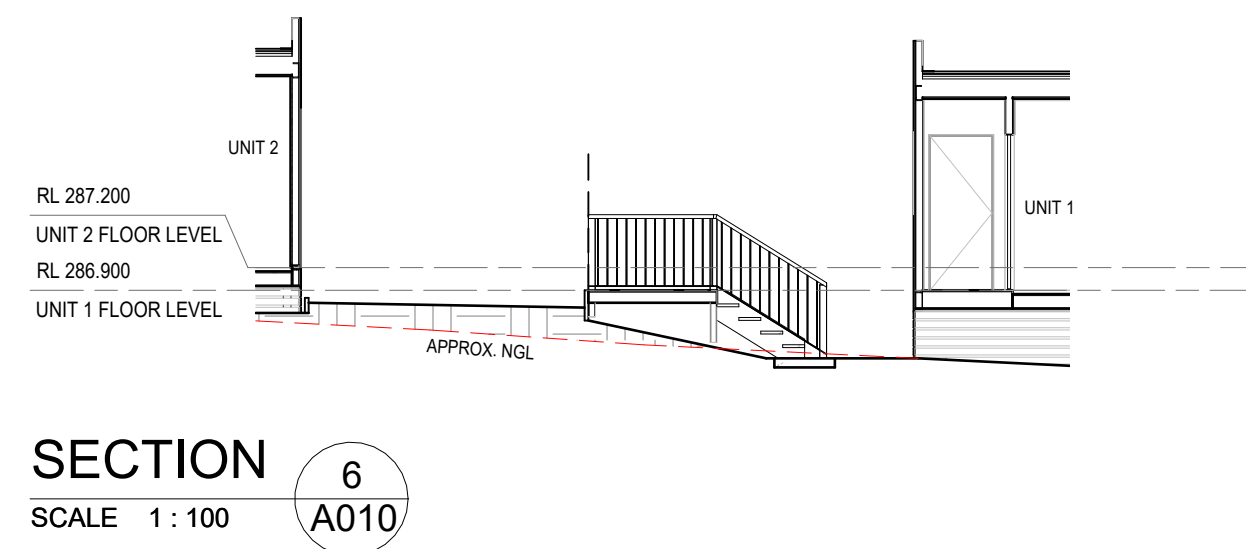
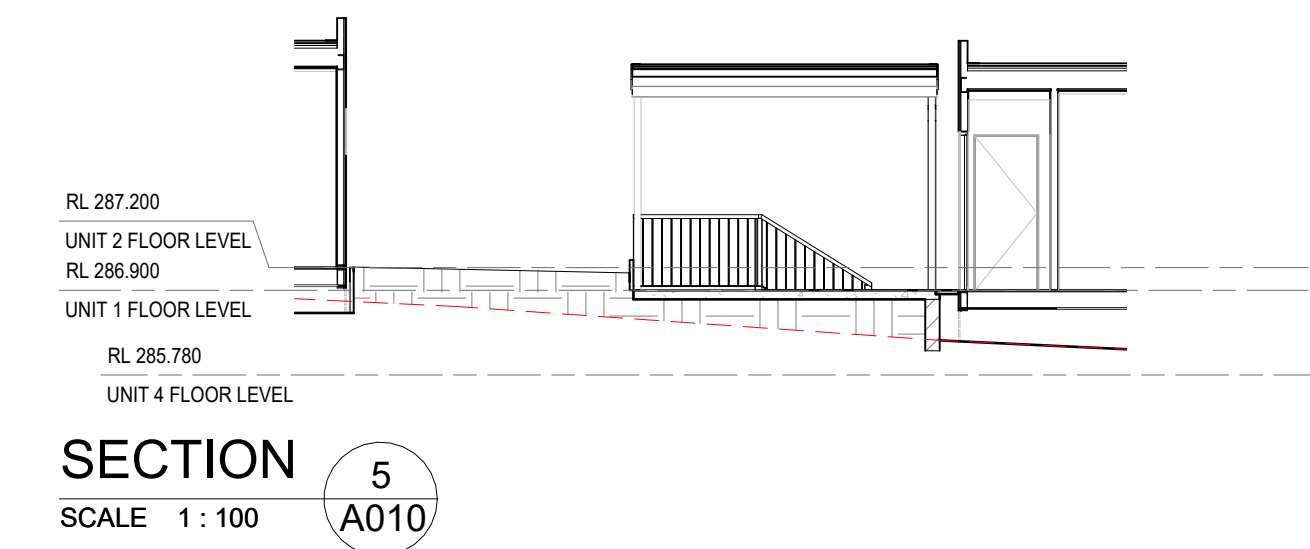
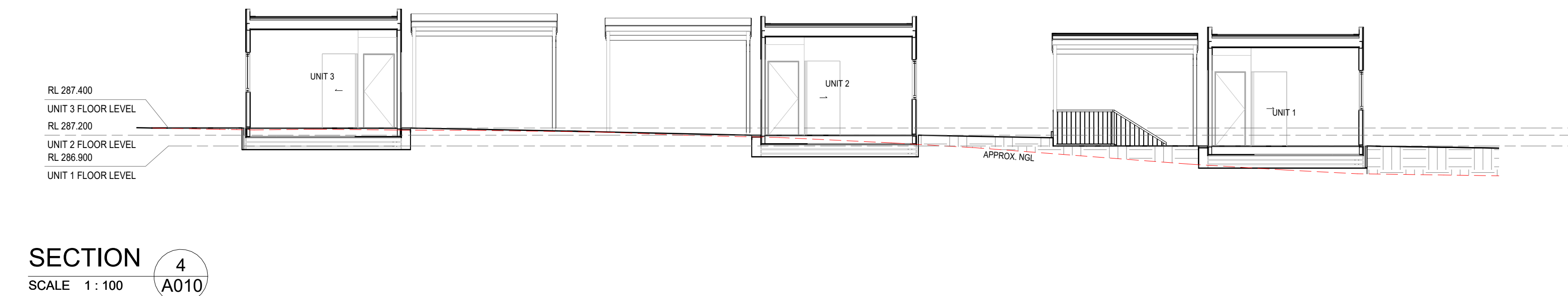
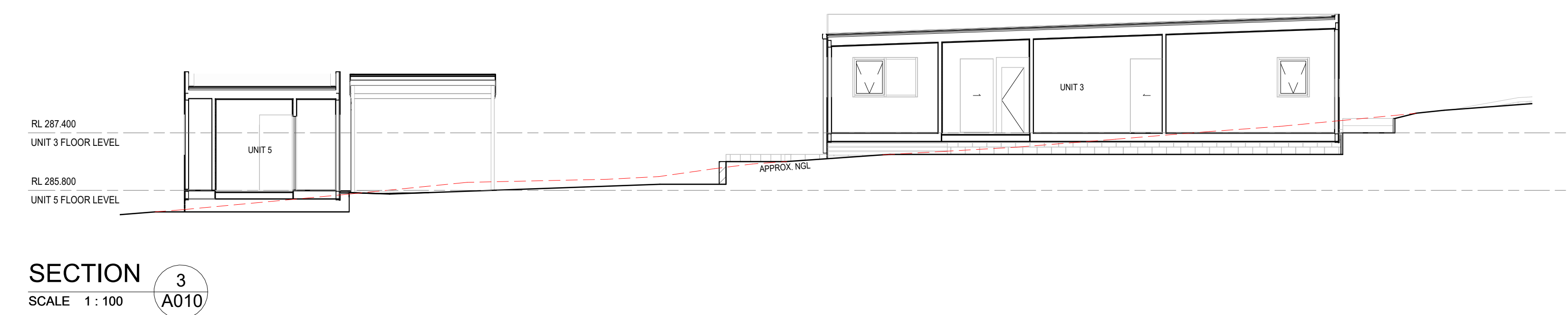
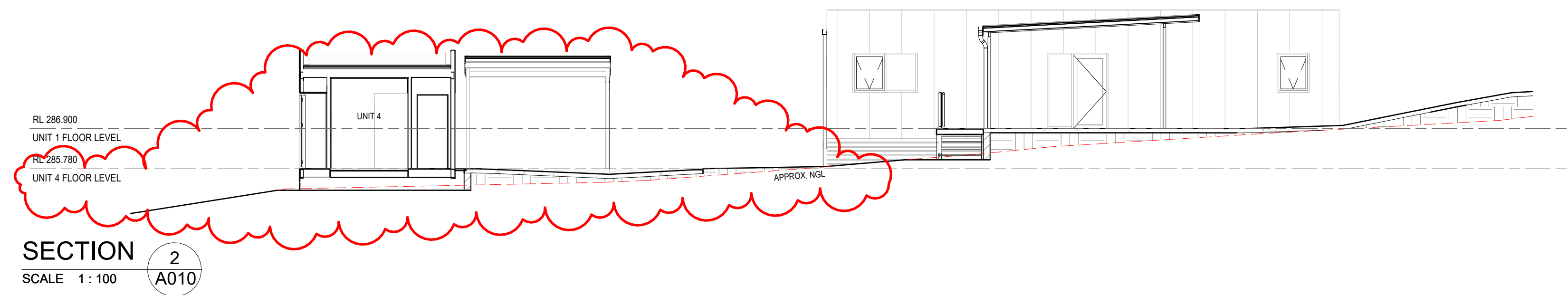
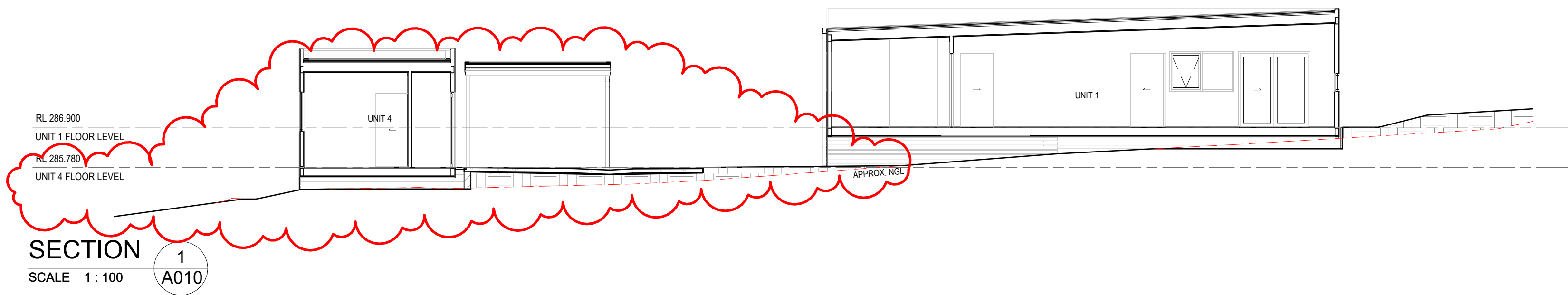
UNIT 5 CARPORT SOUTH ELEVATION
SCALE 1 : 100



