

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 / 00090
Applicant	Spectura Studio
Proposal	Residential – Construction of Single Dwelling, Secondary Residence and Separate Garage
Location	52 Annabel Drive, St Helens (CT 186813/44)

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 30th May 2026 **until 5pm Monday 15th June 2026**.

John Brown
GENERAL MANAGER

SHEET No.	DRAWING TITLE	ISSUE	DATE
A00	Cover Sheet	A.1	15/05/2026 3:42 AM
A01	Site Plan	A.1	15/05/2026 3:42 AM
A02	Floor Plan - Primary Dwelling	A	4/05/2026 5:53 AM
A03	Floor Plan - Ancillary Dwelling	A	4/05/2026 5:53 AM
A04	Proposed Shed Plan	A	4/05/2026 5:53 AM
A05	Elevations 1	A	4/05/2026 5:53 AM
A06	Elevations 2	A	4/05/2026 5:53 AM

SHEET No.	DRAWING TITLE	ISSUE	DATE
A07	Door / Window Schedule - Dwelling...	A	4/05/2026 5:53 AM
A08	Solar Access - Dwelling	A	4/05/2026 5:53 AM
A09	Solar Access - Site	A	4/05/2026 5:53 AM
A10	Renders - Client Finishes	A	4/05/2026 5:53 AM
A11	Site Detail	A.1	15/05/2026 3:42 AM

Development Application

Issue: A.1 - LGA / TasWater RFI



Design Notes

KN-01	Driveway / Site massing aligned to incorporate existing site crossover
KN-02	Driveway designed to allow forward exit of rear parking spaces
KN-03	Garage located to maximise clearance from dwelling. Appropriate offset from sewer infrastructure assigned

Note:

Development to be staged by way of the following individual Building Applications -
 Garage and site works
 Proposed Dwelling
 Proposed Dwelling 2 (ancillary dwelling)

SITE DETAILS

ADDRESS: 52 Annabel Drive St Helens TAS TAS 7216
 LOT/DP: 186813/44
 COUNCIL: Break O'Day Council
 ZONING: General Residential
 SITE AREA: 962m²

NOTE:
 ALL DIMENSIONS TO BE VERIFIED
 ONSITE BY BUILDING CONTRACTOR
 AND PHYSICALLY LOCATE ALL
 UNDERGROUND SERVICES AND
 THEIR LOCATION IN RELATION TO
 PROPOSED WORKS.
 WRITTEN DIMENSIONS
 PREFERRED OVER SCALED
 DIMENSIONS.
 DISCREPANCIES TO BE REFERRED TO
 THE BUILDING DESIGNER BEFORE
 PROCEEDING.

ISSUE LIST

Issue	Description	Date
SK1	Concept Development	17/11/2025
SK2	Concept Development	15/12/2025
SK3	Concept Finalisation	23/12/2025
SK4	Concept Finalisation	19/01/2026
A	Development Application	4/05/2026
A.1	LGA / TasWater RFI	15/05/2026

PROJECT
 Proposed Dwelling, Garage & Ancillary Dwelling
PROJECT ADDRESS:
 186813/44
 52 Annabel Drive St Helens TAS TAS 7216

CLIENT
 Uta Bauer & Colin Legg

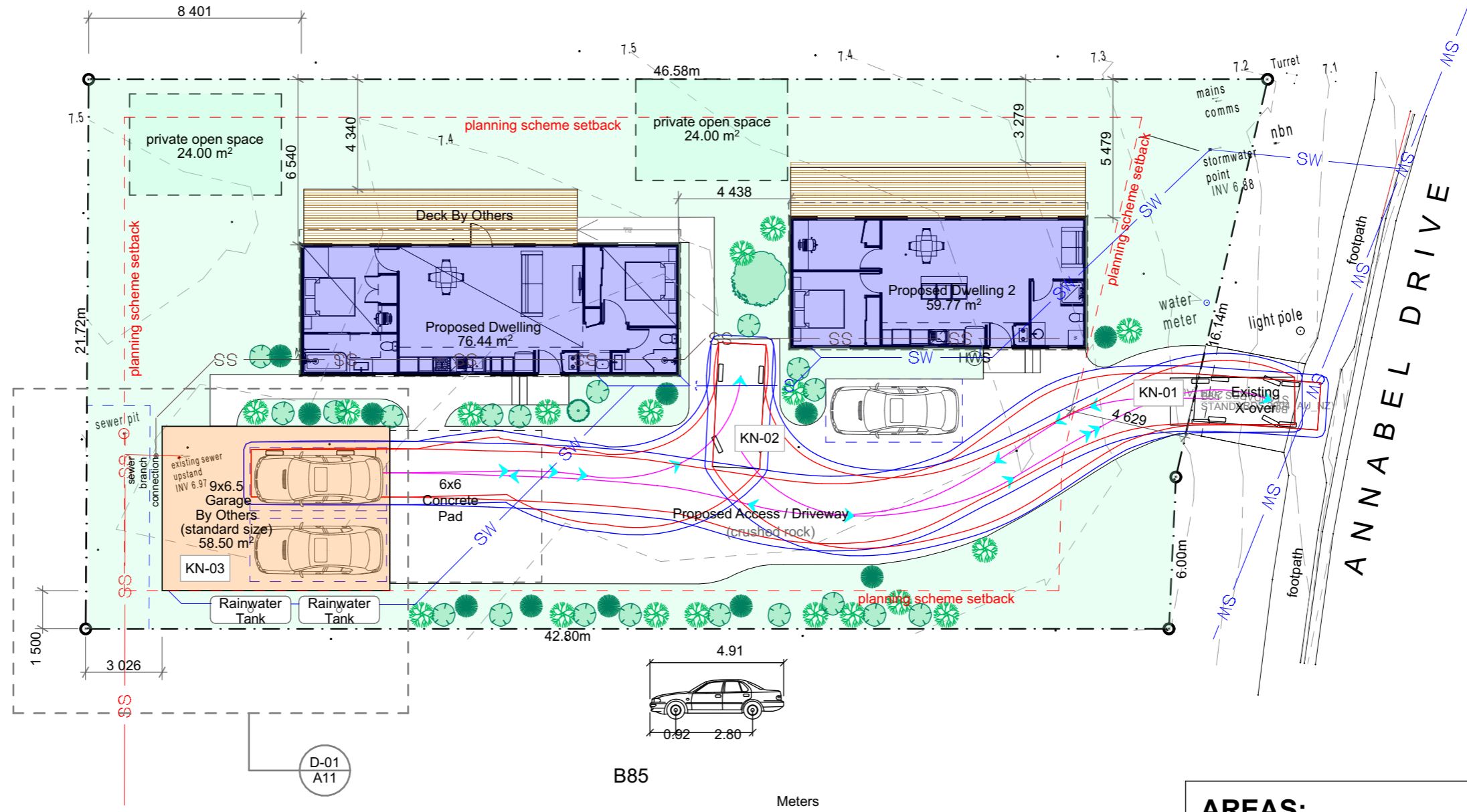
SHEET SIZE A3
A01

Site Plan
 SCALE: 1:200
 PROJECT NUMBER: T226



DRAWN BY:
MP, BP
CHECKED BY:
MP
DATE:
Friday, 15 May 2026
BDA&T: 6521

SPECTURA STUDIO
 www.spectura.com.au
 P: 0423 250 079
 E: admin@spectura.com.au
 QBCC: 15158346
 CBOS: 964058515



Proposed Site Plan
 Scale 1:200

Note:
 Site survey undertaken by Andrew Butler of Woolcott Land Services and East Coast Surveying; Registration number 398 on 09/04/26. TasWater infrastructure located by means of this survey.

B85

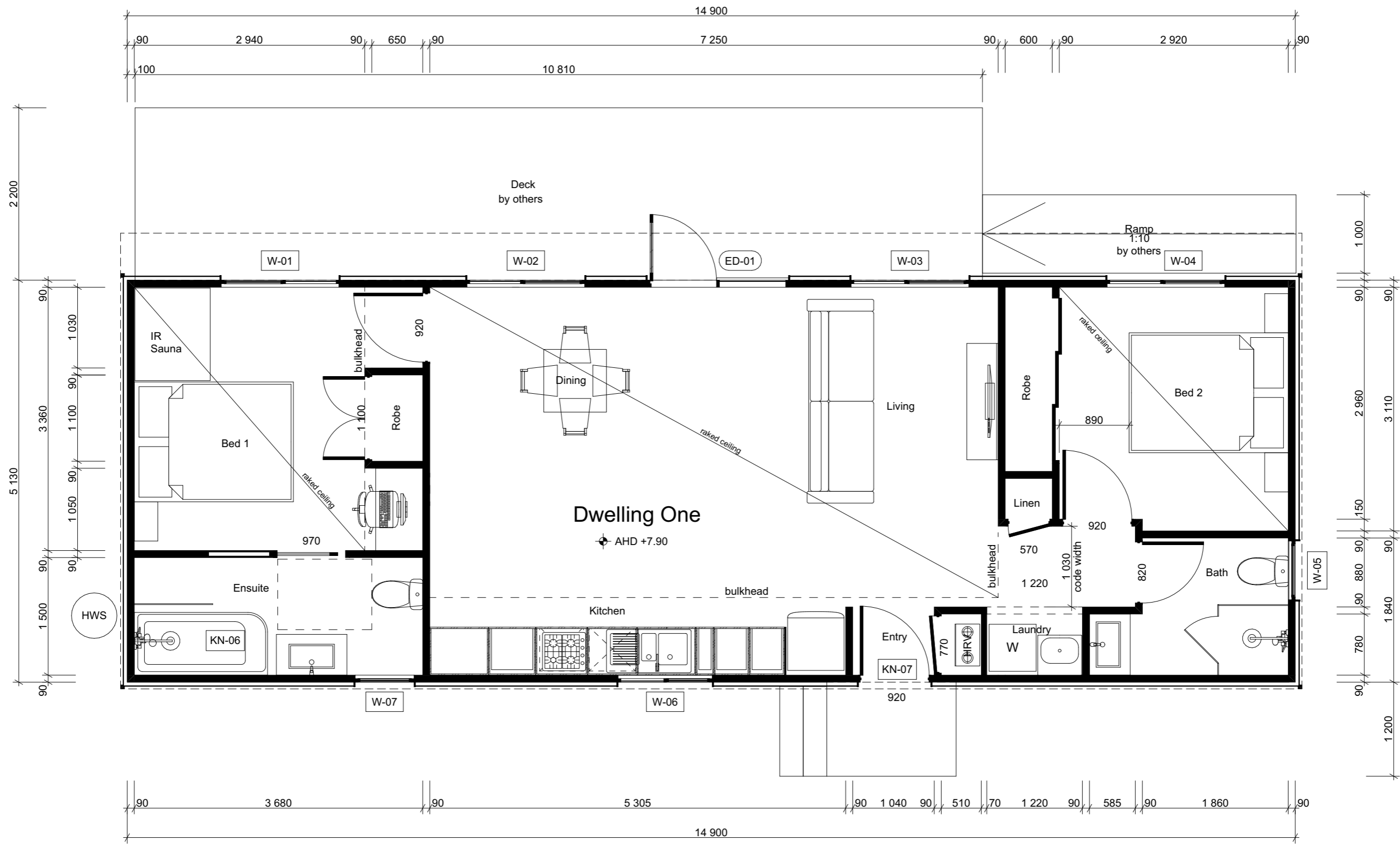
Meters	
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.00 s
Steering Angle	: 34.09 deg

AREAS:

Proposed Primary Dwelling:	76.44m ²
Proposed Ancillary Dwelling:	59.77m ²
Proposed Garage:	58.50m ²
Proposed Deck - Primary Dwelling:	23.78m ²
Proposed Deck - Ancillary Dwelling:	24.20m ²
TOTAL BUILDING FOOTPRINT:	242.69m²
Site Area:	962m²
SITE COVERAGE:	25.2%

Scale 1:50 0 0.50 1.00 1.50 2.00 2.50 3.00 3.50 4.00 4.50 5.00m

E-01
A05



Proposed Floor Plan

Scale 1:50

PROJECT NUMBER: T226

DRAWN BY: MP, BP
CHECKED BY: MP
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Proposed Dwelling, Garage & Ancillary Dwelling

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186813/44
52 Annabel Drive St Helens TAS TAS 7216

CLIENT
Uta Bauer & Colin Legg

A02

SHEET SIZE A3

Floor Plan - Primary Dwelling

SCALE: 1:50
PROJECT NUMBER: T226



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Design Notes

- KN-06 Shower Over Bath
- KN-07 Currently specified as timber door for superior thermal performance

