

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:

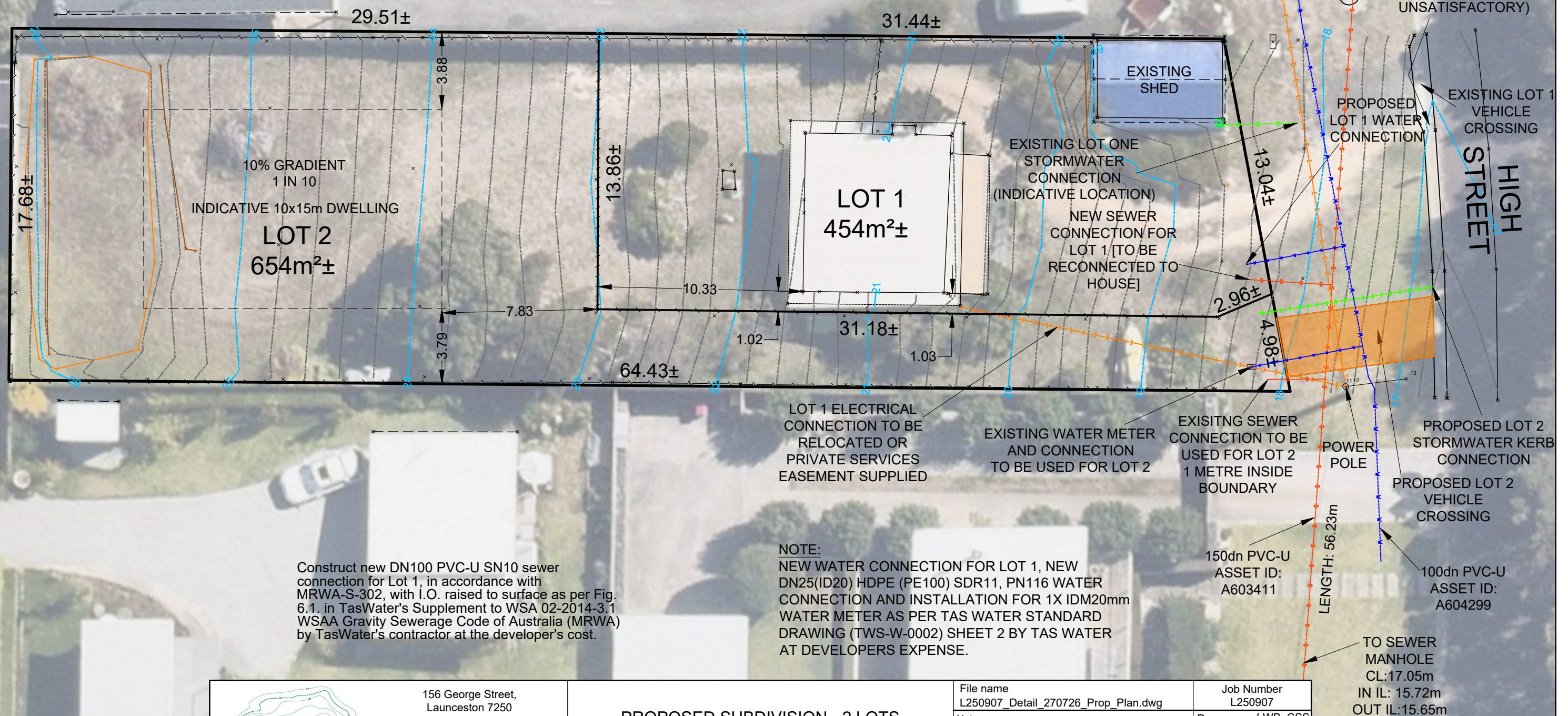
DA Number	DA 2026 / 00096
Applicant	Nova Land Consulting
Proposal	Subdivision - Two (2) Lot Subdivision
Location	10 High Street, Scamander (CT 213031/26)

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 29th August 2026 **until 5pm Friday 11th September 2026.**

John Brown
GENERAL MANAGER

- - TITLE BOUNDARIES
- - PROPOSED BOUNDARIES
- - CONTOURS
- - FENCING
- - OVERHEAD ELECTRICAL C
- - SEWER MAIN
- - WATER MAIN



Construct new DN100 PVC-U SN10 sewer connection for Lot 1, in accordance with MRWA-S-302, with I.O. raised to surface as per Fig. 6.1. in TasWater's Supplement to WSA 02-2014-3.1 WSAA Gravity Sewerage Code of Australia (MRWA) by TasWater's contractor at the developer's cost.