UNIT 5 CARPORT WEST ELEVATION
SCALE 1 : 100

Col
Rwp

COLUMN
uPVC RAINWATER PIPE



ISSUE	DATE	ISSUED FOR
001	06-02-26	ISSUED FOR CLIENT INFORMATION
002	10-03-26	ISSUED FOR CLIENT INFORMATION
003	13-03-26	ISSUED FOR PLANNING APPROVAL
004	15-04-26	ISSUED FOR PLANNING APPROVAL
005	17-06-26	ISSUED FOR PLANNING APPROVAL
006	14-07-26	ISSUED FOR PLANNING RFI
007	17-07-26	ISSUED FOR PLANNING RFI

PROJECT: MODULAR HOMES SITE
AT: 2 HUGHS STREET,
ST MARYS
FOR: HOMES TASMANIA

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS. COPYRIGHT TO THIS DRAWING AND ALL OF ITS CONTENT REMAIN THE PROPERTY OF 6ty Pty Ltd. THE DRAWINGS AND ITS CONTENT MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OR WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM 6ty Pty Ltd. SOME SPECIFIED CONTENT, BRANDS AND MANUFACTURERS MAY BE COPYRIGHTED PROPERTY OF OTHERS, ACKNOWLEDGEMENT OF THESE COPYRIGHTS ARE HEREBY GIVEN.

DRAWING: SITE SECTIONS

DESIGNED: DVG (Tas 640) DRAWN: MDC CHECKED: -

SCALES: 1:100 AT A1

PROJECT No. 26.010 DRAWING No. Ap300 REV. 007



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GENERAL NOTES

1 NOTICE TO TENDERER
THE CONTRACTOR / TENDERER IS TO MAKE THEMSELVES AWARE OF THE LGAT TASMANIAN STANDARD DRAWINGS, TASHWATER STANDARDS AND THE DEPARTMENT OF STATE GROWTH (D.o.S.G.) STANDARDS FOR CIVIL WORKS. CONSTRUCTION IS TO BE CARRIED OUT TO THESE STANDARDS. TENDERER IS TO ALLOW FOR THESE STANDARDS DURING PRICING. COPIES OF THE STANDARDS ARE AVAILABLE FOR INSPECTION UPON REQUEST FROM 6ty, OR FROM THE LGAT OR D.o.S.G WEB SITE.

2 NOTIFICATION
THE CONTRACTOR IS TO NOTIFY ALL RELEVANT STATUTORY AUTHORITIES PRIOR TO COMMENCING ANY WORK FOR THE POSSIBLE LOCATION OF ANY EXISTING SERVICES NOT SHOWN ON THESE PLANS, AND IS TO NOTIFY THE SUPERINTENDENT OF THE SAME.
ALL EXISTING SERVICES ARE TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING SERVICES IS TO BE MADE GOOD AT THE CONTRACTOR'S EXPENSE.

3 DRAWINGS AND SPECIFICATIONS
THESE DRAWINGS AND SPECIFICATIONS HAVE BEEN PREPARED FOR THE PURPOSE OF OBTAINING COUNCIL APPROVAL AND CALLING OF TENDERS. THEY ARE NOT TO BE USED FOR CONSTRUCTION. A CONSTRUCTION SET OF DRAWINGS STAMPED "CONSTRUCTION SET" WILL BE ISSUED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

4 DAMAGE TO COUNCIL INFRASTRUCTURE
THE BUILDER IS LIABLE FOR ALL COSTS ASSOCIATED WITH THE REPAIR OF DAMAGE TO COUNCIL INFRASTRUCTURE RESULTING FROM NON-COMPLIANCE WITH THE CONDITIONS OF THE PLANNING PERMIT AND ANY BY-LAW OR LEGISLATION RELEVANT TO THE DEVELOPMENT ACTIVITY ON THE SITE. DAMAGE MAY ALSO INCLUDE THE UNDERTAKING OF UNAUTHORISED WORKS TO COUNCIL INFRASTRUCTURE SUCH AS DRIVEWAYS, FOOTPATHS AND STORMWATER INFRASTRUCTURE. THE BUILDER WILL ALSO BE LIABLE FOR ALL REASONABLE COSTS ASSOCIATED WITH THE ENFORCEMENT OF COMPLIANCE WITH THE CONDITIONS BY LANS AND LEGISLATION RELEVANT TO THE DEVELOPMENT ACTIVITY ON THE SITE.

5 WORKS WITHIN OCCUPATION OF THE ROAD RESERVE
ALL WORKS IN OR REQUIRING THE OCCUPATION OF THE ROAD RESERVE MUST BE CARRIED OUT IN ACCORDANCE WITH A DETAILED TRAFFIC MANAGEMENT PLAN PREPARED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE REQUIREMENTS OF AUSTRALIAN STANDARD AS1142. A COPY OF SUCH PLAN IS TO BE MAINTAINED ON SITE AND AVAILABLE FOR INSPECTION UPON REQUEST BY AN AUTHORISED OFFICER. THE EXPLICIT PERMISSION OF TECHNICAL SERVICES IS REQUIRED PRIOR TO UNDERTAKING WORKS WHERE THE WORKS:
a. REQUIRE A ROAD OR LANE CLOSURE,
b. REQUIRE OCCUPATION OF THE ROAD RESERVE FOR MORE THAN ONE WEEK AT A PARTICULAR LOCATION,
c. ARE IN NOMINATED HIGH TRAFFIC LOCATIONS; OR
d. INVOLVE OPENING OR BREAKING TRAFFICABLE SURFACES.
WHERE THE WORK IS ASSOCIATED WITH THE INSTALLATION, REMOVAL OR MODIFICATION OF A DRIVEWAY OR A STORMWATER CONNECTION, THE APPROVAL OF A PERMIT FOR SUCH WORKS SHALL FORM THE EXPLICIT APPROVAL.

ROADWORKS

1 GENERAL
ALL WORKS ARE TO BE CARRIED OUT TO THE LGAT TASMANIAN STANDARD DRAWINGS AND D.o.S.G. STANDARDS. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND THE BOC PLUMBING INSPECTOR.

2 INSPECTIONS
THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
- SUBGRADE PREPARATION
- SUB-BASE FOR DRIVEWAY AND KERBS

EROSION AND SEDIMENT CONTROL

1 SOIL AND WATER MANAGEMENT PLAN

BUILDER MUST SIGHT AND COMPLY WITH PLANNING PERMIT CONDITION PDPLANMTD-2021/023305 CONDITION 6, EROSION AND SEDIMENT CONTROL PLAN.

PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT WORKS THE BUILDER MUST INSTALL ALL NECESSARY SILT FENCES AND CUT-OFF DRAINS TO PREVENT THE SOIL, GRAVEL AND OTHER DEBRIS FROM ESCAPING THE SITE. NO MATERIAL OR DEBRIS ARE TO BE TRANSPORTED ONTO THE ROAD RESERVE (INCLUDING THE NATURE STRIP, FOOTPATH AND ROAD PAVEMENT). ANY MATERIAL THAT IS DEPOSITED ON THE ROAD RESERVE AS A RESULT OF THE DEVELOPMENT ACTIVITY IS TO BE REMOVED BY THE BUILDER. THE SILT FENCING, CUT OFF DRAINS AND OTHER WORKS TO MINIMISE EROSION ARE TO BE MAINTAINED ON THE SITE UNTIL SUCH TIME AS THE SITE HAS RE VEGETATED SUFFICIENTLY TO MITIGATE EROSION AND SEDIMENT TRANSPORT.

2 CLEANING
ALL ROADS AND FOOTPATHS ADJOINING THE CONSTRUCTION SITE SHALL BE KEPT CLEAR OF ALL CONSTRUCTION MATERIALS AND DEBRIS DURING THE CONSTRUCTION PERIOD.
ANY MATERIAL TRACKED ON TO THE ROADWAY OR FOOTPATH DURING CONSTRUCTION SHALL BE PROPERLY CLEARED OFF AT LEAST BY THE END OF THE RELEVANT WORKING DAY TO COUNCIL APPROVAL.

3 RUNOFF
DURING CONSTRUCTION ALL CONCENTRATED STORMWATER RUNOFF SHALL BE DISPOSED OF TO THE COUNCIL STORMWATER SYSTEM SO AS NOT TO DISCHARGED CONCENTRATED FORMS ON TO DOWN STREAM PROPERTIES. ADEQUATE EROSION / SILTATION INFILTRATION CONTROL MEASURES ARE TO BE APPLIED TO THE SATISFACTION OF THE OF THE SUPERINTENDENT AND THE LOCAL MUNICIPAL COUNCIL ENGINEERING SERVICES MANAGER.

STORMWATER

1 GENERAL
ALL WORKS ARE TO BE CARRIED OUT TO THE RELEVANT AUS-NZ STANDARDS, ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND THE BOC PLUMBING INSPECTOR.

2 TESTING
ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.

3 GRATED PITS (450mm SQ)
GRATED PITS ARE TO BE 450 x 450 HCP (OR EQUIVALENT) PRECAST CONCRETE PITS INSTALLED TO MANUFACTURES STANDARDS, WITH SUMP. ALL GRATED PITS ARE TO BE FITTED WITH HEAVY DUTY GALVANISED STEEL DROP IN GRATES.