Scale 1:50 0.50 0 0.50 1.00 1.50 2.00 2.50 3.00 3.50 4.00 4.50 5.00m

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ISSUE LIST		
Issue	Description	Date
A	Development Application	4/05/2026

PROJECT
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 Dwelling
PROJECT ADDRESS:
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 52 Annabel Drive St Helens TAS TAS 7216

CLIENT
 Uta Bauer & Colin Legg

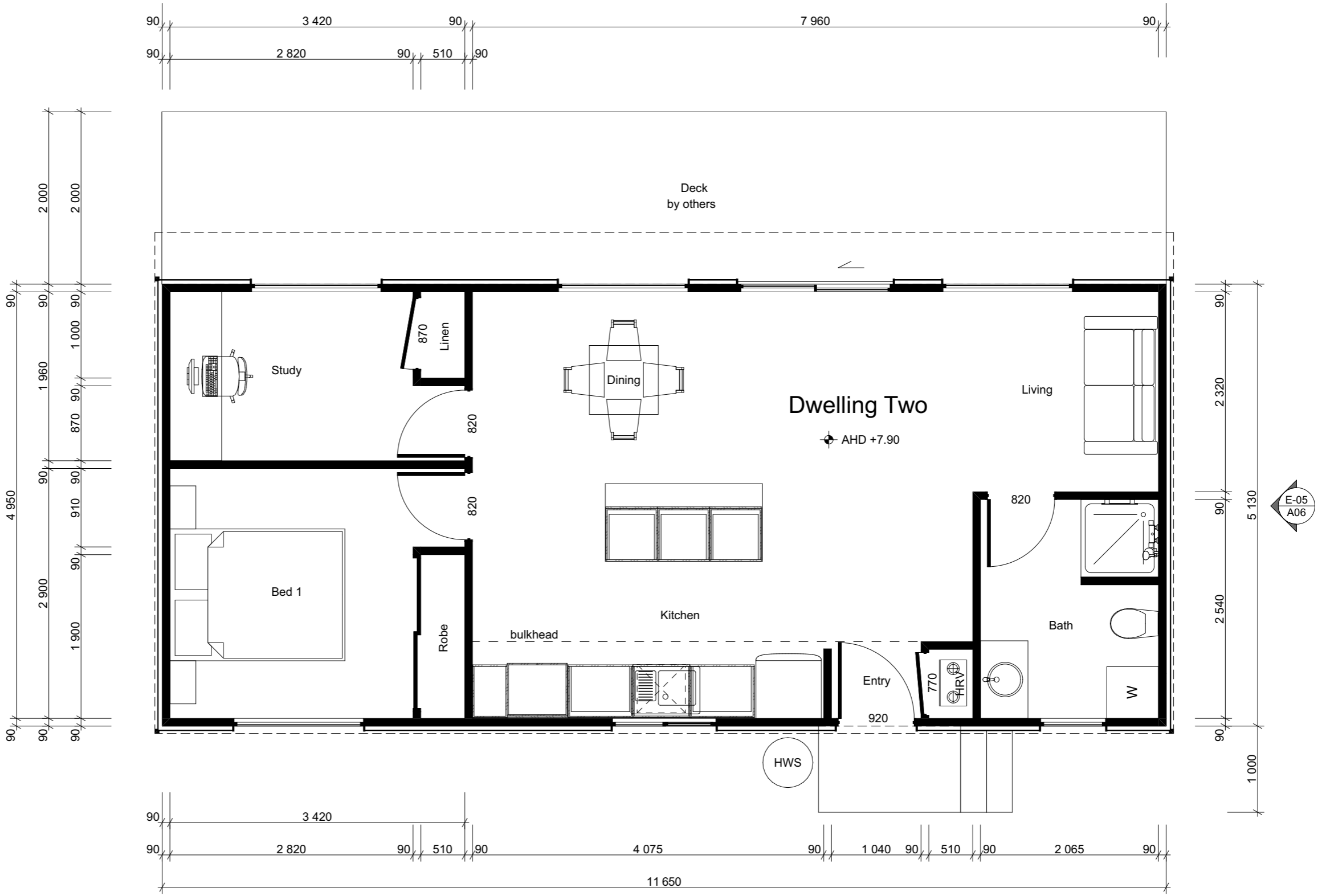
SHEET SIZE A3
A03



Floor Plan - Ancillary Dwelling
 SCALE: 1:50
 PROJECT NUMBER: T226

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Proposed Floor Plan - Ancillary Dwelling
 Scale 1:50

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Scale 1:50 0.50 0 0.50 1.00 1.50 2.00 2.50 3.00 3.50 4.00 4.50 5.00m


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ISSUE LIST		
Issue	Description	Date
A	Development Application	4/05/2026


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 Dwelling
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CLIENT
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SHEET SIZE A3
A04

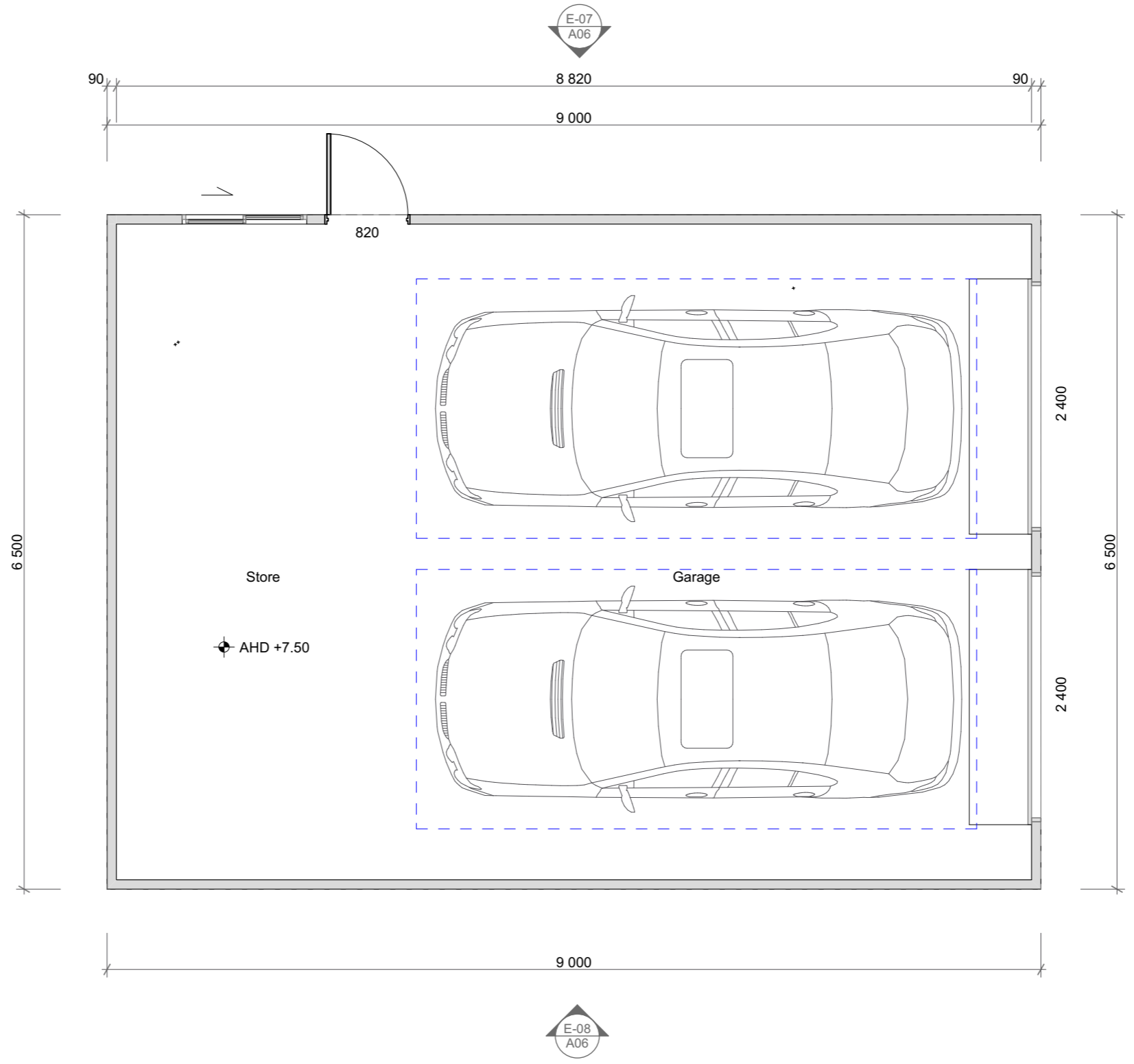


Proposed Shed Plan
 SCALE: 1:50
 PROJECT NUMBER: T226



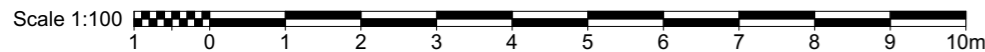
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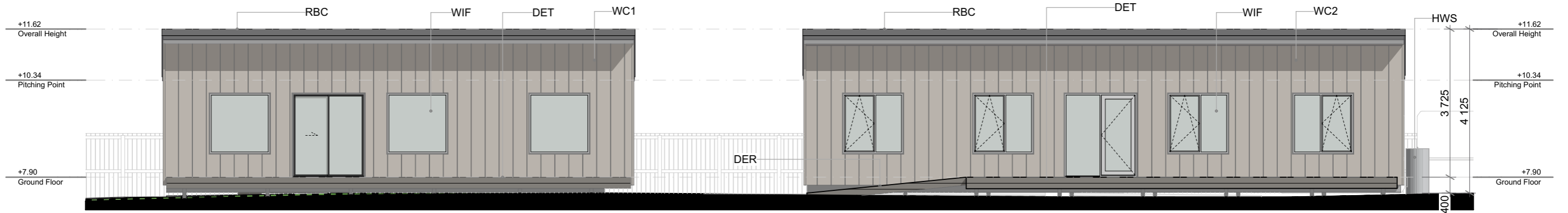


Proposed Shed Plan
 Scale 1:50

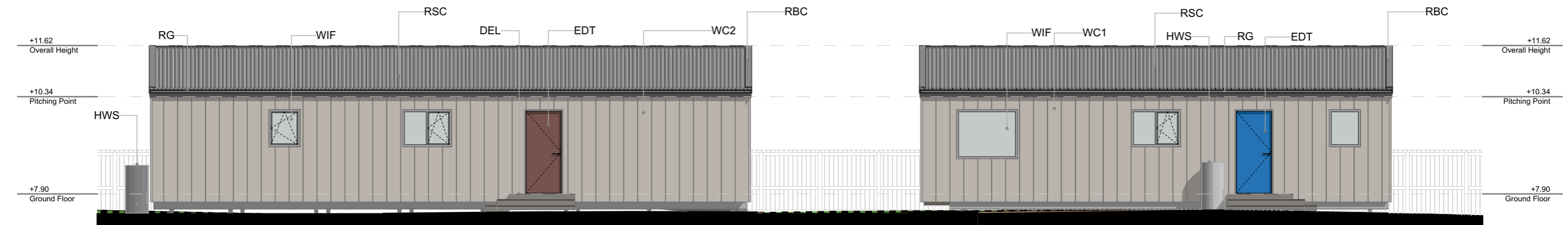
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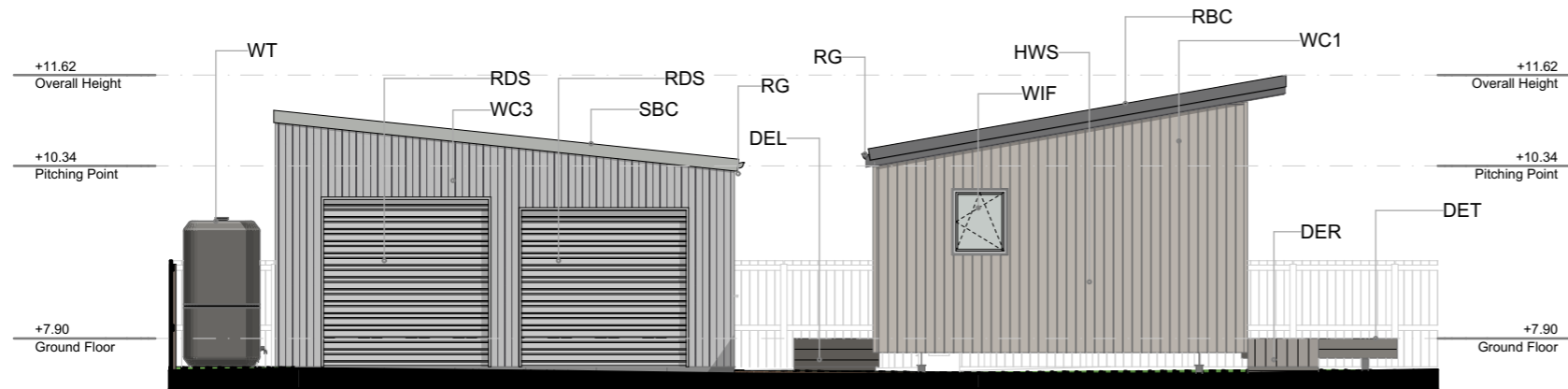
NOTE:
 Heights indicated on elevation storey levels are shown to the Australian Height Datum (AHD).