NOTE:
NEW WATER CONNECTION FOR LOT 1, NEW DN25(ID20) HDPE (PE100) SDR11, PN116 WATER CONNECTION AND INSTALLATION FOR 1X IDM20mm WATER METER AS PER TAS WATER STANDARD DRAWING (TWS-W-0002) SHEET 2 BY TAS WATER AT DEVELOPERS EXPENSE.

156 George Street,
Launceston 7250
132 Davey Street,
Hobart 7000

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PROPOSED SUBDIVISION - 2 LOTS
10 HIGH STREET, SCAMANDER TAS 7215
E.R.213031/26

File name	L250907_Detail_270726_Prop_Plan.dwg
Notes:	- Boundaries are approximate and subject to survey - Contour interval is 0.20m; index is 1.00m.

	Job Number L250907
Drawn	LWB, CSS
Scale	1:200@A3
Date	21/08/26
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PLANNING REPORT

Subdivision 1 lot to 2 Lots
10 High Street, Scamander

June 2026



Unlocking land potential.

Job Number: L260426

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Town Planner

Rev. no	Description	Date
1	Final	31 July 2026



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1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the *Land Use Planning and Approval Act 1993* (the 'Act') to develop land at 10 High Street, Scamander (the 'subject site').

The proposal seeks approval for the intended development of a Subdivision 1 lot to 2 Lots at the subject site. This report provides a detailed assessment of the site's characteristics, the proposed development's alignment with planning controls of the municipal area and considers any potential impacts.

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

Document	Consultant
Proposal Plans	Nova Land Consulting

1.1 Summary

Subject Site	
Address(es)	10 High Street, Scamander
Property ID	6783130
Title(s)	213031/26
Land area	1108m ²
Planning Authority	Break O'Day Council
Access	Access is proposed via a new crossover for Lot 2 and utilising the existing crossover for Lot 1
Planning Controls	
Zone	General Residential Zone (8.0)
General Overlay (SAPs/SSPs etc.)	Specific Area Plan - Stormwater Management Specific Area Plan (BRE-S2.0)
Overlays	N/A
Existing development	Residential - Single Dwelling & Outbuilding
Proposal	
Proposed Use/Development	Subdivision 1 lot to 2 Lots
Use Class	No Use Class assigned - As per Clause 6.2.6 of the SPPs
Use Class Status	Not Applicable
Existing services and infrastructure	
Water	Within a TasWater serviced area

Sewer	Within a TasWater serviced area
Stormwater	Within a stormwater serviced area, managed by a stormwater authority

2. Site Characteristics and Surroundings

2.1 Subject Site & Surrounding Area

The subject site is located at 10 High Street, Scamander within the Break O'Day municipal area and comprises an area of approximately 1,108m². The land is zoned General Residential Zone (8.0) under the Tasmanian Planning Scheme and is affected by the Stormwater Management Specific Area Plan (BRE-S2.0).

No code overlays apply to the site.

The site is currently developed with a single dwelling and associated outbuilding. There is an existing crossover to High Street which leads directly to the outbuilding located directly on the site's frontage.

The land exhibits a slope of approximately 8 degrees, falling generally from west to east.

The subject site is situated within an established residential neighbourhood characterised by single dwellings on residential allotments. The locality is fully serviced by reticulated infrastructure, including water, sewer, electricity and telecommunications.