4 GRATED PITS (300mm SQ)
GRATED PITS ARE TO BE 300 x 300 I.D. RELN (OR EQUIVALENT) DEEP POLY PITS INSTALLED TO MANUFACTURES STANDARDS, WITH SUMP. ALL GRATED PITS ARE TO BE FITTED WITH STANDARD GALVANISED STEEL DROP IN GRATES.

5 GRATED PITS (300mm SQ)
GRATED PITS ARE TO BE 300 x 300 I.D. RELN (OR EQUIVALENT) SHORT POLY PITS INSTALLED TO MANUFACTURES STANDARDS, WITH SUMP. ALL GRATED PITS ARE TO BE FITTED WITH STANDARD GALVANISED STEEL DROP IN GRATES.

6 TRENCHING AND BACKFILL
ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DRAWINGS AND THE LOCAL COUNCIL STANDARDS.

7 INSPECTIONS
THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
- PIPEWORK BEDDING
- INSTALLED PIPE PRIOR TO BACKFILLING
- BACKFILLING

8 AS CONSTRUCTED DRAWINGS
THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING "AS CONSTRUCTED" DRAWINGS.

SEWERAGE

1 GENERAL
ALL WORKS ARE TO BE CARRIED OUT TO THE RELEVANT AUS-NZ STANDARDS AND TASHWATER STANDARDS. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT, BOC PLUMBING INSPECTOR AND THE TASHWATER WORKS SUPERVISOR WHERE APPLICABLE.

2 ALL WORKS ARE TO BE IN ACCORDANCE SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE MSA 02-2014-51 MRWA VERSION 2 AND TASHWATER'S SUPPLEMENTS TO THESE CODES.

3 TESTING
ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.

4 TRENCHING AND BACKFILL
ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DRAWINGS AND THE LOCAL COUNCIL STANDARDS.

5 INSPECTIONS
THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
- PIPEWORK BEDDING
- INSTALLED PIPE PRIOR TO BACKFILLING
- BACKFILLING

6 AS CONSTRUCTED DRAWINGS
THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING "AS CONSTRUCTED" DRAWINGS.

WATER RETICULATION

1 GENERAL
ALL WORKS ARE TO BE CARRIED OUT TO THE RELEVANT AUS-NZ STANDARDS AND TASHWATER STANDARDS. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT, BOC PLUMBING INSPECTOR AND THE TASHWATER WORKS SUPERVISOR WHERE APPLICABLE.

2 ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA MSA 03-2011-31 VERSION 31 MRWA EDITION V2.0 AND TASHWATER'S SUPPLEMENTS TO THESE CODES.

3 TESTING
ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.

4 THRUST AND ANCHOR BLOCKS
THRUST AND ANCHOR BLOCKS ARE TO BE PROVIDED AT BENDS, VALVES, HYDRANTS AND LINE ENDS IN ACCORDANCE WITH TASHWATER STANDARDS.

4 TRENCHING AND BACKFILL
ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DRAWINGS AND THE TASHWATER STANDARDS.

6 INSPECTIONS
THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
- PIPEWORK BEDDING
- INSTALLED PIPE PRIOR TO BACKFILLING
- BACKFILLING

7 AS CONSTRUCTED DRAWINGS
THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING "AS CONSTRUCTED" DRAWINGS.

CONTROLLED DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	12.03.26	PLANNING APPROVAL	

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PROJECT: MODULAR HOMES PROJECT
AT: 2 HUGH STREET,
ST MARYS
FOR: DEPARTMENT OF COMMUNITIES
TASMANIA

DRAWING: CIVIL WORKS
CIVIL NOTES

DESIGNED: CGB DRAWN: PAS CHECKED:

SCALES: AT A1 SIZE DRAWING SHEET

PROJECT No. 26.010 DRAWING No. C00 REV.



SERVICES NOTE:

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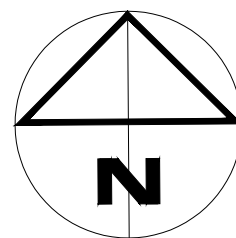
Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

Tamar Suite 103
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01	12.03.26	PLANNING APPROVAL	



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PROJECT: MODULAR HOMES PROJECT

AT: 2 HUGH STREET,
ST MARYS

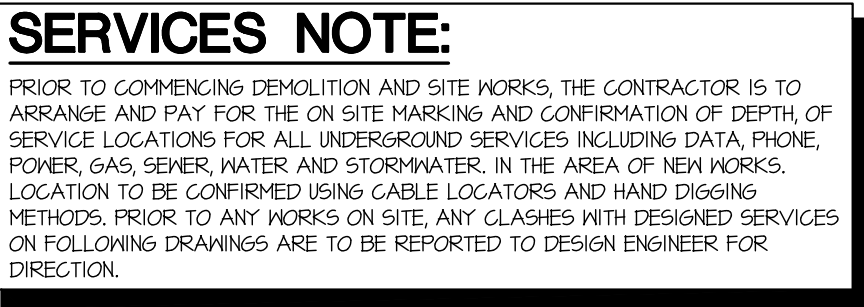
FOR: DEPARTMENT OF COMMUNITIES
TASMANIA

DRAWING: CIVIL WORKS
SITE PLAN EXISTING
SHEET 1

DESIGNED: CGB DRAWN: PAS CHECKED:

SCALES: 1:100 AT A1 SIZE DRAWING SHEET

PROJECT No. 26.010 DRAWING No. C01 REV.



6ty°

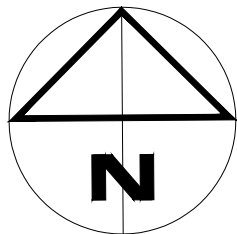
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PO Box 63 ABN 27 014 609 900
Riverside
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W 6ty.com.au Architectural
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PROJECT: MODULAR HOMES PROJECT

AT: 2 HUGH STREET,
ST MARYS

FOR: DEPARTMENT OF COMMUNITIES
TASMANIA

DRAWING: CIVIL WORKS
SITE PLAN EXISTING
SHEET 1

DESIGNED: **CGB** DRAWN: **PAS** CHECKED:

SCALES: 1:100 AT A1 SIZE DRAWING SHEET

PROJECT No. **26.010** DRAWING No. **C02** REV. **01**

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ABN 27 014 609 900

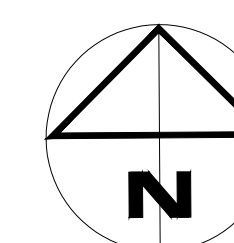
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CONTROLLED DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	12.03.26	PLANNING APPROVAL	
02	16.07.26	UNIT 4 LEVELS REVISED	A



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PROJECT: MODULAR HOMES PROJECT

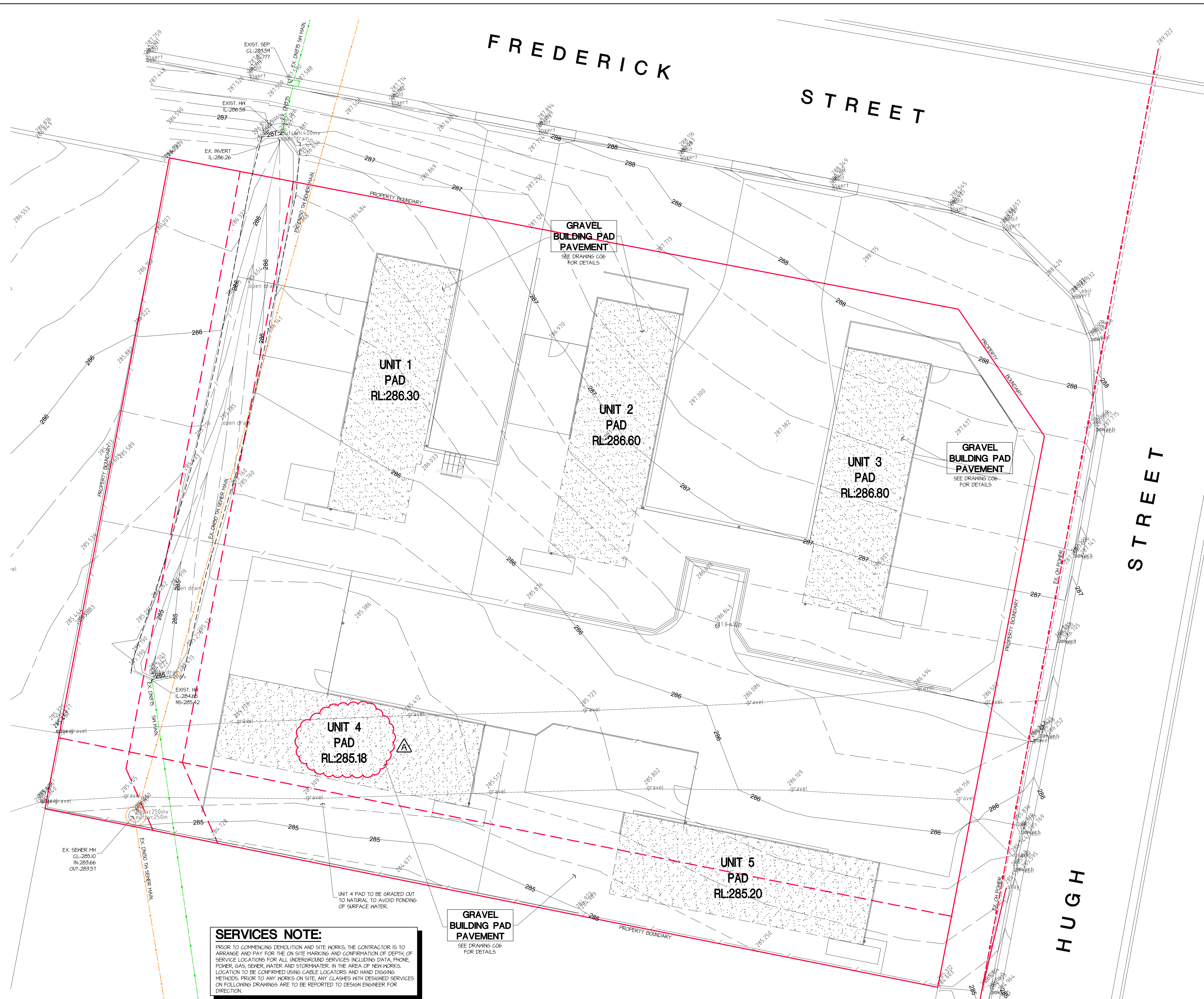
AT: 2 HUGH STREET,
ST MARYS
FOR: DEPARTMENT OF COMMUNITIE
TASMANIA

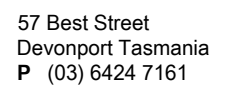
DRAWING: CIVIL WORKS
SITE PLAN
BUILDING PAD WORKS