E-01 North Elevation
 A02 Scale 1:100



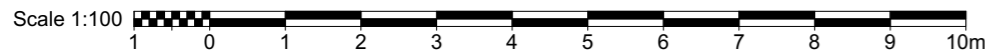
E-03 South Elevation
 A02 Scale 1:100



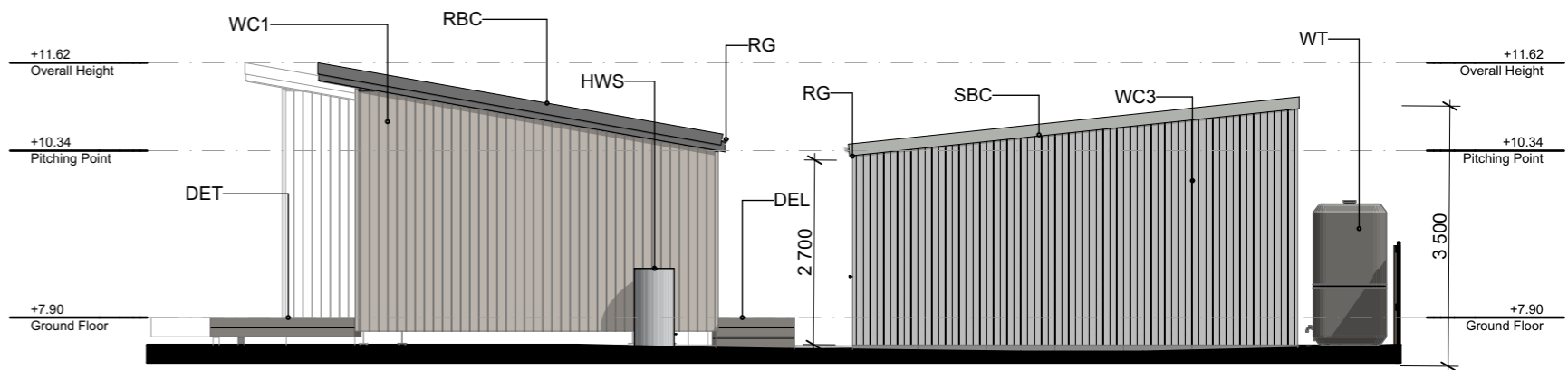
E-02 East Elevation - Primary Dwelling
 A02 Scale 1:100

Legend		Details	
DEL	Decking - Landing	Decking type to be determined	Entry Landing
DER	Deck Ramp	To comply with ABCB Livable Housing Guidelines	Decking type to be determined
DET	Decking	Decking type to be determined	140mm boards
EDT	Entry Door	Solid core timber entry door	Finish to specification
HWS	Hot Water System	Location and Type to be confirmed	
RBC	Roof - Barge Cap	0.55BMT Flashing to Match Roof Sheet	
RDS	Shed - Roller door	Double roller door	To shed supplier specification
RG	Roof - Gutter	0.55BMT Flashing to Match Roof Sheet	Minimum dimensions: 125m wide 60mm deep
RSC	Roof - Custom Orb	Custom Orb roof sheet profile. 10° pitch	Finish: Colorbond Basalt
SBC	Shed - Barge Cap	0.55BMT Flashing to Match Shed Roof Sheet	
WC1	Hardies Axon 133	Hardies 133mm Axon Cladding	Dulux exterior grade paint. Colour - Beige Intent
WC2	Hardies Axon 400	Hardies 400mm Axon Cladding	
WC3	Sheet Metal	Colorbond sheet metal cladding to shed supplier profile specification	Finish: Colorbond Shale Grey
WIF	Glazed Doors & Windows	UPVC framed double glazed windows	Finish: to match Colorbond Basalt
WT	Water tank	Slimline Watertank	5kL rainwater tank. Dark grey

PROJECT NUMBER: T226		ISSUE LIST		PROJECT		A05	SHEET SIZE A3	Elevations 1	SCALE: 1:100	PROJECT NUMBER: T226
DRAWN BY: MP, BP		Issue	Description	Date	Proposed Dwelling, Garage & Ancillary Dwelling					
CHECKED BY: MP		SK1	Concept Development	17/11/2025	PROJECT ADDRESS: 186813/44 52 Annabel Drive St Helens TAS TAS 7216					
DATE: Friday, 15 May 2026		SK2	Concept Development	15/12/2025						
BDA&T: 6521		SK3	Concept Finalisation	23/12/2025						
		SK4	Concept Finalisation	19/01/2026						
SPECTURA STUDIO www.spectura.com.au P: 0423 250 079 E: admin@spectura.com.au QBCC: 15158346 CBOS: 964058515		A	Development Application	4/05/2026	CLIENT Uta Bauer & Colin Legg	NOTE: ALL DIMENSIONS TO BE VERIFIED ONSITE BY BUILDING CONTRACTOR AND PHYSICALLY LOCATE ALL UNDERGROUND SERVICES AND THEIR LOCATION IN RELATION TO PROPOSED WORKS. WRITTEN DIMENSIONS PREFERRED OVER SCALED DIMENSIONS. DISCREPANCIES TO BE REFERRED TO THE BUILDING DESIGNER BEFORE PROCEEDING.				



Legend		Details	
DEL	Decking - Landing	Decking type to be determined	Entry Landing
DET	Decking	Decking type to be determined	140mm boards
EDS	Shed Door	Metal door to shed supplier specification	Finish: Colorbond Shale Grey
HWS	Hot Water System	Location and Type to be confirmed	
RBC	Roof - Barge Cap	0.55BMT Flashing to Match Roof Sheet	
RG	Roof - Gutter	0.55BMT Flashing to Match Roof Sheet	Minimum dimensions: 125m wide 60mm deep
RSS	Roof - Custom Orb	Custom Orb roof sheet profile. 6° pitch	Finish: Colorbond Shale Grey
SBC	Shed - Barge Cap	0.55BMT Flashing to Match Shed Roof Sheet	
WC1	Hardies Axon 133	Hardies 133mm Axon Cladding	Dulux exterior grade paint. Colour - Beige Intent
WC2	Hardies Axon 400	Hardies 400mm Axon Cladding	
WC3	Sheet Metal	Colorbond sheet metal cladding to shed supplier profile specification	Finish: Colorbond Shale Grey
WIF	Glazed Doors & Windows	UPVC framed double glazed windows	Finish: to match Colorbond Basalt
WT	Water tank	Slimline Watertank	5kL rainwater tank. Dark grey



E-04 West Elevation
A02 Scale 1:100

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SK1	Concept Development	17/11/2025
A	Development Application	4/05/2026

PROJECT
Proposed Dwelling, Garage & Ancillary Dwelling
PROJECT ADDRESS:
186813/44
52 Annabel Drive St Helens TAS TAS 7216

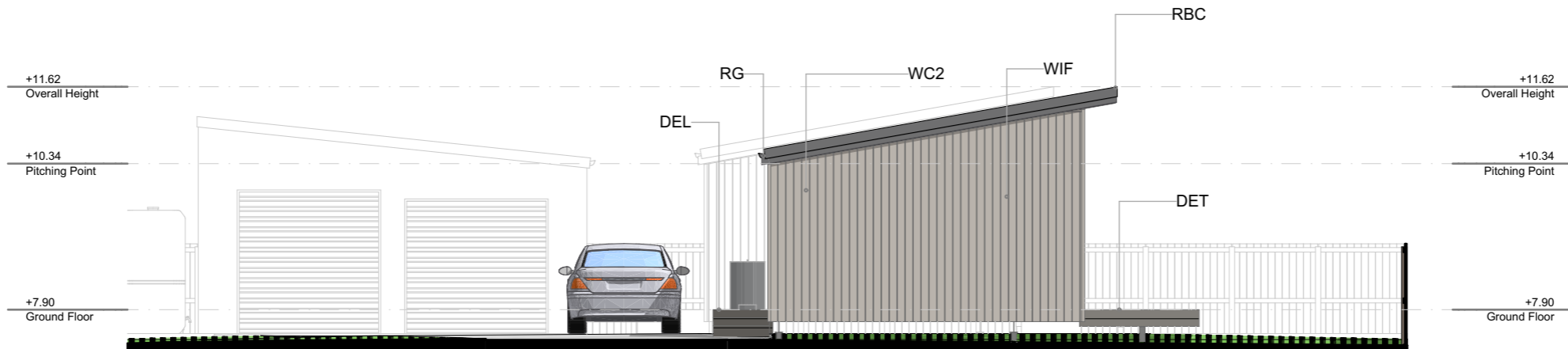
CLIENT
Uta Bauer & Colin Legg

SHEET SIZE A3
A06

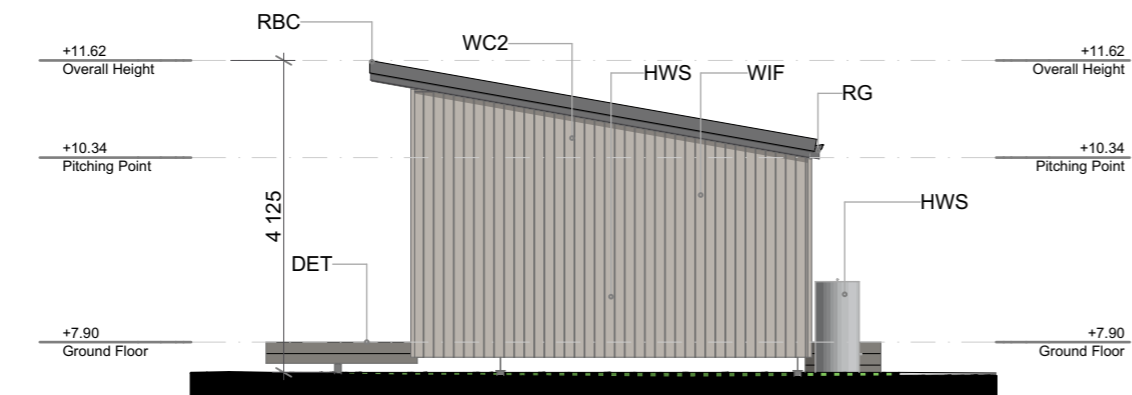
Elevations 2
SCALE: 1:100
PROJECT NUMBER: T226

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Friday, 15 May 2026
BDA&T: 6521

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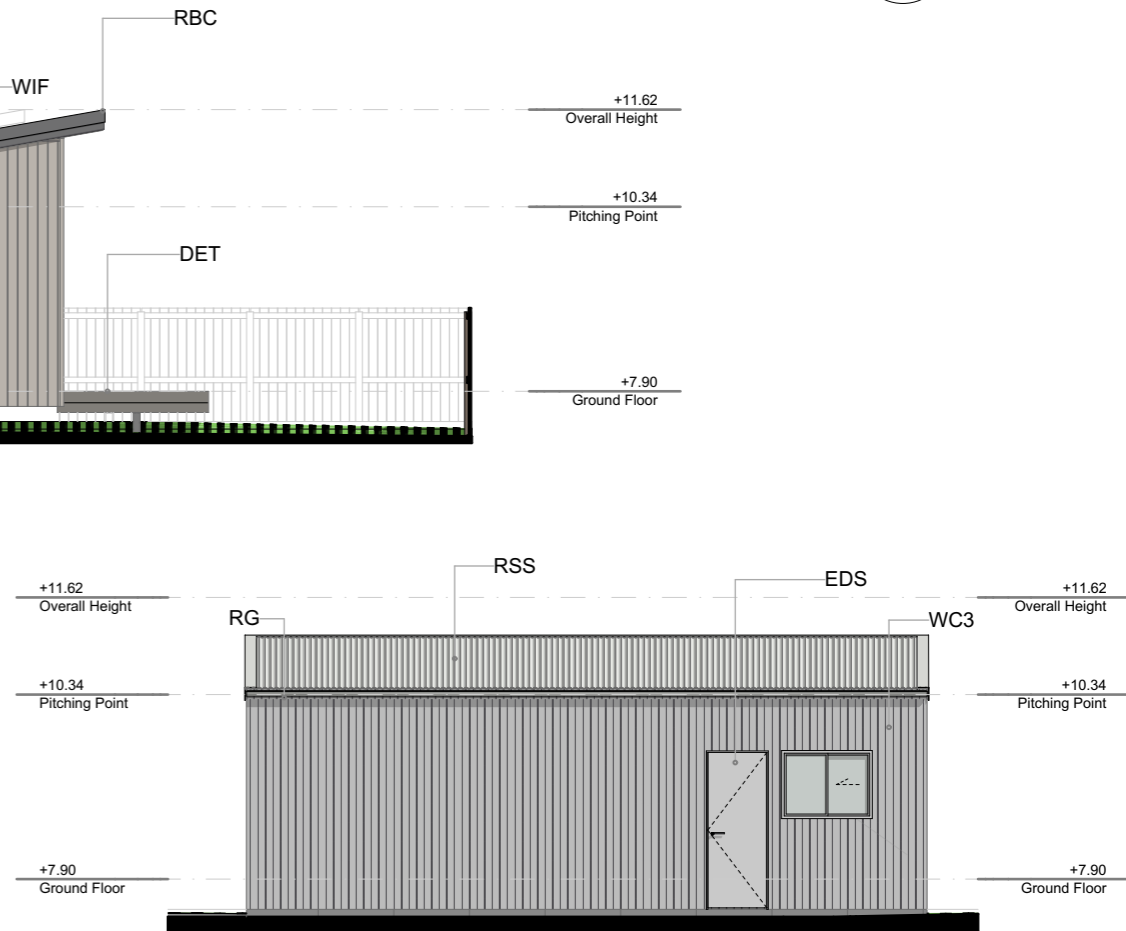