2.2 Images



Figure 1 - Aerial view of subject site (highlighted in Blue). Source: LISTMAP

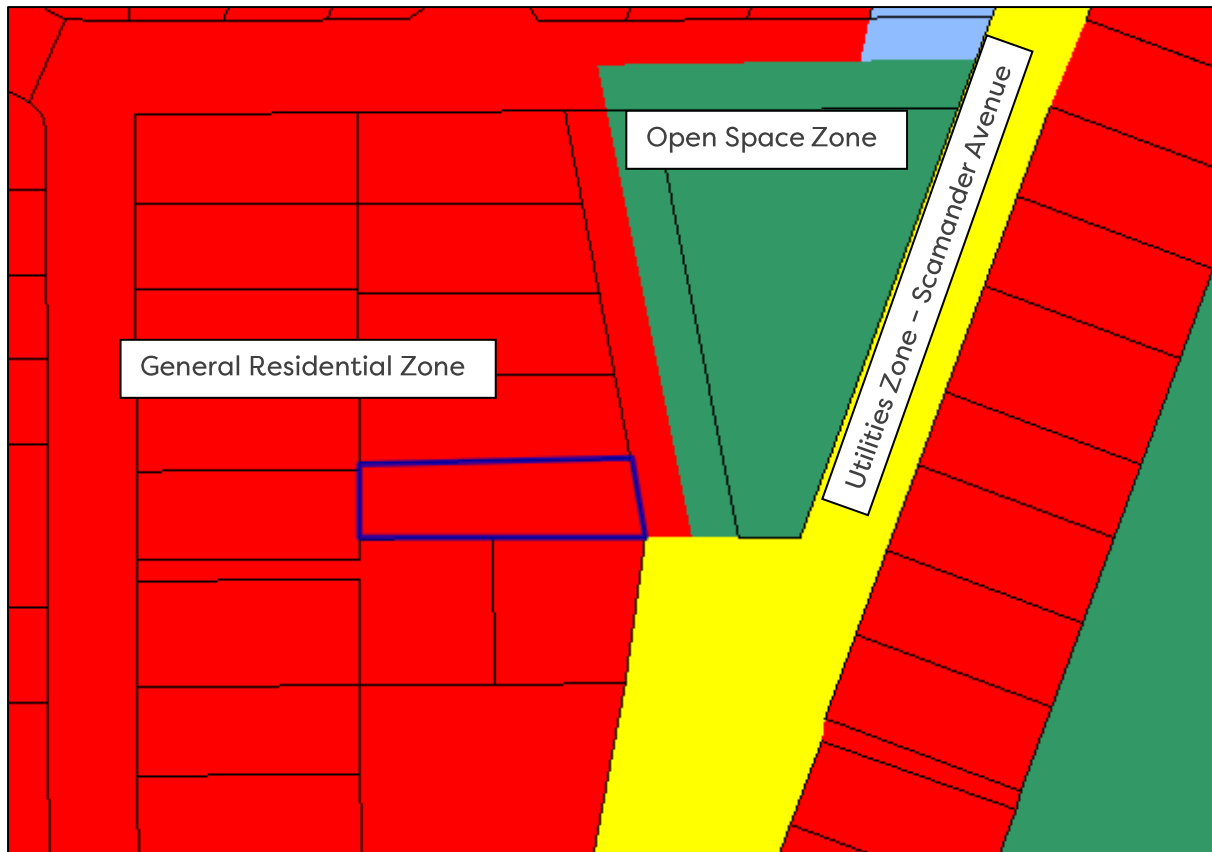


Figure 2 - Zoning of the subject site (highlighted in blue). Source: LISTMAP

3. Proposed Use and Development

3.1 Proposal

The proposal seeks approval for a Subdivision – 1 to 2 Lots. The subdivision is intended to separate the existing residential development and associated infrastructure from the balance of the land, creating a conventional front lot and a rear internal lot suitable for future residential development.

The proposed subdivision will result in the following allotments:

Lot	Area (Approx.)	Frontage
Lot 1	454m ²	13.04m
Lot 2	654m ²	4.98m (access handle)

Lot 1 will contain the existing residential development and retain its existing access from High Street.

Lot 2 is proposed as a rear internal allotment and will be accessed via a new crossover from High Street. The lot is intended to be provided with the necessary servicing connections, including water, sewer, stormwater, to facilitate future residential development.

To facilitate the subdivision, infrastructure works will be undertaken, including the construction of the new access, installation of servicing infrastructure, and the relocation or adjustment of existing services where required to ensure each lot is independently serviced and capable of accommodating its intended use.

Overall, the proposal represents a straightforward infill subdivision within an established residential area, making efficient use of existing urban land and infrastructure.

3.2 Proposal plans



Figure 3 - Proposal Plan. Source: Nova Land Consulting

A full set of plans is included with the application.

4. Planning Assessment

4.1 Planning Scheme Zone Assessment

8.0 General Residential Zone

8.1 Zone Purpose

The purpose of the General Residential Zone is:

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

Planners Response:

The proposal is considered to be consistent with the intent of the General Residential Zone as it facilitates the creation of an additional residential lot within an established urban area where full reticulated infrastructure is available. The subdivision supports the orderly and efficient use of residential land by separating the existing dwelling onto an individual lot while creating a vacant internal lot that is readily capable of accommodating future residential development.