DESIGNED: **CGB** DRAWN: **PAS** CHECKED:

SCALES: 1:100 AT A1 SIZE DRAWING SHEET

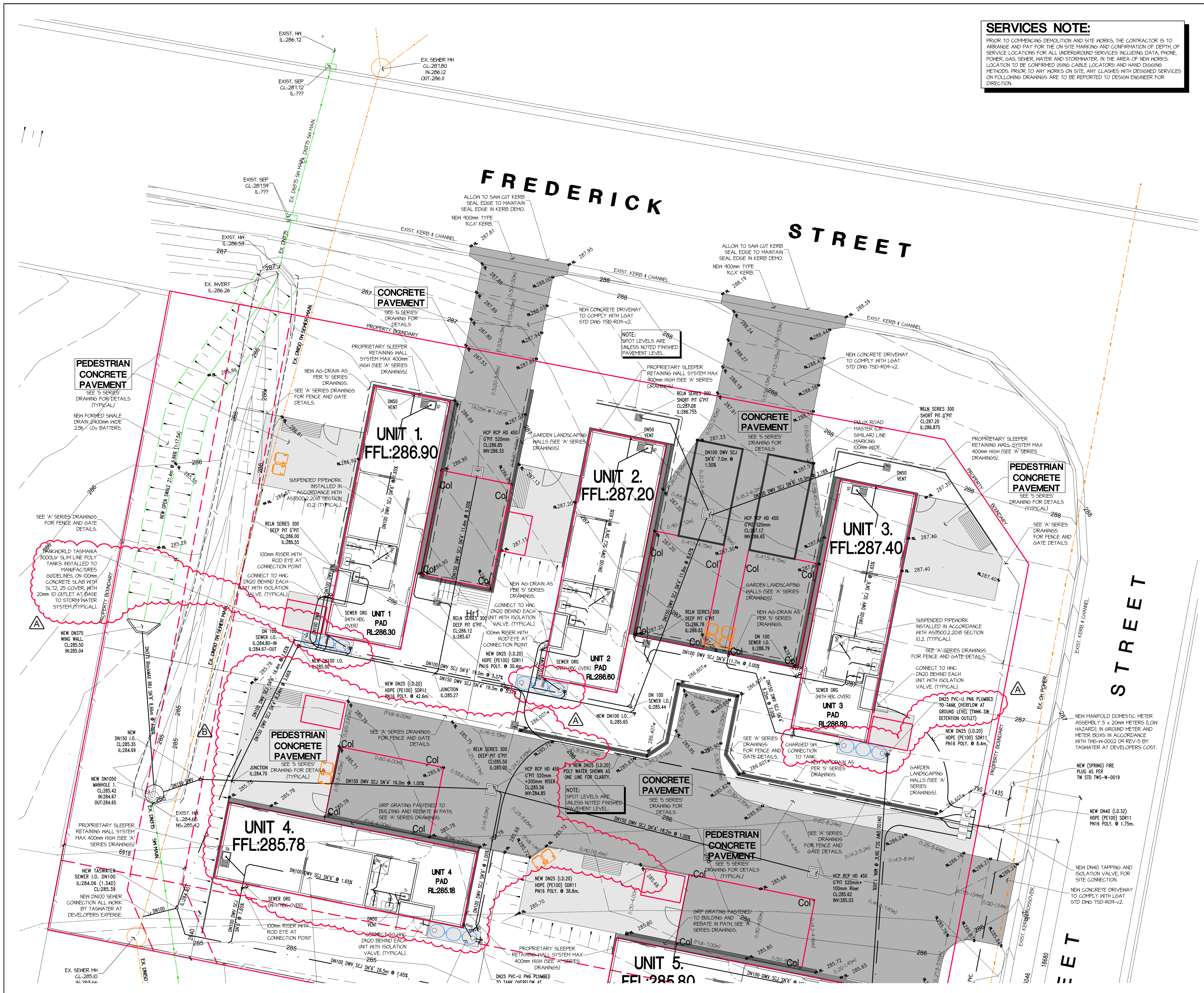
PROJECT No. **26.010** DRAWING No. **C03** REV. **A**





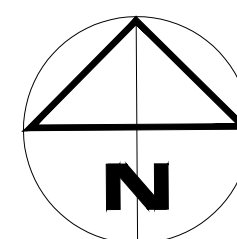
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ISSUE	DATE	ISSUED FOR	REV.
01	12.03.26	PLANNING APPROVAL	
02	26.06.15	WATER TANKS ADDED FOR SW DETENTION	A
03	16.07.26	UNIT 4 LEVELS REVISED	B



CONTROLLED DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	12.03.26	CLIENT COMMENT	
02	26.06.15	WATER TANKS ADDED FOR SW DETENTION	A
03	16.07.26	UNITS 5 AND 3 SW CONNECTED TO HUGH STREET KERB	B
		UNIT 4 LEVELS REVISED	



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PROJECT: MODULAR HOMES PROJECT
AT: 2 HUGH STREET,
ST MARYS
FOR: DEPARTMENT OF COMMUNITIES
TASMANIA

DRAWING: CIVIL WORKS
SITE PLAN SHEET 2
NEW WORKS

DESIGNED: CGB DRAWN: PAS CHECKED:

SCALES: 1:100 AT A1 SIZE DRAWING SHEET

PROJECT No. 26.010 DRAWING No. C05 REV B

SEE 'A' SERIES DRAWINGS
FOR FENCE AND GATE
DETAILS.

NEW DN150
WING WALL
CL:285.50
IL:285.04

NEW DN1050
MANHOLE 1.
CL:285.42
IL:284.65
OUT:284.67

NEW TANKWATER
SEWER I.O. DN100
IL:284.06 (1.340)
CL:285.39

EX. SEWER MH
CL:285.10
IL:283.66
OUT:283.51

SERVICES NOTE:

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UNIT 4.
FFL:285.78

UNIT 4
PAD
RL:285.18

UNIT 5.
FFL:285.80

UNIT 5
PAD
RL:285.20

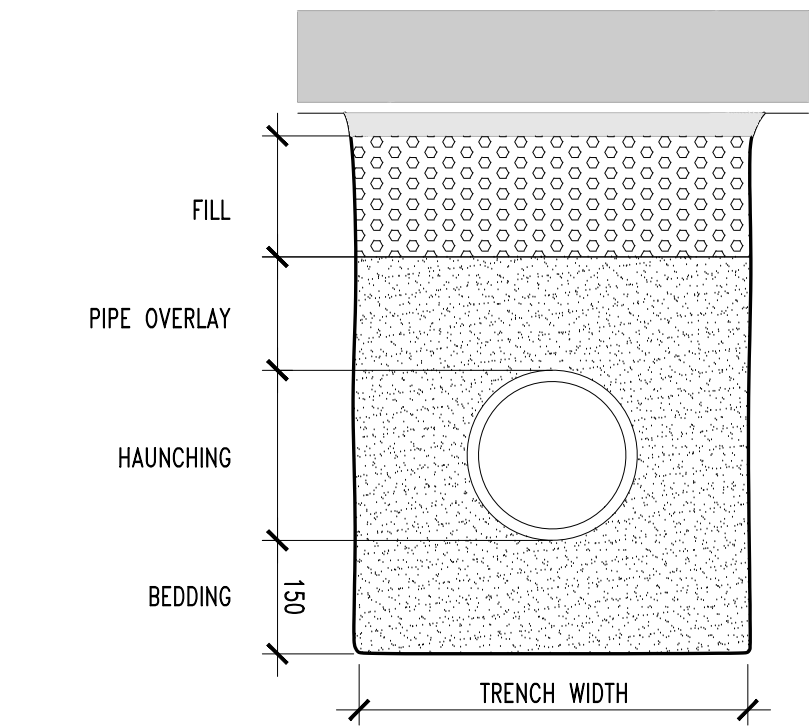
UNIT 3.
FFL:287.40

UNIT 3
PAD
RL:286.80

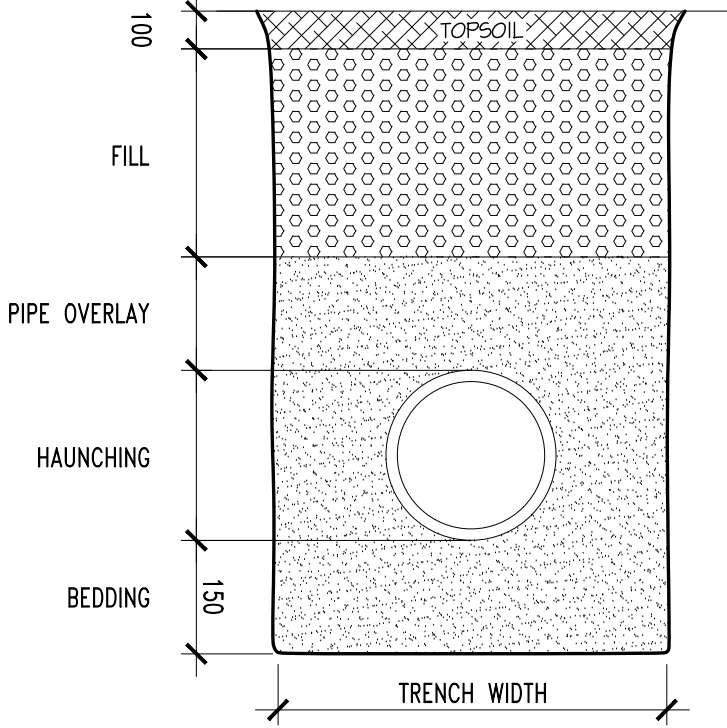
PEDESTRIAN
CONCRETE
PAVEMENT

CONCRETE
PAVEMENT

PEDESTRIAN
CONCRETE
PAVEMENT



TRENCHES UNDER SLABS
SCALE 1:10



TRENCHES OTHER AREAS
SCALE 1:10

NOTES

TRENCH WIDTH (D = NOM. DIA.)
CONCRETE PIPES = D+600
UPVC PIPES = D+200
DGL PIPES = OD+300

PIPE OVERLAY
WATERMANS = 200mm MINIMUM
SEWER & STORMWATER = 300mm MINIMUM

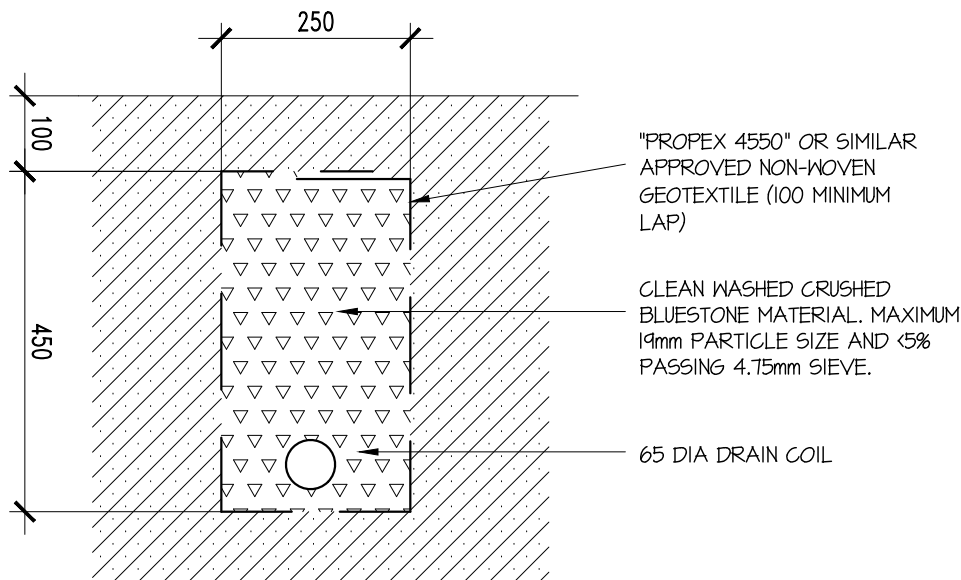
COMPACTION OF BEDDING, HAUNCHING & OVERLAY
REFER TO A.S.1284-5.5
CONCRETE PIPES = MIN. DENSITY INDEX+60% (85% STD. COMPACTION)
UPVC PIPES = DENSITY INDEX+65% (90% STD. COMPACTION)
DGL PIPES = DENSITY INDEX+65% (90% STD. COMPACTION)

BEDDING, HAUNCHING AND OVERLAY MATERIAL
SHALL CONTAIN NO DELETERIOUS MATERIAL OR CLAY LUMPS AND
SHALL COMPLY WITH THE FOLLOWING GRADINGS:

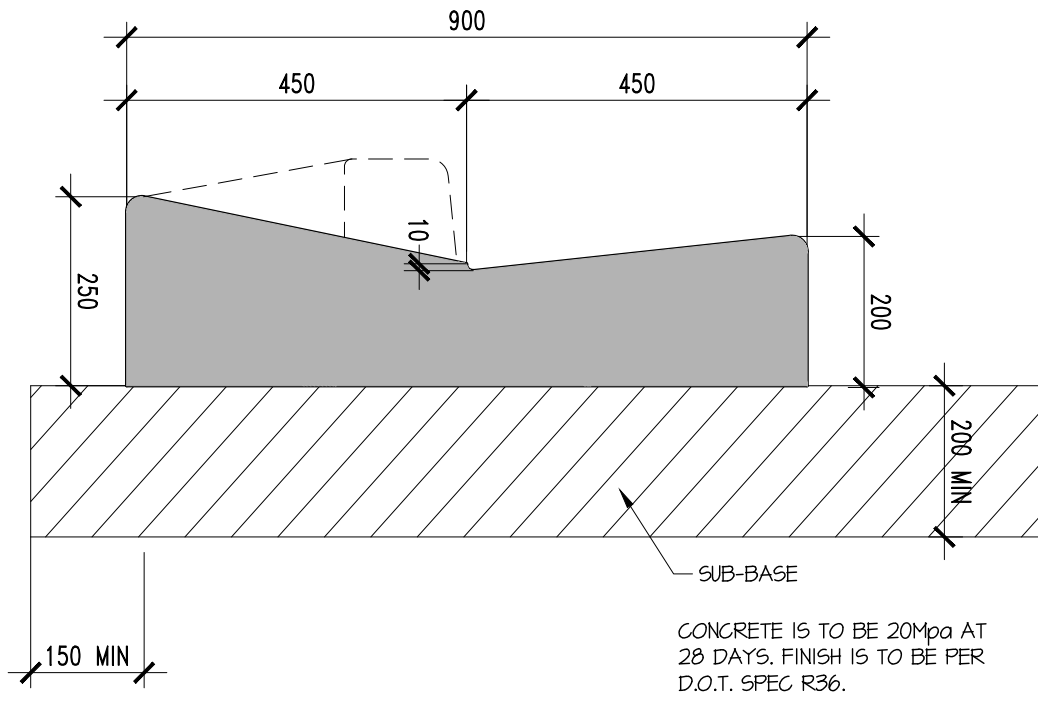
FOR UPVC AND DUCTILE IRON PIPES SAND OR CRUSHED ROCK (STONE DUST)	
SIEVE APERTURE (mm)	% PASSING (BY MASS)
TO AS 152	
6.7	100
2.36	10-100
0.6	20-90
0.3	8-50
0.15	0-20
0.075	0-10

FOR CONCRETE PIPES CRUSHED ROCK	
SIEVE APERTURE (mm)	% PASSING (BY MASS)
TO AS 152	
14	100
2.36	50-100
0.6	20-90
0.3	10-60
0.15	0-25
0.075	0-10

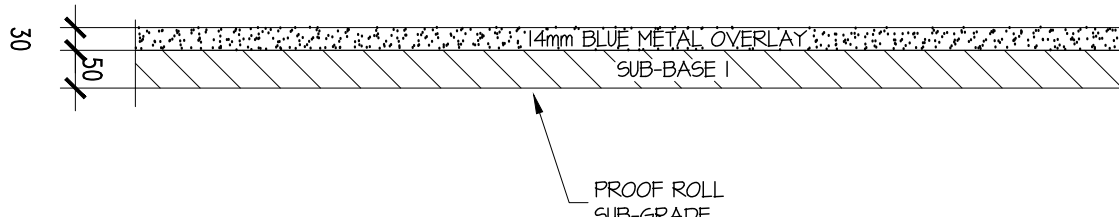
ALL MATERIAL SHALL BE PLACED AND COMPACTED IN
ACCORDANCE WITH AS 3125 AND TO THE SATISFACTION OF THE
SUPERINTENDENT.



AG-DRAIN DETAIL
SCALE 1:10



TYPE KCX KERB VEHICULAR CROSSING
SCALE 1:10



BUILDING PAD GRAVEL DETAIL
SCALE 1:10

PAVEMENT COMPOSITION

BLUE METAL
30mm THICK OF 14mm GRADE BLUE METAL MATERIAL OVERLAY
PLACED AS A EVEN GRADED LAYER.

SUB-BASE 1
50mm THICK MATERIAL IN CONFORMING TO AND PLACED AND TESTED
IN ACCORDANCE WITH D.I.E.R. SPEC R40.

SUB-GRADE IMPROVEMENT
APPROVED MATERIAL EXCAVATED FROM SITE OR IMPORTED ONTO
SITE AT CONTRACTOR'S EXPENSE CONFORMING TO AND PLACED AND
TESTED IN ACCORDANCE WITH D.I.E.R. SPEC R23.

PREPARATION FOR CARPARK

PROOF ROLL SUBGRADE. EXCESS MATERIAL IS TO BE REMOVED
FROM SITE BY THE CONTRACTOR UNLESS INSTRUCTED OTHERWISE BY
THE SUPERINTENDENT.

BACKFILL TO THE UNDERSIDE OF SUB-BASE MATERIAL WITH APPROVED
SUBGRADE MATERIAL FROM SITE.
WHERE REQUIRED, ANY SHORTFALL OF MATERIAL FOR THE FORMATION
OF THE SUBGRADE IS TO BE IMPORTED AND BE OF EQUAL QUALITY TO
THE EXISTING SUBGRADE. THE CONTRACTOR IS TO ALLOW FOR THE
COST OF IMPORTING THE MATERIAL.

ALL IMPORTED MATERIAL IS TO BE APPROVED BY THE
SUPERINTENDENT.

CONTROLLED DOCUMENT

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PROJECT: MODULAR HOMES PROJECT
AT: 2 HUGH STREET,
ST MARYS
FOR: DEPARTMENT OF COMMUNITIES
TASMANIA

DRAWING: CIVIL WORKS
CIVIL DETAILS

DESIGNED: CGB DRAWN: PAS CHECKED:
SCALES: 1:10 AT A1 SIZE DRAWING SHEET

PROJECT No. 26.010 DRAWING No. C06 REV.

MEMO

17 July 2026

Re: 2 Hugh Street, St Marys – Flood Hazard Assessment

1. Introduction

Hydrodynamica was engaged to provide a flood hazard report for the proposed residential development at 2 Hugh Street, St Marys. The development is zoned General Residential under the Break O'Day Local Provisions Schedule. The proposal is for five modular homes on the site. Refer to Figure 1.