E-05 East Elevation - Street Frontage
A03 Scale 1:100

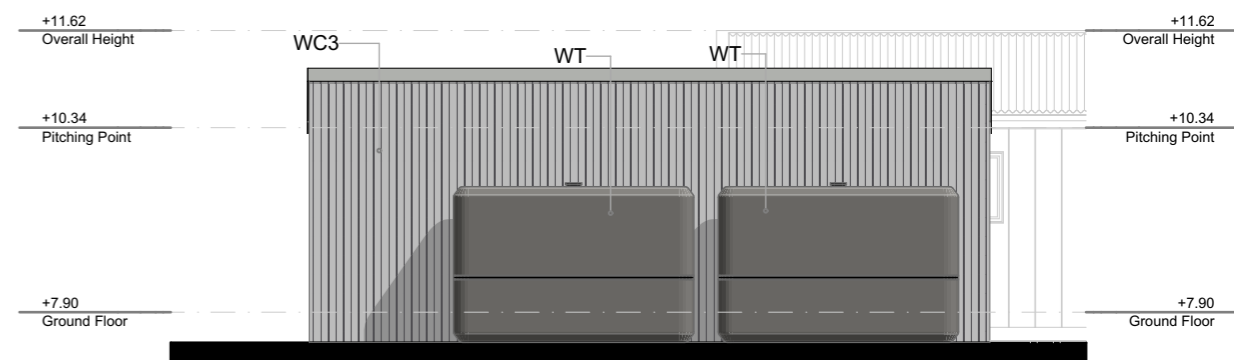


E-06 West Elevation - Ancillary Dwelling
A03 Scale 1:100

NOTE:
Heights indicated on elevation storey levels are shown to the Australian Height Datum (AHD).



E-07 North Elevation - Garage
A04 Scale 1:100



E-08 South Elevation - Garage
A04 Scale 1:100

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Scale 1:50 0.5 0 0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0 4.5 5.0m

GLAZING SCHEDULE					
WINDOW ID	ED-01	W-01	W-02	W-03	W-04
NOMINAL HEIGHT	2 100	1 500	1 500	1 500	1 500
NOMINAL WIDTH	1 800	1 500	1 500	1 500	1 500
HEAD HEIGHT	2 100	2 100	2 100	2 100	2 100
FRAME	U-PVC	U-PVC	U-PVC	U-PVC	U-PVC
GLAZING	Clear, Double-Glazed. U-Value, SHGC to be confirmed	Clear, Double-Glazed. U-Value, SHGC to be confirmed	Clear, Double-Glazed. U-Value, SHGC to be confirmed	Clear, Double-Glazed. U-Value, SHGC to be confirmed	Clear, Double-Glazed. U-Value, SHGC to be confirmed
WINDOW AREA	3.78	2.25	2.25	2.25	2.25
ELEVATION (external)					
DETAILS	Verandah Door	Bedroom 1 Window. Magnetic catch/bump stop fixed to reveal limiting casement opening to 90°	Living Window	Living Window. Magnetic catch/bump stop fixed to reveal limiting casement opening to 90°	Bedroom 2 Window

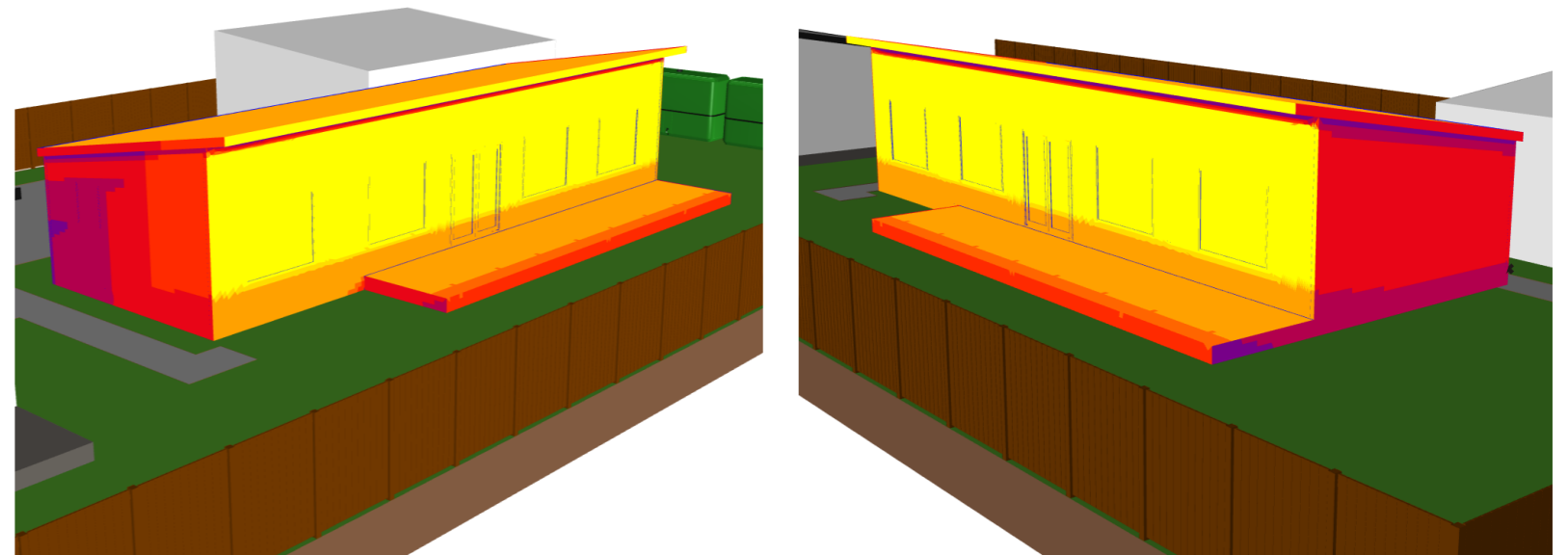
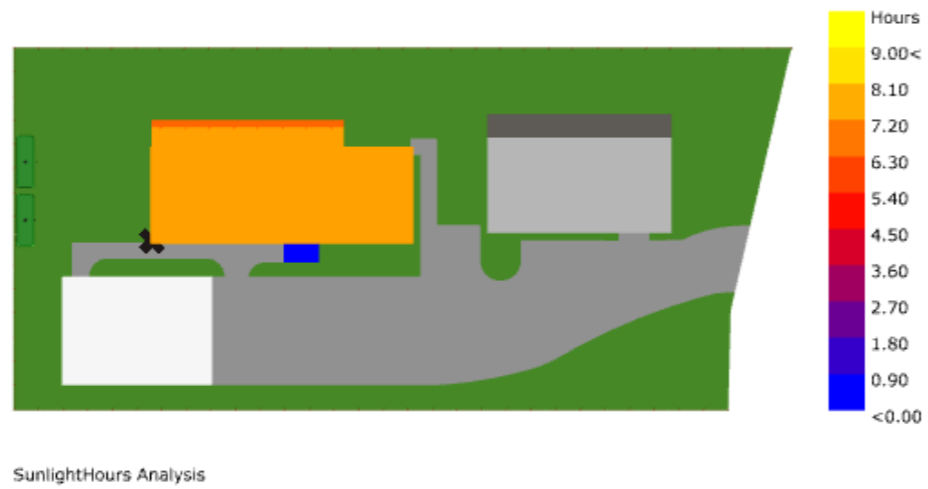
GLAZING SCHEDULE				
WINDOW ID	W-05	W-06	W-07	
NOMINAL HEIGHT	900	900	900	
NOMINAL WIDTH	750	1 200	750	
HEAD HEIGHT	2 100	2 100	2 100	
FRAME	U-PVC	U-PVC	U-PVC	
GLAZING	Frosted, Double-Glazed. U-Value, SHGC to be confirmed	Clear, Double-Glazed. U-Value, SHGC to be confirmed	Frosted, Double-Glazed. U-Value, SHGC to be confirmed	
WINDOW AREA	0.68	1.08	0.68	15.22 m ²
ELEVATION (external)				
DETAILS	Ensuite	Kitchen	Bathroom	

Note:
Glazing to comply with AS1288-2021 - Glass in Buildings

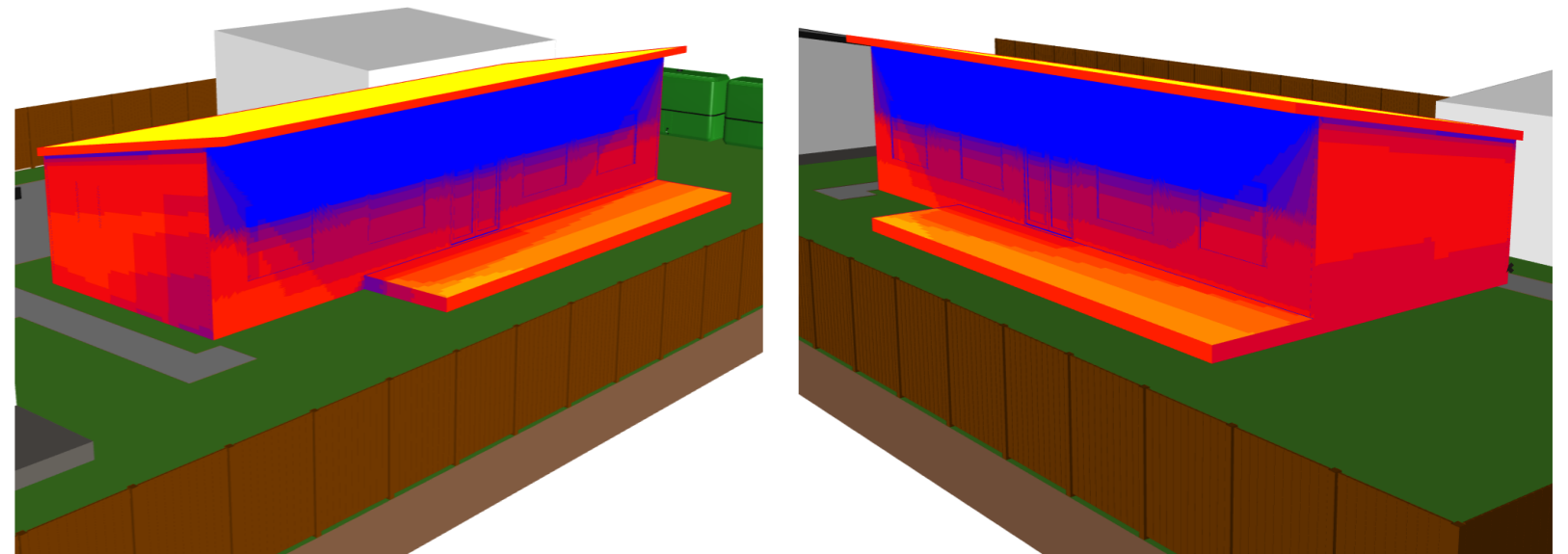
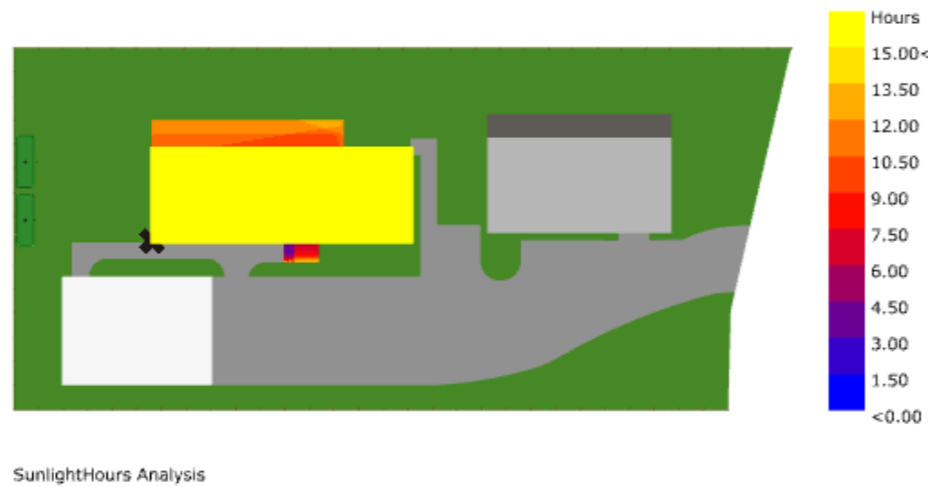
Note:
External windows and glazed doors to comply with AS2047:2014 - Windows & external glazed doors in buildings