The proposal promotes the efficient utilisation of existing social, transport and utility infrastructure by making use of an already serviced residential area. It represents an appropriate form of infill development that consolidates residential growth within the existing settlement boundary, rather than extending development beyond the urban area requiring additional servicing considerations. Both resultant lots will have access to full servicing provision, with any necessary infrastructure connections or relocations to be undertaken as part of the subdivision works to ensure each allotment is independently serviced.

The proposal does not involve any non-residential use or development and therefore does not give rise to impacts associated with commercial activity, noise, traffic generation or other off-site amenity considerations. Future development of the rear allotment will remain subject to the relevant planning approval processes, ensuring that any future development is designed and sited in a manner that is compatible with the established residential character of the locality.

Overall, the proposal aligns with the purpose of the General Residential Zone by facilitating an efficient infill subdivision that supports residential growth within a fully serviced urban area, makes effective use of existing infrastructure within the area.

8.3 Use Standards

8.3.1 Discretionary uses

Planners Response Not applicable to application.

Discretionary use not proposed.

Proposal is not assigned a use class under 6.2.6.

As no use is included in this application, these standards are considered not relevant and are not applicable to the assessment of the proposal.

8.3.2 Visitor Accommodation

Planners Response: Not applicable to application.

The proposal does not include a proposed Visitor Accommodation use.

Proposal is not assigned a use class under 6.2.6.

As no use is included in this application, these standards are considered not relevant and are not applicable to the assessment of the proposal.

8.4 Development Standards for Dwellings

Planners Response: Not applicable to application.

The proposal is for the subdivision of land only and does not involve the construction of, or alterations to, any dwelling.

As no dwelling development is proposed, these standards are considered not relevant and are not applicable to the assessment of the proposal.

8.5 Development Standards for Non-dwellings

Planners Response: Not applicable to application.

Proposal is not for 'non-dwelling' development. The proposal is for the subdivision of land only and does not involve the construction of, or alterations to, any 'non-dwelling' structures.

Therefore, these standards are considered not relevant and are not applicable to the assessment of the proposal.

8.6 Development Standards for Subdivision

8.6.1 Lot design

Objective:	That each lot: (a) has an area and dimensions appropriate for use and development in the zone; (b) is provided with appropriate access to a road; (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) is orientated to provide solar access for future dwellings.
Acceptable Solutions	Performance Criteria

A1

Each lot, or a lot proposed in a plan of subdivision, must:

- (a) have an area of not less than 450m² and:
 - i. be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of:
 - a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and
 - b. easements or other title restrictions that limit or restrict development; and
 - ii. existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2;
- (b) be required for public use by the Crown, a council or a State authority;
- (c) be required for the provision of Utilities; or
- (d) be for the consolidation of a lot with another lot provided each lot is within the same zone.

P1

Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

- (a) the relevant requirements for development of buildings on the lots;
- (b) the intended location of buildings on the lots;
- (c) the topography of the site;
- (d) the presence of any natural hazards;
- (e) adequate provision of private open space; and
- (f) the pattern of development existing on established properties in the area.

Planners Response: Relies on performance criteria.

The proposal is unable to comply with Acceptable Solution, and therefore relies on the performance criteria.

Both proposed lots provide sufficient useable area and dimensions to accommodate their intended residential purpose. Proposed Lot 1 will continue to contain the existing dwelling, with adequate private open space, vehicle access and servicing. The existing dwelling already operates satisfactorily in its current configuration and the proposed subdivision formalises a lot layout that reflects the established pattern of occupation on the site, including existing fencing that already delineates the dwelling from the balance of the property.

Proposed Lot 2 has been designed to accommodate future residential development. An indicative 15m x 10m building envelope has been identified to demonstrate that a future dwelling can be reasonably sited while achieving the applicable setback requirements of Clause 8.4.2 A1, A2 and A3. The land immediately west of the indicative building envelope has a gentle gradient of approximately 3.5% (approximately 2°), providing a suitable area for private open space. Excluding the access strip, the lot provides an approximate developable area of 528m², demonstrating that there is ample land available to accommodate a dwelling, private open space, vehicle manoeuvring, parking and ancillary residential development. This confirms that the proposed lot is of sufficient size and functionality to support its intended residential use.