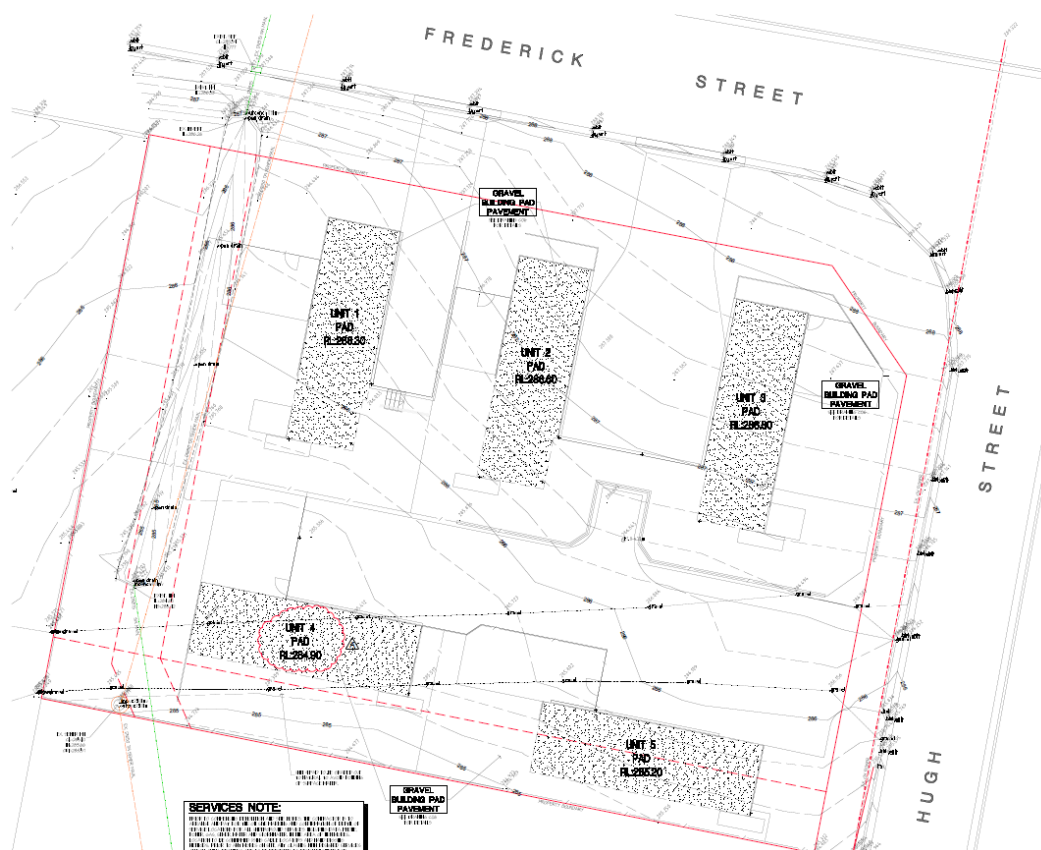


Figure 1. Proposed development plan (from 6ty Degrees drawing 26.010 C03 Rev A)

The development site has been identified by Council as flood prone and they have requested a flood hazard report to address the performance criteria in C12.0 of the Tasmanian Planning Scheme.

2. Flood modelling

Hydrodynamica undertook modelling of the catchment to understand the pre- and post-development flood hazards for the range of 1% AEP SSP2-4.5 2090 storm events. Modelling was undertaken using Infoworks ICM using the direct-rainfall method.

Catchment hydrology was set to the following, as per Australian Rainfall and Runoff (ARR) Version 4.2 recommendations and standard practice:

Impervious surfaces:

- Initial loss (IL) = 1mm
- Continuing loss (CL) = 0mm/hr

Default recommended non-climate change pervious surface infiltration is:

- IL = 41mm
- CL = 1.4mm/hr

These values were adjusted to the following, as per recommended ARR Data Hub adjustments for the SSP2-4.5 2090 climate change scenario:

- IL = 44.69mm
- CL = 1.694mm/hr

Manning's *n* roughness values were generally in accordance with those in *A preliminary Mannings-n layer to support regional flood modelling in Tasmania* (Tasmanian Government, 2020).

The following roughness definitions defined in that document were used:

- RailYard_Low_n
- Trees_Mod_n
- Sealed_Surf_Low_n
- SolidBuildings

The *NorthEast2012* 1m DEM was used, and a maximum 1m triangle area was used in the 2D model.

Rainfall depths were adjusted to accommodate the SSP2-4.5 climate change scenario, and both pre-burst and burst rainfall depths were applied.

Proposed driveway design levels, finished floor levels (FFLs), and public open drain shaping was incorporated into the post-development model. It should be noted that public and private minor drainage systems (pipes and pits) were not modelled. The catchment upstream of the site is a relatively steep, primarily bush catchment and thus it can reasonably be expected to pass some organic debris to Frederick Street and to the DN375 headwall on the western side of the site, which may cause blockage of those systems in a major storm event. Excluding the pipes and pits from the model reflects the scenario as if minor systems are fully blocked and provides a conservative (increased) overland flow modelling result.

3. Pre-development modelling results

The design flood event was determined by modelling the range of storm ensembles, from 15 minutes to 3 hours in duration and measuring peak flows entering the site from Frederick Street. The critical storm duration was 2 hours, and the mean peak flow from the 10 2-hour temporal patterns was 919 l/s. Figure 2 shows a box and whisker plot of the results:

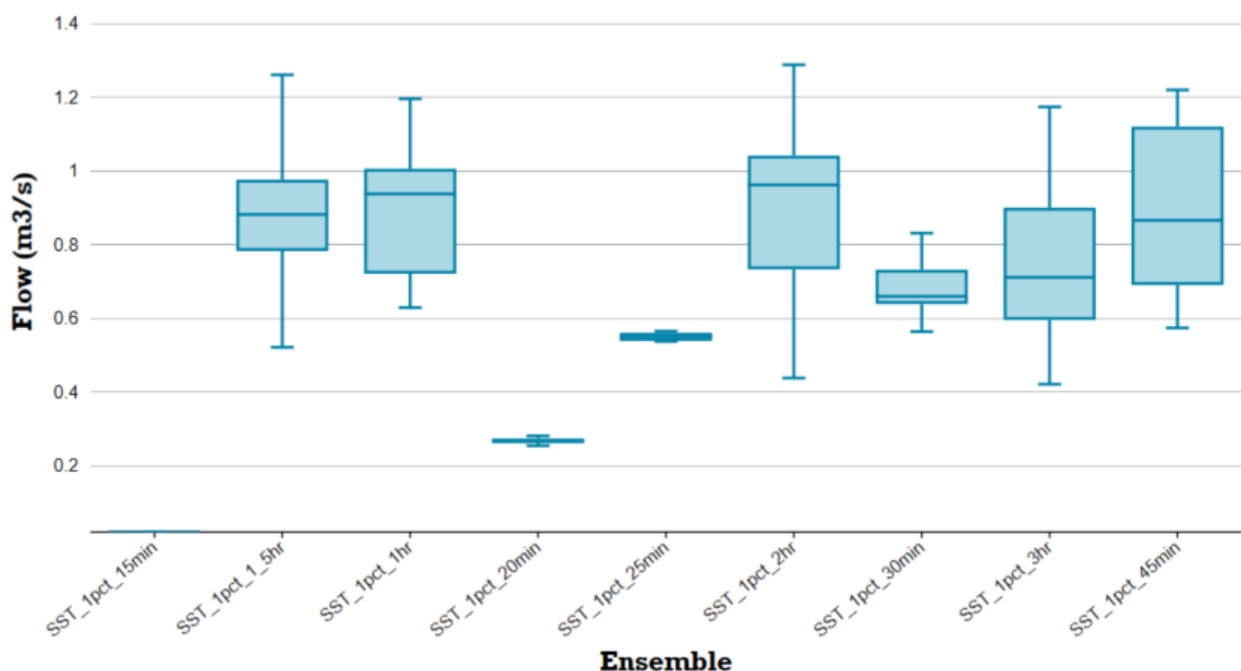


Figure 2. Comparison of storm ensembles of different durations for 1% AEP SSP2-4.5 2090

Figures 3 and 4 shows the maximum flood depths during the design flood event, and Figure 5 the hazards:

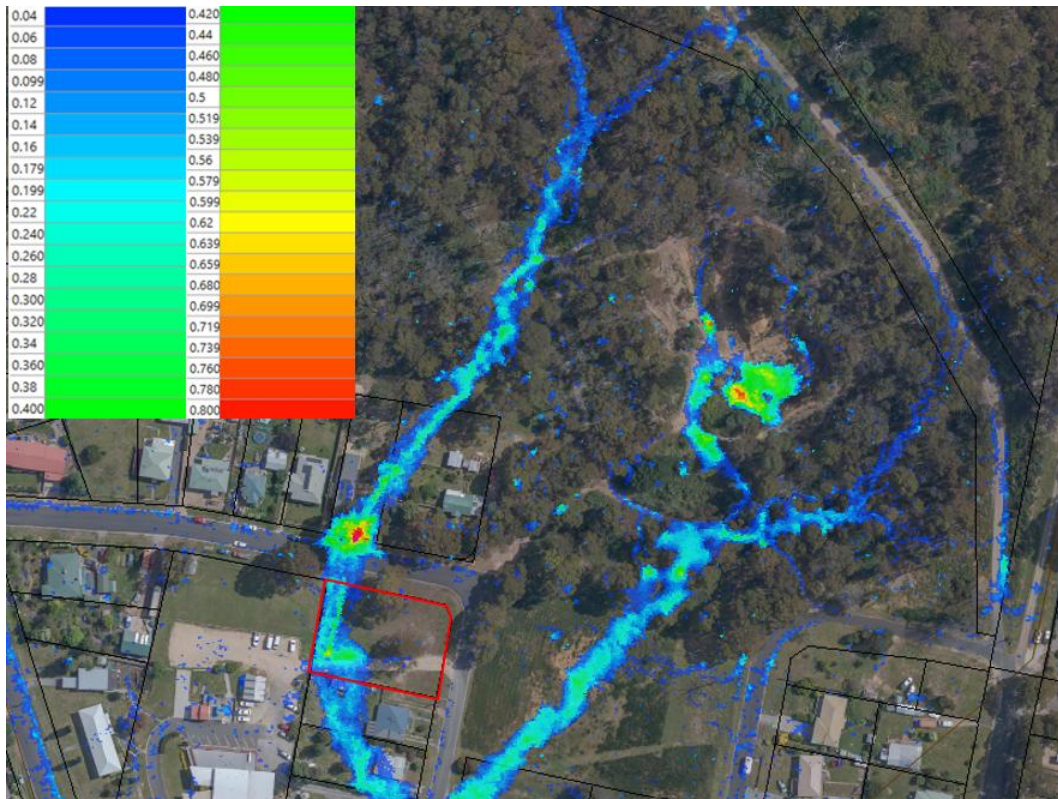


Figure 3. Pre-development 1% AEP SSP2-4.5 2090 flood depths (metres)