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	BDA&T: 6521		SK3	Concept Finalisation	23/12/2025	Uta Bauer & Colin Legg		
			SK4	Concept Finalisation	19/01/2026	SHEET SIZE A3		
		A	Development Application	4/05/2026	Door / Window Schedule - Dwelling One			
					SCALE: 1:1			
					PROJECT NUMBER: T226			

Winter Solstice Modelling Results

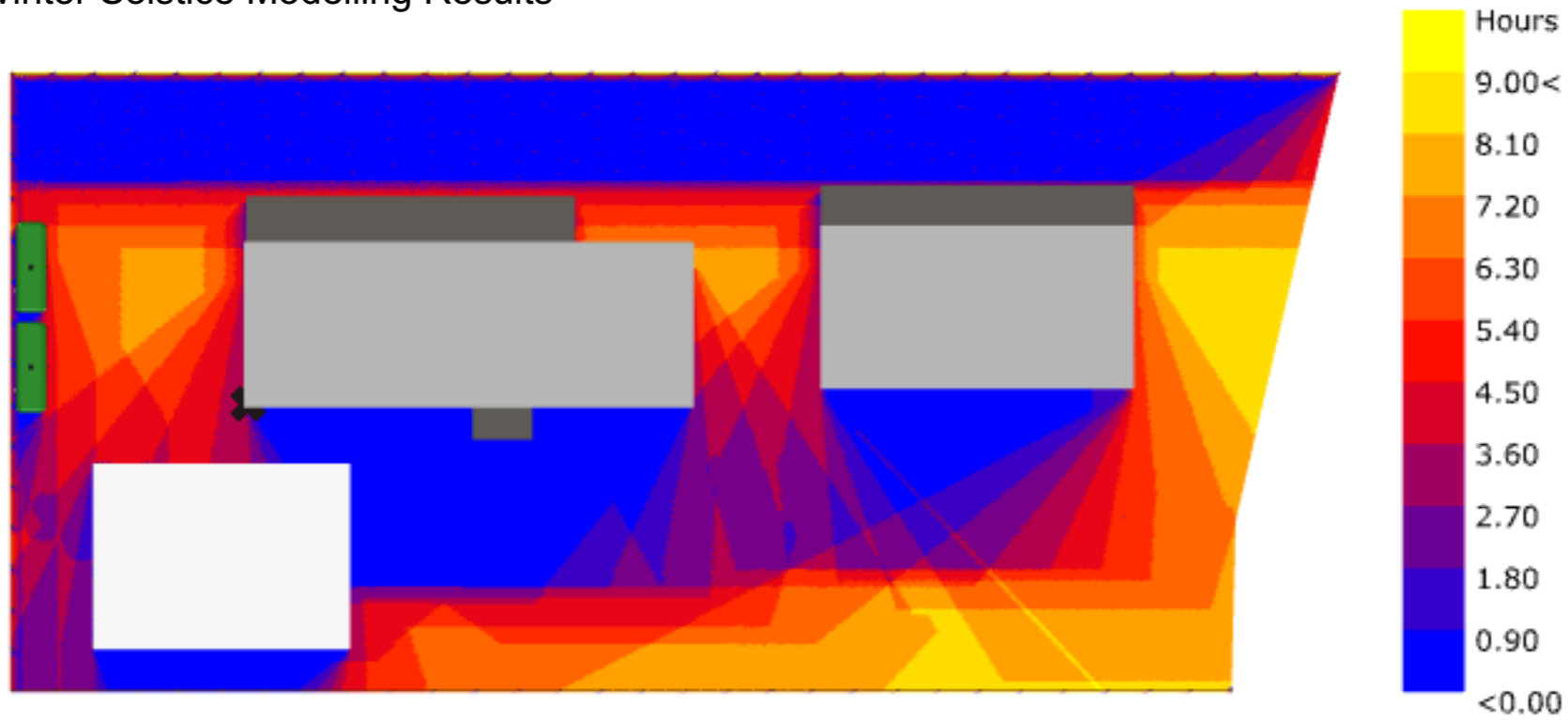


Summer Solstice Modelling Results



PROJECT NUMBER: T226		ISSUE LIST		PROJECT		A08		NOTE: ALL DIMENSIONS TO BE VERIFIED ONSITE BY BUILDING CONTRACTOR AND PHYSICALLY LOCATE ALL UNDERGROUND SERVICES AND THEIR LOCATION IN RELATION TO PROPOSED WORKS. WRITTEN DIMENSIONS PREFERRED OVER SCALED DIMENSIONS. DISCREPANCIES TO BE REFERRED TO THE BUILDING DESIGNER BEFORE PROCEEDING.
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Winter Solstice Modelling Results



SunlightHours Analysis

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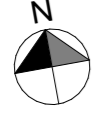
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SHEET SIZE A3
A09

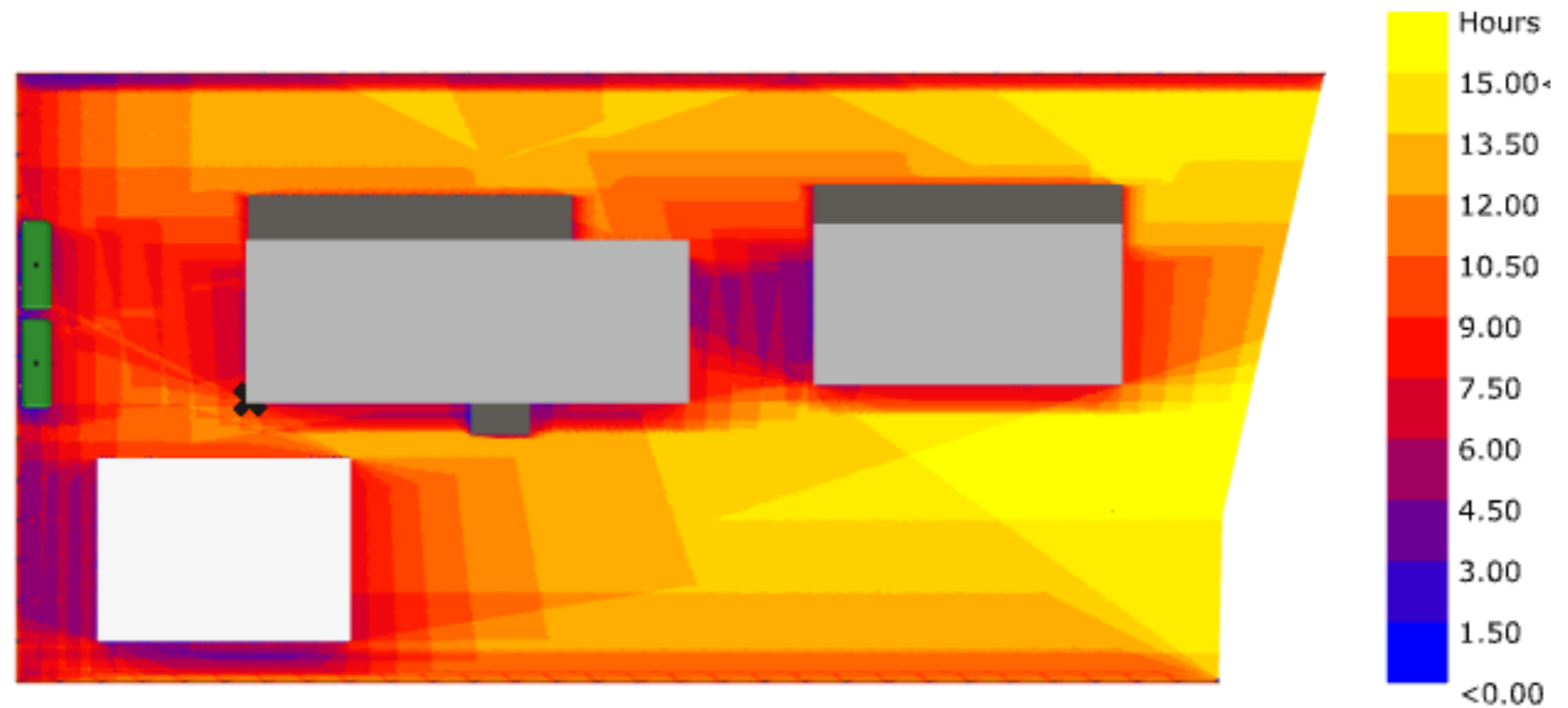


Solar Access - Site
SCALE:
PROJECT NUMBER: T226


DRAWN BY:
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Summer Solstice Modelling Results



SunlightHours Analysis

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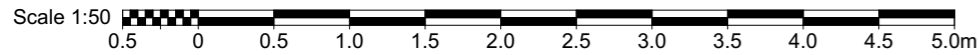


Issue	Description	Date
A	Development Application	4/05/2026

PROJECT NAME
Annabel Street - TMH

PROJECT ADDRESS:
52 Annabel Drive St Helens
TAS TAS 7216

A10
Renders - Client
Finishes



NOTE:
 ALL DIMENSIONS TO BE VERIFIED
 ONSITE BY BUILDING CONTRACTOR
 AND PHYSICALLY LOCATE ALL
 UNDERGROUND SERVICES AND
 THEIR LOCATION IN RELATION TO
 PROPOSED WORKS.
 WRITTEN DIMENSIONS
 PREFERENCED OVER SCALED
 DIMENSIONS.
 DISCREPANCIES TO BE REFERRED TO
 THE BUILDING DESIGNER BEFORE
 PROCEEDING.