The site is not affected by any natural hazards that would constrain residential development. Both resultant lots will be fully serviced and are capable of functioning independently.

The proposal is also consistent with the established development pattern within the locality. The surrounding residential area contains dwellings and outbuildings exhibiting a variety of setback distances to side boundaries including some relatively close to or 'on the

boundary'. The reduced setback associated with the existing dwelling does not result in unreasonable impacts on the created lot, with the access strip being the predominantly impacted area, nor does it establish a development pattern that is inconsistent with the character of the neighbourhood.

Accordingly, both resultant lots provide sufficient useable area and dimensions suitable for their intended residential use. The proposal is therefore considered to satisfy the requirements of Performance Criteria P1.

A2

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.

P2

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:

- (a) the width of frontage proposed, if any;
- (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;
- (c) the topography of the site;
- (d) the functionality and useability of the frontage;
- (e) the ability to manoeuvre vehicles on the site; and
- (f) the pattern of development existing on established properties in the area,

and is not less than 3.6m wide.

Planners Response: Relies on performance criteria.

Proposed Lot 1 will retain a frontage of approximately 13.04m to High Street, providing direct and functional access to the public road. This frontage is more than sufficient to accommodate the existing crossover and ongoing residential use of the lot.

Proposed Lot 2 is configured as an internal lot and is provided with a 4.98m wide frontage. This exceeds the minimum width of 3.6m required by the Performance Criteria and provides sufficient width to accommodate vehicle access and the installation of required services.

The access handle will serve only one internal lot, ensuring there are no shared access arrangements required.

The proposed frontage is of sufficient width and functionality to facilitate safe vehicle movements to and from the site. Adequate manoeuvring can be achieved within the proposed Lot 2, and future development will be required to demonstrate compliance with the relevant access and parking standards at the time of any development application.

The proposal is also consistent with the established pattern of development in the surrounding area. Internal (battle-axe) lots are an established form of residential subdivision within the locality and provide an efficient means of facilitating infill development while maintaining orderly access arrangements. This is demonstrated by the adjoining property at 9A George Street, which is similarly configured as an internal lot accessed via an access strip. The proposed subdivision adopts comparable outcome to this existing arrangement and is therefore consistent with the existing development pattern and residential character of the area.

Accordingly, the proposed frontages and access arrangements are considered sufficient for the intended residential use of each lot.

The proposal therefore satisfies the requirements of the Performance Criteria.

A3

Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

P3

Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:

- (a) the topography of the site;
- (b) the distance between the lot or building area and the carriageway;
- (c) the nature of the road and the traffic;
- (d) the anticipated nature of vehicles likely to access the site; and
- (e) the ability for emergency services to access the site.

Planners Response: Complies with acceptable solution.

The proposal includes the construction of a new vehicular crossover from High Street to provide access to proposed Lot 2, while proposed Lot 1 will retain the existing crossover. The new crossover will be designed and constructed in accordance with the requirements of the relevant road authority and Council.

Accordingly, each resultant lot will be provided with suitable and independent vehicular access to High Street, satisfying the requirements of the Acceptable Solution.

A4

Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.

P4

Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:

- (a) the size, shape and orientation of the lots;
- (b) the topography of the site;
- (c) the extent of overshadowing from adjoining properties;
- (d) any development on the site;
- (e) the location of roads and access to lots; and
- (f) the existing pattern of subdivision in the area.

Planners Response: Not applicable to application.

The proposal does not include the creation of any new road as part of the subdivision. All lots are serviced by existing road infrastructure, and therefore this provision does not apply to the application.

8.6.2 Roads

Objective:	That the arrangement of new roads within a subdivision provides for: (a) safe, convenient and efficient connections to assist accessibility and mobility of the community; (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land
Acceptable Solutions	Performance Criteria
A1 The subdivision includes no new roads.	P1 The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to: (a) any road network plan adopted by the council; (b) the existing and proposed road hierarchy; (c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential; (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (e) minimising the travel distance between key destinations such as shops and services and public transport routes; (f) access to public transport; (g) the efficient and safe movement of pedestrians, cyclists and public transport; (h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016; (i) the topography of the site; and (j) the future subdivision potential of any balance lots on adjoining or adjacent land
Planners Response: Not applicable to application. Subdivision proposal does not include any new roads.	