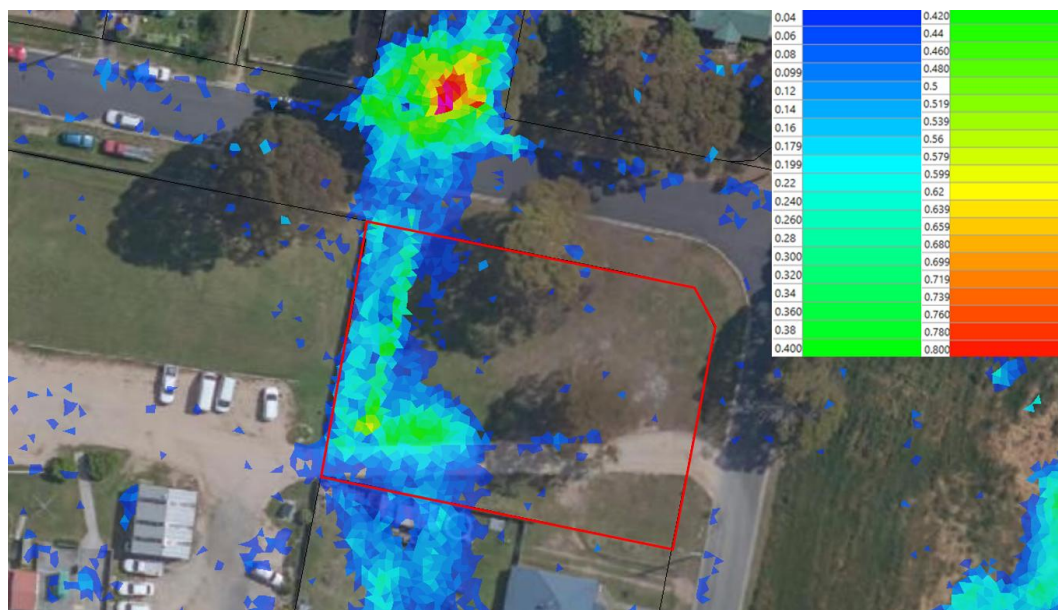


Figure 4. Pre-development 1% AEP SSP2-4.5 2090 flood depths (metres)

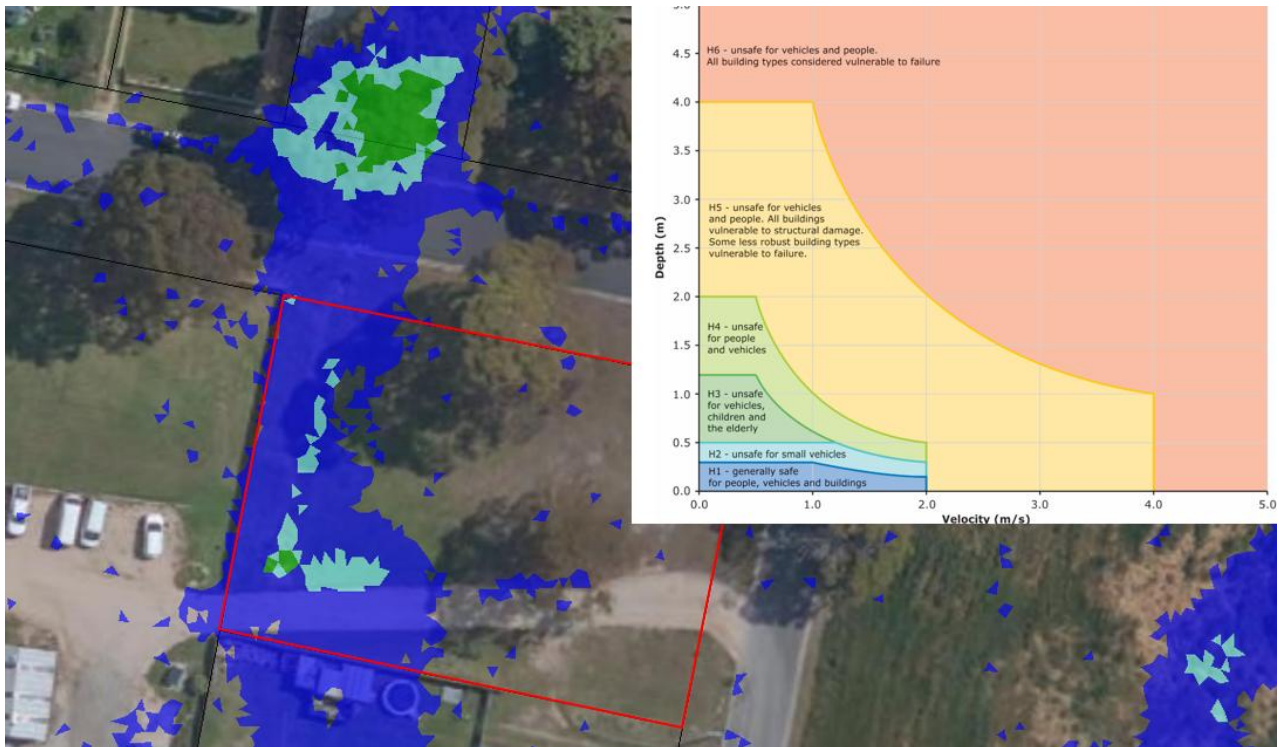


Figure 5. Pre-development 1% AEP SSP2-4.5 2090 flood hazards

4. Pre-development modelling results & development requirements

Figure 6 shows the post-development flood depths. This scenario includes the proposed units (red) modelled as solid objects. It also includes public open drain shaping, and driveway levels as shown in 6ty° drawings C04-B and C05-B. Flooding impacts the western side of the development, and touches unit 1 (north-west) and unit 4 (south-west).

Peak flood levels and minimum finished floor levels (FFL), when must be at least 300mm above the flood depth for habitable dwellings, are therefore:

- Unit 1: Flood Level = 285.54 mAHD, minimum FFL = 285.84 mAHD
- Unit 4: Flood Level = 285.48 mAHD, minimum FFL = 285.78 mAHD

The 6ty° building drawings show unit 1 has an FFL of 289.90 mAHD, and unit 4 an FFL of 285.78 mAHD.

Figures 7 shows the post development flood hazards.