ISSUE LIST		
Issue	Description	Date
A.1	LGA / TasWater RFI	15/05/2026

PROJECT
 Proposed Dwelling, Garage & Ancillary
 Dwelling
PROJECT ADDRESS:
 186813/44
 52 Annabel Drive St Helens TAS TAS 7216

CLIENT
 Uta Bauer & Colin Legg

SHEET SIZE A3
A11

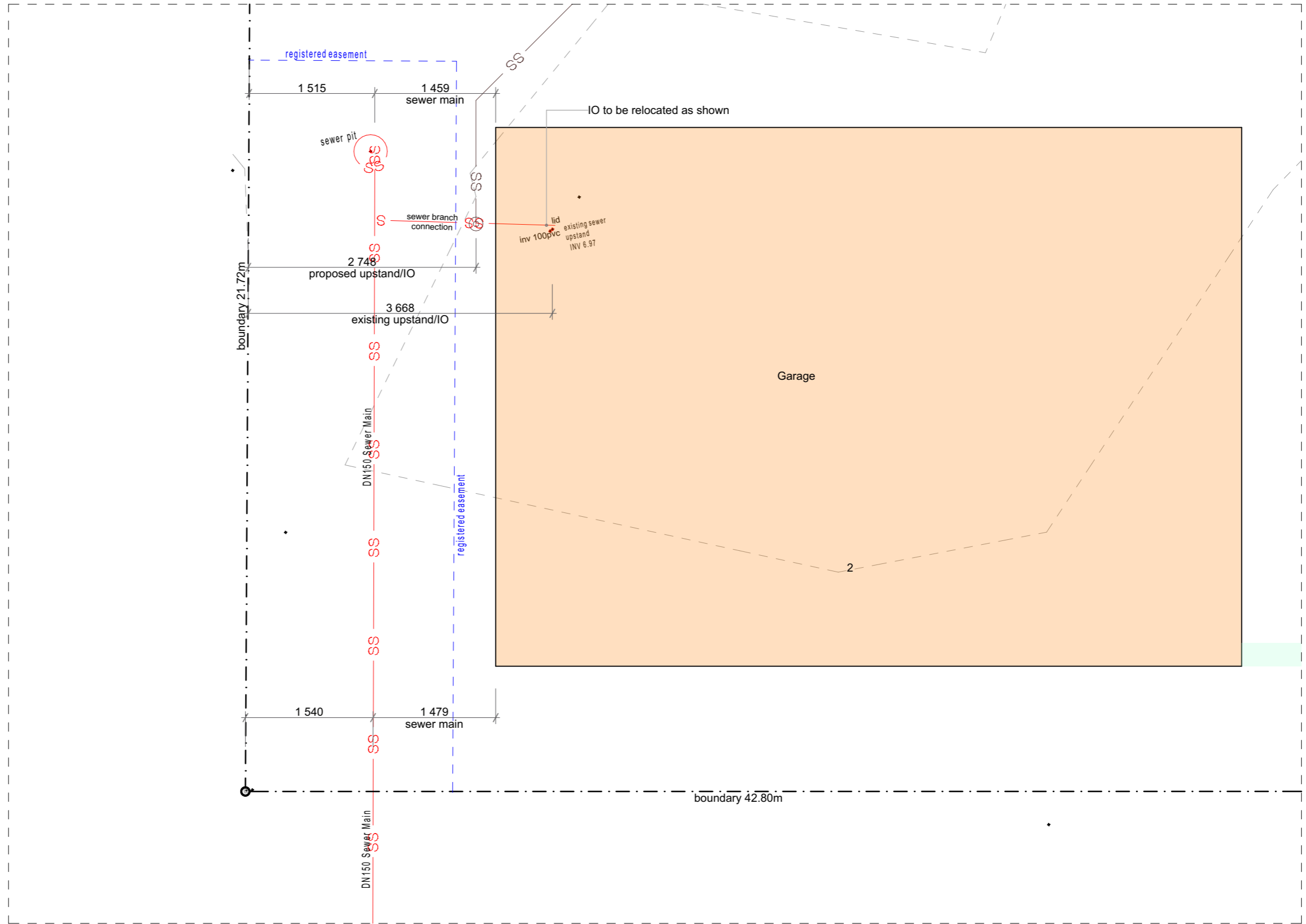


Site Detail
 SCALE: 1:50

PROJECT NUMBER: T226

SPECTURA STUDIO
 www.spectura.com.au
 P: 0423 250 079
 E: admin@spectura.com.au
 QBCC: 15158346
 CBOS: 964058515

DRAWN BY:
 MP, BP
CHECKED BY:
 MP
DATE:
 Friday, 15 May
 2026
 BDA&T: 6521



D-01 Site Detail - Taswater Infrastructure
 A01 Scale 1:50

Note:
 Site survey undertaken by Andrew Butler of Woolcott Land Services and
 East Coast Surveying (registration number 398) on 09/04/26. TasWater
 infrastructure located by means of this survey.

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SINGLE DWELLING, GARAGE AND SECONDARY RESIDENCE – SUPPORTING SUBMISSION

52 Annabel Drive, St Helens

May 2026 (Version 1.1)

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BASIC PLANNING OVERVIEW	
DESCRIPTION OF PROJECT:	Single Dwelling, Garage and Secondary Residence
PROPERTY ADDRESS:	52 Annabel Drive ST HELENS
TITLE No:	186813/44
PROPERTY ID:	9253622
PLANNING INSTRUMENT:	Tasmanian Planning Scheme – Break O’Day
APPLICABLE ZONE(S):	General Residential
APPLICABLE CODE(S):	Parking and Sustainable Transport
	Road and Railway Assets
SPECIFIC AREA PLAN:	Stormwater Management

1 Overview

This submission provides planning appraisal support for a proposal for the development of a single dwelling, garage and secondary residence upon land at 52 Annabels Drive, St Helens (Folio of the Register 186813/44).

The subject land is entirely identified within the General Residential Zone under Break O’Day Council’s Planning Scheme (the ‘Tasmanian Planning Scheme – Break O’Day’) and comprises a total area of 962 m². The land is provided with frontage to Annabels Drive, a local road (sealed) maintained by the Break O’Day Council.

This report provides a planning appraisal of the proposal against relevant statutory provisions of the Tasmanian Planning Scheme – Break O’Day.



Figure 1: Aerial image identifying spatial proportions (blue outline) of F/R 186813/44 (Source: LISTmap).

2 Site Details

Address:	52 Annabel Drive ST HELENS		
Title No:	186813/44		
Landowner:	Uta Bauer and Colin Legg		
Dimensions:	Area	Average Width	Average Depth
	962 m ²	Approx. 22 m	Approx. 45 m
Slope:	Grade	Elevation	Direction
	flat	7 AHD	N/A
Existing Use or Development:	Undeveloped residential land (vacant)		
Vegetation:	N/A		
Services:	Water	Sewer	Stormwater
	Serviced Area	Serviced Area	Serviced Area
	Connection	Connection	Connection
	Existing	Existing	Existing
Vehicle Access:	Road	Access Type	Vehicle Crossing
	Annabel Drive	Direct Frontage	Existing
Surrounding Use and Development	North	Residential use (General Residential Zone)	
	South	Residential use (General Residential Zone)	
	East	Residential use (General Residential Zone)	
	West	Residential use (General Residential Zone)	

3 Description of Proposal

Site Context

The subject land is located at 52 Annabel Drive, St Helens. It is situated within a contemporary residential precinct of St Helens characterised by detached dwellings on conventional urban allotments. The land possesses a predominantly flat gradient, with an extremely gentle downhill incline occurring from west to east (toward Colchis Creek). The site is approximately 962 m² in area and is currently vacant and undeveloped.

Planning Context

The subject land is entirely identified within the General Residential Zone under the Tasmanian Planning Scheme – Break O’Day. Land surrounding the site in all directions is similarly identified within the

General Residential, supporting single dwelling on standard residential allotments. Zoning configuration of the subject and surrounding land is illustrated at Figure 2, below:

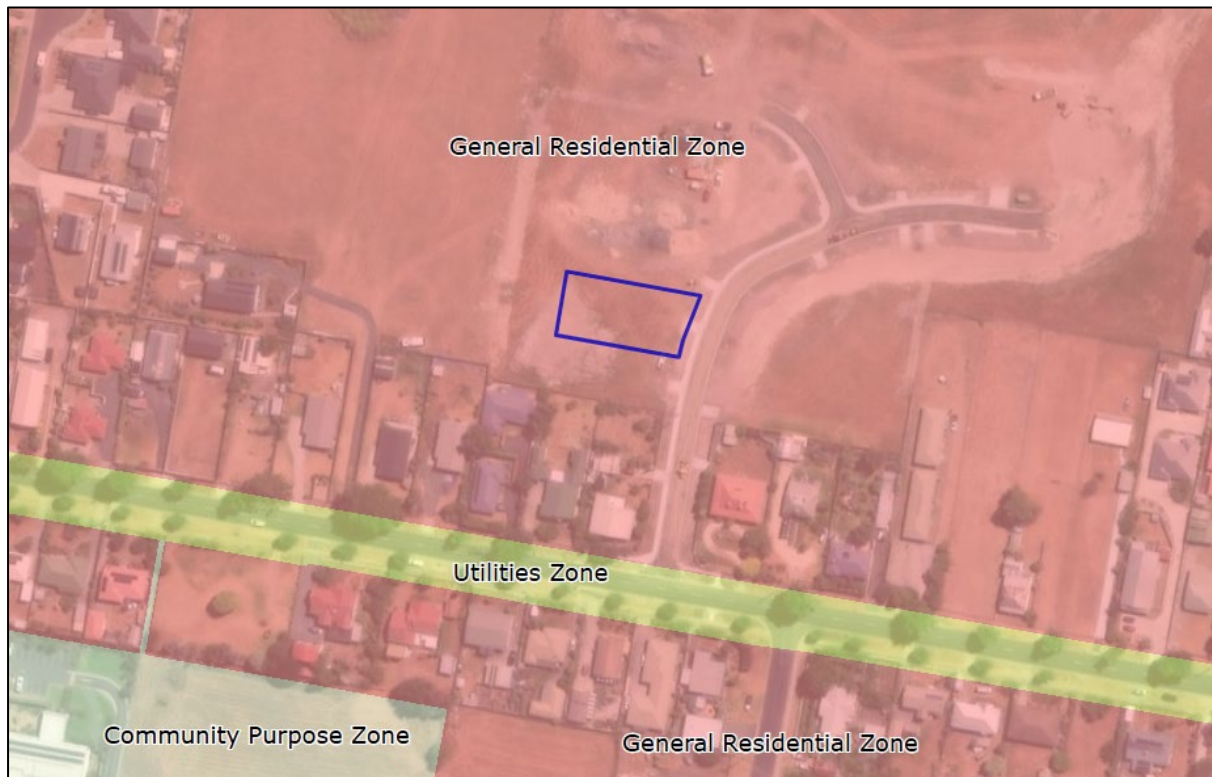


Figure 2: Site and surrounding land zoning configuration under the Tasmania Planning Scheme – Break O’Day (Source: LISTmap).

Proposal Context

The proposal seeks approval for a residential development comprising a primary single dwelling, secondary residence and detached garage, together with associated access, parking, landscaping and private open space. The proposal has been carefully arranged to provide functional separation between the primary dwelling and secondary residence, while maintaining an integrated overall site layout. Vehicle access is to be provided via the existing crossover to Annabel Drive, with a new internal crushed rock driveway servicing both dwellings and enabling convenient on-site manoeuvring and forward vehicle exit movements.

The primary dwelling will comprise an approximate floor area of gross 76.44 m² and incorporates two bedrooms, open plan kitchen, dining and living areas, bathroom, ensuite, laundry, robes, internal storage and associated decking (23.78 m² in floor area). The design emphasises efficient use of floor space, modern liveability and connection to external open space areas. The dwelling adopts a contemporary built form with lightweight materials, skillion roof profile, articulated façades and generous glazing to maximise natural light penetration and passive solar opportunities. The submitted elevations indicate an overall building height of approximately 4.13 metres above finished ground level. The dwelling is positioned upon the central west area of the allotment with generous setbacks, including approximately 4.34 metres from the northern (side) boundary, over 19 metres from the frontage to Annabel Drive, 8.40 metres from the western (rear) boundary and approximately 4.44 metres separation from the secondary residence.

The secondary residence will be appurtenant to the primary (single) dwelling and comprise an approximate gross floor area of 59.77 m². It has been designed as a self-contained ancillary living environment comprising one bedroom, study, bathroom, open plan kitchen/living/dining area, entry and private deck space (24.20 m² in floor area). The building has been positioned to maintain privacy and functional independence from the principal dwelling, while remaining subordinate in overall scale and complementary in architectural presentation. The provision of the secondary residence introduces flexible housing outcomes capable of accommodating extended family, dependent persons or similar domestic arrangements consistent with residential use of the site. The building presents a modest overall height of approximately 4.13 metres above ground level and is set back approximately 4.50 metres from the frontage to Annabel Drive and 3.28 metres from the nearest side boundary (the northern boundary).

A detached garage building of approximately 58.50 m² is proposed toward the western portion of the allotment, providing secure vehicle parking and storage capacity. The location of the garage has been selected to maximise clearance from the dwellings, preserve practical vehicle circulation and minimise visual dominance when viewed from the street. The garage adopts a simple contemporary outbuilding form with an approximate overall height of 3.50 metres above ground level. It is positioned with practical side (1.50 metres) and rear (3.03 metres) setbacks that maintain functional access, visual separation from adjoining properties and adequate manoeuvring space within the site. The garage will be constructed of colorbond walls and roofing, with concrete base and apron provided adjacent the roller door entry. Additional landscaping and site treatments are proposed throughout the development to soften built form presentation and enhance residential amenity. Rainwater tanks are also incorporated as part of the overall servicing strategy.