8.6.1 Services

Objective:	That the subdivision of land provides services for the future use and development of the land.
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Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.	P1 A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to: (a) flow rates; (b) the quality of potable water; (c) any existing or proposed infrastructure to provide the water service and its location; (d) the topography of the site; and (e) any advice from a regulated entity.
Planners Response: Complies with acceptable solution. The subject site is located within an established residential area that is serviced by a reticulated water supply network. Both proposed lots will have access to a full reticulated water supply service, with required service connections to be undertaken as part of the subdivision works. Each resultant lot capable of being independently connected to the existing reticulated water infrastructure. Accordingly, the requirements of Acceptable Solution A1 are satisfied.	
A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	P2 No Performance Criterion.
Planners Response: Complies with acceptable solution. The subject site is located within an established residential area that is serviced by a reticulated sewerage system. Both proposed lots will have access to a full reticulated sewerage service, with service connections to be undertaken as part of the subdivision works. Each resultant lot will be capable of being independently connected to the existing reticulated sewerage infrastructure. Accordingly, the requirements of Acceptable Solution A2 are satisfied.	
A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	P3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to: (a) the size of the lot; (b) topography of the site; (c) soil conditions;

	(d) any existing buildings on the site; (e) any area of the site covered by impervious surfaces; and (f) any watercourse on the land.
Planners Response: Complies with acceptable solution. The subject site is located within an established residential area that is serviced by a public stormwater system. Both proposed lots will be capable of connecting to the existing public stormwater network, with any required stormwater connections, adjustments or relocations to be undertaken as part of the subdivision works. Each resultant lot will be capable of being independently serviced by the existing public stormwater infrastructure. Accordingly, the requirements of Acceptable Solution A3 are satisfied.	

4.2 Planning Scheme Code Assessment

C2.0 Parking and Sustainable Transport Code

Planners Response: Complies with acceptable solution.

The proposal complies with the requirements of the Parking and Sustainable Transport Code. The subdivision, in and of itself, does not involve any change of use or intensification of the existing residential use that would generate additional traffic movements or parking demand. The proposed lot configuration does not reduce the ability of either resultant lot to provide on-site parking, nor does it create a requirement for additional parking infrastructure as a result of the subdivision.

The proposed subdivision will result in two residential lots capable of accommodating single dwellings. Each resultant lot provides sufficient area and suitable access arrangements to accommodate vehicle parking associated with the intended residential use. Proposed Lot 1 will retain the existing access arrangements, while the proposed Lot 2 will be provided with a dedicated access strip and new crossover to High Street, ensuring each lot can function independently.

The proposal does not increase parking demand beyond that anticipated for residential development within the General Residential Zone. The proposed access arrangements provide safe and functional vehicle access, with adequate space available within each lot to accommodate future vehicle parking and manoeuvring requirements.

Any future development of Proposed Lot 2, including the construction of a dwelling and associated parking areas, will remain subject to assessment against the relevant provisions of the Tasmanian Planning Scheme at the time of application.

Accordingly, the proposal is considered to satisfy the requirements and intent of the Parking and Sustainable Transport Code.

5. Conclusion

The proposed subdivision at 10 High Street, Scamander represents an appropriate form of residential infill development within an established General Residential Zone area. The proposal seeks to create two residential lots, separating the existing dwelling from the balance of the land and facilitating the future use of the internal allotment for residential purposes.

The assessment has demonstrated that the proposal is consistent with the purpose and outcomes of the General Residential Zone by supporting the efficient utilisation of existing serviced residential land, making effective use of available infrastructure, and maintaining the established residential character of the locality.

While the proposal requires consideration against certain Performance Criteria, the resulting lots provide sufficient useable area, suitable dimensions, functional access arrangements, and the ability to accommodate future residential development. The proposed lot configuration is compatible with the established pattern of development in the area, including the presence of similar internal lot arrangements within the surrounding locality.

Both resultant lots will be capable of being independently serviced and accessed, with the proposed arrangements ensuring the ongoing functionality of the existing dwelling and providing a suitable opportunity for future residential development.

Overall, the proposed subdivision represents a logical and orderly use of existing residential land that is consistent with the objectives of the Tasmanian Planning Scheme. The proposal will not result in unreasonable impacts on adjoining properties or the surrounding residential amenity and is considered appropriate for approval.

Annexure 1 - Certificate of Title Plan and Folio Text

Annexure 2 - Proposal Plans



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