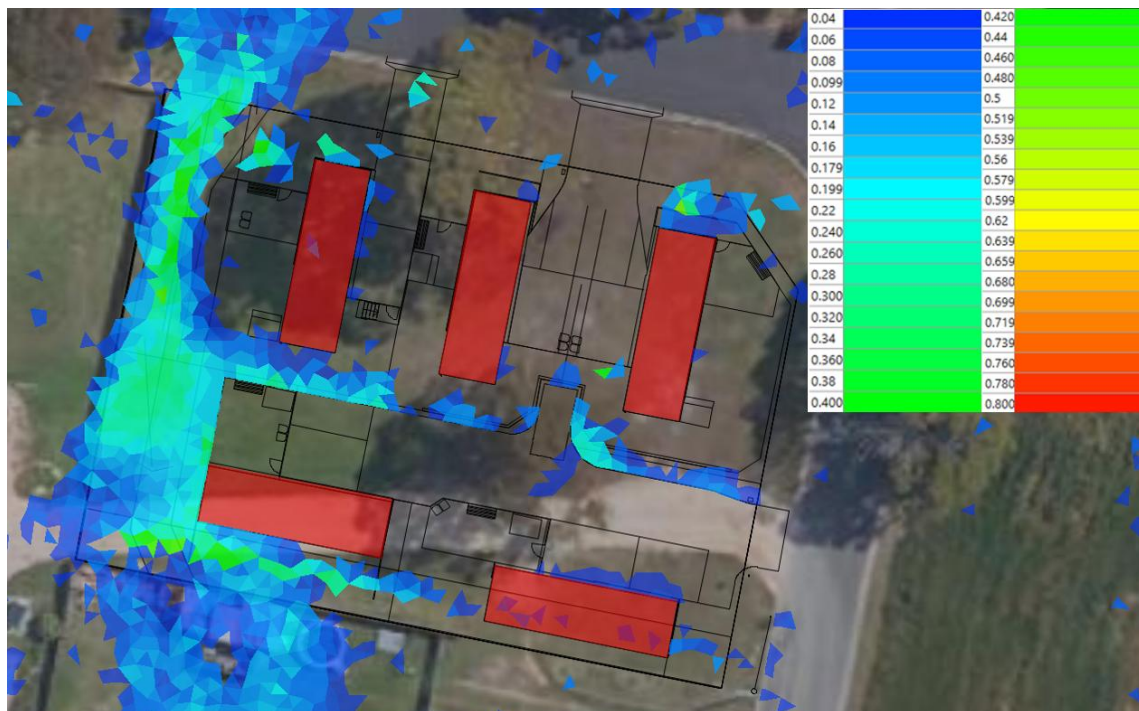


Figure 6. Post-development 1% AEP SSP2-4.5 2090 flood depths

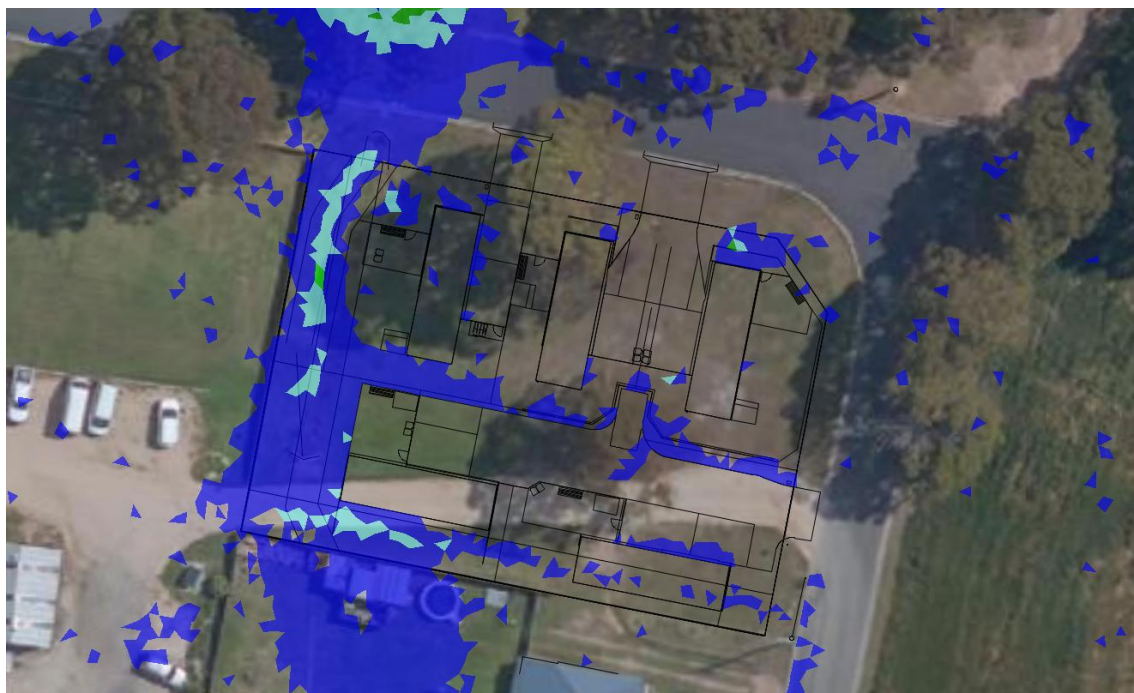


Figure 7. Post-development 1% AEP SSP2-4.5 2090 flood hazards

The flood hazards on the site range is generally H1 and H2. The small patch of H4 flooding, which is classified as 'unsafe for people and vehicles', is within the middle of the reshaped public open drain to the west of unit 1.

Generally, the remaining flooding is H1 which is classified as 'generally safe for people, vehicles and buildings'. There are some small areas of H2 'unsafe for small vehicles' flooding in the open drain, and near the southern boundary behind unit 4.

Figures 8 and 9 show a side-by-side comparison of the pre- and post-development flood depths and hazards.

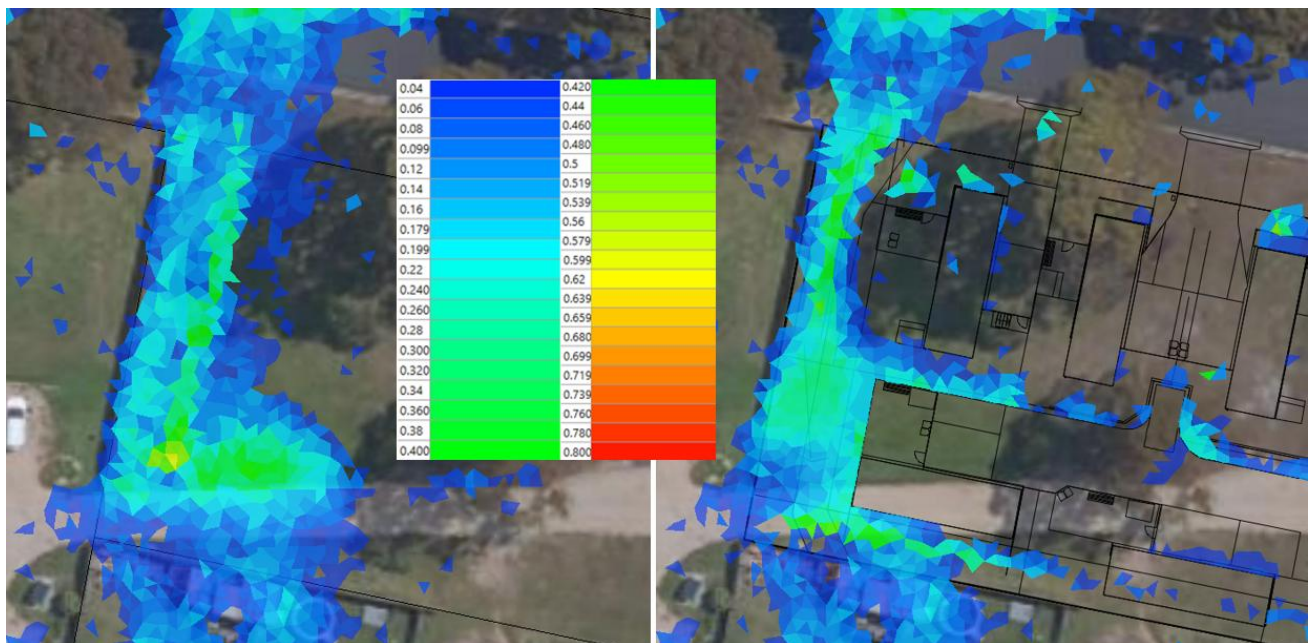


Figure 8. Comparison of pre- and post-development 1% AEP SSP2-4.5 2090 flood depths

There is no evidence of an increase in flood depths and hazards on neighbouring properties. There is an increase in flood hazard in the public open drain extending into the Frederick Street public road easement due the proposed reshaping works, which are negotiated works approved by Council.

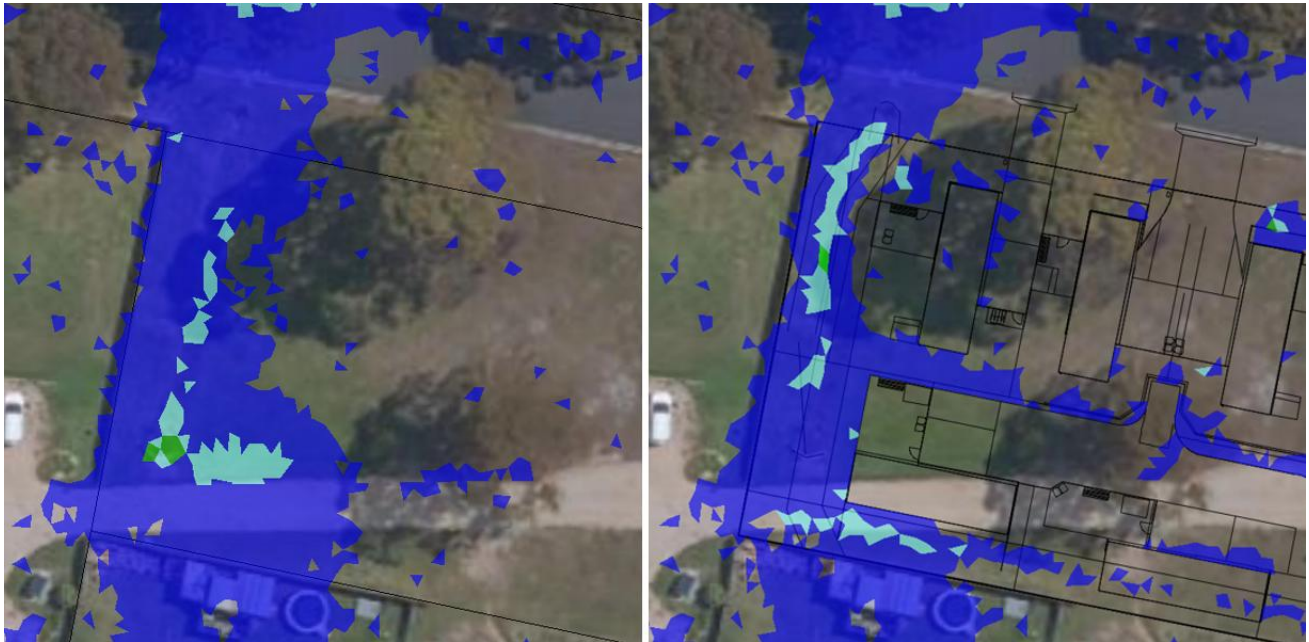


Figure 9. Comparison of pre- and post-development 1% AEP SSP2-4.5 2090 flood hazards

5. Flood-prone area code C12.6.1 response

Responses are provided in red.

P1.1

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

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

A tolerable risk is maintained by the provision of FFLs of at least:

- Unit 1 = 285.84 mAHD
- Unit 4 = 285.78 mAHD

The FFLs shown on the building designs by 6ty° provide an FFL of 286.90 mAHD for unit 1, and an FFL of 285.78 mAHD for unit 4. The adopted FFLs are acceptable and achieve a tolerable level for the 1% AEP CC to 2090, which exceeds the life of the development. The FFLs provided are at least 300mm above the flood level, as required by the *Director's Determination - Riverine Inundation Hazard Areas* (Tasmanian Government, 2021)

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

No increase in flood risk and no specific hazard reduction measures are required.

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

No advice.

- (d) the advice contained in a flood hazard report, and

Our advice is to ensure FFLs are at least as per those specified in Section 4 of this report and the response to C12.6.1 P1.1a above.

P1.2

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

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

The proposed design ensures that the development will not contribute flood on the site or adjacent land. The proposed realignment and shaping of the public open drain creates increase the flood hazard within that part of the drain which extends to the Frederick Street, due to increased capacity of that asset. This change is acceptable as it demonstrates an improvement to the open drain, and the works have previously been agreed to by Council.

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

The report demonstrates that a tolerable risk is achieved and maintained to 2090 for the 1% AEP flood.

6. Conclusion

The proposed development meets performance criteria P1.1 and P1.2 for C12.6.1.



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