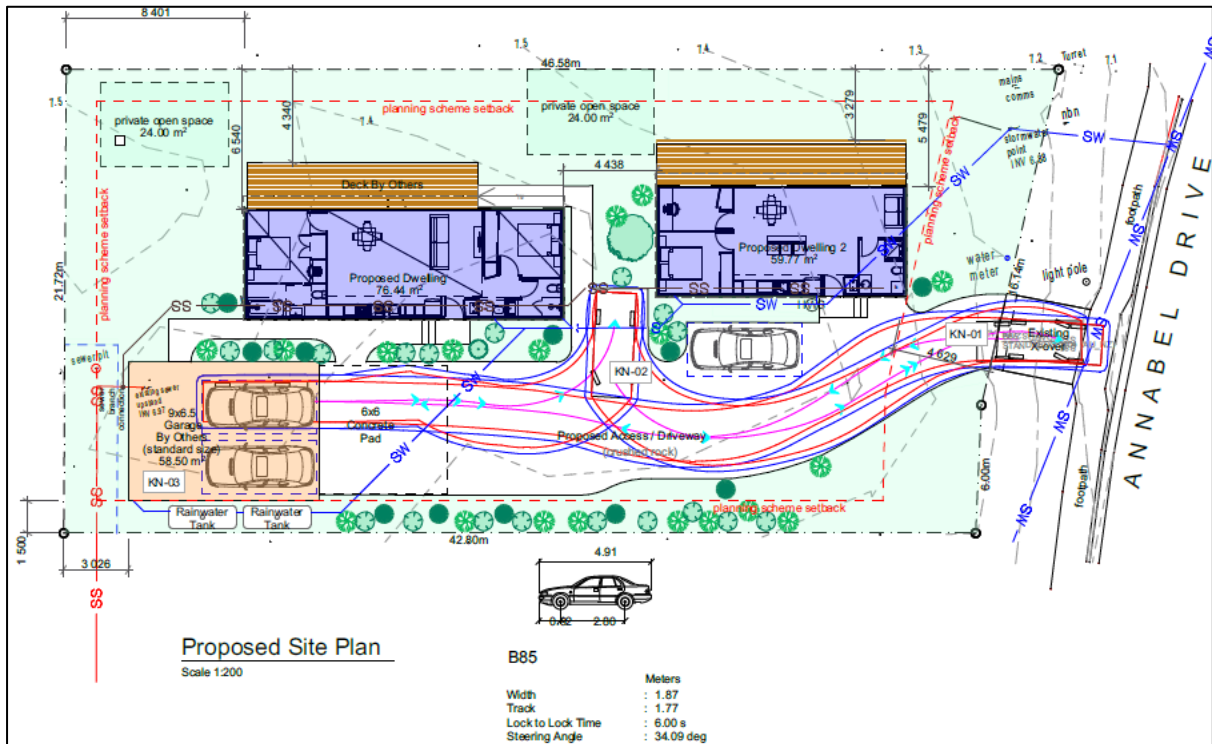


Figure 3: Proposed Site Plan (Source: Spectura Studio).

Figure 5: Floor Plan – Secondary Residence (Source: Spectura Studio).

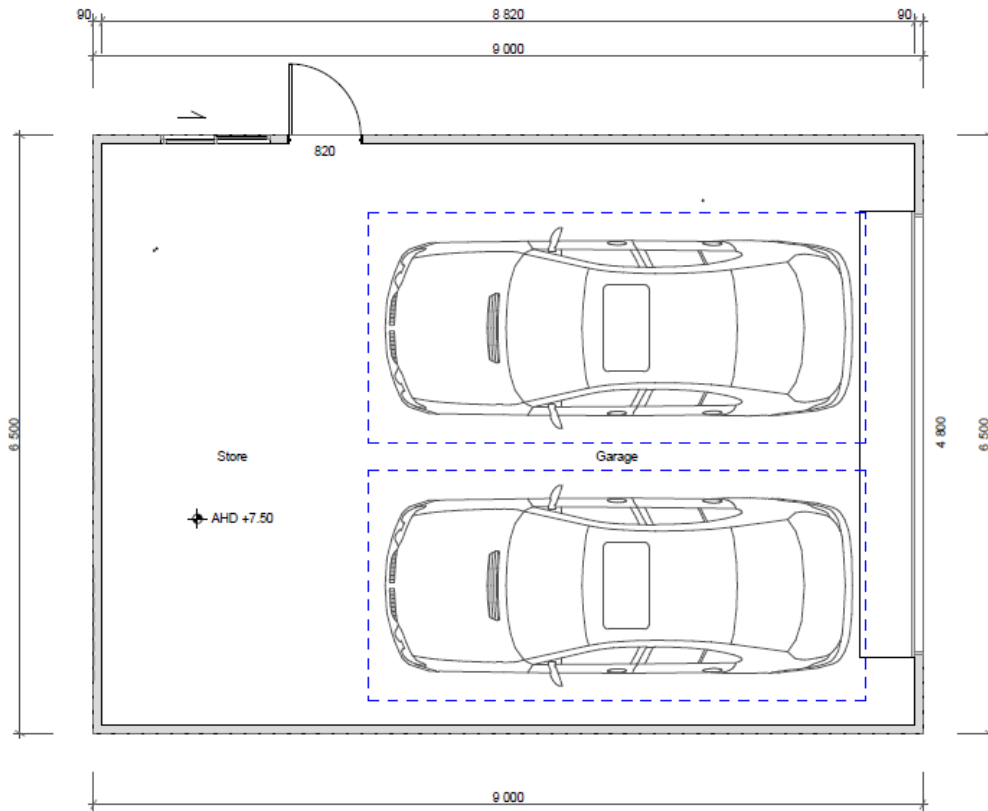


Figure 6: Floor Plan – Secondary Residence (Source: Spectura Studio).



Figure 7: Photo of development site from Annabel Drive.

4 Planning Assessment – *Tasmanian Planning Scheme – Break O’Day*

4.1 Assessment Overview

Applicable Zone(s):	General Residential
Use Status:	Single Dwelling ('no permit required' use status)
Development Status:	Discretionary (relying on performance criteria)
Applicable Code(s):	Parking and Sustainable Transport
	Road and Railway Assets
Applicable Specific Area Plan(s)	N/A

4.2 Zone Assessment

4.2.1 Development Standards for Dwellings – *Acceptable Solutions* – General Residential Zone

8.0 General Residential Zone			
8.4 Development Standards for Dwellings			
Clause	Acceptable Solution	Assessment	Compliance
8.4.2 Setbacks and building envelope for all dwellings			
A1	<p>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:</p> <p>(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;</p> <p>(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</p>	<p>All buildings will be setback equal to, or in excess of, 4.5 metres from the frontage setback onto Annabel Drive.</p>	Complies

8.0 General Residential Zone			
8.4 Development Standards for Dwellings			
Clause	Acceptable Solution	Assessment	Compliance
	<p>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or</p> <p>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</p>		
A2	<p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <p>(a) 5.5m, or alternatively 1m behind the building line;</p> <p>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</p> <p>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	<p>The proposed garage will be setback approximately 30 metres from the frontage to Annabel Drive.</p>	Complies
A3	<p>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:</p> <p>(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</p> <p>(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</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at</p>	<p>All buildings will be contained within the prescribed building envelope provided at Figure 8.1 of the Scheme (as is applicable to the site configuration).</p>	Complies

8.0 General Residential Zone			
8.4 Development Standards for Dwellings			
Clause	Acceptable Solution	Assessment	Compliance
	<p>the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and</p> <p>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>		
8.4.3 Site coverage and private open space for all dwellings			
A1	<p>Dwellings must have:</p> <p>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</p>	<p>Total site coverage of the development will comprise an area of approximately 192 m², equating to less than 20% of the total site area. The proposal therefore satisfies the requirements of Clause 8.4.3 A1 accordingly.</p>	Complies
A2	<p>A dwelling must have private open space that:</p> <p>(a) is in one location and is not less than:</p> <p>(i) 24m²; or</p> <p>(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);</p>	<p>As demonstrated within the submitted plans, private open space that satisfies the requirements of Clause 8.4.3 A2 will be provided through virtue of the proposed development.</p>	Complies

8.0 General Residential Zone			
8.4 Development Standards for Dwellings			
Clause	Acceptable Solution	Assessment	Compliance
	(b) has a minimum horizontal dimension of not less than: <ul style="list-style-type: none"> (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.		
8.4.6 Privacy for all dwellings			
A1	A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a: <ul style="list-style-type: none"> (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary; (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: <ul style="list-style-type: none"> (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or 	Proposed deck areas for each of the single dwelling and the secondary residence will have finished floor levels of approximately 0.4 m, therefore satisfying the requirements of Clause 8.4.6 A1 accordingly.	Complies

8.0 General Residential Zone			
8.4 Development Standards for Dwellings			
Clause	Acceptable Solution	Assessment	Compliance
	(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.		
A2	<p>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):</p> <p>(a) the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site. <p>(b) the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less 	<p>All floor levels of habitable rooms of the development will be less than 1 metre above natural ground level.</p>	<p>Complies</p>

8.0 General Residential Zone			
8.4 Development Standards for Dwellings			
Clause	Acceptable Solution	Assessment	Compliance
	than 1.7m above floor level, with a uniform transparency of not more than 25%.		

4.3 Code Assessments

4.3.1 Use Standards – *Acceptable Solutions* – Parking and Sustainable Transport Code

C2.0 Parking and Sustainable Transport Code			
C2.5 Use Standards			
Clause	Acceptable Solution	Assessment	Compliance
C2.5.1 Car parking numbers			
A1	The number of on-site car parking spaces must be no less than the number specified in Table C2.1.	Pursuant to the car parking requirements specified at Table C2.1, the development requires two (2) car parking spaces. As illustrated in the submitted plans, the development will be provided with three car parking spaces accordingly. Car parking space provision for the development therefore satisfies the requirements of Clause C2.5.1 A1 accordingly.	Complies

4.3.2 Development Standards – *Acceptable Solutions* - Parking and Sustainable Transport Code

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Acceptable Solution	Assessment	Compliance
C2.6.1 Construction of Parking Areas			
A1	All parking, access ways, manoeuvring and circulation spaces must: <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and 	The access way for the development will be approximately 4 metres width (widening to 6.5 metres width adjacent the garage entry), approximately 33 metres length (through to the garage entry), and predominantly constructed of crushed rock. As the access way is not consistent with A1(c) and requires	Does not Comply

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Acceptable Solution	Assessment	Compliance
	(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.	consideration under Clause C2.6.1 P1. Assessment of the proposal against this performance criteria is outlined at Section 4.3.3 of this report.	
C2.6.2 Design and Layout of Parking Areas			
A1.1	<p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <p>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</p> <p>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</p> <p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>.</p>	<p>As noted, the access way for the dwelling will be approximately 4 metres width (widening to 6.5 metres adjacent the garage), approximately 33 metres length, and constructed of predominantly of crushed rock. The dwelling will be provided with three (3) car parking spaces, with the parking area measuring approximately 6.5 metres width by 9 metres length. Vertical clearance above the parking surface area will be approximately 3 metres. The development therefore complies with</p> <p>Although satisfying the car parking space dimension requirements provided under Table C2.3, the proposed access way will not be provided with a passing bay and therefore does not satisfy the requirements of Table C2.2. The proposal therefore relies on demonstrating compliance with Clause C2.6.2 P1 accordingly. Assessment of the proposal against this performance criteria is outlined at Section 4.3.3 of this report.</p>	Does not Comply

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Acceptable Solution	Assessment	Compliance
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.	As illustrated in the submitted site plan, an existing single access point onto Annabel Drive services the site and will be relied upon for the purposes of the proposed development. The proposal therefore satisfies the requirements of Clause C2.6.3 A1 accordingly.	Complies

4.3.3 Development Standards – *Performance Criteria* - Parking and Sustainable Transport Code

Note: For context, most of the performance criteria require regard to be had to the factors listed in their respective subclauses. The process of having regard to these factors requires that they must be considered and given due weight in the assessment of compliance. It does not necessitate strict compliance with each criterion.¹

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Performance Criteria	Assessment	Compliance
C2.6.1 Construction of Parking Areas			
P1	All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.	The proposed parking, access ways, manoeuvring and circulation spaces associated with the residential development upon the site have been designed to be readily identifiable and useable in all weather conditions, having regard to the characteristics of the site, the scale of the development, and the practical needs of future occupants. Vehicle access will occur via the existing crossover from Annabel Drive, with a clearly defined internal driveway extending through the site to dedicated parking areas adjacent the residential buildings and within the detached garage. The submitted plans demonstrate a legible and functional arrangement that enables vehicles to safely enter, circulate within, manoeuvre on site and depart in a forward direction,	Complies

¹ See, e.g., *B Paterson & Ors v Hobart City Council and Tasmania Wild Experience Pty Ltd* [2020] TASRMPAT 24 at [45] & [72].

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Performance Criteria	Assessment	Compliance
		<p>thereby avoiding unnecessary reversing movements onto the public road.</p> <p>In relation to the nature of the use, the proposal comprises a low-intensity residential development involving a primary dwelling and secondary residence. Such use is expected to generate only modest daily vehicle movements associated with residents, visitors, deliveries and occasional service vehicles. The traffic demand generated by two residential tenancies is inherently low and does not necessitate commercial-grade access infrastructure or heavy-duty pavement treatments. The proposed parking and driveway arrangement is therefore appropriately scaled to the anticipated level of use while still providing a safe, practical and convenient outcome for occupants.</p> <p>The topography of the land is highly favourable to vehicle access and parking provision. The subject site is generally flat, with only a gentle fall across the allotment. This allows the driveway, parking spaces and manoeuvring areas to be constructed with manageable gradients and without excessive cut or fill. The relatively level terrain ensures vehicles can comfortably traverse the site in wet or dry conditions, improves accessibility for residents and visitors, and minimises the likelihood of erosion or pavement instability that can arise on steeper land.</p> <p>In terms of drainage, the proposed driveway and parking surfaces can be graded to direct runoff toward landscaped areas, while also allowing infiltration across permeable portions of the site. The combination of gentle site grades and landscaped areas ensures rainfall can be effectively managed without ponding or compromising vehicle usability. Accordingly, the access and parking areas are capable of</p>	

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Performance Criteria	Assessment	Compliance
		<p>remaining functional during periods of inclement weather.</p> <p>The likelihood of transporting sediment or debris from the site onto Annabel Drive is considered low. The proposed driveway utilises the existing crossover and is contained wholly within a developed residential allotment. Vehicle movements will be limited to domestic traffic volumes, and the internal driveway length allows loose material to settle prior to reaching the road reserve. Any localised debris can be readily managed through routine residential maintenance. Similarly, the likelihood of generating dust is minimal, given the modest frequency of vehicle movements, the urban residential context, the relatively sheltered nature of the site, and the capacity for the driveway surface to be compacted and maintained in a stable condition.</p> <p>With regard to the nature of the proposed surfacing, the internal accessway is predominantly to be constructed of compacted crushed rock, with concrete provided in key areas including the garage apron and portions adjoining building entries. This represents a practical and durable surface treatment commonly utilised in residential settings. Crushed rock provides a stable all-weather pavement suitable for light vehicle traffic, while allowing flexibility, permeability and ease of maintenance. The use of concrete at high-wear locations further reinforces functionality and longevity. Collectively, these surface treatments will ensure the parking, access ways, manoeuvring and circulation areas remain clearly identifiable, durable and operational throughout the year.</p> <p>Having regard to the nature of the use, the favourable topography, available drainage arrangements, low risk of</p>	

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Performance Criteria	Assessment	Compliance
		sediment transfer, negligible dust generation and the durable nature of the proposed surfacing, it is considered that the parking, access ways, manoeuvring and circulation spaces will be readily identifiable and useable in all weather conditions. The proposal therefore satisfies the requirements of Clause C2.6.1 P1 of the Parking and Sustainable Transport Code.	
C2.6.2 Design and Layout of Parking Areas			
P1	<p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</i> 	<p>The proposed parking, access ways, manoeuvring and circulation spaces associated with the residential development upon the site have been designed and will be readily identifiable so as to provide convenient, safe and efficient parking outcomes for future occupants and visitors. The submitted site plan demonstrates an integrated vehicle access arrangement utilising the existing crossover to Annabel Drive, with an internal driveway leading to on-site parking adjacent the dwellings and a detached garage positioned toward the western portion of the allotment. The layout has been carefully configured to respond to the dimensions of the land, the residential nature of the proposal, and the need for safe and practical on-site vehicle movement.</p> <p>In relation to the characteristics of the site, the subject land is a regular shaped urban allotment of generous size, comprising approximately 962 m² with direct frontage to Annabel Drive. The site is vacant and largely unconstrained, enabling parking and access infrastructure to be designed in a clear and efficient manner without compromise from existing buildings or significant physical impediments. The site width and depth provide sufficient area to accommodate all proposed buildings, associated private open space, landscaped setbacks, and practical vehicle access arrangements while</p>	Complies

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Performance Criteria	Assessment	Compliance
		<p>maintaining orderly circulation throughout the allotment.</p> <p>The proposed slope, dimensions and layout are highly suitable for vehicle use. The site is predominantly level with only a gentle fall, allowing the driveway and parking areas to be established with manageable grades that are comfortable for ordinary passenger vehicles and accessible users. The internal driveway has been designed with sufficient width to facilitate two-way passing opportunities at key points and safe turning movements into parking spaces and the garage. The manoeuvring area adjoining the garage and open parking bay provides adequate space for vehicles to enter and exit in a forward direction, reducing conflict and improving convenience.</p> <p>The proposed surfaces will ensure usability in all weather conditions. The accessway is to be formed predominantly in compacted crushed rock, with concrete hardstand areas adjoining the garage. These materials provide durable and stable surfaces suited to residential traffic volumes. The relatively flat topography, combined with appropriate grading and drainage management, will ensure that rainfall does not materially compromise access, parking function or manoeuvring capability.</p> <p>Vehicle and pedestrian safety has been appropriately considered in the site design. Vehicle access is confined to a single established crossover, thereby limiting conflict points with the public road network. Internal vehicle paths are clear and legible, with adequate sightlines available along the driveway alignment. Pedestrian movements from parking areas to each dwelling occur within private land and over short distances. The low traffic generation associated with residential use, together</p>	

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Performance Criteria	Assessment	Compliance
		<p>with the capacity for vehicles to turn on site and exit in a forward direction, significantly reduces risk to both site users and passing traffic on Annabel Drive.</p> <p>The nature and use of the development is residential, comprising a primary dwelling and a secondary residence. This is a low-intensity land use with modest parking demand and predictable traffic patterns. Vehicle movements will generally occur during standard residential peak periods and will consist primarily of resident trips. The scale of parking provision therefore appropriately reflects the operational needs of the development without overdevelopment of the site.</p> <p>The expected number and type of vehicles is modest and will predominantly comprise standard passenger cars. The parking spaces, garage dimensions and driveway geometry are suitable for this vehicle profile and are consistent with normal residential parking expectations. The likely use of the parking areas by persons with a disability has also been considered. The level nature of the site, short travel distances between parking spaces and dwelling entries, and manageable gradients across the driveway and circulation areas will assist accessibility. Open parking spaces adjacent to the dwellings provide flexibility for users requiring greater ease of entry and exit than may be available within enclosed structures.</p> <p>The nature of traffic in the surrounding area is local residential traffic associated with the surrounding General Residential precinct. Annabel Drive functions as a low-speed local road servicing adjoining dwellings rather than carrying significant through traffic volumes. As such, the proposed residential access will integrate</p>	

C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards for Buildings and Works			
Clause	Performance Criteria	Assessment	Compliance
		<p>comfortably with the surrounding traffic environment and is not expected to create congestion, safety concerns or unreasonable interference with nearby road users.</p> <p>In terms of parking delineation, the proposed accessway and parking areas are clearly identifiable through their distinct surface treatment, geometry and placement within the site. The driveway alignment is legible from the street frontage through to the rear garage, while the open parking bay and enclosed garage spaces are visually obvious and functionally separated from landscaped areas. Formal line marking is unnecessary in a low-scale private residential setting, with the physical layout itself providing clear delineation of vehicle areas.</p> <p>Having regard to the provisions of Australian Standard AS 2890.1:2004 and AS 2890.2:2002, the proposal demonstrates the core performance objectives of safe access, practical manoeuvring space, suitable gradients, adequate clearances and efficient on-site circulation for the scale and type of vehicles anticipated. While the development is residential in nature and does not require commercial vehicle infrastructure, the principles of those standards relating to usability, safety and circulation are appropriately reflected in the submitted design.</p> <p>Accordingly, the proposed parking, access ways, manoeuvring and circulation spaces are considered to be designed and readily identifiable so as to provide convenient, safe and efficient parking. The proposal therefore satisfies the requirements of Clause C2.6.2 P1 of the Parking and Sustainable Transport Code.</p>	

4.3.4 Use Standards – *Acceptable Solutions* – Road and Railway Assets Code

C3.0 Road and Railway Assets Code			
C3.5 Use Standards			
Clause	Acceptable Solution	Assessment	Compliance
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction			
A1.4	<p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <p>(a) the amounts in Table C3.1; or</p> <p>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p>	<p>Pursuant to the requirements of Table C3.1 of the Tasmanian Planning Scheme – Break O’Day, the acceptable increase amount of annual average daily traffic (AADT) ingress and egress movements via existing vehicle crossings on to roads that are not major roads (within the meaning of the definitions provided at Clause C3.3.1) is either (i) 20% or (ii) 40 vehicle movements per day – whichever is the greater.</p> <p>In the absence of Tasmanian-specific numeric trip-generation standards for individual residential dwellings, it is common and accepted practice for planning authorities and traffic practitioners in Tasmania to rely on the New South Wales traffic generation framework, particularly the guidance contained in the Guide to Traffic Generating Developments (the Guide) prepared by Transport for NSW (formerly Roads and Maritime Services). The Guide identifies low-density residential development, including detached single dwellings, as a low traffic-generating land use. Based on empirical survey data across metropolitan, regional, and rural contexts, a detached dwelling is typically associated with approximately 8 to 10 vehicle movements per day (vpd) on an Annual Average Daily Traffic (AADT) basis. This figure represents the total of both ingress and egress movements and reflects ordinary household travel behaviour, including commuting, education, shopping, and incidental trips.</p> <p>For a standard three-bedroom dwelling, the mid-range of this guidance – approximately 9 vehicle movements per day – is widely adopted in planning assessments and is considered</p>	Complies

C3.0 Road and Railway Assets Code			
C3.5 Use Standards			
Clause	Acceptable Solution	Assessment	Compliance
		<p>conservative and reasonable. Importantly, the Guide notes that traffic generation for individual dwellings is generally consistent regardless of minor variations in dwelling size, particularly where occupancy remains within a typical household range.</p> <p>Applying this methodology to the proposed single dwelling, the anticipated traffic generation would therefore be in the order of 8 to 10 vehicle movements per day, which constitutes a very low level of traffic activity. Traffic movements generated by the dwelling will therefore satisfy the requirements of Table C3.1, which in turn satisfied Clause C3.5.1 A1.4 accordingly.</p>	

4.4 Specific Area Plan Assessments

The following Specific Area Plans (SAPs) have been assessed as being applicable to the proposal:

- Stormwater Management

The following sections provide an assessment of the applicable standards of each SAP to the proposal.

4.4.1 Development Standards for Buildings and Works – *Acceptable Solution* – Stormwater Management

BRE-S2.0 Stormwater Management Specific Area Plan			
BRE-S2.7 Development Standards for Buildings and Works			
Clause	Acceptable Solution	Assessment	Compliance
BRE-S2.7.1 Stormwater management			
A1	<p>Development must be:</p> <p>(a) capable of connecting to the public stormwater system; or</p> <p>(b) permitted by the General Manager to discharge stormwater to a system other than the public stormwater system.</p>	<p>The proposed development will be connected to Council’s public stormwater system.</p>	Complies

5 Conclusion

The proposed residential development at 52 Annabel Drive, St Helens has been assessed against the relevant provisions of the Tasmanian Planning Scheme – Break O’Day and is considered to satisfy the applicable requirements of the Scheme. The subject land is located within the General Residential Zone and comprises a vacant urban allotment of approximately 962m² within an established residential neighbourhood. The proposal for a primary single dwelling, secondary residence and detached garage represents an appropriate residential use of the land that is consistent with the intended character and strategic outcomes of the zone.

The siting, scale and design of the proposed buildings respond positively to the dimensions and attributes of the site. All structures maintain compliant or suitable setbacks from boundaries and the street frontage, while building heights remain modest and well within the expected scale of surrounding residential development. Site coverage remains low relative to the size of the allotment, ensuring generous areas of private open space, landscaping opportunities and a spacious residential presentation. The development is therefore compatible with the existing streetscape and will integrate comfortably with surrounding dwellings.

The proposal also demonstrates compliance with the relevant code provisions relating to parking, access and servicing. Adequate on-site car parking is provided for the scale of development, together with a practical internal driveway arrangement that allows safe vehicle entry, manoeuvring and forward exit movements. The relatively level nature of the site supports convenient and safe access in all weather conditions, while connection to existing reticulated services, including water, sewer and stormwater, ensures the site is capable of accommodating the development without unreasonable infrastructure constraints.

Overall, the proposed development is a well-considered and orderly residential outcome that makes efficient use of a vacant serviced allotment within the urban area of St Helens. It will contribute positively to local housing diversity through provision of both a primary dwelling and secondary residence, while maintaining a scale and form that respects neighbourhood amenity. For these reasons, the proposal is considered to satisfy the relevant provisions of the Tasmanian Planning Scheme – Break O’Day and is appropriate for approval.